



City of Kennewick
Comprehensive Plan 2015

HORIZONS

Technical Document

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GLOSSARY

ACRE - 43,560 square feet. Acres are units of measurement for land.

ADEQUATE PUBLIC FACILITIES – Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

AFFORDABLE HOUSING - Residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income.

AVAILABLE PUBLIC FACILITIES - Facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

ARTERIAL - A major street carrying traffic from local and collector streets to and from freeways, major destination points, and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing and design.

AVERAGE DAILY TRAFFIC - Usually the 24 hour total of all vehicle trips to and from a site or on a particular length of roadway.

BUILD-OUT - This term refers to a maximization of permitted land uses to the point of having no remaining vacant land. Build-out assumes full development in accord with adopted plans and zoning.

CITY COUNCIL - A group of people elected by citizens of the City of Kennewick. City Council normally sets policies for the entire array of functions for the city.

COLLECTOR - A street for traffic moving between major and/or minor arterial streets and local streets. Collectors may provide direct access to properties, and they also may have limitations on driveway spacing.

COMPREHENSIVE PLAN – It is the basic foundation for local government planning. Kennewick's Comprehensive Plan is an official document adopted by the City Council setting forth goals and policies to protect the health, welfare, safety and quality of life of the residents. The Comprehensive Plan expresses a long-range course of diverse actions guiding the growth of the community in an orderly fashion. The plan is the combined result of citizen involvement, technical analysis, judgment of the elected officials and the regulations under the State Growth Management Act (GMA).

CONCURRENCY - Means that adequate public facilities are available when the impacts of development occur. This definition includes the two concepts or "adequate public facilities" and of "available public facilities" as defined above.

CONSISTENCY - Means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

COORDINATION - Means consultation and cooperation among jurisdictions.

CONTIGUOUS DEVELOPMENT - Means development of areas immediately adjacent to one another.

COUNTY POLICIES - The Benton County Planning Policies as required by RESHB #1025. These policies provide the framework by which county and city

Comprehensive Plans are developed and adopted. This framework is to ensure that city and county Comprehensive Plans are consistent, as required by the Growth Management Act.

CRITICAL AREAS – Include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

DENSITY - Density refers to the number of housing units per acre. It may also refer to the number of people per acre or per square mile.

DEVELOPABLE LAND - Land that is suitable as a location for structures because it is free of hazards and has access to services.

DOMESTIC WATER SYSTEM - Means any system providing a supply of potable water which is deemed adequate for the intended use of a development.

FINANCIAL COMMITMENT - Means that sources of public or private funds or combinations thereof have been identified which will be sufficient to finance public facilities necessary to support development and that there is reasonable assurance that such funds will be timely put to that end.

FLOOD HAZARD AREA - An area that is subject to a 1% or greater chance of flooding in any given year. It is also known as the 100-year floodplain.

GROWTH MANAGEMENT - The use by a governmental entity of a range of techniques that determine the amount, type, and rate of development desired by the community that will direct growth into designated areas in accord with land use policies.

GROWTH MANAGEMENT ACT - House Bill #2929 which was adopted in 1990 and amended by House Bill #1025 in 1991.

HOUSEHOLD - All persons living in a dwelling unit. A single person living in an apartment and a family living in a house are both considered to be a household.

HOUSEHOLD INCOME - The total of all incomes of all the people living in a household. The federal government uses the following categorization for household incomes:

Very low income - households with less than 50% of the county-wide median income.

Low income - households earning between 51-80% of the county-wide median income.

Moderate income - households earning between 81-120% of the county-wide median income.

Upper income - households earning over 120% of the county-wide median income.

IMPACT FEE - A fee that is levied on a developer of a project as compensation for the expected effects of that project or development. Impact fees have been authorized by sections of the Growth Management Act on new development, and the conditions under which they may be imposed have been set out.

IMPLEMENTATION - An action, procedure, program or technique that carries out a Comprehensive Plan policy or other requirement.

