



***Final Planned Action Environmental Impact Statement (FEIS)
Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization (Subarea) Plan &
Implementing Regulations
Kennewick, Washington
17 December 2010***

This document serves as the Final Planned Action Environmental Impact Statement (FEIS) for the Bridge-to-Bridge/River-to-Rail Revitalization (Subarea) Plan & Implementing Regulations for Kennewick, Washington and includes descriptions of the existing environment, alternative plan impacts, and mitigation.

The Kennewick Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization Plan including plan objectives, action plan elements, and implementation program is described in a separate document.

Reference copies of the proposed Kennewick Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization Plan are available for review at the Kennewick Library and City Hall.

Prepared in compliance with:

The Washington State Environmental Policy Act (SEPA) of 1971
Chapter 43.21C of Revised Code of Washington (RCW) revised 1983

SEPA Guidelines, Effective 16 January 1976 as revised 4 April 1984
Chapter 197-10, Washington Administrative Code (WAC)

Kennewick SEPA Ordinance Number KMC ____

Date issue Draft Environmental Impact Statement: 20 October 2010
Date issue Final Environmental Impact Statement: 17 December 2010

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Fact Sheet

Proposed action

Adopt and implement the Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization (Subarea) Plan & Implementing Regulations for Kennewick, Washington in accordance with Chapter 35.63 of the Revised Code of Washington (RCW) and the provisions of the Growth Management Act (GMA), Chapter 36.70A of the Revised Code of Washington (RCW).

The proposed plan will amend current Kennewick policies governing the environment, land use, economics, transportation, design resources, parks and recreation, public services, and utilities to implement the BB/RR Revitalization Plan and to conform to GMA requirements.

Implementation program particulars will revise zoning, design standards, capital improvement program, and other Kennewick ordinances and regulations to comply with the BB/RR Revitalization Plan's policies and implementing regulations.

Location of the proposal

The BB/RR revitalization area is located between US-395/Blue Bridge on the west and SR-397/Cable Bridge on the east and the Columbia River on the north and the BNSF and UP Railroads on the south. The BB/RR area includes approximately 400 acres and acts as a major gateway into Kennewick and its historic downtown district.

The BB/RR revitalization area is composed of 7 distinct neighborhoods including Columbia Drive and the auto dealers and commercial services along it, Duffy's Pond and the approach to Clover Island, the mobile home parks and residential developments along the levee leading to Columbia Park and south of Columbia Drive, and the numerous salvage, warehouse, and trucking businesses along the railroad tracks.

Purpose of BB/RR Revitalization Plan

The purpose of the BB/RR Revitalization Plan is to anticipate and guide the long-term redevelopment of the BB/RR and its distinct and integral neighborhoods. The plan will serve as a statement of

the city's commitment and direction for these areas and as a resource for potential investors, property owners, the community, and other public agencies.

BB/RR plan contents and implementing regulations retain some existing land use activities as well as recruit new and intensified commercial and industrial developments, higher density residential projects, and mixed-use developments along with trail and park expansions, roadway reconfigurations, and other infrastructure improvements.

Key objectives include establishing new gateway entries to the BB/RR district as well as between the district, downtown, and city, by refurbishing signage, streetscapes, and other amenities.

Action sponsor

Economic Development & Community Planning Departments
Kennewick City Hall
210 West Sixth Avenue, PO Box 6108, Kennewick, Washington 99336

Lead agency

Economic Development & Community Planning Departments
Kennewick City Hall
210 West Sixth Avenue, PO Box 6108, Kennewick, Washington 99336

Proposed date of implementation

The BB/RR Revitalization Plan's planning period extends 15 years or from 2010 to the year 2025. Implementing actions include revisions to zoning, urban design guidelines, incentive (housing) zoning provisions, and other Kennewick ordinances and regulations. Implementation will commence beginning with the adoption of the BB/RR Revitalization Plan & Implementing Regulations by the Kennewick City Council.

Responsible official

Greg McCormick, Director
Community Planning Department
Kennewick City Hall

210 West Sixth Avenue, PO Box 6108, Kennewick, Washington 99336

Contact person

Anthony Muai, Assistant Planner
Community Planning Department
Kennewick City Hall

210 West Sixth Avenue, PO Box 6108, Kennewick, Washington 99336
Phone: 509-585-4386, Fax: 509-585-4442
E-mail: anthony.muai@ci.kennewick.wa.us

Principal contributors/location of background data

This document has been prepared under the direction of the Kennewick Economic Development & Community Planning Departments. Research and analysis was provided by:

Tom Beckwith FAICP
Beckwith Consulting Group
PO Box 704, LaConner, Washington 98257
Phone: 360-466-3536
e-mail: beckwith@beckwithconsult.com

Required approvals

The following actions must be approved by Kennewick City Council in order to implement Alternative 2: Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization Plan & Implementing Regulations:

- The proposed BB/RR Revitalization Plan and all implementing measures including amendments to the 2008 Zoning Map and Ordinance, and Planned Action Ordinance must be reviewed at public hearings to be conducted by the Kennewick Planning Commission, and thereafter by City Council in accordance with the provisions of Chapter 35.63 and the Washington State Growth Management Act (GMA) Chapter 36.70A of the Revised Code of Washington (RCW).
- Kennewick City Council must complete public hearings, consider the recommendations of the Planning Commission and public, and adopt a final BB/RR Revitalization Plan, Implementing Regulations (including zoning map and ordinance amendments, and Planned Action Ordinance.

Commencing with the City Council's adoption of a final BB/RR Revitalization Plan, Implementing Regulations (including zoning map and ordinance amendments), and Planned Action Ordinance, various Kennewick agencies will initiate the specific actions consistent with the provisions of Chapter 35.63 and 36.70A of the RCW.

- Prior to Kennewick action, the Washington State Department of Commerce (DOC) will coordinate state agency review of legislature proposals.

Following City Council action, the likely permits to be acquired by individual development proposals include but are not limited to:

- Land use permits
- Construction permits
- Building permits
- Street use permits

3.6: Planned Action EIS & Ordinance

Washington State Environmental Policy Act (SEPA) provides for a Planned Action process to allow quality environmental review early in the planning process and with public input to shape decisions. The intent is to provide more detailed environmental analysis during the formulation of planning proposals, rather than at the project permit stage.

The basic steps in designating planned action projects are to:

- Prepare an environmental impact statement (EIS),
- Designate the planned action projects by ordinance, and
- Review permit applications for consistency with the designated planned action.

The Planned Action designation indicates that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, will not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in a Planned Action Ordinance. Although future proposals

that qualify as Planned Actions are not subject to additional SEPA review, they are subject to application notification and permit process requirements.

The Planned Action Ordinance is expected to encourage redevelopment and revitalization within the BB/RR area. Property owners and potential developers will be encouraged to redevelop in the BB/RR area as a result of the streamlined development process that takes place under a planned action process. This DEIS will help Kennewick identify impacts of development and specific mitigation measures that developers will have to meet to qualify for a Planned Action project.

Cost and availability of the Draft Planned Action Environmental Impact Statement (DEIS)

Copies of the BB/RR Revitalization Plan & Implementing Regulations, Planned Action Ordinance, and Draft Planned Action Environmental Impact Statement (DEIS) are available for public review at:

- Kennewick City Hall located at 210 West Sixth Avenue and
- Kennewick Library located at 405 South Dayton Street
- Mid-Columbia Library Kennewick Branch located at 1620 South Union Street

Date of issue of Draft Planned Action Environmental Impact Statement (DEIS)

20 October 2010

Comments due on Draft Planned Action Environmental Impact Statement (DEIS)

3 December 2010

Date of issue of Final Planned Action Environmental Impact Statement (FEIS)

17 December 2010

Cost of FEIS document

The complete BB/RR Revitalization Plan and Appendices (with Implementing Regulations), Draft Planned Action Environmental

Impact Statement (DEIS) and Appendices (with Planned Action Ordinance), and Final Planned Action Environmental Impact Statement (FEIS) can be downloaded from the Kennewick website at www.ci.kennewick.wa.us. The document may also be acquired on CD for a cost of \$1.00 a copy at Kennewick city hall, or for the cost of reproduction from FedEx Office or any reproduction or copy business by downloading from the city website.

Acronyms

ACS	American Community Survey	DOC	WA Department of Commerce (formerly CTED)
ADA	Americans with Disabilities Act	DOE	US Department of Ecology
ADD	average daily demand	Ecology	WA Department of Ecology
ADF	average daily flow	EDNA	environmental designation for noise abatement
ADT	average daily traffic	EIS	environmental impact statement
AIP	Airport Improvement Program	EMS	Emergency Medical Services
AMHI	Average Median Household Income	EPA	US Environmental Protection Agency
BACT	Best Available Control Technology	ERA	equivalent residential unit
BB/RR	Bridge-to-Bridge/River-to-Rail Revitalization Area	ESA	Endangered Species Act
BCAA	Benton Clean Air Agency	FAA	Federal Aviation Authority
BFCOG	Benton-Franklin Council of Governments	FCC	Federal Communications Commission
BMPs	best municipal practices	FEMA	Federal Emergency Management Agency
BNSF	Burlington Northern Santa Fe Railroad	FHWA	Federal Highway Administration
Btu	British thermal unit	FTA	Federal Transit Administration
CAFÉ	Corporate Automobile Fuel Economy	FTE	Full-time Equivalent Employee
CAFR	Comprehensive Annual Financial Report	GHG	greenhouse gas
CAO	Critical Areas Ordinance	GMA	WA Growth Management Act
CDBG	Community Development Block Grant Program	gpcd	gallons per capita per day
Census	US Bureau of the Census	gpm	gallons per minute
CFP	Capital Facilities Plan	HAI	Housing Affordability Index
CHAS	Comprehensive Housing Affordability Strategy	HDKP	Historic Downtown Kennewick Partnership
CHDO	Community Housing Development Organizations	HAI	Housing Affordability Index
CHP	2005-2209 Tri-Cities Consolidated Housing Plan	HES	Hazard Elimination Safety Program
CID	Columbia Irrigation District	HOV	high-occupancy vehicle
CIF	Capital Improvement Fund	HSS	Highways of Statewide Significance
CIP	Capital Improvement Program	HUD	US Department of Housing & Urban Development
CLG	Certified Local Government	ICC	Interstate Commerce Commission
CO	carbon monoxide	IPCC	Intergovernmental Panel on Climate Change
Corps	US Army Corps of Engineers	ISO	Insurance Services Office
CREHST	Columbia River Exhibition of History, Science & Technology	KAC	Kennewick Administrative Code
CTR	Commute Trip Reduction	KID	Kennewick Irrigation District
CWPP	(Benton) County-Wide Planning Policies	KSD	Kennewick School District
DAHP	WA Department of Archaeology & Historic Preservation	kV	kilovolt - 1000 volts
dB	decibel	kW	kilowatt - 1000 watts
dba	A-weighted decibel	L&I	WA Department of Labor & Industries
DNR	WA Department of Natural Resources	LDN	Day-Night Level of sound
		LEED	Leadership in Energy & Environmental Design

Leq	equivalent sound level
LID	Local Improvement District
LOS	level of service
MCI	Mass Causality Incident
MFI	Median Family Income
mg	million gallons
mgd	million gallons per day
mph	miles per hour
MSA	Metropolitan Statistical Area
MSATs	Mobile Source Air Toxics
MTCA	Model Toxics Control Act of Washington
MTSO	Mobile Telephone Switching Office
MVFT	Motor Vehicle Fuel Tax
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NO _x	nitrogen dioxide
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport Systems
NRHP	National Register of Historic Places
NRPA	National Park & Recreation Association
OFM	WA Office of Financial Management
OSPI	Office of Superintendent of Public Instruction
PDD	peak daily demand
PM10	fine particulate matter 10 microns or less
PM2.5	fine particulate matter 2.5 microns or less
POK	Port of Kennewick
PROS	Parks, Recreation & Open Space Plan
PVC	polyvinyl chloride
PWTF	Public Works Trust Fund
RCO	WA Recreation & Conservation Office
RCW	Revised Code of Washington
RTIP	Regional Transportation Improvement Program
REET	Real Estate Excise Tax
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users
SEPA	State Environmental Policy Act

SMP	Shoreline Master Program
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SOV	single-occupancy vehicle
SR	state route
SWAC	Solid Waste Advisory Committee
TAZ	traffic analysis zone
TCAC	Tri-City Area Chamber of Commerce
TDM	Transportation Demand Management
TEA	Tri-City Enterprise Association
therm	British thermal unit = 100,000 btu of energy
TIA	Transportation Improvement Account
TIP	Transportation Improvement Program
TMDL	total maximum daily demand
TNM	traffic noise model
TOD	transit-oriented development
Tri-Cities	Kennewick, Richland, & Pasco
TRIDEC	Tri-Cities Industrial Development Council
TSP	total suspended particulates
TSP	Transportation Systems Plan
UAP	Urban Arterial Program
UATA	Urban Arterial Trust Account
UCP	Urban Corridor Program
UGA	Urban Growth Area
UP	Union Pacific Railroad
USFWS	US Fish & Wildlife Service
VCB	Tri-Cities Visitor & Convention Bureau
V/m	Volts per meter
VMT	vehicle miles traveled
VOC	volatile organic compound
WAC	Washington Administrative Code
WASIST	WA intersection screening tool
WCRER	WA Center for Real Estate Research
WDFW	WA Department of Fish & Wildlife
WMK	Waste Management of Kennewick
WPPSS	Washington Public Power Supply System
WSDOT	WA Department of Transportation
WTP	Water Treatment Plant
WUTC	Washington Utilities & Transportation Commission
WWTP	Wastewater Treatment Plant

1 Summary of the proposal

Adopt and implement the Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization (Subarea) Plan & Implementing Regulations for Kennewick, Washington in accordance with Chapter 35.63 of the Revised Code of Washington (RCW) and the provisions of the Washington State Growth Management Act (GMA) Chapter 36.70A of the Revised Code of Washington (RCW).

1.1 Alternatives

The following alternatives have been considered on a neighborhood and BB/RR area-wide basis:

- **Alternative 1: No-action** - where the goals, objectives, concepts, policies, and regulations in the existing 2008 Comprehensive Plan and March 2010 Zoning Map and Ordinance are not changed.
- **Alternative 2: BB/RR Revitalization Plan & Implementing Regulations - the Proposed Action** - where environmental, parks and open spaces, land use and zoning, population and housing, road network, railroad, non-motorized transportation or trail system, on-road bike lanes, pedestrian walkways and sidewalks, streetscapes, gateways and wayfinding, transit routes, catalytic public, catalytic private development projects, and a variety of partnership or joint ventures are potentially entered into with nonprofit and other public agencies to implement the plan under new low, moderate, and high density mixed use zoning districts (MU-L, M,H) allow building heights up to 5, 8, and 12 stories over parking and ground floor retail platforms when affordable or workforce housing is included under an incentive provision.

1.2 The proposed action

Implementation of Alternative 2: BB/RR Revitalization Plan & Implementing Regulations - the Proposed Action will comply with GMA requirements for comprehensive plan amendments, zoning

map and ordinance revisions, and a capital facilities program. In addition, the program will also develop and implement the following major BB/RR Action Plan strategies determined to be important in effectively implementing the Kennewick Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization Plan.

The 19 strategies are grouped according to subject matter and not necessarily priority and are listed in an analytical sequence beginning with: 1) Organization, 2) Economics, 3) Promotion, 4) Design Standards, 5) Design/Development - Infrastructure, and 6) Design/Development - Catalytic Projects.

1.2.1: Organization

1: Assign action program and project implementation responsibilities

- Continue City Council's charter,
- Appoint key point persons or project facilitator,
- Coordinate action plan implementation programs and projects,
- Engage the public
- Resolve funding strategies
- Monitor implementation

2: Resolve agreements with HDKP, Port, and other participants

- Resolve HDKP development/operation of the Public Market
- Resolve Port of Kennewick's Master Plan for Duffy's Pond
- Resolve RFPs for design/develop competitions

1.2.2: Economics

3: Recruit/retain target markets

- Identify key entrepreneurial prospects
 - Multi-modal transportation dealers
 - Mixed-use project developers
 - Mixed income mixed-use housing occupants
 - Retail tenants

- Artists and art galleries
- Incubator and start-up businesses
- Public market vendors
- Excursion train operator
- Compile supporting market information
- Provide business planning and start-up capital assistance
- Create a capital investment fund
- Conduct cold call contacts
- Follow-up
- Debrief

4: Expand the “Main Street” program

- Expand the Main Street program model and HDKP activities
- Expand downtown activities and special events program
- Initiate additional special events that are keyed to unique Kennewick historical occurrences
- Expand the façade improvement program
- Expand the source of low cost building improvement and development funds
- Award capital investment funds on a competitive basis or in response to a request system

1.2.3: Promotion

5: Update and expand city/HDKP websites

- Refine the brand, tagline, and logo
- Expand city/HDKP marketing/tourism websites
 - Homepage
 - Attractions pages
 - Events pages
 - Visitor services pages
 - Business investment pages
 - Resident services pages
 - Transportation pages
 - Gallery pages
- Design and publish coordinated print collateral materials
 - Correspondence
 - Brochures
 - Flyers
 - Advertising templates
 - Billboards

- Trailers and information stands

6: Install historic district, gateways, and wayfinding signage

- Have WSDOT install historic district signage
- Install historic district directional signage
- Design and install gateway or entry improvements
- Install way-finder signage

1.2.4: Design standards

7: Update/refine zoning designations

- Amend the Zoning Map of the City of Kennewick
- Amend Chapter 18.03 of the Municipal Code to create a Mixed Use (MU) zoning district
- Incorporate Incentive Zoning provisions

8: Adopt design standards for BB/RR mixed use

- Adopt historical building design guidelines
- Adopt new building design guidelines
- Adopt signage design guidelines
- Adopt landscape design guidelines

1.2.5: Design/development - infrastructure

9: Fill/soft armor select river shoreline areas for fish habitat

- Inventory, design, submit, and accomplish project applications

10: Install stormwater swale/river levy enhancements

- Install a vegetation mat on the inside face of the river flood levy
- Install “grasscrete” or similar structural underground material that allows grass to grow through the grid
- Install native plant materials and rockery within the swale
- Install grass, street trees, and furnishings on the inside swale buffer
- Construct bridges and stairways across the swale and up the inside levy face
- Install wayfinding and directory signs, interpretive exhibits, picnic tables, and shelters
- Install an artworks gallery

11: Acquire/develop BB/RR parks

- Designate a publicly accessible but potentially privately owned or dedicated park improvement on frontage property between John Day and Jean Streets
- Acquire a public park property between the swale/levy and Columbia Drive at Fruitland Street
- Designate a publicly accessible but potentially privately owned or dedicated park improvement on frontage property between Benton and Washington Streets
- Acquire a public park property between Duffy's Pond and Columbia Drive.

12: Reconfigure road network

- Reduce and control median lane traffic turning movements on Columbia Drive
- Realign Columbia Park Trail
- Open, realign, and extend Bruneau/Railroad Avenues
- Designate on the streets and roads map

13: Construct streetscape enhancements

- Expand sidewalks
- Upgrade transit furnishings
- Improve pedestrian-friendly furnishings
- Install landscaping
- Install artworks
- Where appropriate relocate and/or underground overhead power and telecommunication lines, and relocate light and signage standards

14: Construct sidewalks, curbs, and gutters

- Improve existing and future roadways with basic infrastructure
- Reconfigure existing roadway infrastructure to accommodate pedestrian and bikeways
- Install transit improvements

15: Reconfigure transit routes

- Reconfigure route 55, 120, and/or 160 to create a loop shuttle
- Install transit improvements

1.2.6: Design/development - catalytic projects

16: Acquire/develop Public Market and Excursion Train

- Acquire the BNSF property
- Improve the site
- Develop a Public Market
- Recruit market tenants and activities
 - Artists and art galleries
 - Incubator and start-up businesses
 - Public market vendors
 - Public market concessions or tenants
- Program continuous activities
- Program special events that are keyed to unique Kennewick historical occurrences
- Recruit an excursion train operator
- Install angled parking on West Canal Drive

17: Acquire/issue RFP for incubator developments

- Lease then acquire the property from BNSF
- Brainstorm redevelopment solutions for the property
- Assess the economic feasibility of the preferred concepts
- Assess and mitigate environmental impacts
- Conduct public hearings and approve a pre-packaged plan solution
- Develop a competitive request-for-proposal (RFP) process
- Conduct a town hall with potential developers
- Issue the RFP and judge proposals
- Award project following City Council public hearings and review procedures.

18: Issue RFP for private property packages

- Package potential development parcels
- Brainstorm redevelopment solutions for the property
- Assess the economic feasibility of the preferred concepts
- Assess and mitigate environmental impacts
- Conduct public hearings and approve a pre-packaged plan solution
- Develop a competitive design/develop request-for-proposal (RFP) process
- Conduct a town hall with potential developers

- Issue the RFP and judge proposals
- Award project following City Council public hearings and review procedures

19: Review/resolve master plan for Port of Kennewick's Duffy's Pond properties

- Resolve environmental issues and impacts
- Resolve park and trail improvements
- Resolve mixed use zoning allowances
- Conduct hearings and resolve master plan approval particulars by the Planning Commission and City Council

1.3: Elements of the environment - Impacts and mitigating measures

In accordance with WAC 197-11-44, the Kennewick Community Planning Department has determined this proposal may have a significant adverse impact on the following topics if not properly planned and mitigated as described in the following pages.

1.3.1: Physical environment

Earth

Environmental impacts - all alternatives will clear and grade vacant and underdeveloped land in BB/RR especially lands located north of Columbia Drive to the Columbia River levee. Higher intensity urban development could erode soils and enter surface water runoff degrading the quality of surface water bodies if not properly managed.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking and ground floor retail platforms when affordable or workforce housing is included under incentive zoning provisions.

Alternative 2 will encourage the development of slightly recessed parking decks which will potentially excavate and remove more soil than would occur under Alternative 1: No-Action which would involve more surface parking solutions.

Mitigating measures - the amount of clearing and grading of soils and earth will not be different than what is currently allowed under Alternative 1: No-Action Alternative with the Residential High Density (RH) district which is designated for most of the BB/RR revitalization area.

Kennewick development codes and regulations mandate measures that will control and reduce erosion and runoff during construction.

Air

Environmental impacts - all alternatives will develop the vacant and underdeveloped lands within BB/RR increasing associated automobile traffic and construction activities. Additional urban activities and accompanying automobile traffic will produce and increase suspended particulate (PM10), ozone (o3), and carbon monoxide (CO) content within the local area.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking and ground floor retail platforms when affordable or workforce housing is included increasing the total population and associated automobile ownership and use.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will create a mixed use community with more local retail, service, office, and other employment and recreation activities within the BB/RR reducing the amount of automobile traffic that would be associated under Alternative 1: No-Action.

Alternative 2: BB/RR Revitalization Plan will also develop more multipurpose trails, bike lanes, pedestrian sidewalks and streetscapes, and a shuttle transit loop with the historic downtown and Civic Center providing more alternative and less air impacting transportation options than under Alternative 1: No-Action.

Water

Environmental impacts - all alternatives will develop additional structures within the 100 year or 350 foot elevation flood zone currently protected by the Corps of Engineer's Columbia River levee.

All alternatives will replace existing vacant and underdeveloped land with structures, roadways, and other hard surfaces thereby increasing the quantity of surface water runoff within the stormwater swale and underground pipe collection system that ultimately discharges into Duffy's Pond and the Columbia River.

The amount of new hard surfaces under Alternative 2: BB/RR Revitalization Plan will not be different than what is currently allowed under Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will elevate upper residential and office floors over parking platforms and ground floor retail uses above the 100 year flood zone elevation in accordance with HUD and US Corp of Engineer flood zone construction standards. In addition, ground floor retail and other pedestrian-oriented uses will utilize flood gates or barriers that will reduce damage prospects during a possible high water or flooding event.

Alternative 2: BB/RR Revitalization Plan will utilize pervious surfaces in parking and trail surfaces, green roofs on new building developments, and increased stormwater bio-filtration systems adjacent to the stormwater swale which will not increase the amount of stormwater runoff over what the current swale collection system has been designed to collect and discharge.

Kennewick development codes and regulations mandate measures during construction that will control and reduce erosion and runoff during construction.

Plants and animals

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with structures, roadways, and other hard surfaces thereby reducing the amount of existing natural vegetation and open ground for wildlife habitat.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will install occasional "soft armoring" beach infill along the river shoreline of the levee to improve fish habitat, install vegetation mats on the inside of the levee and "grasscrete" on the levee emergency vehicle access road to "green" the levee, and install

native plant materials in the stormwater swale and buffer to provide bio-filtration of stormwater, improve habitat, and enhance visual impacts.

Alternative 2 will install native plant materials to restore vegetation of habitat significance in streetscapes, buffers to the stormwater swale and levee vegetation, rain gardens, and other landscaping.

1.3.2: Built environment

Land and shoreline use

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with residential, retail, and recreational structures and activities increasing the scale and intensity of building developments and the impact on ground level pedestrian views and potential activities.

Alternative 1: No-Action designates most of the BB/RR for residential high density (RH) without requirements for ground floor or street level retail or other pedestrian-oriented activities.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors in conjunction with incentive zoning provisions for affordable housing over parking platforms that provide ground floor retail and other pedestrian oriented activities at the street level not possible under Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will develop more bicycle lanes, pedestrian walkways and sidewalks, trails and boardwalks around the stormwater swale and levee that provide a pedestrian scale and amenity than Alternative 1.

Alternative 2 will also increase on-street parking and streetscape improvements that will appeal to increased pedestrian access and opportunities to a greater extent than Alternative 1: No-Action.

Population and housing

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with more residential structures

increasing population and the demand and need for more employment opportunities and housing options.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking and ground floor retail platforms when affordable or workforce housing is included increasing the total population and associated employment requirements and service demands and impacts.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will develop housing options including affordable and workforce units for single adults, adult couples, family starter, and empty nester households who are predominantly employed in the service industries that Kennewick depends on for future economic development.

Alternative 2 will create more local employment opportunities implementing a sustainable community where residents may live, work, shop, and play to a greater extent in BB/RR, the historic downtown, or Civic Center than Alternative 1: No-Action.

Alternative 2 will also develop an incubator small business start-up complex on vacant land along the railroad corridor that will provide for and generate new small business enterprises with new employment opportunities.

Transportation

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with more residential, retail, and recreational activities that will generate more automobile traffic if the resulting population continues to commute in private vehicles to places of employment, commerce, and recreation.

Increased automobile traffic generates more pollution making transit, bicycle, and pedestrian alternatives less attainable and safe. Increased automobile traffic also increases the number of potential traffic accidents, particularly along corridors that are shared with pedestrians and bicycles.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking and ground floor retail platforms when affordable or workforce housing is provided generating more population and more vehicles than Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will expand and enhance other transportation modes including more multipurpose trails, on-road bicycle lanes, pedestrian walkways and sidewalks, and a reconfiguration of transit routes to create a shuttle loop with the historic downtown and Civic Center.

Alternative 2 will create more local employment opportunities implementing a sustainable community where residents may live, work, shop, and play to a greater extent in BB/RR, the historic downtown, or Civic Center than Alternative 1: No-Action reducing the potential demand for and reliance on private vehicles.

Noise

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with urban structures and activities, roadways and cars, and other uses that will generate noise sources and levels.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will mandate green roofs and walls, and green building energy and sound absorption materials that will absorb and reduce noise levels.

Alternative 2 will also locate medium and high density mixed use structures adjacent to US-395/Blue Bridge which will provide a noise wall for residents and outdoor activities within the BB/RR area.

Public services - fire, police, and utilities

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with more residential, retail, and recreational activities increasing the demand and need for more fire, police, waste disposal, sewer, water, and stormwater public services and facilities.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking and ground floor retail platforms when affordable or workforce housing is provided generating more population and more demand for public services and facilities than Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will collect a greater volume of property taxes and utility fees and service charges with which to finance the proportionally greater share of public facilities and services that will be required of a larger population.

Public services - schools

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with more residential structures and populations increasing the demand and need for more school services and facilities.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking platforms and ground floor retail when affordable or workforce housing is provided generating more population and more demand for public school services and facilities than Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will collect a greater volume of school impact fees with which to finance the share of school facilities and services that will be required of a larger population.

However, Alternative 2: BB/RR Revitalization Plan will develop more housing options including affordable and workforce units for single adults, adult couples, family starter, and empty nester households who will generate less school children per household than would be typical of other residential developments in the city.

Public services - city hall

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with more residential structures

and populations increasing the demand and need for more city administrative services and facilities.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking platforms and ground floor retail when affordable or workforce housing is provided generating more population and more employees and more demand for public services and facilities than Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will collect a greater volume of property taxes with which to finance the share of city facilities and services that will be required of a larger population and employee workforce.

However, Alternative 2: BB/RR Revitalization Plan will develop more housing options including affordable and workforce units for single adults, adult couples, family starter, and empty nester households who will house and provide employment opportunities for the service workers who generate economic development activities within the city than would be typical of the residential only developments provided in Alternative 1: No-action.

Public services - natural gas, power, telecommunications, and irrigation water

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with residential, commercial, and other urban uses that will require energy to operate and maintain thereby increasing demands on local electrical, natural gas, telecommunications, irrigation water, and other community services.

Alternative 2: BB/RR Revitalization Plan will develop more residential, retail, recreation, and other urban uses than Alternative 1: No-Action Alternative proportionately increasing the demand for community services and facilities.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will mandate green and smart building technologies that will utilize recycled building materials, stormwater recycling, green roofs and walls, and energy and sound absorbing insulation building practices

that will require less energy to operate than existing practices allowed under Alternative 1: No-action.

Alternative 2 will mandate the use of solar roofs on new mixed use structures that will increase the production of electricity and reduce operating and maintenance costs.

Parks and recreation

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with more residential structures and populations increasing the demand and need for more park and recreation services and facilities.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking platforms and ground floor retail when affordable or workforce housing is provided generating more population and more demand for park and recreation services and facilities than Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will directly and indirectly through impact requirements of private developers, increase the supply of public and publicly-accessible trails, parks, open spaces, streetscapes, and other amenities and services more than Alternative 1: No-Action.

Alternative 2 will also collect a greater volume of park impact fees with which to finance the proportionally greater share of park and recreation facilities and services that will be required of a larger population.

Archaeological and historical resources

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with more residential, retail, and recreational structures requiring building demolitions, earth excavation and regarding, and other construction activities increasing the impact on historical and any archaeological resources.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over

parking platforms and ground floor retail when affordable or workforce housing is provided generating more mixed use structures but with the same construction and earth grading impacts as Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will require developers to excavate and evaluate any archaeological resources that may be impacted by construction, particularly along the original river shoreline where such resources are likely to be.

In addition, Alternative 2 may require developers to relocate older viable single family structures with any architectural or historical (old) value to the community to other places within or adjacent to the BB/RR revitalization area to salvage community value.

Aesthetics

Environmental impacts - all alternatives will replace existing vacant and underdeveloped land with more residential, retail, and recreational structures increasing the impact on aesthetic resources. Redevelopment could also obscure aesthetic resources and potential visual imagery if not planned and constructed in accordance with design guidelines.

Alternative 2: BB/RR Revitalization Plan will increase development density in mixed use structures up to 5, 8, and 12 floors over parking platforms and ground floor retail when affordable or workforce housing is provided generating more mixed use structures with ground floor or street level improvements and amenities than Alternative 1: No-Action.

Mitigation measures - Alternative 2: BB/RR Revitalization Plan will directly and indirectly through impact requirements of private developers, increase the supply of public and publicly-accessible trails, parks, open spaces, streetscapes, and other amenities and services more than Alternative 1: No-Action.

In addition, Alternative 2 will adopt new mixed use (MU) zoning district and mixed use design guidelines specifying performance characteristics required of streetscapes, buildings, view corridors, on-site publicly-accessible pedestrian amenities, and other aesthetic features.

2 Alternatives

2.1: Overview

Kennewick entered into this Bridge-to-Bridge/River-to-Rail (BB/RR) revitalization planning process to more directly address future environmental, economics, land use, transportation, public facilities, parks and recreation, and aesthetics of the BB/RR area.

In addition, as part of the BB/RR planning process, and consistent with State Environmental Policy Act (SEPA) rules, Kennewick will adopt a Planned Action Ordinance, which will streamline environmental review for development consistent with the proposed BB/RR Revitalization Plan and regulations. The basic steps in designating planned action projects are:

- Prepare an environmental impact statement (EIS),
- Designate the planned action projects by ordinance,
- Review permit applications for proposed projects as consistent with the designated planned action.

The intent is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage.

This Draft Planned Action Environmental Impact Statement (DEIS), addresses the first step identified above, analyzes the environmental impact of two primary alternatives - Alternative 1: the No-action alternative or a continuation of existing plans and policies, and Alternative 2: the BB/RR Revitalization (Subarea) Plan & Implementing Regulations.

Kennewick City Council will select one of the alternatives to be the Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization (Subarea) Plan & Implementing Regulations in accordance with Chapter 35.63 of the Revised Code of Washington (RCW) and the provisions of the Washington State Growth Management Act (GMA) Chapter 36.70A of the Revised Code of Washington (RCW).

Table 1: BB/RR alternative comparisons

<i>Projections</i>	<i>Alt 1: No-action</i>	<i>Alt 2: BB/RR Plan</i>
Dwelling units existing	395	395
Dwelling unit holding capacity	5,599	6,869
<i>Additional dwelling units</i>	<i>5,204</i>	<i>6,474</i>
Population existing	1,073	1,073
Population holding capacity	10,866	13,498
<i>Additional population</i>	<i>9,793</i>	<i>12,425</i>
Employee existing	3,604	3,604
Employee holding capacity	4,047	4,768
<i>Additional employment</i>	<i>443</i>	<i>1,164</i>

Note - assumes each alternative would build-out properties within the BB/RR revitalization area to maximum allowable capacities.

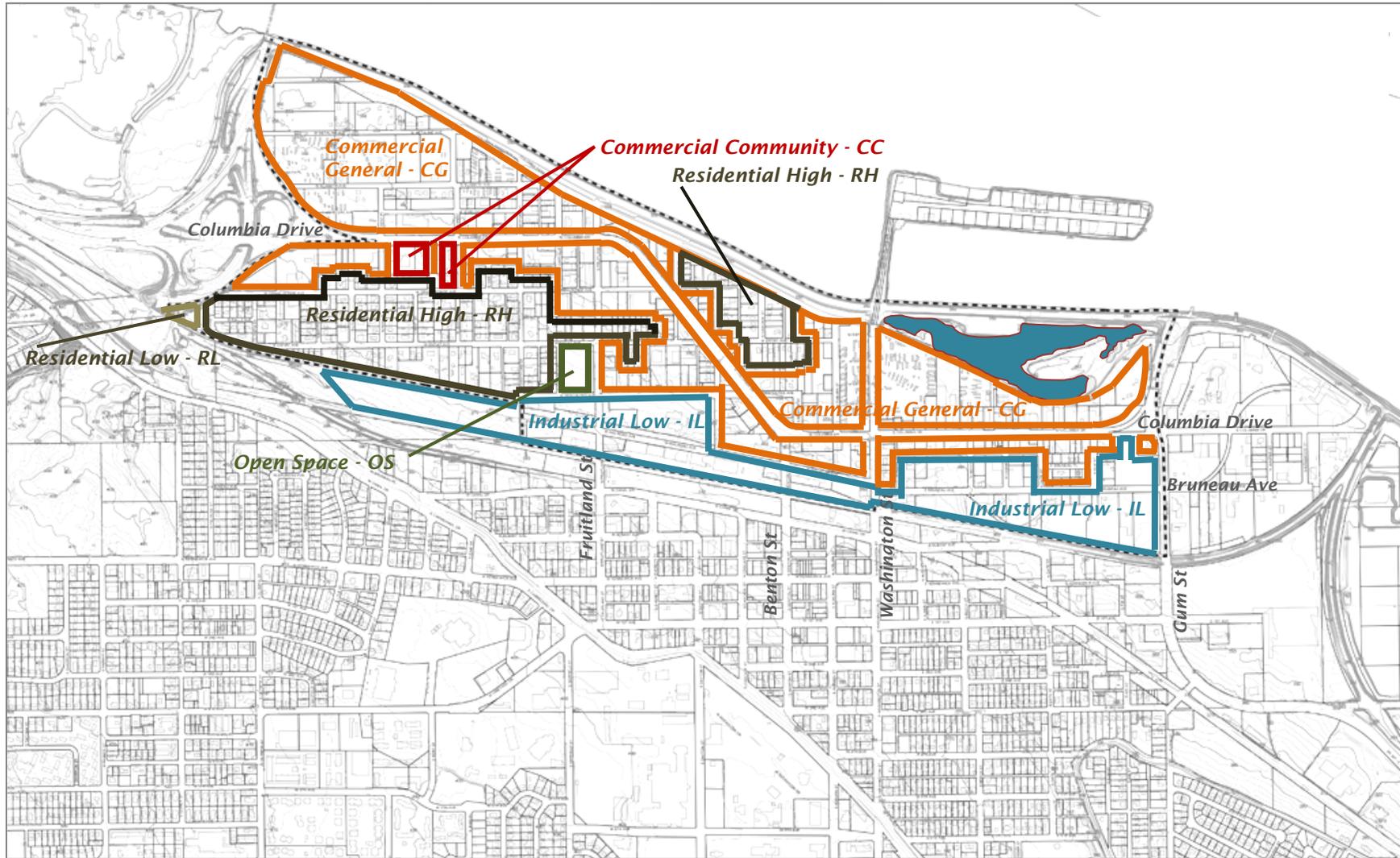
2.2: Alternative 1: No-Action

The Washington Administrative Code (WAC) requires a No-Action alternative be considered within the environmental review process. Under a No-Action alternative, the prevailing 2008 Kennewick Comprehensive Plan, 2010 Zoning Map, Kennewick Municipal Code (KMC) Title specifying zoning districts, development and parking regulations, and commercial design standards would remain in effect and all BB/RR planning and implementation policies would continue to be coordinated with these documents.

The present plan and policies or no-action would result in the following:

Waterfront environment

- Columbia River shoreline - would remain as currently protected with the recently lowered Columbia River levee remaining in place along the entire shoreline of the BB/RR area.
- Stormwater swale - would also remain as recently improved with the underground pipe and overflow swale collecting runoff for



Alternative 1: No-action

discharge into Duffy's Pond, and ultimately into the Columbia River.

Parks and open spaces

- **Parks** - would remain as currently developed with Fruitland Park being the sole public park within the BB/RR area unless or until the Port improves the shoreline around Duffy's Pond for public access and activities.
- **Stormwater swale** - existing occasional picnic tables and vegetation would be maintained along the portions of the swale between Columbia Park and Fruitland Street.

Land use and zoning

- **Residential zoning** - would remain as designated in March 2010 zoning map including the classification of the single family neighborhood located south of Columbia Drive and west of Fruitland Street as Residential High Density (RH) subject to a 45 foot height limit and 27 dwelling unit per acre maximum density (and excluding mixed use structures) potentially resulting in the demolition, disruption, and fragmentation of a stable single family neighborhood.
- **Commercial/mixed use developments** - would evolve as designated in the March 2010 zoning map for the Commercial Community and General (CC, CG) zones subject to the provisions in KMC 18.78 mixed use design standards with possible redevelopment of the lands along and north of Columbia Drive for a mixture of auto sales and services, construction and storage yards, apartment and condominium buildings.
- **Industrial land use and zoning** - would remain Industrial Light (IL) including most of the frontage along West Railroad and East Bruneau Avenues and fronting on the railroad spurs and mainlines.

Population and housing

- **Housing** - would evolve as designated in the March 2010 zoning map with possible redevelopment of the lands along and north of Columbia Drive for possible mixed use buildings up to 27 dwelling units per acre should developers be able to organize and market existing undeveloped and underdeveloped lands.
- **Scattered portions of the existing single family neighborhood** - located south of Columbia Drive and west of Fruitland Street could

be redeveloped for apartments or other higher density products of dissimilar occupants and impacts on the area.

- **Columbia Drive frontage uses and interior properties** - north to the levee would likely continue to house and develop a large variety of non-residential commercial, warehousing and storage, construction yards and distribution facilities, and auto-related dealerships and services limiting the area's appeal for high quality mixed use, mixed income developments.

Road network

- **Columbia Park Trail** - would continue to be improved and operate under current conditions including the location of Columbia Park Trail on top of the levee between US-395/Blue Bridge and Fruitland Street.
- **Columbia Drive** - would continue to operate as a 4 lane plus median roadway from US-395 to Washington Street, and a 4 lane roadway from Washington Street to SR-397/Gum Street.
- **The existing street grid** - would not be connected or extended into Duffy's Pond or the undeveloped properties located north of Columbia Drive.

Railroad

- **UP and Port rail spurs** - would remain along the north side of Railroad and Bruneau Avenues creating a vacant and unimproved roadway and street frontage.

Non-motorized transportation or trail systems

- **Sacajawea Heritage Trail** - would remain as is including the continued operation and maintenance on top of the levee from Columbia Park east to under the SR-397/Cable Bridge.
- **Bike connections between BB/RR and the downtown** - would continue to be in-lane and on-road on Fruitland and Washington Streets.