INFRASTRUCTURE - The physical systems and services which support development such as streets and highways, transit services, water and sewer systems, storm drainage systems, airports, city halls, and similar objects. Infrastructure can also include the people operating such services or functioning in a capacity that carries out infrastructure actions.

LEVEL OF SERVICE - A method to measure and define the type and the quality of a particular public service such as transportation, fire protection, provision of park land or open space, library service, etc. Counties and cities must develop standards for level of service for public services and infrastructure as part of the policies governing Growth Management.

MEDIAN INCOME - The 2005 median income for Benton County is \$47,044. This means that half of the incomes in Benton County are above this figure, and half of the incomes are below.

NATURAL RESOURCE LANDS - Agricultural, forest and mineral resource lands which have long-term commercial significance.

PLANNING COMMISSION - A group of people appointed by the City Council that administer planning and land use regulations for the city.

PLANNING PERIOD - Means the twenty-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

PUBLIC FACILITIES – Include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

PUBLIC SERVICES – Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

REGIONAL TRANSPORTATION PLAN - Means the transportation plan for the regionally designated transportation

system which is produced by the regional transportation planning organization.

SANITARY SEWER SYSTEMS - Means all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

SECTION - This usually refers to one square mile, or 640 acres. It is another unit for measuring land.

SECURE COMMUNITY TRANSITION FACILITY - A residential facility for persons civilly committed and conditionally released to a less restrictive alternative. A secure community transition facility has supervision and security, and either provides or ensures the provision of sex offender treatment services. Secure community transition facilities include but are not limited to the facility established pursuant to RCW 71.09.250(1)(a)(i) and any community-based facilities established under this chapter and operated by the secretary. "Secretary" means the secretary of social and health services or the secretary's designee.

SEPA - The State Environmental Policy Act, which requires that each city or county consider the environmental impacts of a proposed development or action before approval, and incorporates measures that may be necessary to mitigate or minimize expected negative impacts as conditions of approval for the action or development.

SOLID WASTE HANDLING - The management, storage, collection, transportation, treatment, utilization, processing, and final disposal of solid wastes, including the recovery and recycling of materials from solid wastes, the recovery of energy resources from solid wastes or the conversion of the

energy in solid wastes to more useful forms or combinations thereof.

SOLID WASTE HANDLING FACILITY - Means any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

SUBDIVISION - The product of a process which converts raw land into buildable sites or lots. There are local, state and federal laws which govern all aspects of land subdivision.

TRANSPORTATION FACILITIES - Includes capital facilities related to air, water, or land transportation.

TEN-YEAR STORM - A storm which generates amounts of water likely to occur once in ten years. This is a common method of measurement to calculate the amount of drainage that is necessary to keep water from flowing onto adjacent properties or public right-of-ways.

URBAN - This refers to intensive use of land for location of buildings, structures or impervious surfaces to such a degree that they are incompatible with the primary use of land for the production of food or other agricultural products or fiber, or the extraction of mineral resources. Urban growth typically requires urban governmental services. Land characterized by urban growth is land located in relationship to an area with urban growth on it as to be appropriate for continued urban development.

URBAN GROWTH AREAS - Areas where urban growth will be encouraged. Counties and cities must establish urban growth areas cooperatively and cities must be located inside these areas. Once established, cities cannot annex land outside urban growth areas and must be rural in character.

UTILITIES OR PUBLIC UTILITIES - Means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water, and for the disposal of sewage.

WETLAND OR WETLANDS - Means areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands.

ZONING - A map and ordinance, which divides a city or county into land use "zones" and specifies that land use and development within such zones must conform to applicable standards.

AMENDMENTS TO COMPREHENSIVE PLAN

WAC 365-195-630; WAC 365-195-640; WAC 365-195-865; RCW 36.70A.130

INTRODUCTION

A comprehensive plan is a dynamic, living document requiring constant evaluation and revisions. GMA requires that all comprehensive land use plans and development regulations be continually reviewed and evaluated by the city or county that adopted them.