Pedestrian walkways and sidewalks

- **Sidewalks** - would remain located on both sides of Columbia Drive, Washington, Benton, and Fruitland Streets.
- **Pedestrians would continue to share access** - with parked and moving cars on unimproved roadways in the single family developed areas south of Columbia Drive and west of Fruitland Street, and the industrial district along Railroad and Bruneau Avenues.

Streetscapes

- Streetscapes - would remain as is on Columbia Drive, Fruitland, Benton, and Washington Streets and the other defining local collector streets in the BB/RR area.
- Enhancements and gateways - would be limited to occasional street trees, narrow walkways, and the existing historic downtown gateway sign at Benton and the Port gateway arch and lighthouse on Washington Street onto Clover Island.

Transit routes

- Routes - would remain as is including a continued focus on the Dayton Street Transfer Station and the lack of a transit loop or shuttle between BB/RR and the downtown using Columbia Drive and Columbia Park Trail.

Public facilities

- New public or publicly accessible facilities - would not be developed within the BB/RR area unless or until the Port were to complete and City Council to approve their proposals for a performing arts theater, IMAX, mini-golf, gondola rides, and other amusement park activities around Duffy's Pond.
- The lands between the Port, UP, and BNSF Railroad tracks - would remain vacant and unused.

2.3: Alternative 2: BB/RR Revitalization Plan

The proposed BB/RR Revitalization Action Plan & Implementing Regulations would amend the 2008 Comprehensive Plan, 2010 Zoning Map, Kennewick Municipal Code (KMC) Title dealing with zoning districts, development and parking regulations, and commercial design standards, and 6-year Capital Facilities Program (CFP) to accomplish the following:

Waterfront environment

- Columbia River levee - will be "green" installing vegetation mats on the inside of the levee for visual enhancement and slope stability, "grasscreting" the levee access road for multipurpose use and visual enhancement, and planting native materials in the stormwater swale to improve bio-filtration and visual enhancement.
- Occasional river fill - will be installed along the river shoreline

of the levee to create "soft armoring" beach for fish habitat enhancement.

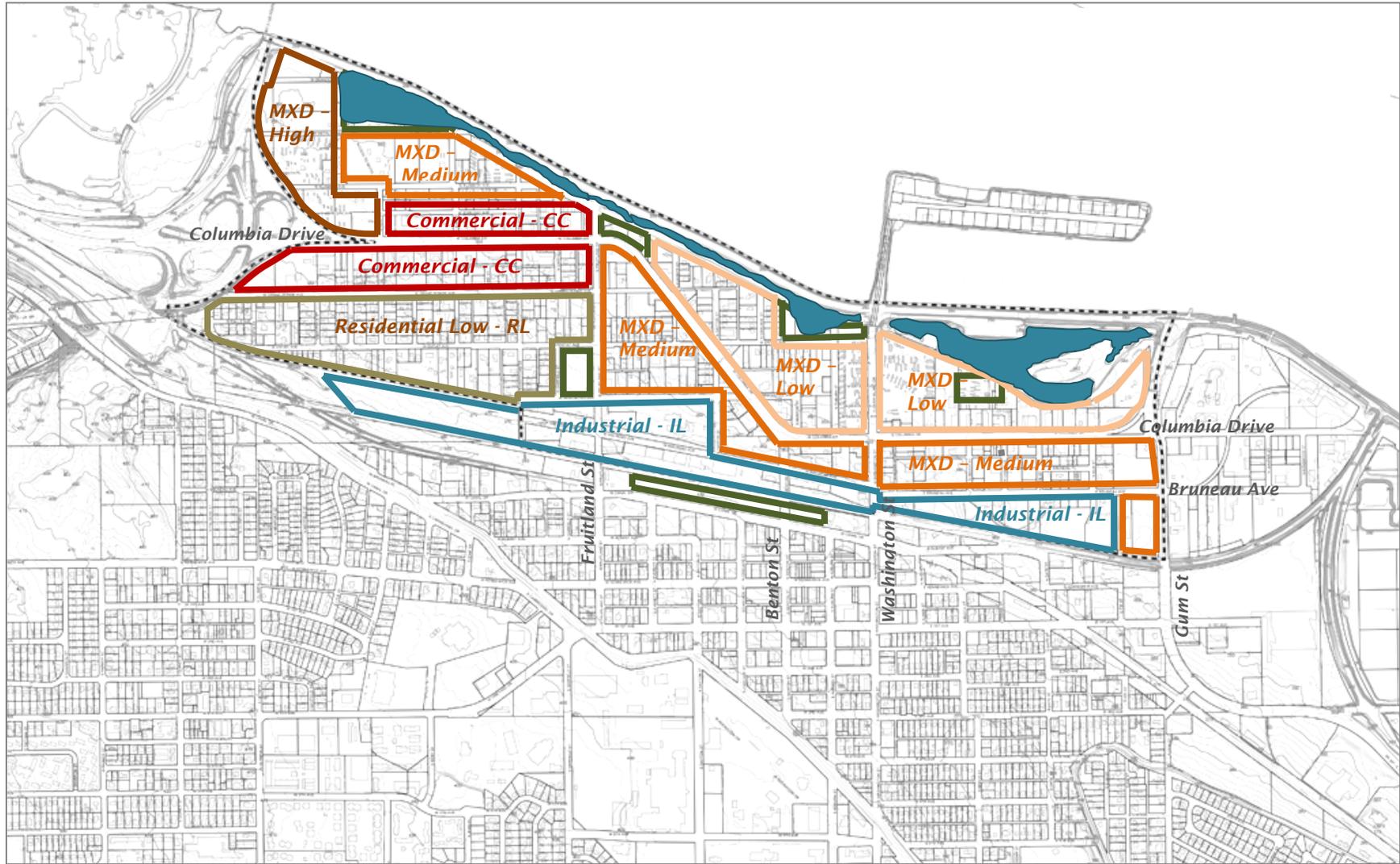
- Stormwater swale - depending on private development plans and requirements, the stormwater swale could be reconfigured or supplemented in places to create a larger stormwater collection and bio-filtration capacity and/or provide visual accents.

Parks and open spaces

- Linear parks - will be increased along the complete extent of the inside buffer and boundary with the stormwater swale including development of a boardwalk or trail fronted by mixed use buildings and activities.
- Columbia Park Trail - will be removed from the top of the levee and the levee including the "grasscreted" access road will be completely devoted to a linear park and trail.
- A new public access park and river overlook landing - will be developed at the end of Fruitland Street possibly providing an overlook and landing of the river, public restrooms, and vendor concessions.
- Additional publicly accessible parks or activity areas - will be created by private developments on the undeveloped properties adjacent to US-395/Blue Bridge and adjacent to the swale west of Washington Street.

Land use and zoning

- The single family neighborhood - will be re-designated as low or medium density residential (RL or RM) to reflect the current developed character of the area.
- Commercial zoning (CC) - will be re-established for the frontage properties on Columbia Drive between US-395/Blue Bridge and Fruitland Street reflecting the existence of relatively new commercial and auto related businesses and improvements in that corridor.
- Industrial zoning (IL) - will remain in place along Railroad and Bruneau Avenues reflecting existing developments and activities.
- New mixed use (MU) zoning district - will be adopted covering the remaining frontage on Columbia Drive and the lands north of Columbia Drive to the levee. The mixed use low (MU-L) zone will allow 4 building stories (up to 60 feet in height), the mixed use medium (MU-M) zone 6 building stories (up to 84 feet in height), and the mixed use high (MU-H) zone 9 building stories (up to 120



Alternative 2: BB/RR Revitalization Plan - the proposed action

feet in height) over platform parking decks and ground floor retail or related pedestrian-oriented.

- **Mixed use upper floor parking requirements** - will be reduced to match the number of bedrooms provided within mixed use structures. All occupant residential or upper floor office uses will be provided within the platform parking decks.
- **Mixed use ground floor and pedestrian-oriented parking** - will be provided in on-street angle parking in front of the building including provisions for expanded road right-of-way donations, if necessary.
- **Mixed use design district overlay guidelines** - will be adopted as an overlay district governing the design and development of new mixed use structures within the BB/RR MU zones including particulars specifying building mass and articulations, materials and colors, ground floor retail facades, entries, awnings, window displays, streetscape paving, furnishing, street trees, and landscaping - as well as solar applications, green roofs and walls, rain gardens, and other low impact and energy saving technologies.

Population and housing

- **Housing choices and population** - will increase within the mixed use low, medium, and high (MU-L, M, H) zones and house a wider variety of household types including single adults, adult couples, family starters (with young children), and empty nesters of all ages and incomes.
- **Incentive zoning provisions** - within the mixed use district will allow building floors within the MU-L zone to be increased by another floor (up to 5 floors over parking platform or 72 feet), within the MU-M zone another 2 floors (up to 8 floors over parking platform or 108 feet), and within the MU-H zone another 3 floors (up to 12 floors over parking platform or 156 feet) in exchange for including 10-15% affordable or workforce housing units.

Road network

- **Columbia Park Trail** - will be relocated off of the levee using West Klamath Avenue, North Kent Place, and a new roadway to be developed and dedicated by private development between Klamath and the Columbia Park Trail underpass of US-395/Blue Bridge.
- **Columbia Drive access points** - will be reconfigured to simplify and reduce the number of cross traffic movements along the

corridor, particularly where new mixed use developments occur between Fruitland and Washington Streets.

- **Columbia Drive median** - will be reduced to allow turning lanes at Kent Place, Fruitland Street, Entiat Avenue, Benton, Washington, Cedar, and Elm Streets and the median remainder improved with street trees and native plant landscaping.
- **Railroad Avenue** - will be extended west to provide access to a proposed incubator small business complex and east to provide a continuous roadway connection through the former cannery plant with Bruneau Avenue.
- **Street grid** - will be connected and extended into Duffy's Pond and the undeveloped properties located north of Columbia Drive.

Railroad

- **UP and Port rail spurs** - along the north side of Railroad and Bruneau Avenues will be discontinued and removed when current businesses no longer require active rail service and the roadways will be improved with traffic lanes, on-street parking, curbs, and sidewalks.

Non-motorized transportation or trail systems

- **Multipurpose trails** - will be developed along the inside of the stormwater swale to create a BB/RR loop with Sacajawea Heritage Trail between US-395/Blue Bridge and SR-397/Cable Bridge.
- **Benton Street on/off road trail** - will be developed between Sacajawea Heritage Trail and the historic downtown to provide recreational as well as commuter access.
- **Canal Dike Trail** - will be developed on the south side of the Columbia Irrigation District (CID) canal dike from the Civic Center west and up the hillside adjacent to Canal Drive to link the uplands residential areas with the historic downtown and BB/RR and Sacajawea Heritage Trail.

On-road bicycle lanes

- **An extensive system of on-road bike lanes** - will be installed on all collector and arterial streets within the BB/RR area except for Columbia Drive which carries too much traffic and is not wide enough to accommodate bike lanes and a widened sidewalk and streetscape improvement.
- **On-road bicycle lanes** - will connect with the existing bike lanes and designated roadways on Columbia Park Trail, Clover

Island, SR-397/Cable Bridge, and around the Civic Center to establish linkages with regional commuting and recreational bikeway travel and destinations.

Pedestrian walkways and sidewalks

- **Sidewalks** - will be installed as public works projects on both sides of the railroad corridor and crossings on Fruitland, Benton, and Washington Street to match the scale and intensity of walkways on both sides of the corridor.
- **Curbs, gutters, and sidewalks** - will be installed as public works projects on all existing local public roadways within the BB/RR area including the single family neighborhood south of Columbia Drive and west of Fruitland Street.
- **Curbs, gutters, and sidewalks** - will be installed by developers to public work standards on all new roadway improvements within the BB/RR area including the vacant and underdeveloped lands north of Columbia Drive to the levee.

Streetscapes

- **Columbia Drive streetscape** - will be increased in width and intensity within the existing right-of-way with paving, street trees, furnishings, bus shelters, and other amenities the complete length of the BB/RR area from US-395/Blue Bridge to SR-397/Cable Bridge.
- **BB/RR-Civic Center streetscape enhancements** - will be installed on Fruitland, Dayton, Benton, Auburn, and Washington Street to match and connect with the existing streetscape improvements within and around the historic downtown and Civic Center.
- **BB/RR streetscape enhancements** - will be installed as public work projects and by developers on the remaining collector streets between Fruitland and Washington Streets, Bruneau Avenue, and all streets north of Columbia Drive to the levee.

Gateways and wayfinding

- **Gateways** - will be installed on Columbia Park Trail at the US-395/Blue Bridge undercrossing, Columbia Drive at the US-395/Blue Bridge roundabout, Fruitland Street at the BNSF railroad crossing, and Columbia Drive at the SR-397/Gum Street intersection to signify entry into BB/RR and the historic downtown district.
- **Wayfinding signs** - incorporating elements from the city's current logo will be installed on Columbia Drive, Fruitland, Benton,

Washington, and Gum Streets, and throughout the historic downtown district to identify routes to major destinations and activities.

Transit routes

- **BB/RR-Downtown-Civic Center shuttle loop** - will be created by reconfiguring existing routes between BB/RR and the historic downtown using Fruitland, Washington and Gum Streets, and Columbia Drive, East 1st Avenue, and West 6th Avenue.

Catalytic projects - public/publicly accessible facilities

- **Public Market** - will be developed on the BNSF railroad property being acquired east of Benton and the BNSF property under city lease west of Benton to include farmers' market and other indoor and outdoor vendors, artist galleries and workshops, fine and performing art classrooms, multipurpose meeting and special exhibition or event spaces operating on a 7 day a week basis to link BB/RR and historic downtown activities and promotional opportunities.
- **Excursion Train** - will be recruited to operate dinner, mystery, and winery tours from the BNSF and UP tracks adjacent to the Public Market like the Spirit of Washington Dinner Train did previously.
- **Incubator Business Complex** - will be developed on BNSF property to be leased then acquired that is located between the BNSF tracks and UP rail spur west of Fruitland on the extension of Railroad Avenue. The complex will provide for a variety of low rent industrial, retail, and office use business start-ups with rental spaces, common business and conference spaces, and other supporting services.
- **Duffy's Pond Master Plan** - proposal by the Port of Kennewick will be reviewed for conformance with shoreline management program buffer requirements, the new mixed use (MU) zone requirements, and under existing and proposed new mixed use design guidelines. Planning Commission and City Council will consider the Port's proposals, adjacent property owner opinions and preferences, any resulting recommendations or alternations, and make a decision accordingly.

Catalytic projects - private developments

- **Design/Develop RFP Competitions** - will be conducted where the city options private property from owners who wish to

participate then conducts a competitive process whereby developer teams compete on economic and design criteria for the right to purchase, including reimbursement of city costs, and develop the property in accordance with pre-approved project criteria and the winning project solution.

Organization

▪ **Partnerships or joint ventures** - for the implementation of portions or all of a number of the BB/RR Revitalization Action Plan projects may be considered with a variety organizations and entities including the Historic Downtown Kennewick Partnership (HDKP - a nonprofit), Port of Kennewick, Umatilla Tribe, Housing Authority of Kennewick, and Auto Dealers Association, among others.

3 The proposed action

The proposed action is to adopt and implement the Bridge-to-Bridge/River-to-Railroad (BB/RR) Revitalization (Subarea) Plan & Implementing Regulations for Kennewick, Washington. The proposed action is in accordance with Chapter 35.63 of the Revised Code of Washington (RCW) and the provisions of the adopted Growth Management Act (GMA) Chapter 36.70A of the Revised Code of Washington (RCW).

The proposed Bridge-to-Bridge/River-to-Railroad (BB/RR) Revitalization Plan will amend current Kennewick policies governing the environment, land use, economics, transportation, design resources, parks and recreation, public services, and utilities conforming to GMA provisions.

Implementation actions will land use, transportation, housing, zoning, capital improvement program, and other Kennewick ordinances and regulations to comply with the Bridge-to-Bridge/River-to-Railroad (BB/RR) Revitalization Plan's policies.



3.1: Bridge-to-Bridge/River-to-Railroad (BB/RR) Revitalization Area

The BB/RR is the area between US-395/Blue Bridge and SR-397/Cable Bridge and the Columbia River to the BNSF and UP Railroad mainline tracks. The BB/RR has been identified in Kennewick's comprehensive plan as a subarea or distinct district worthy of special planning attention.

The BB/RR area is composed of 7 distinct neighborhoods including Columbia Drive and the auto dealers and commercial services along it, Duffy's Pond and the approach to Clover Island, the mobile home parks and residential developments along the Corps of Engineers Columbia River flood control levee leading to Columbia Park and south of Columbia Drive, and the numerous salvage, warehouse, and trucking businesses along the railroad tracks.

3.2: BB/RR objective

The purpose of the Bridge-to-Bridge/River-to-Railroad (BB/RR) Revitalization (Subarea) Plan & Implementing Regulations is to create a short and long-term strategy for the BB/RR area and its 7 distinct neighborhoods for the next 1-20 years. The plan will serve as a statement of the city's commitment and direction for these areas and as a resource for property owners, businesses, and residents.

3.3: Actions completed to date

Recent development within the BB/RR area include the:

- **Completion of the series of roundabouts** - by WSDOT between SR-240 and SR-395 that define a new western gateway to Columbia Drive, BB/RR, and city;

- *The Port of Kennewick's acquisition of some properties adjacent to Duffy's Pond* - and the potential this provides for the Port to develop a new gateway to Duffy's Pond, Clover Island, BB/RR, and the city; and
- *The Port's acquisition of some frontage commercial properties between Duffy's Pond and Columbia Drive* - and the potential this provides for the development of new mixed uses that will connect Duffy's Pond, BB/RR, and the riverfront with the downtown.

These developments provide the momentum and opportunity to create and implement a revitalization strategy for the BB/RR area.

3.4: BB/RR planning process

- *Stakeholder interviews* - were conducted with 37 representatives of regional and city organizations during November 2009. The comments and suggestions provided from the interviews are provided in Appendix A of the BB/RR Revitalization Plan.
- *Internet Survey* - was conducted on the city website from October through December 2009 and was completed by 188 persons - the results of the survey are provided in Appendix B of the BB/RR Revitalization Plan.
- *Public workshops* - were conducted with property and business owners and residents of each of the 7 BB/RR neighborhoods and for interested persons from the city-at-large during November-December 2009 and were attended by over 80 persons - the results are provided in Appendix C and D of the BB/RR Revitalization Plan.
- *Mail-out/phone-back survey* - will be conducted with a representative sample of Kennewick registered voter households to determine their preferences and priorities concerning specific proposals and financing implications of the BB/RR plan during the DEIS review process. The results of the survey will be incorporated into the FEIS comments.

3.5: BB/RR proposed actions

Following is a summary description of the major BB/RR Revitalization Plan strategies outlined in the matrix and determined to be important in effectively implementing the Kennewick Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization Plan & Implementing Regulations.

The action strategies represent the consensus opinions of the BB/RR Task Force as well as the results of the stakeholder interviews, public workshops, internet, and mail-out/phone-back surveys. *The consensus opinion is that these actions are critical to the effective realization of the BB/RR Revitalization Plan's goals.*

The strategies are grouped according to subject matter and not necessarily priority and are listed in an analytical sequence beginning with: 1) Organization, 2) Economics, 3) Promotion, 4) Design Standards, 5) Design/Development - Infrastructure, and 6) Design/Development - Catalytic Projects.

3.5.1: Organization

1: Assign action program and project implementation responsibilities

- *Continue City Council's charter* - whereby the Community Planning Department and the Historic Downtown Kennewick Partnership (HDKP) act as the BB/RR's principal economic and urban development advocate and coordinator of the actions item involved in the implementation of the BB/RR Revitalization.
- *Appoint key point persons or project facilitators* - from within HDKP to focus on the specific actions involved in each action subject, and to allow participation by other public, nonprofit, and private community organizations, interested groups, and individuals in specific projects unique to each group.
- *Coordinate action plan implementation programs and projects* - to be accomplished by the city, HDKP, and other facilitating/catalyst agents to include the Port of Kennewick, US

Kennewick Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization (Subarea) Plan & Implementing Regulations

13 April 2010

Participants

- A=approval role
 - L=lead management role
 - P=participant role
1. Kennewick City Council
 2. Economic/Community Development & Parks & Public Works Departments
 3. Historic Downtown Kennewick Partnership (HDKP)
 4. Port of Kennewick
 5. US Corps of Engineers
 6. Umatilla Tribe
 7. WA Dept Fish & Wildlife & Ecology
 8. Ben Franklin Transit
 9. Housing Authority City of Kennewick
 10. Benton County Historical Museum
 11. Council of Governments (COG) Economic Development Council (EDC)
 12. TRIDEC - Economic Development Council
 13. Tri-Cities/Hispanic Chamber of Commerce
 14. Auto Dealers Association
 15. BB/RR property owners
 16. Lenders/realtors/developers
 17. Public - city residents

Objectives - not necessarily in rank order																		Implement in year			Cost (000)	Funding sources
Organization																						
1 Assign action plan responsibilities	A	L	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	X				Ptax,
2 Resolve joint ventures w/HDKP/Port/Private	A	L	P	P														X				Ptax
Economics																						
3 Recruit/retain target markets	A	L	L	P																	Ptax, HDKP, Port, TRIDEC, Chambers,COG	
4 Expand Main Street program to BB/RR	A	L	L	P																	MainSt, DRP, TMP, PBI, CDBG, 108,	
Promotion																						
5 Expand city/HDKP website outreach	A	L	L	P																	Ptax, HMTax, TMP, HDKP, TRIDEC, Chamber	
6 Install gateways/wayfinding signage	A	L	P	P																	Ptax, HMTax, REET, TMP, HDKP, CRF	
Design Standards																						
7 Update/refine zoning designations	A	L	P	P																	CTED-GMP, Ptax	
8 Adopt design standards for BB/RR mixed use	A	L	P	P																	CTED-GMP, Ptax	
Design/Development - Infrastructure																						
9 Fill/soft armor river shoreline for fish habitat	A	L		P	A	A	A	L													Centennial, ALEA, RCO, Ptax, Umatilla, CRA	
10 Install swale/levee enhancements	A	L		P	A	P	A														SDUFee, Ptax, DOE, RCO, TIF/LCF, Prvt, CRA	
11 Acquire/develop parks	A	L		P	L	A	P	A													Ptax, REET, HMTax, ALEA, RCO, Parkfee, Prvt, CDBG,108, CRA	
12 Reconfigure road network	A	L		P	P																FAUS, UATA, Ptax, MVFTax, Trafficfee, Late-comer, CRA	
13 Construct streetscape enhancements	A	L		P	P																REET, Ptax, MVFTax, LID, TBD, PBI, Late-comer, CRA	
14 Construct sidewalks, curbs, gutters	A	L																			Ptax, MVFTax, TIB, CDBG, LID, STUFees, 108, CRA	
15 Reconfigure transit routes	A	P	P	P																	Ben Franklin	
Design/Development - Catalytic Projects																						
16 Acquire/construct public market/train	A	L	L																		HMTax, REET, Ptax, CDBG, 63:20, HDKP	
17 Acquire/issue RFP incubator development	A	L	P	P																	Ptax, CDBG, HAEIF, Prvt, COG, EDA, SBA	
18 Issue design/develop RFP competitions	A	L																			Ptax, CDBG, HOME, TIF/LRF,Prvt, LITHC	
19 Review/resolve Port's Duffy's Pond Plan	A	L		L	A	A	A														Ptax	

- 108 CDBG Section 108 Loan Funds
- 63:20 Lease-to-Own using 63:20 nonprofit financing
- ALEA ROC Aquatic Lands Enhancement Act
- CDBG Community Development Block Grant
- CDBG Community Development Block Grants
- COG Small Business Assistance
- CRA Community Renewal Act
- CRF Community Revitalization Finance
- DOE Department of Ecology Centennial Fund
- DRP Washington State DoFC Downtown Renewal Program
- EDA Economic Development Administration
- GMP Washington State DoFC Growth Management Planning grant
- HDKP Historic Downtown Kennewick Partnership funds
- HMTax Tourism Hotel/Motel Tax
- HOME CDBG Program
- Late-ccLate-comer improvements charge

- LID Local Improvement District
- LIHTC Low Income Housing Tax Credits
- MVFTAX Motor Vehicle Fuel Tax
- ParkFee GMA Park Impact Fee
- PBI Parking & Business Improvement Area
- Port Port of Kennewick funds
- Prvt Private developer contribution or other funds
- Ptax General Fund Property Tax
- RCO Wa State Recreation and Conservation Office (ROC) grants
- REET Real Estate Excise Tax
- SBA Small Business Administration
- SDUFee Stormwater Management Utility fee
- TBD Transportation Benefit District
- TIB Transportation Improvement Board grants
- TIF/LRF Tax Increment Finance/Local Community Finance
- Trafficfee GMA Traffic Impact Fee

Corps of Engineers, Umatilla Tribe, Washington State Department of Fish & Wildlife, Ben Franklin Transit, Housing Authority of the City of Kennewick, Benton County Historical Museum, Council of Governments (COG) Economic Development Council (EDC), TRIDEC - Economic Development Council, Tri-Cities and Hispanic Chambers of Commerce, Auto Dealers Association, and other public, non-profit, and private participants interested and appropriate.

- **Engage the public** - on the economic, promotion, design, design/development - infrastructure, and design/development - catalytic projects and the impact implementation of the BB/RR Revitalization Plan will have on the economic well being and development of the city-at-large.
- **Resolve funding strategies** - using public, nonprofit, and private monies necessary to effectively finance each and all of the action items listed herein.
- **Monitor implementation** - to ensure the actions proposed in the BB/RR Revitalization Plan are effectively realized by the all the public, nonprofit, and private parties participating in the BB/RR revitalization strategies.

2: Resolve agreements with HDKP, Port, and other participants

- **Resolve HDKP development/operation of the Public Market** - including land lease particulars of the city's purchase of BNSF parcels fronting on Benton Street, method of design/delivery and financing of Public Market building and site improvements, tenant and promotional activities programs, and all other particulars.
- **Resolve Port of Kennewick's Master Plan for Duffy's Pond** - including proposed particulars concerning pond buffer width and placement, surface street access from Columbia Drive and Washington Street, new building placement and streetscape elements on Columbia Drive, trail location and development around Duffy's Pond, Catfish Island, Sacagawea Heritage Trail, Columbia Drive and Washington Street, and publicly-accessible park location, improvements, and financing.
- **Resolve RFPs for design/develop competitions** - including property sales prices and option agreements, mandatory and

optional design criteria, jury process and particulars, developer team honorariums, and all other particulars with participating property owners.

3.5.2: Economics

3: Recruit/retain target markets

- **Identify key entrepreneurial prospects** - for the BB/RR and downtown district including profiles, contact information, promotional materials, and recruitment strategies for:
 - **Multi-modal transportation dealers** - including sales and service of electric cars, motorcycles, motor bikes, scooters, mopeds, bicycles, kayaks, and other forms of transportation to transform auto row into a multi-modal transportation hub for the region.
 - **Mixed-use project developers** - of mixed-use projects for the BB/RR sites of opportunity.
 - **Mixed income mixed-use housing occupants** - including urban households (single adults, family starters, empty nesters, and seniors) migrating into or within the region for mixed-use projects on BB/RR sites of opportunity.
 - **Retail tenants** - including retail businesses and activities of interest to Columbia Drive and the downtown district storefronts and proposed BB/RR mixed-use projects.
 - **Artists and art galleries** - including working artists, instructors, galleries, and related entrepreneurs to the proposed live/work and mixed-use projects on BB/RR sites of opportunity.
 - **Incubator and start-up businesses** - including start-up businesses and entrepreneurs from surrounding city and region for the proposed incubator buildings to be developed on Railroad Avenue including provisions for start-up grants and SBA loans.
 - **Public market vendors** - including farmers' market vendors, wine and food vendors, artist workshops and galleries, performance artists and instructors, and other activities to be housed in the Public Market to be developed on the BNSF property being acquired and leased on Benton Street.
 - **Excursion train operator** - including excursion train operators as well as destination facilities, programs, and operators for a series of dinner, mystery, sightseeing, winery,

and other train tours of the region from the BNSF property being acquired and leased on Benton Street.

- *Compile supporting market information* - including listings of available properties and building spaces along with terms, contacts, descriptions, and other referral information for integration into marketing websites.
- *Provide business planning and start-up capital assistance* - to support small business planning, capital and investment planning, workforce training, and other small business development services.
- *Create a capital investment fund* - to include a large portfolio of no and low interest loans available from local lending institutions and organizations devoted specifically to small business retention, start-up, and recruitment outreach efforts.
- *Conduct cold call contacts* - for the above using combinations of e-mail and e-newsletter, mail, telephone, and in-person interviews to determine information needs, reactions, interests, and competitive assessments.
- *Follow-up* - interested recruits by providing tours, promotional events, analysis, and other finalizing coordination with property or business owners, financial sources, and networking with other entrepreneurial individuals and enterprises in Kennewick.
- *Debrief* - cold call contacts and recruits to assess marketing materials, marketing positioning, property and business rates, and other information with which to refine the BB/RR and downtown brand, promotional materials and activities, and market offerings.

4: Expand the “Main Street” program

- *Expand the Main Street program model and HDKP activities* - to include promotion, business development, advertising, parking, design, economic restructuring, and other related activities and interests to the larger BB/RR area including Columbia Drive and auto row, and the industrial startup potentials along Railroad Avenue. HDKP will sponsor and coordinate permanent committees dedicated to business recruitment efforts, promotions, and design

improvements within the larger BB/RR/Downtown/Civic Center area on a full-time basis.

- *Expand downtown activities and special events program* - to include coordination with farmers’ market vendors, key seasonal community and tourist events, and special sales activities of interest to merchants, community organizers, residents, and tourists of the larger BB/RR area including Columbia Drive’s auto row.
- *Initiate additional special events that are keyed to unique Kennewick historical occurrences* - like Native American settlements, early agriculture developments, river steamboat landings, railroad development and services, winery establishments, and like events of historical importance to community residents and of interest to tourists.
- *Expand the facade improvement program* - to upgrade appearances, visual quality, and streetscape interest on Columbia Drive and the entryways on Fruitland, Benton, and Washington Streets between BB/RR and the downtown district. Implement building design standards that define a palette for streetscape furniture, landscaping, lighting, and paving improvements. Develop prototypical designs to improve awnings, signage, window displays, color, materials, and other building features for interim and long-term upgrades to existing businesses along Columbia Drive, and the Fruitland, Benton, and Washington Street entryways.
- *Expand the source of low cost building improvement and development funds* - to rehabilitate, retrofit, and build onto or on top of existing older commercial buildings, and improve facades, signage, and other design improvements by increasing city and HDKP-financed grants with matching lender low interest funds.
- *Award capital investment funds on a competitive basis or in response to a request system* - where the applicant demonstrates the rehab, retrofit, infill or add onto, façade, and signage project is viable, will improve conditions within the BB/RR and downtown district, and cannot be financed with traditional market sources.

3.5.3: Promotion

5: Update and expand city/HDKP websites

- **Refine the brand, tagline, and logo** - and other promotional materials for the city and HDKP to include the BB/RR area and proposed Public Market activities and developments. Create an updated city and HDKP style guide to coordinate and manage the websites and collateral materials.
- **Expand city/HDKP marketing/tourism websites** - using Google's CommunityWalk, YouTube videos, Yahoo!'s Calendar event scheduling and promotions, Flickr photo management and sharing, Twitter micro-blogging, and other interactive tools to create the following:
 - **Homepage** - with copyrighted name, brand, and logo and registered URL, embedded search engines, streaming pictures, city maps, and external linkages,
 - **Attractions pages** - with pop-up maps and sidebars on area climate and geography, demographic and economic statistics, city and area history, and recreation facilities sitemaps and photos,
 - **Events pages** - with calendar schedule and event planning information on facilities, florists, food catering, musicians, party rentals and supplies, and photographers,
 - **Visitor services pages** - with pop-up maps and sidebars on dining, lodging, and shopping businesses including direct linkages to each business website, e-mail, streaming videos, and other proprietor promotional materials,
 - **Business investment pages** - including linkages with pop-up maps and sidebar info to area multi-list realtors with information on available business properties of interest to merchants and businesses interested in locating or investing in Kennewick,
 - **Resident services pages** - including linkages with pop-up maps and sidebars on schools, churches, and realtors with information on available housing properties of interest to existing residents and households interested in living in Kennewick,
 - **Transportation pages** - including pop-up maps and sidebar info on automobile routes, transit, taxi, and limousine

services, Amtrak railroad, and airplane and airport schedules,

- **Gallery pages** - including factoid sheets, downloadable photo galleries, e-postcards, e-newsletter sign-ups, and requests for brochures or other promotional materials.
- **Design and publish coordinated print collateral materials** - including typography, color, placement, and other preliminary style guide contents for the following:
 - **Correspondence** - including letterhead, business cards, envelopes, labels, and other correspondence materials,
 - **Brochures** - including transmittal folders with insert pockets and templates for insert or hand-out sheets, CDs, and DVDs with detailed information on trade area demographics, finance, property listings, and other marketing materials,
 - **Flyers** - including single, double, and tri-fold handouts and inserts for ferry, motel, convention center, and other promotional stands and exhibits,
 - **Advertising templates** - including single and multiple page banners and inserts for merchant group advertisements in newspapers and magazines,
 - **Billboards** - including background imagery and message themes for hardcopy billboards and electronic messaging reader-boards,
 - **Trailers and information stands** - including wrapping schemes for mobile trailer information stands, vehicles, and buildings to operate in Columbia Park during seasonal events.

6: Install historic district, gateways, and wayfinding signage

- **Have WSDOT install** - historic district signage for the downtown on US-395, SR-240, and SR-397 exit ramps to the newly constructed roundabouts.
- **Install historic district directional signage** - on other local roadways leading into the BB/RR and downtown including Kennewick Avenue, First Avenue, and Gum Street.
- **Design and install gateway or entry improvements** - including the graphic concepts, sign standards, and other particulars that

identify entry into the BB/RR and downtown based on variations of the city's established sun and river logo elements on SR-240 and SR-397, US-395, Columbia Park Trail, Columbia Drive, Fruitland, Benton, and Washington Streets.

- **Install way-finder signage** - including graphic concepts, sign standards, and placement strategies identifying routes to and locations of Columbia Park, Duffy's Pond, Clover Island, the downtown, and Civic Center with city hall, police station, library, schools, parks and trails, and other key sites that define the BB/RR and downtown.

3.5.4: Design standards

7: Update/refine zoning designations

- **Amend the 2010 Zoning Map of the City of Kennewick** - to retain Industrial Light (IL) zoning along the railroad corridor, retain Commercial General (CG) zoning of Auto Row on Columbia Drive, and re-designate the single family neighborhood on Grand Ronde and Entiat Avenues for Residential Low or Medium Density (RL or RM).
- **Amend Chapter 18.03 of the Municipal Code to create a Mixed Use (MU) zoning district** - using the footnotes in Table 18.12.010: Use and Standards Table, the designations in Table 18.12.010 A.2: Table of Residential Site Development Standards, the designations in Table 18.12.010 B.1: Table of Non-Residential Uses, designations in Table 18.12.010 B.2: Table of Non-Residential Site Development Standards, and other provisions of KMC Title 18 to implement appropriate mixed use developments in the BB/RR area.
- **Incorporate Incentive Zoning provisions** - in the Mixed Use (MU) zone providing non-cash incentives including added building height and reduced parking requirements and cash incentives including deferred building review and permit fees, utility connection fees, and growth impact fees for affordable and workforce units of housing for households making 80% or less of Average Median Household Income (AMHI) in the Tri-City area.

8: Adopt design standards for BB/RR mixed use

- **Adopt historical building design guidelines** - specifying the characteristics to be retained, reconstructed, and enhanced in contributing and non-contributing buildings and infill developments in the historic downtown.
- **Adopt new mixed use building design guidelines (KMC 18.79)** - specifying building articulations, placement, size and mass, frontages, entries, parking, solar applications, LEED performance measures, and other characteristics of new mixed-use developments on Columbia Drive, around Duffy's Pond, and elsewhere in the mixed-use districts in the BB/RR area.
- **Adopt signage design guidelines** - specifying the purpose, type, number, size, graphic content, lighting, and other characteristics of property and building signage, including the historic downtown district and BB/RR to improve the impact of business, promotional, and other advertising signage on the property, downtown district, and from the roadway and pedestrian areas elsewhere in the city.
- **Adopt landscape design guidelines** - specifying low maintenance, native drought-resistant materials that provide ground cover, seasonal color, and visual interest for low upkeep but maximum visibility, street trees for accent and canopy, and other landscape improvements for existing and new developments throughout the BB/RR area including the use of green roofs and walls, rain gardens, pervious paving materials, and other green considerations.

3.5.5: Design/development - infrastructure

9: Fill/soft armor select river shoreline areas for fish habitat

- **Inventory, design, submit, and accomplish project applications** - to the Corps, DOE, WDFW, and Umatilla Tribe for the installation of sandy, soft armoring shoreline enhancements at select and appropriate locations along the river levee shoreline between the Blue and Cable Bridges.

10: Install stormwater swale/river levee enhancements

- **Install a vegetation mat on the inside face of the river flood levee** - to soften the view and provide aesthetic interest. The mat will provide a surface upon which native, drought tolerant native ground cover plants can grow that will not root into and lessen the integrity of the levee - and block views from fronting property developments.
- **Install “grasscrete” or similar structural underground material that allows grass to grow through the grid** - removing Columbia Park Trail roadway (see task 12) and the asphalt and gravel surface of the emergency access roadway that extends from the Blue Bridge to the Cable Bridge. Grasscrete will support emergency vehicles and access but provide a grassy surface that can be walked on and used as a linear park.
- **Install native plant materials and rockery within the swale** - to slow and bio-filtrate stormwater runoff and provide aesthetic interest. Native plantings can withstand periods of rain and sun, minimize maintenance requirements, and soften the stormwater swale edges. In some instances, the swale may be reconfigured or supplemented to provide the same collection capacity but lessen the linear geometrical appearance.
- **Install grass, street trees, and furnishings on the inside swale buffer** - to provide a visual accent, active park space, and support the construction of pedestrian trails and boardwalks on frontage property developments.
- **Construct bridges and stairways across the swale and up the inside levee face** - to connect the BB/RR neighborhood, frontage properties, and boardwalk/trails on the inside of the swale with Sacagawea Heritage Trail on the top of the levee. The bridges and stairways will create a series of trail loops increasing access between these enhancements and the riverfront.
- **Install wayfinding and directory signs, interpretive exhibits, picnic tables, and shelters** - on the Sacagawea Heritage Trail on top of the levee, along the edge of the emergency access grasscrete linear park, and along the buffer on the inside of the swale to

increase amenities, interest, and the visual appeal of the swale/levee corridor.

- **Install an artworks gallery** - along the trail and swale corridor and viewing areas that features the work of local artists that are displayed on a consignment basis for public appreciation and sale.

11: Acquire/develop BB/RR parks

- **Designate a publicly accessible but potentially privately owned or dedicated park improvement on frontage property between John Day and Jean Streets** - to be enhanced with a visual accent and/or park activity with a stormwater collection or bio-filtration pond, a pedestrian boardwalk, street trees, benches, picnic tables, artworks, and other amenities. The park improvement will be constructed and maintained or donated to the city by the frontage property developer in lieu of a park impact fee or late-comer charge.
- **Acquire a public park property between the swale/levee and Columbia Drive at Fruitland Street** - and construct an over-water landing and viewpoint - possibly with water edge access, interpretive exhibit and artworks, picnic shelter and kitchen - possibly with vendor concessions, comfort station, parking, and transit stop.
- **Designate a publicly accessible but potentially privately owned or dedicated park improvement on frontage property between Benton and Washington Streets** - to be enhanced with a visual accent and/or park activity with a stormwater collection or bio-filtration pond, a pedestrian boardwalk, street trees, benches, picnic tables, artworks, and other amenities. The park improvement will be constructed and maintained or donated to the city by the frontage property developer in lieu of a park impact fee or late-comer charge.
- **Acquire a public park property between Duffy's Pond and Columbia Drive** - and construct a major park/entryway into the site with hardscape plazas with interpretive exhibits and artworks, spray water features or fountains, amphitheater, playground, picnic shelter and kitchen - possibly with vendor concessions, comfort station, parking, and transit stop. Depending on the resolution of

the Port of Kennewick's Master Plan for Duffy's Pond, extend the park/entryway around Duffy's Pond furnishing the wetland buffer area with perimeter access trails, benches, and other amenities.

12: Reconfigure road network

- **Reduce and control median lane traffic turning movements on Columbia Drive** - to control right and left turn lanes at major street and traffic signal intersections to increase capacity and reduce traffic congestion with adjacent land uses.
- **Realign Columbia Park Trail** - from the flood levee emergency access road bench south into the BB/RR neighborhood possibly aligning on John Day Avenue or Kent Place south to Klamath Avenue then east to Fruitland Street.
- **Open, realign, and extend Bruneau/Railroad Avenues** - west through the former food processing plant reclaiming the roadway when the UP and Port spur tracks are removed, and extending the road west of Hartford Street to allow industrial development of the surplus BNSF property.
- **Designate on the streets and roads map** - the potential extensions of Grande Ronde, Entiat, and Deschutes Avenues, and the closure or channelization of Garfield, Dayton, Cascade, and Auburn Streets to manage access to future developments along the swale/levee and control traffic movements and capacity on Columbia Drive.