STATUTORY REQUIREMENTS UNDER GMA

Amendments to the comprehensive plan are legislative actions requiring City Council approval. Amendments must be approved as prescribed by GMA. With a few exceptions, they cannot be considered more often than once per year and in accordance with specific procedures. Major updates occur by legislative action on a seven-year cycle as established by RCW 36.70A.130 (4)(c). For Benton County, Kennewick, and the other cities within the county this seven-year cycle means on or before December 1, 2006 and every seven years after that.

Amendments to the comprehensive land use plan or map are generally not to be considered more often than once per year, although there are exceptions to this rule. Amendments can be requested by the City or by private individuals. These requests are placed on a docket. Multiple applications for amendments will be considered in a single legislative review process in order to evaluate the potential cumulative affect of the requests.

The docketed requests are presented to the Planning Commission for preliminary review. They then make a recommendation to the City Council as to which amendments should be processed. The City Council will then determine which of the requests will be processed during that year's cycle, which will be deferred to the following year, and which will be rejected.

After review and analysis, the amendment requests require a pre-decision meeting with the Planning Commission. They make a recommendation to the City Council. The City Council will approve or deny the amendments in a public hearing. Public involvement with this process is required and encouraged through direction of the Kennewick Public Participation Plan, adopted in 2005.

Annual amendments will address the issues of major or minor land use classification changes; changes to the goals, policies and text of the comprehensive plan; changes to supporting data and implementation; changes to the land use maps; and changes to the inventories and technical documents.

Each ten years the annual amendment review may be combined with the required review of the urban growth area to determine the next twenty-year anticipated growth. This ten-year review will use the comprehensive plans of each county and city and the permitted densities of the incorporated and un-incorporated areas pursuant to RCW 36.70A.130(3).

EXCEPTIONS TO YEARLY AMENDMENTS

There are five exceptions to the rule of considering comprehensive plan amendments only once per year. The process for adoption is the same as stated in KMC 18.51.100 Comprehensive Plan Amendment and KAC 10-40-060 Comprehensive Plan Amendments. These five exceptions are:

1. For the initial adoption of a subarea plan that does not change the policies of the comprehensive plan and does not change the land use designation or designations applicable to the subarea, or
2. For amendment of a shoreline master program, or
3. For the amendment of the capital facilities element of the comprehensive plan occurring concurrently with the adoption or amendment of the city's budget, or
4. For an amendment to resolve a hearings board appeal, or
5. For an emergency as defined in KAC 10-40-060.

EMERGENCY AMENDMENTS

Emergency Comprehensive Plan Amendments are those immediately necessary to preserve public peace, health, or safety or to support city government and its existing institutions. Examples could be the provision of an essential public facility that is needed, such as waste disposal sites, sewer treatment plants, port facilities, or significant state or local government facilities that cannot be reviewed through another process in a timely manner. Another example of an emergency amendment could be to correct technical errors in mapping or other obvious errors in applying the comprehensive plan map or zoning map. The applicant needs to demonstrate to the Planning Director that an obvious error has occurred. Applications can be accepted from the City or private individuals.

Findings must be made indicating that the amendment needed affects a neighborhood, community, or the city as a whole and is not the personal emergency of a particular applicant. The Planning Director shall prepare written findings for approval of the Kennewick Planning Commission prior to proceeding as determined in KAC 10-40-060. The process for adoption is the same as stated in KMC 18.51.075 and KAC 10-40-060.

LOCAL IMPLEMENTATION

Guidance for the review and processing of amendments to the Comprehensive Plan are established in the Kennewick Administrative Code and the Kennewick Municipal Code, specifically:

KMC 4.12.110: Comprehensive Plan Amendment and Area-Wide Rezone Procedures
KMC Chapter 18.51: Amendment and Appeal

COORDINATION WITH BENTON COUNTY

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

CONCURRENCY

WAC 365-195-510

INTRODUCTION

GMA defines concurrency to mean that needed improvements for water, sewer, and transportation are in place at the time of development; or in the case of transportation, that a financial commitment exists to complete the improvements within six years.