13: Construct streetscape enhancements

- **Expand sidewalks** - to the edge of the right-of-way and abutting adjacent storefronts (from 8-12 or 14 feet in width) on Columbia Drive and the other defining east-west and north-south streetscape corridors between the BB/RR, downtown, and Civic Center.
- **Upgrade transit furnishings** - including route signage, directories, transit stops, shelters, and service schedules and routings on Columbia Drive and the other routes within the proposed BB/RR, downtown, and Civic Center couplets (see task 15).
- **Improve pedestrian-friendly furnishings** - installing a coordinated system of benches, waste receptacles, newspaper

stands, bike racks, directory and wayfinding signage, and other people-oriented furniture.

- **Install landscaping** - including street trees, ground cover, and seasonal flowers in rain gardens, green strips, and planter boxes with cisterns and other stormwater collection and watering systems under a "green street" planting concept.
- **Install artworks** - using a competitive design jury process to select local artist works to display sale consignments at select places along the major pedestrian corridors for 1-2 year intervals.
- **Where appropriate** - relocate and/or underground overhead power and telecommunication lines, and relocate light and signage standards in order to remove visual blight and to plant street trees in a dense walkway-covering sequence, especially along Columbia Drive and around Duffy's Pond.

14: Construct sidewalks, curbs, and gutters

- **Improve existing and future roadways with basic infrastructure** - to include sidewalks, curbs, gutters, bike lanes or designated shared roadways, and other improvements throughout the BB/RR area and within the single family neighborhood located south of Columbia Drive and west of Fruitland Street in particular.
- **Reconfigure existing roadway infrastructure to accommodate pedestrians and bikeways** - using curb extensions, wider crosswalks, pedestrian signals, bike lanes and designated shared roadway lanes, and other enhancements.
- **Install transit improvements** - including route signage, directories, transit stops, shelters, and service schedules and routings in the extended curb areas on Fruitland, Dayton, Auburn, and Washington Streets, and other collection points on the transit shuttle corridors and at the Dayton Transit Center.

15: Reconfigure transit routes

- **Reconfigure route 55, 120, and/or 160** - to create a loop shuttle service between Columbia Park, BB/RR, downtown, and Civic Center using the relocated Columbia Park Trail on Klamath Avenue,

Columbia Drive, Fruitland Street, East 1st Avenue, and SR-397/Gum Street.

- **Install transit improvements** - including route signage, directories, transit stops, shelters, and service schedules and routings along the reconfigured BB/RR, downtown, Civic Center shuttle corridors.

3.5.6: Design/development – catalytic projects

16: Acquire/develop Public Market and Excursion Train

- **Acquire the BNSF property** - that the city originally leased from BNSF on both sides of Benton Street and seek to lease then acquire the depot and adjacent property as well if and when BNSF operations can be accommodated with other on-site facilities.
- **Improve the site** - with security perimeter fencing adjacent the railroad tracks adorned with artworks, public parking lots with flat curbs that allow conversion into outdoor exhibit and festival spaces during special events, flexible outdoor plazas and gathering spaces that front public market and other indoor spaces, and street trees, light standards, artworks, and landscaping that provide aesthetic accents. Extend special pedestrian paving materials along Benton and between the 2 purchased parcels to calm traffic, provide pedestrian crossing safety, and define a gateway to the site and activities.
- **Develop a Public Market** - with buildings with flexible ground floor space that can be subdivided for food, crafts, and art vendors during market events or left open for public presentations and other activities; and flexible upper floor space that can be used for classroom and instructions, galleries and exhibits, incubator workspaces and offices, and other multipurpose activities.
- **Recruit market tenants and activities** - to include the following:
 - **Artists and art galleries** - including working artists, instructors, galleries, and related entrepreneurs.
 - **Incubator and start-up businesses** - including start-up businesses and entrepreneurs from the surrounding city and

region that will create, fabricate, or retail items of interest to market customers.

- **Public market vendors** - including farmers' market, wine and food, fine art workshops and galleries, performance artists and instructors, and other continuous and special event activities.
- **Public market concessions or tenants** - including restaurants and cafes, coffee houses and wine bars, and other day/night activities of interest to residents and tourists.
- **Program continuous activities** - to include coordination with farmers' market vendors, key seasonal community and tourist events, and special sales activities of interest to merchants, community organizers, residents, and tourists of the city and surrounding region.
- **Program special events that are keyed to unique Kennewick historical occurrences** - like Native American settlements, early agriculture developments, river steamboat landings, railroad development and services, winery establishments, and like events of historical importance to community residents and of interest to tourists.
- **Recruit an excursion train operator** - to operate dinner, mystery, sightseeing, winery tours, and other train tours of the region using the UP track spur adjacent to West Canal Drive and the public parking lot improvement on the west side of Benton Street. Eventually, lease and acquire the BNSF depot and adjacent property to provide a ticket and passenger staging area with comfort and convenience facilities, historical exhibits of early railroad developments, an outdoor artwork gallery and platform loading area, and expanded parking area.
- **Install angled parking on West Canal Drive** - on the north side to provide overflow parking for major events at the Public Market and downtown parking on a continuous basis. Install a security perimeter fence along the UP tracks the continuous length of West Canal Drive to prevent Public Market customers from walking across the tracks.

17: Acquire/issue RFP for incubator developments

- **Lease then acquire the property from BNSF** - to allow the development of a complex of incubator buildings providing flexible shop, office, storage, retail and wholesale sales and exhibit space, conference and meeting spaces, shared or common business equipment and services, daycare and childcare, and possibly even some live/work spaces for start-up businesses and entrepreneurs.
- **Brainstorm redevelopment solutions for the property** - accounting for concepts that may redevelop the property under alternative scenarios with or without rail service, in or outdoor shop and storage areas, public retail operations, day and childcare, and live/work spaces under different densities and designs.
- **Assess the economic feasibility of the preferred concepts** - including land values, construction costs, indirect development costs - and the impact of direct and indirect incentives including variable term or rate lease arrangements, low interest development loans, development density, parking requirements, and land use or zoning bonuses.
- **Assess and mitigate environmental impacts** - including on and off-site stormwater run-off, parking and loading area requirements, height and lot coverage allowances, design aesthetics, and public amenities.
- **Conduct public hearings and approve a pre-packaged plan solution** - including appropriate property-specific development agreements, design guidelines, and SEPA MDNS or EIS mitigation documents.
- **Develop a competitive request-for-proposal (RFP) process** - governing the sale or long term lease and redevelopment of the property for the preferred and pre-approved design/develop solution.
- **Conduct a town hall** - with potential developers to tour the site, review the design concepts and project pro-forma, evaluate the RFP process, and incorporate their suggestions and comments in order to ensure an effective market response.

- **Issue the RFP and judge proposals** - by fixing the asking price or leasing agreement for the property and ranking proposals on use, design, operational merits, and beneficial impacts on the property and the BB/RR's development opportunities.

- **Award project** - following City Council public hearings and review procedures, to the proposal ranked to have the most use, design, and operational merits, and beneficial development impacts on the neighborhood, industrial district, BB/RR, and downtown.

18: Issue RFP for private property packages

- **Package potential development parcels** - working with private property owners who are interested and willing to participate by establishing appraisal certified sales prices and option agreements allowing design/develop RFP competitions.
- **Brainstorm redevelopment solutions for the property** - accounting for concepts that may redevelop the property under alternative scenarios as single or multiple phased projects, with mixed income housing, and under different densities and designs.
- **Assess the economic feasibility of the preferred concepts** - including land values, construction costs, indirect development costs - and the impact of direct and indirect incentives including property acquisition write-downs, low interest development loans, development density or parking waivers, land use or zoning bonuses. In the case of affordable or work force housing, the incentives may also include deferral of some or all permit, building, connection, and impact fees.
- **Assess and mitigate environmental impacts** - including on and off-site stormwater run-off, parking and loading area requirements, height and lot coverage allowances, design aesthetics, and urban amenities.
- **Conduct public hearings and approve a pre-packaged plan solution** - including appropriate property-specific development agreements, design guidelines, and SEPA MDNS or EIS mitigation documents.

- *Develop a competitive design/develop request-for-proposal (RFP) process* - governing the sale and redevelopment of the property for the preferred and pre-approved solution.
- *Conduct a town hall* - with potential developers to tour the site, review the design concepts and project pro-forma, evaluate the RFP process, and incorporate their suggestions and comments in order to ensure an effective market response.
- *Issue the RFP and judge proposals* - by fixing the asking price for the property and ranking proposals on use and design merits, and beneficial impacts on the property, BB/RR, downtown, and city at large development opportunities.
- *Award project* - following City Council public hearings and review procedures, to the proposal ranked to have the most use and design merit, and beneficial development impacts on the property, BB/RR, downtown, and city-at-large.

19: Review/resolve master plan for Port of Kennewick's Duffy's Pond properties

- *Resolve environmental issues and impacts* - of the Port's proposed master plan for its properties including water quality, width and location of buffer areas, roadway access and parking, gondola lines over Columbia Drive and Duffy's Pond, and other SEPA issues.
- *Resolve park and trail improvements* - including design, construction, and financing particulars for public access, activities, and relationships with Sacagawea Heritage Trail and the other public and privately-owned park enhancements proposed in this BB/RR Revitalization.
- *Resolve mixed use zoning allowances* - including relationship to the proposed new mixed use zoning district proposed in this BB/RR Revitalization including setbacks, coverage, height, parking, and inclusionary zoning provisions for affordable housing.
- *Conduct hearings and resolve master plan approval particulars* - by the Planning Commission and City Council allowing for adjacent property owner and public input concerning

the Port's proposals, site, and building improvements, and methods of implementation for Port properties and adjacent privately-owned parcels.

3.6: Planned Action Ordinance

Alternative 2: BB/RR Revitalization Plan includes adoption of a Planned Action Ordinance, which will encourage redevelopment and revitalization of the BB/RR area, by streamlining the project review process. This DEIS identifies impacts of development and specific mitigation measures that developers will have to meet to qualify as a Planned Action project.

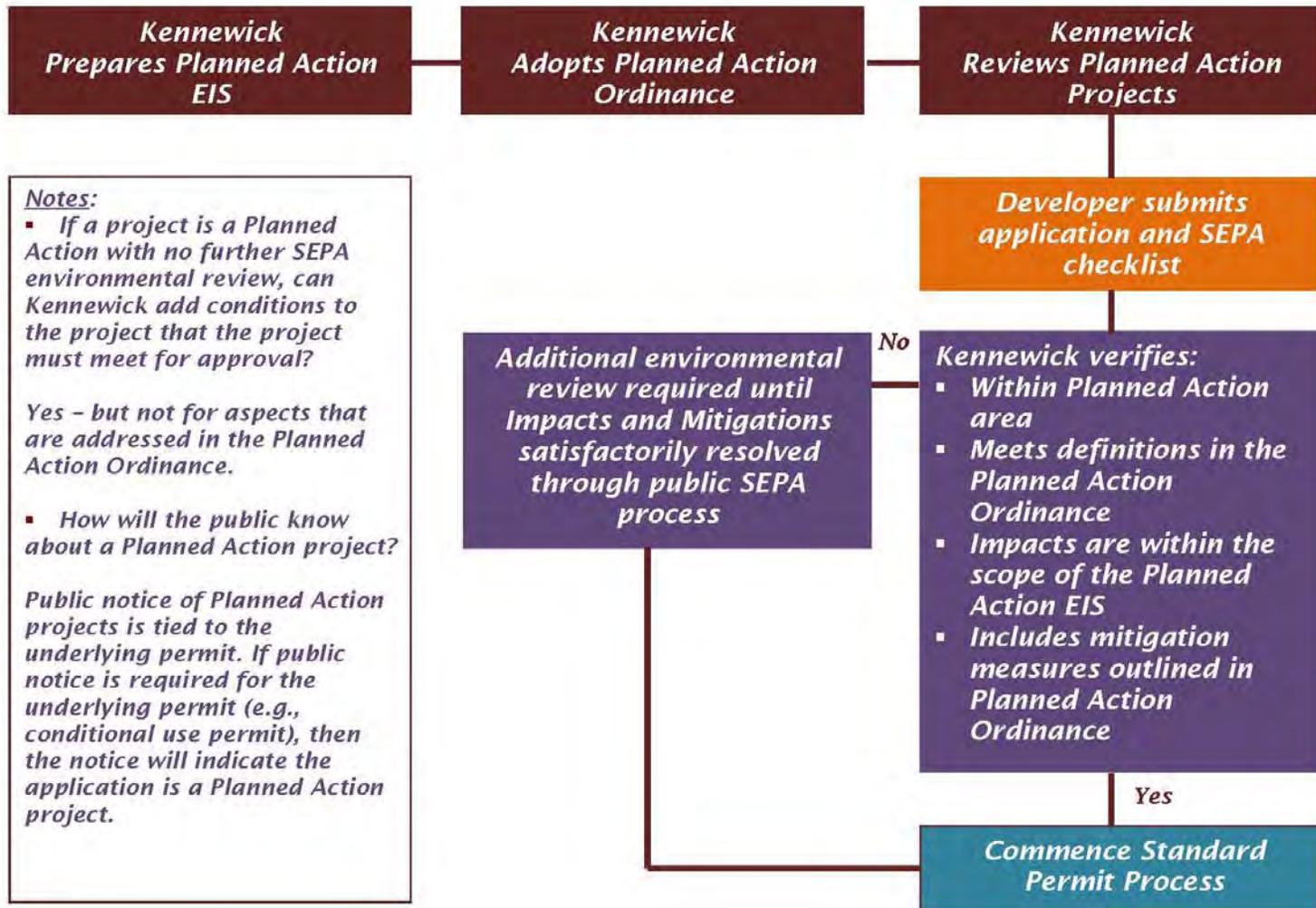
According to WAC 197-11-164, a Planned Action is defined as a project that:

- Is designated a Planned Action by ordinance.
- Had the significant environmental impacts addressed in an EIS,
- Has been prepared in conjunction with a comprehensive plan, subarea plan, master planned development, phased project, or with subsequent or implementing projects of any of these categories,
- Is located within an urban growth area (UGA),
- Is not an essential public facility, and
- Is consistent with an adopted comprehensive plan.

Alternative 2: BB/RR Revitalization Plan includes a Planned Action Ordinance in Appendix A of this document. This DEIS analyzes the BB/RR Revitalization Plan and proposed mitigations included within the Mixed Use (MU) Zone and performance-oriented Mixed Use Design Standards (KMC 18.79) that will amend current Kennewick plans and regulations and be consistent with the 2008 Kennewick Comprehensive Plan.

Planned Action projects will include new mixed use developments including ground floor retail and pedestrian-oriented activities, platform building parking decks, and upper floor office and residential uses, as well as local streets, pedestrian walkways and trails, on and off-road bicycle routes, transit configurations, parks and open spaces, and shoreline enhancements outlined in the preceding pages.

Planned Action Project Review Process



Notes:

- If a project is a Planned Action with no further SEPA environmental review, can Kennewick add conditions to the project that the project must meet for approval?

Yes – but not for aspects that are addressed in the Planned Action Ordinance.

- How will the public know about a Planned Action project?

Public notice of Planned Action projects is tied to the underlying permit. If public notice is required for the underlying permit (e.g., conditional use permit), then the notice will indicate the application is a Planned Action project.

- ***Essential public facilities*** - the Planned Action Ordinance excludes essential public facilities consistent with SEPA rules. Essential public facilities are defined under GMA as including "...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."

WAC 197-11-168 requires that a Planned Action Ordinance include:

- A description of the components of the Planned Action,
- A finding that the probable significant environmental impacts of the Planned Action have been identified and adequately addressed in an EIS, and
- The identification of mitigation measures that must be applied to a project for it to qualify as a Planned Action project.

Following completion of this EIS process, Kennewick will designate the Planned Action by ordinance - a draft of which is included as Appendix A to this document. Kennewick will designate as a Planned Action the BB/RR Revitalization (Subarea) Plan & Implementing Regulations, 2010 Zoning Map amendments, KMC Title 18.12 Zoning Districts, and Title 18.79 Mixed Use Design Standards pursuant to SEPA and implementing rules.

Planned Action projects will include those identified in this DEIS, excluding essential public facilities. The draft Planned Action Ordinance identifies mitigations, as described in this DEIS, that will be applicable to future Planned Action projects. Some of the mitigation measures will apply to all BB/RR area projects, while others will be applied on a case-by-case basis.

4 Responses to letters of comment

Letters of comment were received from the following agencies, organizations, and individuals:

4.1	Teara Farrow Ferman, Program Manager, Confederated Tribes of the Umatilla Indian Reservation	32
4.2	Bruce Hunt, Senior Planner, Growth Management Services, Washington State Department of Commerce	34
4.3	Bill Preston PE, Planning & Materials Engineer, Washington State Department of Transportation	36
4.4	Gwen Clear, Environmental Review Coordinator, Central Regional Office, Washington State Department of Ecology	38
4.5	Brad Peck, Commissioner, Franklin County	40
4.6	Gary Splattstoesser, Benton PUD	42
4.7	Gene Wagner, President, Skip Novakovich, Vice President, & David Hanson, Secretary, Port of Kennewick	46
4.8	Ed Frost, Commissioner, Kennewick Planning Commission	49
4.9	Gerard Sullivan, Senior General Attorney, Union Pacific Railroad	51
4.10	DL Samples, Arculus Architects	53
4.11	Steve Mallory AIA, Arculus Architects	55

Each letter of comment and the appropriate responses are provided in the pages following in the order listed above.

Confederated Tribes of the
Umatilla Indian Reservation
Department of Natural Resources



46411 Timine Way
Pendleton, OR 97801
www.ctuir.org Phone 541-276-3447

October 22, 2010

Anthony Muai, Assistant Planner
Community Planning
Kennewick City Hall
PO Box 6108
Kennewick, WA 99336

Dear Mr. Muai:

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program (CRPP) has received the draft environmental impact statement for the Bridge-to-Bridge Revitalization project, and we have some concerns.

The report we sent you, *A Review of Cultural Resource Data Relevant to the Bridge to Bridge Revitalization Area, City of Kennewick, Benton County, Washington*, by Amy K. Senn, was stamped CONFIDENTIAL. Site-specific cultural information is of a sensitive nature and is exempt from the Freedom of Information Act.

1

We request that site-specific information be removed from the draft environmental impact statement and your website as soon as possible. We have attached the pages containing site-specific information, and have highlighted the information we would like removed.

Please contact me if you have any questions.

Respectfully,

Teara Farrow Ferman, Program Manager

Cc: Greg McCormick, Director of Community Planning

Treaty June 9, 1855 ~ Cayuse, Umatilla and Walla Walla Tribes

4.1 Response to Teara Farrow Ferman, Program Manager, Confederated Tribes of the Umatilla Indian Reservation

1. Your concern that the Draft Planned Action EIS contained site specific information from your Cultural Resource Data Relevant to the Bridge to Bridge Revitalization Area is acknowledged and has been rectified.

We provided you the Draft Planned Action EIS that contained the information we abstracted from your Cultural Resource Data so that you could review and proof the contents.

Based on your response, we removed the paragraphs containing site specific information that you were concerned about and republished the DEIS as corrected.



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

November 30, 2010

Mr. Greg McCormick
 Planning Director
 City of Kennewick Community Planning
 210 W. 6th Avenue
 Kennewick, Washington 99336

RE: Proposed bridge to bridge - river to railroad subarea plan

Dear Mr. McCormick:

Thank you for sending the Washington State Department of Commerce the proposed City of Kennewick draft bridge to bridge - river to railroad subarea plan and companion draft environmental impact statement documents that we received on November 17, 2010. We recognize the substantial investment of time, energy, and resources that these documents represent.

When cities and counties work with citizens to discuss their priorities for the future, they must balance important considerations—using land wisely, providing the foundation for economic vitality, and protecting environmental and natural resources. In crafting your draft bridge to bridge - river to railroad subarea plan to meet the unique needs of your community, you, along with other local governments planning under the Growth Management Act, have made important and long-lasting choices. These choices can sustain the quality of life which makes the City of Kennewick and Washington State remarkable places to live and create the predictability needed for healthy and sustainable communities.

We especially like the following:

- 1 • That your bridge to bridge - river to railroad subarea plan proposes to implement the goals and policies adopted in your comprehensive plan.
- That you have developed goals which include creating a pedestrian oriented neighborhood with a public greenway along the canal, appropriately scaled commercial development consistent with the main street program that supports small businesses and a creative workforce, a well integrated transportation plan with streetscapes, and a variety of housing opportunities with supporting land use concepts and design standards.
- That your bridge to bridge - river to railroad subarea plan proposes to include a public market and excursion train - providing convenient work places, places for community events and activities, transit

Mr. Greg McCormick
 November 30, 2010
 Page 2

service, a well landscaped environment, development and architectural specifications to create a pleasing built environment that is consistent with the history and character of the City of Kennewick.