STANDARD FOR CONCURRENCY

There must be a baseline standard established to use when evaluating the anticipated impacts of new development to determine if concurrency can be met. The minimum performance level acceptable has been chosen as the baseline, and is defined as the level of service (LOS). Levels of service should be realistic. Setting them too high could result in little or no growth, and would be contrary to GMA. Setting them too low could cause unnecessary requirements, or mitigation, for a developer.

The LOS for water and sewer is the consumption per capita per day. In the case of transportation, the LOS is established for intersections. New development cannot decrease either of these established LOS below the minimum standards as shown in the following tables.

Table 1: LOS For Transportation

	LOS
Signalized Intersections – Existing	Level of Service “D”, Level of Service “E” for intersections along Columbia Center Blvd.
Unsignalized Intersections or Driveways (Minor Street Approach)	Level of Service “E”
Signalized or Unsignalized Intersection with Second Site Access Point within ¼ mile having a LOS “D” or better”	Level of Service “F”

Table 2: LOS For Water & Sewer

	LOS
Domestic Water	170 gallons per capita per day
Domestic Sewer	120 gallons per capita per day
Commercial or Industrial Water & Sewer	Per Water & Sewer System Plan

The City will review projects for transportation concurrency if they would expect to increase the demand for transportation facilities by 50 or more peak hour trips per day, if they will decrease the existing LOS shown in Table 1, if the proposal is a preliminary plat of nine or more residential lots, or if they are Tier II or Tier III site plans (projects exceeding 1,500 square feet in area or multi-family dwellings of 3 or more units).

The City will review projects for water and sewer concurrency if the project would increase the demand for potable water and/or sewer requirements above the LOS shown in Table 2.

OPTION FOR TRANSPORTATION CONCURRENCY

Meeting transportation concurrency is important because GMA states that without it, a proposal must be denied. Beyond having a financial commitment to complete the required improvements within six years, the applicant does have two additional options to avoid denial of a proposal.

- Amend the submitted application to reduce the capacity improvements that would be needed to maintain the adopted LOS; or
- Provide additional capacity for transportation facilities.

The City's traffic engineer, or designee, is the appropriate person to contact for review and final decisions on these options.

LOCAL IMPLEMENTATION

Guidance for the review and processing of project concurrency is established in the Kennewick Administrative Code and the Kennewick Municipal Code, specifically:

KAC 13-08-030(5): Design Level-of-Service
 KMC Section 4.12.055: Project Concurrency
 KMC Chapter 18.51: Amendment and Appeal

SEPA & MITIGATION

A land use application that triggers a concurrency review is not exempt from SEPA (State Environmental Policy Act) if it would normally be required for the application. The concurrency review, however, is an administrative action of the City and it is categorically exempt from SEPA review.

During the land use approval process, additional mitigation may be required even though the project does not trigger a concurrency review.

CONSISTENCY

RCW 36.70A.070; RCW 36.70A.120; RCW 36.70A.100; WAC 365-195-500; WAC 365-195-530

INTRODUCTION

GMA requires that the Comprehensive Plan must be internally consistent for objectives, goals, policies, text, and maps. At the same time, the comprehensive plans of adjacent jurisdictions must also be consistent and capital budget decisions must be made in conformance with each jurisdiction's adopted Comprehensive Plan.

HORIZONTAL AND VERTICAL CONSISTENCY

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

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

COMPREHENSIVE PLAN & ZONING

The following table illustrates vertical consistency with zoning and the Comprehensive Plan Land Use Map. There are 3 residential zoning designations designated on the Comprehensive Plan Land Use Map. The zoning districts used to implement these residential land use categories are shown in the following table.