- That the bridge to bridge - river to railroad subarea plan calls for rehabilitating the Columbia River shoreline areas and restoration and enhancement of Duffy's Pond, consistent with your recent shoreline master program update. And the bridge to bridge - river to railroad also proposes the addition of new parks and bikeways in the subarea as well.

We do have recommendations about the following that you should address during this sub area planning process and before you adopt your final bridge to bridge - river to railroad subarea plan:

2

- We encourage you to continue citizen and stakeholder participation, consistent with RCW 36.70A.140, at these subarea planning stages to further the goals and policies contained within the Kennewick comprehensive plan for enhancing the goals and policies of the proposed bridge to bridge - river to railroad subarea plan.

3

- We recommend evaluating your existing capital facilities plan for any additional urban services or increases in levels of services which may be needed by the bridge to bridge - river to railroad subarea plan and that may impact city capital budget decisions, consistent with RCW 36.70A.120.

Congratulations to you and your staff for the good work this draft bridge to bridge - river to railroad subarea plan embodies. If you have any questions or concerns about our comments or any other growth management issues, please call me at 509.280.3602. We extend our continued support to the City of Kennewick in achieving the goals of growth management.

Sincerely,

Bruce Hunt
 Senior Planner
 Growth Management Services

BJH:lw

cc: Anthony Maui, Planner
 Leonard Bauer, AICP, Managing Director, Growth Management Services
 David Andersen, AICP, Plan Review and Technical Assistance Manager, Growth Management Services

4.2 Response to Bruce Hunt, Senior Planner, Growth Management Services, Washington State Department of Commerce

1. Your comments that you especially like the incorporation of the comprehensive plan's goals and policies, the pedestrian-oriented concepts for the BB/RR subarea, the public market and excursion train, and the rehabilitation of the shoreline and Duffy's Pond are acknowledged.

2. Your recommendation that the plan continue to involve citizen and stakeholder participation consistent with RCW 36.70A.140 is acknowledged.

In addition to the public outreach stakeholder interviews, internet survey on BB/RR conditions, and neighborhood and citywide workshops, we also conducted 2 open houses on the plan and EIS contents and a workshop session with the Planning Commission prior to the Planning Commission initiating their formal review of the BB/RR Plan, Planned Action EIS, Planned Action Ordinance, and Implementing Regulations.

In addition, we are currently conducting an internet survey of the general public on the BB/RR Revitalization Plan's contents that will be provided to City Council as they initiate their reviews of the BB/RR Plan, Planned Action EIS, and Implementing Regulations.

3. Your recommendation that we evaluate the existing capital facilities plan for any additional urban services or increases in levels-of-service (LOS) consistent with RCW 36.70A.120 is acknowledged.

Such a review will be accomplished during the City Council's review of the BB/RR Plan and Implementation Strategy.



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

South Central Region
2809 Rudkin Road, Union Gap
P.O. Box 12560
Yakima, WA 98909-2560
509-577-1600
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 30, 2010

Kennewick Planning Department
P.O. Box 6108
Kennewick, WA 99336

Subject: Bridge to Bridge/River to Railroad Revitalization Area - DEIS
US 395 & SR 397 Vicinity

We have reviewed the Draft EIS and have the following comments:

1

The proposed revitalization area is bounded by US Highway 395 and State Route 397. US 395 is a fully controlled limited access facility with an ADT (Average Daily Traffic Volume) of 54,000 vehicles north of the SR 240/Columbia Drive on ramp. SR 397 is a Class 5 managed access facility with an ADT of 16,000 vehicles. The primary function of US 395 and SR 397 is to provide safe and efficient travel for all users.

2

The only road improvements we noted in this proposal that affects a State Highway, is the creation of an additional left turn lane on Columbia Street at the US 397/Columbia Street intersection. We request that the City submit an intersection plan for WSDOT review in accordance with Design Manual chapter 1310.12.

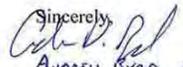
3

There appears to be no additional bicycle and/or pedestrian paths that would connect to US 395 or SR 397 for this project. The existing bicycle and/or pedestrian paths that do connect to either US 395 and SR 397 are approved by the WSDOT. Therefore, the WSDOT has no comments on this portion of the DEIS.

4

WSDOT supports the revitalization of this area and would like to be included in the process as a major stake holder. Please inform this office of any additional meetings, requests for comments, documents produced, etc.

Thank you for the opportunity to review and comment on this DEIS. If you have any questions concerning our comments, please contact Rick Holmstrom at (509) 577-1633.

Sincerely,

Andrew Byrd
Bill Preston, P.E.
Planning and Materials Engineer

BP: rh/de
cc: File #5 2010, SR 395
Tom Lenberg, Area 3 Maintenance Superintendent
Rick Gifford, Traffic Engineer

P:\459005\DEVREV\SR395\Knwck_BB-RR Revitalization Plan - DEIS.doc

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CITY OF KENNEWICK

NOV 30 2010
COMMUNITY PLANNING
DEPARTMENT

4.3 Response to Bill Preston PE, Planning & Materials Engineer, Washington State Department of Transportation

1. Your comment providing the status of US-395 and SR-397 and their Average Daily Traffic Volumes (ADT) is acknowledged and hereby incorporated into this FEIS.

2. Your comment that the city should submit an intersection plan for WSDOT review in accordance with the Design Manual Chapter 1310.12 for the proposed left turn lane on Columbia Drive at the US-397/Columbia Street intersection is acknowledged.

The left turn improvement is not planned to be accomplished until the LOS of Columbia Drive merits the channelization of the center median and the use of additional controls on left and right turns across the median zone - sometime in the future based on a monitoring of traffic and LOS conditions. The proposed left turn improvement will be submitted for your review at that time accordingly.

3. Your comment that no additional bicycle and/or pedestrian paths are proposed that would connect to US-395 and SR-397 by this BB/RR Revitalization Plan is acknowledged.

4. Your comment supporting the revitalization of the BB/RR area and desire to be included in the process as a major stakeholder and wish to be kept informed of meetings, comments, and document is acknowledged and will be honored.



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

15 W Yakima Ave, Ste 200 • Yakima, WA 98902-3452 • (509) 575-2490

November 29, 2010

RECEIVED
CITY OF KENNEWICK
NOV 30 2010
COMMUNITY PLANNING
DEPARTMENT

Anthony Muai
City of Kennewick Community Planning
P.O. Box 6108
Kennewick, WA 99336

Re: BB/RR Revitalization Plan and Implementing Regulations

Dear Mr. Muai:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for Bridge-to-Bridge/River-to-River draft planned action. We have reviewed the documents and have the following comments.

Water Quality

Project with Potential to Discharge Off-Site

The NPDES Construction Stormwater General Permit from the Washington State Department of Ecology is required if there is a potential for stormwater discharge from a construction site with disturbed ground. This permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit is a minimum of a 38 day process and may take up to 60 days if the original SEPA does not disclose all proposed activities.

The permit requires that Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) is prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water (this includes storm drains) by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading or construction.

Mr. Muai
November 29, 2010
Page 2

More information on the stormwater program may be found on Ecology's stormwater website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>. Please submit an application or contact Lynda Jamison at the Dept. of Ecology, (509) 575-2434, with questions about this permit.

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent soil from being carried into surface water by storm water runoff. Sand, silt, and soil will damage aquatic habitat and are considered pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Best management practices must be used to prevent any sediment, oil, gas or other pollutants from entering surface or ground water.

If you have any questions or would like to respond to these Water Quality comments, please contact Lynda Jamison at (509) 575-2434.

Sincerely,

Gwen Clear
Environmental Review Coordinator
Central Regional Office
(509) 575-2012

1204

1

2

4.4 Response to Gwen Clear, Environmental Review Coordinator, Central Regional Office, Washington State Department of Ecology

1. Your comment concerning a requirement for the NPDES Construction Stormwater General Permit from the Washington State Department of Ecology if there is a potential from a construction site with disturbed ground is acknowledged and hereby incorporated into this FEIS.

2. Your comment that erosion control measures must be in place prior to any clearing, grading, or construction is acknowledged and hereby incorporated into this FEIS.

From: Brad Peck [mailto:bpeck@co.franklin.wa.us]
Sent: Monday, November 01, 2010 4:42 PM
To: Gregory McCormick
Subject: FW: Revised Notice of Availability for the Draft Environmental Impact Statement

Mr. McCormick,
Regarding the Draft Planned Action Environmental Impact Statement for the Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization (Subarea) Plan & Implementing Regulations (Kennewick, Washington) 20 October 2010:

1 I did not find any references in the plan regarding potential impacts on properties listed on the **National Register of Historic Places**. Please note for the record that the proposed plan has significant potential to negatively impact the **Pioneer Memorial Bridge** (aka Blue Bridge), a listed property on the **National Register of Historic Places**.

Thank you.

Brad Peck
Commissioner
Franklin County, WA
509-545-3535

4.5 Response to Brad Peck, Commissioner, Franklin County, Washington

1. Your comment that you did not find any references to the potential impacts on properties listed on the National Register of Historic Places is acknowledged but incorrect.

The National Register of Historic Places is described under 4.13.3 Archaeological Resource Mitigation Measures on page 258 of the Draft Planned Action EIS as follows:

“National Register of Historic Places

First authorized by the Historic Sites Act of 1935, the National Register of Historic Places (NHRP) was established by the National Historic Preservation Act of 1966 as “an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”

The listing of the US-395/Blue Bridge is described under 4.13.3 Archaeological Resource Mitigation Measures on page 259 of the Draft Planned Action EIS as follows:

“US-395/Blue Bridge – *or Pioneer Memorial Bridge is listed on the Washington Heritage Register. The bridge was nominated for inclusion on the National Register of Historic Places but is not listed. The bridge was completed in 1954 by US Steel’s American Bridge Division and is 2,520 feet long – the first bridge in Washington to have a tied arch span. The Ed Hendler or Cable Bridge is likely to be eligible to be included on the National Register of Historic Places as an engineering feat.”*

As stated on page 258 under 4.13.3 Archaeological Resource Mitigation Measures:

“The degree to which an alternative adversely affects districts, sites, buildings, structures, and objects listed or eligible for listing in the NRHP is the primary criterion for determining significant impacts under SEPA.”

The BB/RR Revitalization Plan will not alter the US-395/Blue Bridge approach ramps or structure or view from the river or shoreline and will not adversely affect the historical integrity of the structure or its significance.

From: Gary Splattstoesser [mailto:splattsg@bentonpud.org]
Sent: Friday, November 19, 2010 8:42 AM
To: Anthony Muai
Subject: TRIM GENERAL : GEN10.12581 : IWF - Splattstoesser, Gary - DEIS for Kennewick

Here are the changes that I spoke with you about on the DEIS for the Bridge-to-Bridge/River-to-Rail. The changes are updated information under Section 10.11.11 titled Electric Power (pages 230-234).

1 #1. Page 230 4.11.11.1 last paragraph change 7 to 8 substations.

The Kennewick Urban subsystem is supplied by 10 miles of 115kV transmission line, 8 substations located throughout the city, and 50 electrical feeders. Each feeder is responsible for supplying the electrical current for several sub-regions, with the capacity

2 #2 Page 230 4.11.11.1 paragraph 10 should read:
Benton PUD purchases green power and renewable energy from Energy Northwest's Nine Canyon and White Creek Wind farms.

3 #3. Page 231 4.11.11.2 third paragraph - this is a 2010 forecast;

Benton PUD developed a series of retail energy forecasts in 2010 assuming 10-year low, medium and high retail energy scenarios as standalone forecasts. The low forecast represents a low customer growth and mild weather scenario; medium forecast an average customer growth and an averaging of the heating and cooling degree-days over the last 10 years; and the high forecast a high

4 #4. Page 231 4.11.11.2 new table 91 see attachment

5 #5. Page 231 4.11.11.2 Paragraph 4 should read:

Benton PUD participates in the BPA conservation program to promote energy conservation in the service area territory. Benton PUD owns portions of the Fredrickson generating plant with output currently being sold into the market but is available to serve local load and system peak. Benton PUD also contracts for renewable

energy and as a slice utility it also has the ability to buy and sell power on the spot market to meet current and future energy needs of the customers.

4.6 Response to Gary Splattstoesser, Benton PUD

1. Your comment concerning Section 10.11.11 Electric Power on page 230 of the Draft Planned Action EIS that the number of substations should be changed to reflect 8 rather than 7 is acknowledged and hereby incorporated into this FEIS.

2. Your comment concerning Section 10.11.11 Electric Power on page 230 of the Draft Planned Action EIS that paragraph 10 should read..."Benton PUD purchases green power and renewable energy from Energy Northwest's Nine Canyon and White Creek Wind farms" is acknowledged and hereby incorporated into this FEIS.

3. Your comment concerning Section 10.11.12 Electric Power on page 231 of the Draft Planned Action EIS that paragraph 3 should indicate that this is a 2010 forecast is acknowledged and hereby incorporated into this FEIS.

4. Your comment concerning Section 10.11.12 Electric Power on page 231 of the Draft Planned Action EIS that the information in table 91 should read as follows is acknowledged and hereby incorporated into this FEIS.

Table 91: Benton PUD projection by sector - customer and medium case energy sales for Kennewick service area

	2010	2015	2019
Residential	25,616	26,776	27,742
Small general services	3,291	3,575	3,820
Medium general services	479	498	515
Large general services	71	75	78
Industrial	n/a	n/a	n/a
Small irrigation	n/a	n/a	n/a
Large irrigation	n/a	n/a	n/a
Street lights	systems	systems	systems
Yard lights	441	441	441
Total	29,898	31,365	32,596

5. Your comment concerning Section 10.11.12 Electric Power on page 231 of the Draft Planned Action EIS that paragraph 4 should read as follows is acknowledged and hereby incorporated into this FEIS.

"Benton PUD participates in the BPA conservation program to promote energy conservation in the service area territory. Benton PUD owns portions of the Fredrickson generating plant with output currently being sold into the market but is available to serve local load and system peak. Benton PUD also contracts for renewable energy and as a slice utility it also has the ability to buy and sell power on the spot market to meet current and future energy needs of the customers."



PORT of KENNEWICK

COMMISSIONERS | DAVID W. HANSON | GENE WAGNER | SKIP NOVAKOVICH

November 23, 2010

RECEIVED
CITY OF KENNEWICK
NOV 23 2010
COMMUNITY PLANNING
DEPARTMENT

Honorable Steve Young, Mayor
City of Kennewick
210 W. 6th Avenue
Kennewick, WA 99336

RE: Beckwith Plan

Dear Mayor Young:

This letter serves as the Port of Kennewick's reply to the City of Kennewick's Bridge to Bridge Master Plan (the Beckwith Plan). A copy of this letter will also be provided to the Planning Commission. We are unable to endorse the Beckwith Plan for several reasons.

1 First, the Beckwith Plan contains erroneous assertions related to the Port's Arculus Columbia Drive Revitalization Plan, indicating that the Port will simply condemn properties in the Bridge to Bridge area in order to gain control over them. The Beckwith plan states:

"Port will exercise eminent domain where [the] owner does not wish to conform to Port plan..." and

"[The Port] advocates use of eminent domain to eliminate blight."

2 The Port's Arculus plan actually states:

"... the Port will request that the City continue to vigorously enforce its codes. Good zoning alleviates the need for governmental entities to exercise the power of eminent domain to eliminate blight." (emphasis added)

3 Further, in the Arculus plan, the Port reiterates its viewpoint on eminent domain by providing a scenario where the Port actually advocates purchasing property for more than fair market value, so that the private seller can realize a profit from his or her property ownership. As we are certain you are aware, the Port's actual practice has been to only purchase property from willing sellers. In response to the first Bridge to Bridge Plan (the UDAT Plan), the Port has spent several million dollars in this area using the willing

Honorable Steve Young, Mayor
November 23, 2010
Page 2

seller technique as opposed to condemnation or eminent domain. And, we had hoped that our property acquisitions would be viewed favorably by the City as helpful to its redevelopment efforts. This has yet to happen.

4 Unfortunately, the erroneous conclusions of the Beckwith Plan have caused the Port to receive critical comments from council members and the public relating to its planning efforts. Even though these comments related to eminent domain have been "expunged" from the latest draft of the Beckwith Plan, they have been disseminated to the public with damage already done.

5 Furthermore, the Beckwith Plan alleges the Port plan "*does not create authentic places or unique uses*"; does not "*develop mixed-use structures*" or that the Port "*does not propose to partner with or work with any other public or non-profit agencies*". Rather than provide a point by point rebuttal of these untruths, we simply wonder if Mr. Beckwith or anyone at the City actually read our plan. If so, these statements would not have been made. Indeed, the Port plan, developed with significant public input, does have unique uses, such as a potential site for the carousel, an IMAX site, an amphitheatre site, pathways around Duffy's Pond, art objects, and, yes, even mixed use! And we did provide an extensive list of partnerships we would attempt to develop; from the City to the PUD, to Transit and others. We encourage you, the Council and the Planning Commission to read our plan.

6 The "volatility" created by the Beckwith Plan tends to eviscerate the recent joint resolution whereby our two agencies pledged to work together and tends to make concerted revitalization efforts less likely. This matter has progressed to the point that the City/Port Bridge to Bridge Joint Development Committee recommended each jurisdiction adopt a resolution disavowing the use of eminent domain in the Bridge to Bridge area. Because of these serious misstatements of the Port's position by Mr. Beckwith, we plan to pass a resolution taking eminent domain off the table, as recommended by the Joint Committee. We understand that the City will do the same.

7 Second, the Port was not provided meaningful opportunities to participate in the formulation of the Beckwith Plan. We had initially anticipated working with the City to meld each of our individual planning efforts to produce a plan that incorporated the best of both worlds. Unfortunately, it appeared to us that Mr. Beckwith was uninterested in receiving Port comments. As a result, we believe that little of our work has been incorporated into the Beckwith Plan in any appreciable manner.

350 CLOVER ISLAND DRIVE | SUITE 200 | KENNEWICK, WA 99336
509.586.1186 | FAX: 509.582.PORT (7678) | WWW.PORTOFKENNEWICK.ORG

Honorable Steve Young, Mayor
November 23, 2010
Page 3

8

Finally, we are uncertain that the "catalytic project" method of redevelopment identified in the Beckwith Plan will be effective at this time. Under this process, the City calls for competing Requests for Proposals for development of private land within the Bridge to Bridge area.

9

The Beckwith Plan identifies Port property for this method of redevelopment. Because little of our planning efforts were incorporated into the Beckwith Plan, we believe that Port properties are not appropriate for inclusion in the "catalytic project" process. Therefore, we request that our properties be removed from the list of "catalytic projects" as identified in the Beckwith Plan, at least at this time.

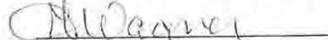
10

With this being said, we continue to offer our support where we can, perhaps by partnering on a joint project in this area. We simply feel that the Beckwith Plan has not impressed us as we thought it would.

We hope these comments are helpful.

Sincerely,

**PORT OF KENNEWICK
BOARD OF COMMISSIONERS**


GENE WAGNER, President


SKIP NOVAKOVICH, Vice President


DAVID HANSON, Secretary

4.7 Response to Gene Wagner, President, Skip Novakovich, Vice President, & David Hanson, Secretary, Port of Kennewick

1. Your comment that the BB/RR Revitalization Plan contains erroneous assertions related to the Port's Arculus Columbia Drive Revitalization Plan is acknowledged.

Neither the BB/RR Revitalization Plan nor the published Draft Planned Action EIS refer to your Columbia Drive Revitalization Plan in any form.

The statement that you reference was contained in an early draft of Appendix D.1: Comparative Analysis: UDAT with BB/RR Revitalization Plan, Columbia Drive Revitalization Plan, and Proposed Duffy's Pond Master Plan; and Appendix D.2: Comparative Analysis: Columbia Drive Revitalization Plan with BB/RR Revitalization Plan, UDAT, and Proposed Duffy's Pond Master Plan.

That draft was provided you and your consultant 6 weeks before the publishing date of the Draft Planned Action EIS for your review and correction of any misinterpretations. None were received.

Appendix D.1 and D.2 were not included in the published version of the Draft Planned Action EIS nor referred to in 4.6 Plan Relationships of the DEIS because:

- The proposed plan for Duffy's Pond is a master plan proposal which is considerably more site specific than the level of planning and policy detail in the a subarea plan and therefore does not need to be compared to the BB/RR Revitalization Plan to comply with SEPA requirements for an analysis of Plan Relationships.
- The Columbia Drive Revitalization Plan does not cover the same boundaries and is not a planning document in that it does not include typical planning elements dealing with transportation, land use, housing, environment, capital facilities, and the like. Rather the document outlines implementation strategies including a proposed zoning moratorium and draft mixed use zoning ordinance.

Therefore, this document does not need to be compared to the BB/RR Revitalization Plan to comply with SEPA requirements for an analysis of Plan Relationships.

- The city was not involved in either planning effort as a sponsor or participant and therefore neither planning document requires a comparison to comply with SEPA requirements for an analysis of comparable city plans or previous city policies.

2. Your comment stating the full text of the reference to zoning and the power of eminent domain from the Columbia Drive Revitalization Plan is acknowledged.

3. Your comment stating that the Port only purchases property from willing sellers and for more than fair market value in order to ensure the private property owner realizes a profit is acknowledged. The positive impact of the Port's previous purchases within the Duffy's Pond area is also acknowledged.

4. Your comment concerning the dissemination of the drafts of Appendix D.1 and D.2 and the adverse impact on the Port are acknowledged but incorrect.

Appendix D.1 and D.2 were only distributed to the BB/RR Task Force and Planning Commission during the early development of the Draft Planned Action EIS for review and discussion and not to the general public. See response 1 to your comment previous.

5. Your comment that the Council and Planning Commission read your Columbia Drive Revitalization Plan in detail is acknowledged.

6. Your comment regarding the Port's disavowed use of eminent domain and suggestion that the City Council do the same is acknowledged but qualified.

Ports and cities have inherent powers of eminent domain to undertake infrastructure projects to ensure the safety and efficiency of public investments. This includes marinas and airports in regards to ports, and roads, public utilities, and public facilities in regards to cities.

Washington's Community Renewal Law does allow remedies for eliminating blighted conditions as specified in RCW 35.81 including the use of eminent domain by cities or their authorized agents. However, the BB/RR area does not possess blight as defined in order to qualify as a Community Renewal Area or to authorize the city to invoke eminent domain as an implementation tool.

The BB/RR has significant vacant and underdeveloped land, under-improved properties, and unsightly buildings and grounds - however, the conditions are site specific and not blight that meets the legal requirements specified in Washington State enabling acts or that the Attorney General has indicated he will defend that justifies condemnation with eminent domain powers.

The BB/RR suffers from underinvestment, undefined market potentials, and lack of an aggressive plan and public/private plan and implementation program with which to market the district. There are more productive ways of resolving these issues than trying to declare the area blighted and using eminent domain to remove property owners - as outlined in the BB/RR Revitalization (Subarea) Plan.

Your suggestion that the Port and City Council disavow the use of eminent domain should be limited to its possible use in regards to the acquisition of private property for resale to private developers in order to **implement community renewal or eliminate blight conditions** rather than as a blanket disavowal.

7. Your comment that the Port was not provided meaningful opportunities to participate in the development of the BB/RR Revitalization Plan is acknowledged but not correct.

As noted in the credits to the Action Plan, Port of Kennewick Executive Director Tim Arntzen was a member of the BB/RR Task Force and was notified and participated personally or by way of other port staff or by port architectural consultant, Steve Mallory AIA of Arculus at each of the Task Force, neighborhood workshops, and other public meetings.

In addition, Port Vice President Skip Novakovich and Port Executive Director Tim Arntzen were interviewed by members of the consultant team at the beginning of the process as key stakeholders; and also participated in Task Force sessions and in one of the citywide public workshops and open houses.

The proposed Master Plan for Duffy's Pond was incorporated as a Port proposed project within the contents of the BB/RR Revitalization (Subarea) Plan and is frequently cited as a key catalytic project.

A workshop was conducted with Port Vice President Skip Novakovich, Port Executive Director Tim Arntzen, Port Architectural Consultant Steve Mallory AIA of Arculus, Kennewick Assistant City Manager Kevin Ferguson, Economic/Community Development Director Jeff Kossow, Interim Planning Manager Larry Frazier, Assistant Planner Anthony Muai, Consultants Tom Beckwith FAICP, and Don Stastny FAIA, FAICP in an attempt to resolve policy and plan proposals before the BB/RR Revitalization (Subarea) Plan was finalized.

The session resulted in the inclusion of the proposed Master Plan for Duffy's Pond as a Port proposed project in the BB/RR Revitalization (Subarea) Plan. The differences in implementation strategy between the Port's Columbia Drive Revitalization Plan and this BB/RR Revitalization (Subarea) Plan are significant and were un-resolvable.

8. Your comment concerning the inadvisability of using the design/develop competition as a catalytic device to stimulate the redevelopment of private property is acknowledged but not agreed with.

A description of the design/develop competition approach to the marketing of private redevelopment projects by public jurisdictions is outlined in Appendix F to the BB/RR Revitalization (Subarea) Plan: "What is a design/develop competition - and why should we use it on the BB/RR Revitalization Plan" and Appendix G: "What is a 63-20 financing mechanism - and why should we use it to finance public facilities in the BB/RR Revitalization Plan?"

Variations of this approach have been widely used by public jurisdictions in Washington State in recent years including the following (a partial listing):

- Seattle's redevelopment of Westlake Center and Plaza
- Kenmore for the redevelopment of city hall and the downtown properties
- Burien for the redevelopment of city hall, library, and private downtown properties
- Puyallup for the development of city hall and adjacent mixed use structures in the downtown
- Bremerton for the redevelopment of the waterfront for hotel and convention facilities
- Lynnwood Public Facilities District for the marketing of a hotel adjacent to the convention center
- Federal Way for the redevelopment of the downtown for mixed use projects
- Bellingham for the development of a hotel on the waterfront
- Snohomish County for the development of a hotel at Paine Field
- Bothell for the pending redevelopment of the downtown for a city hall and adjacent mixed use structures

This approach should be as effective in stimulating private land redevelopments within the BB/RR area as it has been in stimulated redevelopments elsewhere in Washington State by public jurisdictions and participating private property owners.

9. Your comment that Port properties surrounding Duffy's Pond not be identified for use of the design/develop competition approach nor as a catalytic project is acknowledged.

While the design/develop competition approach could be used by the Port should it wish, the Action Plan does not identify the use of design/develop competition by the Port for the redevelopment of the Port's Duffy's Pond properties.

The Port's Duffy's Pond project is identified as a catalytic project in the BB/RR Revitalization (Subarea) Plan because of the positive impact it has had to date and will have in the future on re-branding the BB/RR area's potentials and for providing a public park and accent area.

10. Your comment that the Port is open to partnering on joint venture projects in the BB/RR area is acknowledged.

From: Ed Frost [mailto:efrost@frontier.com]
Sent: Thursday, November 18, 2010 2:50 PM
To: Gregory McCormick
Subject: Comments on Bridge to Bridge River to Railroad draft EIS and Plan

10

- Appendix A, A-1 - The BFT stakeholder is Kathy McMullen not Mullens.

Ed Frost

Greg,
Here are my comments and suggested corrections on the draft EIS:

- 1 • The future Kennewick Community Center should be located in this subject area, preferably north of Columbia Drive and west of Fruitland.
- 2 • Page 11, Road network - Columbia Park Trail does not run on top of the levee
- 3 • Page 12, Parks and open spaces - Columbia Park Trail does not run on top of the levee
- 4 • Page 14, Non-motorized transportation or trail systems - The Canal Dike Trail is an excellent idea and should be explored regardless of the outcome of the B2B/R2R plan.
- 5 • Page 25, Reconfigure transit routes - BFT has made route changes in Kennewick including the elimination of Rt. 46, Rt. 55 is a summer, on-demand service only - Suggest that present BFT routing be included in the EIS
- 6 • Page 114, Percent of families in poverty - Suggest that the EIS contain definitions of poverty
- 7 • Page 140, Public transit - BFT Monday through Friday service hours are now 6:00 AM to 6:00 PM.
- 8 • Page 140, BB/RR transit service - Rt. 46 has been eliminated, parts of it are now included in other BFT routes.
- 9 • Page 169, TDM programs - Benton and Franklin Counties are not subject to the state CTR regulations at this time.
- 8 • Page 234, Underground power lines - Glad to see the preference for underground noted in this EIS
- 9 • Page 243, Table 96 - The table headings do not match the content

4.8 Response to Ed Frost, Kennewick Planning Commission

1. Your comment that the Kennewick Community Center should be located within the BB/RR area, preferably north of Columbia Drive and west of Fruitland is acknowledged.

2. Your comments to page 11 and 12 of the DEIS that Columbia Park Trail does not run on top of the levee but instead on the emergency repair access bench located adjacent but below the top of the levee is acknowledged and hereby incorporated into this FEIS.

3. Your comment to page 14 of the DEIS that the proposed Canal Dike Trail is an excellent idea and should be explored is acknowledged.

4. Your comment to page 25 of the DEIS that Ben Franklin Transit has made route changes in Kennewick including the elimination of Route 46 and that Route 55 is a summer, on-demand service only is acknowledged and hereby incorporated into this FEIS.

Ben Franklin Transit (BFT) will likely make many more route and schedule changes on routes that could be used to create a loop service between the BB/RR area, Columbic Drive developments, the downtown, civic campus, and the Dayton Transfer Center before there is sufficient demand generated by mixed use developments to justify such service. Kennewick and BFT will work to develop an effective and efficient loop service when the demand begins to materialize that would justify BFT loop route development.

5. Your comment to page 114 that the DEIS should contain definitions of census terms including the percent of families in poverty is acknowledged and has been implemented.

“Appendix E.2 - Glossary of Census Definitions” has been added to the Draft Planned Action EIS edition posted on the city website accordingly.

6. Your comments to page 140 of the DEIS that BFT public transit services are Monday to Friday from 6:00 am to 6:00 pm and that

route 46 has been eliminated is acknowledged and hereby incorporated into this FEIS.

7. Your comment to page 169 of the DEIS that Benton and Franklin Counties are not subject to Washington State Commute Trip Reduction (CTR) regulations at this time is acknowledged and hereby incorporated into this FEIS.

8. Your comment to page 234 of the DEIS that the BB/RR Revitalization (Subarea) Plan's proposal to underground power lines as a preference is acknowledged.

9. Your comment to page 243 of the DEIS under 4.12 Parks that the table headings do not match the contents and should read Park, Improvements, and Acres rather than Neighborhood, Location, and Acres is acknowledged and hereby incorporated into this FEIS.

10. Your comment to Appendix A, page A-1 of the BB/RR Revitalization (Subarea) Plan that Ben Franklin Transit (BFT) stakeholder's name should be Kathy McMullen instead of Kathy Mullens is acknowledged and hereby incorporated into this FEIS.



Gerard Sullivan
Senior General Attorney

November 19, 2010

Greg McCormick, Director
Community Planning Department
Kennewick City Hall
210 West Sixth Ave
Kennewick, Washington 99336

Anthony Muai, Planner
Community Planning Department
Kennewick City Hall
210 West Sixth Ave
Kennewick, Washington 99336

Re: Comments on Draft Environmental Impact Statement
Bridge-to-Bridge / Rail-to-Rail Revitalization

Gentlemen:

Union Pacific Railroad Company (UPRR) has serious issues with certain assumptions your draft EIR appears to make concerning our rail operations. Of particular concern is the section under your Alternative 2 on page 14 under "Railroad" which reads as follows:

UP and Port rail spurs - along the north side of Railroad and Bruneau Avenues will be discontinued and removed when current businesses no longer require rail active service and the roadways will be improved with traffic lanes, on-street parking, curbs, and sidewalks.

Union Pacific has no present or future intent to release or permanently abandon any tracks to which we hold rights in this area. If your study has made this assumption, you need to revise it and your projected plans. It is common in the rail industry for the use of tracks to be temporarily discontinued. It is also common in the rail industry for these same tracks to be reactivated due to local as well as interstate capacity needs/issues. For these reasons, it is necessary for railroads to have the flexibility of moving from one track to another as operations require.

While it may appear at any one time that particular tracks are little used, they are still integral to our long term network planning. UPRR objects to any aspects of your EIR which include the concept of UPRR vacating any of its property interests.

UNION PACIFIC RAILROAD 1400 Douglas Street Stop 1380 Omaha, NE 68179 (402) 544-4466

2

Furthermore, your EIR needs to consider that active rail operations are not compatible with any increased residential or commercial development. The City needs to consider the safety aspects of encouraging development adjacent operating rail corridors, as well as the need to require any development to institute mitigation measures such as the installation of barrier walls or fences designed to prevent local residents from trespassing onto the rail corridor, and requiring buffers, setbacks and sound-walls in connection with any development.

Your EIR also needs to consider that environmental impacts may result with respect to land use, traffic, vehicle-related air quality, mechanical odor, pedestrian safety and trespassing, noise, and vibration in connection with any increased residential or commercial development adjacent to active rail corridors.

Very truly yours,

Gerard Sullivan

cc: Terrel Anderson
Paul Nahas

1

4.9 Response to Gerald Sullivan, Senior General Attorney, Union Pacific Railroad

1. Your comment to page 14 of the DEIS under section 2: Alternatives concerning Alternative 2 proposals for UP and Port rail spurs stipulating that the spurs would be removed along the north side of Railroad and Bruneau Avenues when current businesses no longer require rail active service and the roadways will be improved with traffic lanes, on-street parking, curbs, and sidewalks is acknowledged. Your comment that Union Pacific has no present or future intent to release or permanently abandon any tracks to which you hold rights in this area is also acknowledged and hereby incorporated into this FEIS.

The BB/RR Revitalization (Subarea) Plan objective is to improve and enhance Railroad and Bruneau Avenue public right-of-way to a typical industrial road standard including provisions for traffic lanes, on-street parking, curbs, and sidewalks rather than the undefined and mostly unimproved corridor that exists at present.

The proposed removal of UP track spurs was conditioned in the BB/RR Revitalization (Subarea) Plan upon “if and when” there is no longer an active rail user (**or no longer of interest by UP** per your comments above) in using the rail spur, it should be removed so that the streets can be improved accordingly.

If UP desires to retain the rail spur, even if or when there is no longer an active rail user on the line, then the BB/RR Revitalization (Subarea) Plan should in conjunction with UP seek to improve the public right-of-way and UP corridor property to allow improvements consistent with an industrial road access standard.

2. Your comment that the DEIS needs to consider that active rail operations are not compatible with any increased residential or commercial development and that such projects should include barrier walls or fences for safety purposes is acknowledged.

The BB/RR Revitalization (Subarea) Plan does not change the existing Industrial Light (IL) zoning that currently exists adjacent to

your UP spur line tracks nor the contents of any land use allowed within the LI district.

The BB/RR Revitalization (Subarea) Plan does propose reducing the Residential High (RH) zoning on the single family neighborhood located north of your UP spur track and west of Fruitland Street and south of Columbia Drive to Residential Low (RL) or single family consistent with existing development which would preclude the development of additional high density residential uses adjacent to your spur line.

New proposed Mixed Use (MU) zoning which will include residential uses on upper floors is proposed north of Deschutes and Bruneau Avenues which is not adjacent to your spur line or any active rail corridors.

RECEIVED

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DL Samples DEIS Comments –

Examination of the railroad infrastructure, its service suppliers, and those effected by the railroad in the BB / RR locale, has been incomplete and inadequate throughout the process, the public meetings, and in this DEIS: DEVELOPMENT SERVICES DEPT.

1

1. Any reference to the removal of rail owned by the Union Pacific Railroad (UPRR) may be based upon erroneous assumptions. During recent development discussions representatives of UPRR indicated that the corporation did not intend to remove rail in that vicinity of Kennewick. Removal has been stated as a standing condition throughout the BB/RR efforts. Further, the UPRR and a local short-line railroad company are reportedly continuing their planning for a revision in mutual railroad operations in Kennewick.

The proper involvement of the UPRR, at the very least, is an absolute necessity to assuring that those things claimed in the BB / RR documentation and this DEIS are accurate.

2

2. Based upon the DEIS, and prior public and other meetings, the future use of the rail infrastructure has not been discussed with appropriate parties.

Current business and property owners, and the extant rail user, should be included in discussions as to the efficacy of ongoing or expanded rail related business.

3

3. In general, the lack of clear and proper involvement of all railroad entities is a serious flaw. Adequate communications have not been evidenced. Beyond the unilateral announcement by BB / RR proponents that the UPRR rail will be “removed,” the evidence is not present that this removal of the Railroad Avenue track is practical or likely. The City of Kennewick, through Council action, deeded the Railroad Avenue rail property to the predecessor of the UPRR in the 1930’s. It is not the City’s place to now assume a reversion of ownership. Further, the City’s attempts in the recent past to force even less significant changes in railroad operations at the Center Parkway in Kennewick, met with no success in adjudication. To assume that railroad track may simply “be removed” is ridiculously simplistic thinking.

Prior to further action, it is strongly suggested that the City, the Port of Kennewick, and others, join with the railroads and find a common ground upon which to set out mutually acceptable ideas involving the rail infrastructure. As a network, a railroad system is impacted across that network by conditions in any one location. The conditions suggested by the DEIS and the BB / RR need to be evaluated accordingly. Much is to be gained by communications between the railroads, the City and others, - in the BB / RR locale, and elsewhere in the City.

4.10 Response to DL Samples, Arculus Architects

1. Your comment that UP does not intend to remove the spur line in the BB/RR area is acknowledged.

See the response to comment letter 4.9 from Union Pacific Railroad previous.

2. Your comment that the railroads and rail users should be involved in BB/RR planning efforts is acknowledged.

Union Pacific Railroad Manager Industry and Public Projects Terrel Anderson as well as BNSF Railroad Terminal Superintendent Jan Ruby Jr, Tri-Cities & Olympia Railroad DEO Randolph Peterson, and Port of Kennewick Executive Director Tim Arntzen were all interviewed by the consultant team at the beginning of the project - see BB/RR Revitalization (Subarea) Plan Appendix A: Stakeholder Interview Summary page A-9.

A scoping notice concerning the potential contents of the BB/RR Revitalization (Subarea) Plan and EIS were sent to all railroad interests and a letter of comment was received on 30 October 2009 from Union Pacific Railroad Senior General Attorney Gerard Sullivan accordingly.

Railroad representatives, property and business owners within the neighborhoods adjacent to the railroad tracks were notified of all BB/RR Task Force meetings and agendas as well as the neighborhood and citywide planning/design charrettes, DEIS open houses, Planning Commission workshops, and were attended at different times by railroad, property, and business interests.

UP will be involved with the design and construction of improvements of Railroad and Bruneau Avenues to an industrial road standard in accordance with the response to comment letter 4.9 from UP previous.

3. Your comment that railroad entities and interests have not been clearly and properly involved in the BB/RR planning process is acknowledged but incorrect.

See response 2 above.

RECEIVED

NOV 16

B2/R2 Beckwith Draft EIS - General Review Comments

November 7, 2010

DEVELOPMENT SERVICES DEPT.

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- 1.2.5.10 Grasscrete does not effectively work in this climate without substantial watering.
- 2.3: MU zoning, the MU Zone out of scale for the area, all proposals of over 5 stories were turned down in public meetings and 12 and 20-story limits continue to be proposed. Property values do not support buildings of this size.
- Page 19 3.5, p. 20, etc.: Re: Columbia Drive Revitalization Plan: "Resolve"?
- Pages 15 and 26: re: Catalyst project? The incubator building, public market, excursion train – are located on railroad right of way(s), (See D. Samples response). Better if there is a POK? / COK teaming possibility and something more substantial ie. BFT Transit Center, or a public building on or very near Columbia Drive? Note, catalyst projects in the Columbia Drive revitalization area not included in the EIS, only those in zone 4 are included.
- 15: Transit route proposal not reviewed by BFT, little, if any, BFT Involvement.
- Page 20 Remove word "resolve" when referring to Port of Kennewick development throughout document.
- All of the .2 sections from 4.4.2 to 4.11.14.2 are repeated in each section from 4.4.2 to 4.11.14.2 for a total of at least 20 times. (through page 280) Does .2 really apply to each of the varied section subjects?? Incentive zoning, the same as above.
- 3.3: POK Completed action
- 4.6.3 See notes from Skip Novakovitch re: UDAT plan, disregard multiple references to moving the levee which is acknowledged to be unfeasible.
- 11.4: Columbia Drive Park
- Page 137: Columbia Drive Revitalization Plan (referred to as the Duffy Pond Master Plan) proposes a "CX-1" mixed use zone not to be confused with the proposed MU zone.
- Page 137: Joint ventures with the Port and City is a very important issue that needs to be strongly promoted in this document.
- Page 144: State Route 240 ends at the east side of the highways 240 and 395 interchange (as noted on page 161) so it does not require state highway standards east to Gum.
- P147, P153: The funding and implementation continues to not provide in depth options for this level of report.
- Page 188: This school proposal was not brought up in the second public meeting.