Table 1: Zoning to Implement Residential Land Use

Land Use Category – Comprehensive Plan	Zoning to Implement Land Use Category Title 18
Low Density Residential	RS, RL, RMH, RTP
Medium Density Residential	RM, RMH, HMU, RTP
High Density Residential	RH

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

COMPREHENSIVE PLAN & BUDGET DECISIONS

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

- Ensure Kennewick's land use and infrastructure elements are internally consistent.
- Reassess Kennewick's land use plan periodically to ensure consistency between capital facility needs and financing.
- Use adopted level of service standards, operating criteria and/or performance standards to evaluate capital facility needs.
- Base capital facility needs on employment and population projections developed by the City in conjunction with County and State estimates.
- Update the CIP in conjunction with the annual Comprehensive Plan process.
- Ensure that necessary capital facilities are provided as required by the City's concurrency ordinance.

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

PUBLIC PARTICIPATION PLAN

RCW 36.70A.035; RCW 36.70A.140; WAC 365-195-600, Growth Management Act RCW 36.70A

INTRODUCTION

The State Growth Management Act requires every jurisdiction planning under GMA to establish a public participation program. The GMA's planning goal encourages the involvement of citizens in the Comprehensive Planning process (Goal 11, RCW 36.70A.020). The public participation procedure under GMA enhances the Open Public Meeting Act and the State's Planning Enabling Act (RCW 36.70). Statutory deadline for GMA related actions for Benton County jurisdictions is December 1, 2006. However, for "early and continuous public participation", the program needs to be established first.

The public participation program should identify procedures for public participation in the development and amendment of the comprehensive land use plans and development regulations (RCW 36.70A.140). Recommendations to incorporate public participation plan is stated under RCW 36.70A.035 and WAC 365-195-600. Within these recommendations, jurisdictions have flexibility to create their own program with the intent of "early and continuous public participation". Errors in exact compliance with the established procedures shall not invalidate the comprehensive plan or development regulations if the spirit of the procedures are observed (WAC 365-195-600).

This public participation plan for the City of Kennewick will provide the basic framework in guiding the communication among stakeholders, local decision makers, staff, and public. This should be applicable throughout the adoption of the Comprehensive Plan and will be overseen by the Department of Community Planning. City's various Boards, Commission, and the elected City Council may further guide the citizen involvement that fits the community's interest best and upholds the GMA requirements.

COMMUNICATION AND DISSEMINATION OF INFORMATION

To ensure early public participation, public must be informed about the GMA and Comprehensive Planning issues at an early stage. City of Kennewick will use the following methods to disseminate information:

NOTICES: Legal notices, as required by applicable statutes will be published in the City's official newspaper.

WEBSITE: Develop and maintain, update periodically, a World Wide Web (Internet) site containing information concerning the local GMA planning process, meeting and hearing notices and agenda, minutes of meetings and hearings, documents, drafts or maps.

PRESS RELEASE: Issue press releases or media packets as the city deems appropriate to enlist the aid of the media in informing the public of GMA issues, local planning activities, availability of documents, or meeting and hearing dates.

INTERESTED PARTIES: Compile, on an ongoing basis, a list of parties interested in GMA issues. Names may come from meeting and hearing sign-in sheets, written correspondence, known community groups and specific requests to be included. The list may be used for special mailings or individual notices as the city determines appropriate to the situation.

AVAILABILITY OF INFORMATION PROPOSALS AND ALTERNATIVES

Meeting and hearing notices and agenda items shall be made available at the City Hall free of charge. Notices mailed and posted at the newspaper, and the website shall state the availability and location of documents being considered.

ELECTRONIC VERSIONS: Electronic versions of the proposals, will be accessible through the website. Electronic versions can also be emailed to interested parties.

HARD COPIES: Hard copies of the proposals (drafts and final) for checkout or in-office review at the Planning Department. Copies will be available for the cost of reproduction through the Planning Department. Brochures and flyers will be distributed at the workshops and public meetings.