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- Page 252: Sampson noted that there was a significant Indian camp in this area along with other significant locations in the B2/R2 area which this report does not address. Especially in regards to the paragraph and the bottom of the first column and the top paragraph in the second column.
- Page A-3: DEIS Section 3.D.3 vs. Santa FE model (no tall buildings) would be more successful in this area. Mid-rise and buildings above 5 stories was turned down in all public meetings.
- B-3: High Density concept turned down in all public forums
- B-5 F.: Oneza is referred to, change to Jeff K?
- Question: re: La Pointe Property – Is city actually interested in purchasing this property?
- *On-road Bike Path - on Fruitland from Kennewick Ave North to Col. Dr.*

Steve Mallory, AIA
Arculus

4.11 Response to Steve Mallory AIA, Arculus Architects

1. Your comment to the Summary of the Proposal 1.2.5.10 on page 2 of the DEIS that “Grasscrete” does not work effectively in this climate without substantial watering is acknowledged but not complete.

“Grasscrete” is a product trade name for a structural open-faced concrete block foundation that is placed under the soil to provide support for vehicles and equipment but allow vegetation to grow through the open face to the point that the vegetation covers the concrete block face such that the block is invisible. Grass is typically used as the plant material and thus the trade name for the product. However, any vegetation can be planted that fills in the open face and creates a plant cover.

The BB/RR Revitalization (Subarea) Plan proposes using native drought resistant plant materials as the vegetation cover that may require some irrigation to become established but which should be able to grow consistent with climate allowances thereafter.

2. Your comment to Alternatives 2.3 page 12 of the DEIS that the MU zone is out of scale for the area and that all proposals over 5 stories were turned down in public meetings and that 12 and 20 story buildings continue to be proposed is acknowledged but incorrect.

The results of the public workshops are documented in the BB/RR Revitalization (Subarea) Plan in Appendix C: Neighborhood/Citywide Workshop Results on page C-6. As shown, there was support for increased building heights within the BB/RR area including a number of workshops that supported building heights up to 20 stories.

The BB/RR Revitalization (Subarea) Plan does not include any 20-story buildings but rather proposes building heights within the Mixed Use Zone (MU) that increase from 4/5 floors over parking platform in the MU-Low zone to 6/8 floors in the MU-Medium zone, to 9/12 floors in the MU-High zone depending on whether

affordable or workforce housing is provided. As stated in 2: Alternatives on page 12 of the DEIS:

- **“New mixed use (MU) zoning district** - will be adopted covering the remaining frontage on Columbia Drive and the lands north of Columbia Drive to the levee. The mixed use low (MU-L) zone will allow 4 building stories (up to 60 feet in height), the mixed use medium (MU-M) zone 6 building stories (up to 84 feet in height), and the mixed use high (MU-H) zone 9 building stories (up to 120 feet in height) over platform parking decks and ground floor retail or related pedestrian-oriented.
- **Incentive zoning provisions** - within the mixed use district will allow building floors within the MU-L zone to be increased by another floor (up to 5 floors over parking platform or 72 feet), within the MU-M zone another 2 floors (up to 8 floors over parking platform or 108 feet), and within the MU-H zone another 3 floors (up to 12 floors over parking platform or 156 feet) in exchange for including 10-15% affordable or workforce housing units.
- **Mixed use design district overlay guidelines** - will be adopted as an overlay district governing the design and development of new mixed use structures within the BB/RR MU zones including particulars specifying building mass and articulations, materials and colors, ground floor retail facades, entries, awnings, window displays, streetscape paving, furnishing, street trees, and landscaping - as well as solar applications, green roofs and walls, rain gardens, and other low impact and energy saving technologies.”

3. Your comment concerning 3: Proposed Action on page 19 and 20 of the DEIS to “resolve” the Master Plan for Duffy’s Pond and the Columbia Drive Revitalization Plan is acknowledged.

The Columbia Drive Revitalization Plan is not described or analyzed in the BB/RR Revitalization (Subarea) Plan or Draft Planned Action EIS for the reasons given in Response 1 and 7 to Port of Kennewick on page 46 and 47 of this FEIS.

“Resolve” was used to describe the actions necessary for the Planning Commission and City Council to undertake with the Port during subsequent submittal and review of the Port’s proposal for

the Master Plan for Duffy's Pond. As described on page 20 of the DEIS:

- **“Resolve Port of Kennewick’s Master Plan for Duffy’s Pond – including proposed particulars concerning pond buffer width and placement, surface street access from Columbia Drive and Washington Street, new building placement and streetscape elements on Columbia Drive, trail location and development around Duffy’s Pond, Catfish Island, Sacagawea Heritage Trail, Columbia Drive and Washington Street, and publicly-accessible park location, improvements, and financing.”**

In addition, as further described on page 28 of the DEIS:

“19: Review/resolve master plan for Port of Kennewick’s Duffy’s Pond properties

- **Resolve environmental issues and impacts** – of the Port’s proposed master plan for its properties including water quality, width and location of buffer areas, roadway access and parking, gondola lines over Columbia Drive and Duffy’s Pond, and other SEPA issues.
- **Resolve park and trail improvements** – including design, construction, and financing particulars for public access, activities, and relationships with Sacagawea Heritage Trail and the other public and privately-owned park enhancements proposed in this BB/RR Revitalization.
- **Resolve mixed use zoning allowances** – including relationship to the proposed new mixed use zoning district proposed in this BB/RR Revitalization including setbacks, coverage, height, parking, and inclusionary zoning provisions for affordable housing.
- **Conduct hearings and resolve master plan approval particulars** – by the Planning Commission and City Council allowing for adjacent property owner and public input concerning the Port’s proposals, site, and building improvements, and methods of implementation for Port properties and adjacent privately-owned parcels.”

These particulars are site specific and in some instances, property specific and are beyond the scope of a subarea plan. Therefore, the Port and City will need to “resolve” or determine the answers to

these questions before they can complete a review and approval of a master plan.

4. Your comment concerning page 15 on 2: Alternatives to the Proposal and page 26 in 3: The Proposed Action of the DEIS concerning the public market, excursion train, and small business incubator on railroad rights-of-way; a POK/COK teaming on a BFT Transit Center or a public building on or near Columbia Drive; and projects only in zone 4 are acknowledged.

Kennewick currently leases property located east and west of Benton Street from the BNSF. Kennewick and BNSF are currently in negotiations over the city’s purchase of the parcel located on the east side of Benton Street. The proposed sale and current lease both allow the development of the public market proposal as well as a possible excursion train landing on the adjacent spur track – and initial project proposals have been reviewed with BNSF personnel.

Kennewick has applied for a lease from BNSF for the property located between the BNSF and UP spur line west of Fruitland Street for the eventual development of a small business incubator project.

As stated on page 15 of the DEIS, the BB/RR Revitalization (Subarea) Plan proposes joint venture projects with a number of potential partners specifically including:

- **“Partnerships or joint ventures** – for the implementation of portions or all of a number of the BB/RR Revitalization Action Plan projects may be considered with a variety organizations and entities including the Historic Downtown Kennewick Partnership (HDKP - a nonprofit), Port of Kennewick, Umatilla Tribe, Housing Authority of Kennewick, and Auto Dealers Association, among others.”

The list of catalytic projects identified in the BB/RR Revitalization (Subarea) Plan and DEIS include the Port’s proposed projects around Duffy’s Pond, the potential design/develop competition of the Jesernig Properties located north of Columbia Drive, the public market on Benton Street, and the incubator complex between BNSF and UP tracks west of Fruitland because these projects are highly visible public and private developments and eminently achievable within the initial 1-6 year time period.

This does not mean that the other 19 projects listed in the matrix on page 2 of the BB/RR Revitalization (Subarea) Plan and page 19 of the DEIS are not significant, but that the catalytic projects will more readily and visibly redefine the private market's perception of the BB/RR area.

Joint venture partners and projects may include all of the projects described in the summary matrix on page 2 of the BB/RR Revitalization (Subarea) Plan and page 19 of the DEIS as well as any others the potential partners may find of mutual interest and benefit to the BB/RR area.

5. Your comment concerning Ben Franklin Transit (BFT)'s involvement in the BB/RR planning process is acknowledged but incorrect.

Tim Fredrickson and Kathy McMullen of Ben Franklin Transit (BFT) were both interviewed by the consultant team during the stakeholder interviews at the beginning of the planning process as indicated in the BB/RR Revitalization (Subarea) Plan Appendix A: Stakeholder Interview Summary.

Tim Fredrickson also participated during some of the BB/RR Task Force meetings including those that outlined initial proposals to create a transit loop between the BB/RR area, Columbia Drive, the downtown, civic campus, and the Dayton Transfer Center.

The initial proposal for the BB/RR transit loop was subsequently e-mailed to Tim Fredrickson for review and comment a couple of times including follow-up phone calls by Interim Planning Manager Ferdouse Oneza following some of the Task Force sessions. No comments or alternative proposals were received.

6. Your comment to remove the word "resolve" when referring to the Port's Master Plan for Duffy's Pond is acknowledged.

See the response to your comment 3 above.

7. Your comment whether 0.2 sections dealing with Impacts needs to be repeated in all of the elements from 4.4 dealing with Water

through 4.14 dealing with Aesthetics as well as references to Incentive Zoning is acknowledged.

SEPA requires that each element of the environment from the physical elements beginning with 4.2 Earth and extending through the human or man-made environment ending with 4.14 Aesthetics be analyzed as stand-alone assessments. In some instances, like Incentive Zoning, mitigation measures may be employed in different elements of the environment to achieve the same or often different mitigation affects. This can lead to the appearance of some redundancy if the document is read cover to cover.

8. Your comment that the Port has completed action on the acquisitions and development of a gateway to Duffy's Pond, Clover Island, BB/RR, and the city as described in section 3: The Proposed Action under 3.3 on page 18 of the DEIS is acknowledged and hereby incorporated into this FEIS.

9. Your comment concerning DEIS section 4.6 Relationship to existing plans and policies and 4.6.3 describing the UDAT Visioning as another BB/RR planning proposal and specifically concerning Port Vice President Skip Novakovich's opinion that breaching or moving the levee as proposed in the UDAT Vision to be unfeasible is acknowledged.

10. Your comment concerning DEIS section 11.4 as Columbia Drive Park is acknowledged.

11. Your comment concerning DEIS section 4.8 Population and housing on page 137 mitigation measures describing possible confusion between the Port's Duffy's Pond Master Plan and the Columbia Drive Revitalization Plan's CX mixed use versus the BB/RR Revitalization (Subarea) Plan's MU mixed use zone is acknowledged.

The description on page 137 of the DEIS is as follows:

- ***"Duffy's Pond Master Plan - proposal by the Port of Kennewick will be reviewed for conformance with shoreline management program buffer requirements, the new mixed use (MU) zone requirements, and under existing and proposed new mixed use***

design guidelines. Planning Commission and City Council will consider the Port's proposals, adjacent property owner opinions and preferences, any resulting recommendations or alternations, and make a decision accordingly."

As the description indicates, the Port's Duffy's Pond Master Plan will be reviewed for conformance with the BB/RR Revitalization (Subarea) Plan's MU mixed use zone and not the CX mixed use zone proposed in the Port's Columbia Drive Revitalization Plan as the MU mixed use zone is the only zone being proposed in the BB/RR Revitalization (Subarea) Plan and implementation program.

12. Your comment concerning DEIS section 4.8 Population and housing on page 137 mitigation measures describing joint venture prospects between the Port and City as very important is acknowledged.

See the end of the response to your comment 4 above.

13. Your comment concerning DEIS section 4.9 Transportation on page 144 that SR-240 and a requirement that it meet WSDOT standards east to Gum Street/SR-397 even though SR-240 ends at the US-395/Blue Bridge roundabout is acknowledged.

State highways through city jurisdictions become the operational and maintenance responsibility of cities when the population exceeds 20,000. In most instances, however, WSDOT retains an interest in the operating and design/development standards for these urban state highways, particularly when cities apply to WSDOT for urban arterial project funding for these roadways.

In any event, the general standard for state urban highways is 12 foot traffic and turn lanes which Columbia Drive can provide under the proposed designs illustrated of page 33 of the BB/RR Revitalization (Subarea) Plan.

14. Your comment concerning DEIS section 4.9 Transportation pages 147-153 standards and the lack of cost and financing particulars for the proposed improvements in the DEIS is acknowledged.

By definition SEPA documents are required to describe and mitigate the environmental impacts of proposed physical improvements and not with the fiscal or funding implications.

The improvement projects described in section 4.9 are taken from Kennewick's recently completed "2009 Kennewick Transportation Systems Plan (TSP)" which includes detailed sections dealing with the cost and financing of the proposed transportation improvement projects described in the DEIS.

15. Your comment that the school proposal in DEIS section 4.11.3 Schools was not discussed in the second public open house on the DEIS is acknowledged.

Section 4.11.3 mitigation under Alternative 2 describes the following possible measures that ... "could be incorporated into Alternative 2: BB/RR Revitalization Plan implementation ordinances and programs to mitigate possible adverse impacts:

- ***Increase growth impact assessment fee*** - Kennewick, on behalf of KSD, could increase growth impact fee assessments to cover a greater proportion of the impact and demand generated for younger school age children within the BB/RR revitalization area.
- ***Program additional facilities*** - working with KSD to expand existing elementary school facilities and/or acquire and develop new additional facilities within the service area of the BB/RR revitalization area."

The purpose of the two DEIS open houses was to give the general public an opportunity to review and ask questions about the contents of the BB/RR Revitalization (Subarea) Plan and the mitigation of impacts described in the DEIS. A brief summary of the proposals was given at the start of each open house and then the discussion focused on the questions of interest to the public that attended.

16. Your comment concerning DEIS section 4.13 Archaeological and historical on page 252 concerning the possibility of a significant Indian camp being located in the BB/RR area is acknowledged but incorrect.

See the response to 4.1 to the Confederated Tribes of the Umatilla Reservation. The portions of the original description that were removed from the initial DEIS draft dealing with possible Indian encampments were not of sites located in the BB/RR area.

As stated on page 252 of the DEIS:

“Although there are no recorded archaeological sites within the BB/RR project area, archaeological deposits are likely to be located below the ground surface within the project area. If BB/RR improvements may impact any of these resources, the resources will need to be formally evaluated.”

17. Your comment concerning DEIS Appendix A.3: Planned Action Ordinance page A-3 on Building Heights within the Mixed Use (MU) zone and your comment that all buildings above 5 stories were turned down in public meetings is acknowledged but incorrect.

See response 2 to your comments.

18. Your comment concerning DEIS Appendix B: Scoping Notice page B-3 issued in September 2009 and public acceptance of high density concepts is acknowledged but not accurate.

Appendix D documents the scoping notice that was issued in September 2009 at the beginning of the BB/RR planning process by Interim Planning Manager Ferdouse Oneza. The scoping notice outlines the potential scope of the proposals that could be included in the final BB/RR plan for the purpose of obtaining issues of concern by the notified parties.

See also response 2 to your comments concerning public acceptance of higher density concepts.

19. Your comment concerning DEIS Appendix B: Scoping Notice page B-5 issued in September 2009 by Interim Planning Manager Ferdouse Oneza is acknowledged.

Ferdouse Oneza was the Interim Planning Manager, Project Manager, and SEPA Responsible Party when the Scoping Notice was issued in September 2009 and not Jeff Kossow who is the subsequent and current Director of Economic/Community Planning.

20. Your question concerning whether the city is actually interested in purchasing the La Pointe Property is acknowledged.

The BB/RR Revitalization (Subarea) Plan does not advocate that the city purchase and resell private property to private developers for the purpose of stimulating redevelopment within the BB/RR area. Rather, the BB/RR Revitalization (Subarea) Plan proposes the city conduct design/develop competitions on behalf of interested private property owners.

This approach is outlined in the BB/RR Revitalization (Subarea) Plan Appendix F: *“What is a design/develop competition – and why should we use it?”* - beginning on page F-2:

“Under the design/develop competition approach, the property owner agrees to sell their property for a fixed market price under an option to the city (or a public agency) rather than to a developer.

In return, the city completes the pre-planning and design on the property engaging in:

- *introductory meetings with city staff and Planning Commission,*
- *sometimes participating in workshops with the public or neighborhood,*
- *developing **alternative** schematic site and building plans and reviewing them with staff, Planning Commission, and public,*
- *creating project use, site, and design criteria that reflect the preferred alternatives or scope of possibilities including mandatory and optional criteria,*
- *completing a MDNS environmental checklist to the satisfaction of city staff, Planning Commission, and City Council,*
- *that is not appealed by the public,*
- *resulting in a pre-approved plan and design criteria for the project.*

These tasks require the city rather than the developer to commit the time and money necessary, even on non-complicated, non-controversial projects.”

The benefits of this approach are outlined on page F-6:

“The principal upside of the design/development competition process to the property owner and developer is certainty and the short time required to resolve a successful process for no initial cost to the developer and a guaranteed sale price to the property owner on completion.

The principal upside to the city of the design/develop competition process is the successful development of a private property by the private market for a quality project in a short period of time for a public cost that is reimbursed by the successful developer.”

21. Your comment concerning the recent installation of on-road bike paths on Fruitland Street from Kennewick Avenue north to Columbia Drive is acknowledged and hereby incorporated into this FEIS.

Final Environmental Impact Statement (FEIS) mailing list

Federal

Federal Emergency Management Agency (FEMA)
US Army Corps of Engineers
US Department of Agriculture, Soil Conservation Service
US Department of Housing and Urban Development
US Environmental Protection Agency
US Fish & Wildlife Service
US Geological Survey

Indian Tribes

Confederated Tribes of Umatilla Indian Reservation
Yakima Nation

Washington State

House Environmental Affairs Committee
Senate Parks & Ecology Committee
WA Department of Agriculture (DOA)
WA Department of Ecology (DOE)
WA Department of Fish & Wildlife (WDFW)
WA Department of Community Development (CTED)
WA Department of Natural Resources (DNR)
WA Department of Social & Health Services (DSHS)
WA Department of Trade & Commerce (DTC)
WA Department of Transportation (WSDOT)
WA Department of Transportation
WA Ecological Commission
WA Office of Archaeology & Historic Preservation (OAHP)
WA Office of Financial Management (OFM)
WA Resource Conservation Office (RCO)
WA State Parks & Recreation Commission (P&RC)
WA Utilities & Transportation Commission (UTC)

Regional

Badger Mountain Irrigation District #402
Ben Franklin Transit
Benton Clean Air Authority
Benton Conservation District
Benton County Community Health Alliance
Benton County Health District
Benton County Solid Waste Advisory Committee (SWAC)

Benton County Tri City Industrial Development Council (TRIDEC)
Benton County Water Conservancy Board
Benton County Weed District #1
Benton-Franklin Council of Governments
Benton-Franklin Heath District
Columbia Irrigation District
Kennewick Irrigation District
Kennewick Public Hospital District
Port of Benton
Port of Kennewick
Port of Pasco
Plymouth Water District
Tri-City Area Chamber of Commerce
Tri-City Community Roundtable
Tri-Cities Hispanic Chamber of Commerce
Tri-City Home Consortium
Tri-City Visitors & Convention Bureau
Tri-Cities Rivershore Enhancement Council (TREC)
Washington Environmental Council

Benton County

Benton County Commissioners (3)
Benton County Administrative Services
Benton County Emergency Management Department
Benton County Health Department
Benton County Human Services Department
Benton County Parks & Recreation Department
Benton County Planning Department
Benton County Public Works Department

Franklin County

Franklin County Commissioners (3)
Franklin County Administrator
Franklin County Planning Department
Franklin County Public Works Department

City of Kennewick

Mayor
Mayor Pro Tem
City Council (5)

Attorney
City Clerk
City Manager
Community Development Block Grant Coordinator
Community Planner
Community Services Director
Facilities & Grounds Director
Finance Director
Fire Chief
Leisure Services Manager
Maintenance & Operations Manager
Municipal Services Director
Planning Commission (7)
Police Chief
Support Services Director

Kennewick City Housing Authority
Kennewick General Hospital

Other Jurisdictions

City of Pasco City Manager
City of Richland City Manager

College, School, Fire & Park Districts

Columbia Basin College
Finley School District #53
Fire Protection District #1
Kennewick School District #17
WSU Tri-Cities

Transportation

Union Pacific Railroad
Burlington Northern Santa Fe Railroad (BNSF)

Utilities

Benton County Public Utilities District (PUD)
Cascade Natural Gas Corporation
Charter Communications
Columbia Irrigation District (CID)
Kennewick Irrigation District (KID)
Verizon Northwest

Waste Management of Kennewick

Libraries

Mid-Columbia Library District

Newspapers

Tri-City Herald

Citizen Groups/Organizations

Arculus Design & Technical Services
Auto Dealer Association
Lampson International
River-to-River Open Space Network (RROS)
Tri-City Bicycle Club
Tri-Cities Young Professionals Group