AUDIO TAPES: Audio tapes of public hearings will be available.

OPEN DISCUSSION WORKSHOPS, PUBLIC MEETINGS AND HEARINGS

All meetings of the governing body of a public agency shall be open and public and all persons shall be permitted to attend any meeting of the governing body of a public agency per the Open Public Meeting Act (RCW 42.30.030). Open discussions will encourage the direct communication between the Planning Commission, Planning Department, Council and public. Methods will include workshops, open houses, public meetings, and public hearings.

WORKSHOPS, PUBLIC MEETINGS, OPEN HOUSES: Progress steps workshops will allow for open discussion between the Planning Department, Planning Commission, Citizen Advisory Committee when applicable, Council and public. Workshops will be conducted to educate the committees and the public on required Comprehensive Plan elements and alternatives for compliance with the elements. This will provide opportunity for open discussion before formal public hearings.

- The date and venue will be published on the website, emailed to parties, and posted in the libraries at least 15 days prior to the meeting. Announcements on TV may also take place to inform public.
- Number of public meetings required will depend on the complexity of the planning issue and will be determined by the planning staff.
- Interested individuals, tribes, related government agencies, businesses, school districts, and organizations would also be notified via email or letter mailed.
- Brochures and flyers will be distributed at workshops and public meetings to explain the proposal.
- Sign-in sheet will be provided.
- All attendees will have equal opportunity to participate. Special arrangements for meetings or hearings will be made under the provisions of the American Disability Act (ADA) with advance notice.

PUBLIC HEARINGS: Public hearings shall be conducted by the Planning Commission and City Council after adequate workshops and meetings have been executed.

- Notification for public hearings will be published in the city's official newspaper 15 days prior to the meeting.

- Notice will be mailed to all property owners within 300 ft of an affected area for site-specific decisions at the annual amendment process.
- Signage will be posted on the subject property visible from public streets at least 15 days prior to the meeting for site-specific decisions at the annual amendment process.
- Hearings shall include opportunities, as deemed appropriate by the Planning Commission and the Council and as the issue and circumstances allow, for oral public comment and testimony on the proposal being considered.

COMMENTS

WRITTEN COMMENTS AND CONSIDERATION OF COMMENTS

Written comments and written testimony from public will be encouraged throughout the planning process. Careful consideration will be given on written comments to bring public comments into the decision making process.

- Notification for meetings and workshops will include the name, address, phone number, email address of the person to whom comment should be sent.
- Deadlines for sending written comments will be mentioned. Written comments within the deadline following a public hearing will be part of public records and will be included in the meeting packets prepared for the Planning Commission and Council.
- Comment sheets for written public input may also be available at the workshops.
- Questionnaire will be used to get written public input wherever applicable.
- Written comment and testimony must be relevant to the subject matter. Clear and concise comments are encouraged.
- Steps will be taken at the decision making process to consider comments and their applicability.

PLANNING COMMISSION AND COUNCIL

In the process of plan development, full use should be made of the Planning Commission as a liaison with the public (WAC 365-195-600). Planning Commission is the first public body to hold hearings on any planning proposals, either of a general Comprehensive Plan issues, or site-specific proposals. They make formal recommendations to the Council. Involvement of the Planning Commission is within and after the process in the form of monitoring, conducting public hearings and meetings for any amendment and updates.

Council makes the final decision after the Planning Commission's recommendation. Council will hold public hearing and meetings as required. Minimum one public hearing will be required for each element before the final action is taken.

URBAN AREAS

RCW 36.70A.130(3); RCW 35.13; RCW 35A.14.300; WAC 365-195-420

INTRODUCTION

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

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

STATUTORY REQUIREMENTS UNDER GMA

Every ten years the cities and counties in Washington are required to review their urban growth areas and to amend them if necessary for anticipated future growth pursuant to RCW 36.70A.130(3). Kennewick last did this in 2002, with a population of 85,541 projected for 2025.

AGRICULTURAL LANDS

Agricultural lands are those devoted to commercial production of a variety of crops or products. They are incompatible with urban areas, especially the developed urban areas within existing City limits, and also those within the urban growth boundary that will eventually be included in the city limits of Kennewick.

Pre-Zones are the zoning designations that will be applied to lands upon annexation to the City. They are established by resolution and are shown on maps in the Community Planning office.

The City is a provider of urban services and in conformance with GMA the agricultural zoning designations are being phased out of our zoning code.

ANNEXATIONS

State law establishes the process for annexations in RCW 35A.14. Within these guidelines, the City has established procedures to follow for processing annexations. Annexations can be initiated by petition from residents or by initiation of the City Council; and can only originate from within the Urban Growth Areas.

Each annexation proposal requires the City to systematically review the service demands and expected revenues of the area. The City will carefully evaluate each proposal in the light of the City's adopted Level of Service standards.

A four-year schedule for City-initiated annexations was reviewed and adopted by City Council on August 2, 2005. The areas on this schedule were islands of County land surrounded by the City. Most of these annexations have been completed. In the future, the City will be working with property owners living in the remaining islands as it tries to those remove islands.

NATURAL OPEN SPACE, TRAILS, AND PARKS

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

OPEN SPACE CORRIDORS

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

INVENTORY OF OPEN SPACE CORRIDORS

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

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

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

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

MAP OF OPEN SPACE CORRIDORS

An Open Space Corridors map has been prepared showing the corridors listed above in the inventory. It was prepared using the Comprehensive Plan land use map to identify areas presently designated as Open Space. The maps prepared for the Critical Area Ordinance, identifying the locations of wetlands, aquifer recharge areas, steep slopes, habitat conservation

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

CITY AND SCHOOL COORDINATION

As the City grows and population increases, more school capacity will be needed. Land use applications for residential development are routinely sent to Kennewick School District #17 for their review and comments. This gives District #17 the opportunity to respond regarding anticipated future school enrollments, bussing, or other issues that will impact their operations. Early acquisition of school sites is desirable to both the School District and the City in order to identify concurrency with transportation and other infrastructure needs. New City parks and schools should be encouraged to locate adjacent to each other for more versatility with larger spaces and efficiency of maintenance.

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

LAND USES WITH DEVELOPED/UNDEVELOPED RATIOS

Kennewick’s land use inventory is based on an inventory of the Comprehensive Plan designations and their developed totals within the Kennewick’s Urban Growth Area. This data was derived using geographical information systems to view the City’s land use and building data. By overlaying the City’s current Comprehensive Plan designations with parcel level data, a truer representation of how the City’s land is being used could be portrayed. Once this was complete, the building permit data was used to determine the development status of each parcel. Those parcels containing structures were considered developed, while parcels lacking structures were considered undeveloped regardless of percentage of the parcel the structure covered. Aerial photographs taken in March of 2012 and historic building permit data were then used to verify and make corrections to the work that had been done up to that point.

These inventories include the explanation that roadways total 16% of the developed land.

Table 2: Residential Acres Developed & Undeveloped 2013 (does not include roads for 10-25%)

Low Density Residential		Medium Density Residential		High Density Residential	
Developed	Vacant/ Underdeveloped	Developed	Vacant/ Underdeveloped	Developed	Vacant/ Underdeveloped
3,061 Acres	5,672 Acres	796 Acres	1,000 Acres	517 Acres	131 Acres
8,733 Total		1,796 Total		648 Total	
35% Developed		44% Developed		80% Developed	

Table 3: Acres Developed & Undeveloped 2013 (Does not include roads 5-10%)

Commercial		Industrial		Open Space		Public Facility	
Developed	Vacant/ Underdeveloped	Developed	Vacant/ Underdeveloped	Developed	Vacant/ Underdeveloped	Developed	Vacant/ Underdeveloped
532 Acres	1,634 Acres	388 Acres	456 Acres	1,075 acres	191 Acres	484 Acres	40 Acres
2,166 Total		844 Total		1,266 Total		524 Total	
25% Developed		46% Developed		85% Developed		92% Developed	

LANDS FOR PUBLIC PURPOSES

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

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

STATUTORY REQUIREMENTS UNDER GMA

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

LANDS FOR PUBLIC PURPOSES, CAPITAL FACILITIES, AND ESSENTIAL PUBLIC FACILITIES

Many jurisdictions in Washington have chosen to address lands for public purposes under the umbrella of capital facilities or essential public facilities since lands for public purposes also fall under these categories of GMA mandated elements. Because these definitions are overlapping, there is confusion about the differences between lands for public purposes and essential public facilities. The following table is designed to illustrate the overlap.

Table 4: Lands for Public Purposes, Essential Public Facilities, & Capital Facilities

Lands for Public Purposes	Essential Public Facilities	Capital Facilities
Lands Needed to Accommodate Public Facilities	Facilities Needed to Provide Public Services Typically Difficult to Site	Lands & Facilities Owned by Public Entities
<p>Examples:</p> <ul style="list-style-type: none"> • Utility Corridors • Transportation Corridors • Sewage Treatment Facilities • Stormwater Management Facilities • Recreational Lands • Schools • Other Public Uses 	<p>Examples:</p> <ul style="list-style-type: none"> • State & Local Correctional Facilities • Airports • Inpatient Facilities for Mental Health, Group Homes & Substance Abusers • Solid Waste Management • State Transportation Facilities 	<p>Examples:</p> <ul style="list-style-type: none"> • Water & Supporting Systems • Sanitary Sewer Facilities • Stormwater Facilities • Parks & Recreation Facilities • Solid Waste Management • Police Protection Facilities • Fire Protection Facilities • Schools • Libraries

Capital facilities are defined as those necessary infrastructure facilities that a jurisdiction must have in place to provide basic services and a resulting quality of life to the public. Capital

facilities are owned and operated by public entities such as cities, but can also include school districts and library districts.

Essential Public Facilities are those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, 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.

The Land Use Element of the Kennewick Comprehensive Plan includes the goals and policies regarding lands for public purposes.

COUNTY-WIDE PLANNING POLICIES

According to WAC 36.70A.150, the county and jurisdictions within it are required to work together to identify areas of shared needs for public facilities. This would also include lands for public purposes.

Policies to promote continuous and orderly development and the provision of public services to development requires the use of future population estimates to determine the future facilities and land requirements needed. The City of Kennewick, working in cooperation with Benton County created a formula for identifying land area per capita for uses ranging from residential to industrial and commercial. This formula was used to determine the projected population for 2029 of 93,286. This follows the policy of Benton County – Planning Policy No. 2 - requiring that countywide projected populations shall be allocated among jurisdictions for purposes of land use planning.

LANDS FOR PUBLIC PURPOSES – INVENTORY OF CURRENT FACILITIES

Many of the lands for public purposes are owned by the City of Kennewick. Lands and facilities that are not owned by the city, such as utility companies and other service providers, operate with a franchise agreement with the City that is on file in the office of the City Clerk.

Table 5: Inventory of Ownership

Inventory	Facilities	Ownership
Utility Corridors:	Kennewick Irrigation District	KID
	Columbia Irrigation District	CID
	Electricity	Benton PUD & Bonneville Power Administration
	Natural Gas	Cascade Natural Gas
	Verizon Telephone	Verizon, Inc.
	Garbage	Waste Management of Kennewick
	Cable TV	Charter Communications
Transportation Corridors	Water & Sewer	City of Kennewick
	City Streets & Sidewalks	City of Kennewick
Solid Waste Management	State Highways	Washington State
	• Transfer Station	Waste Management of Kennewick
	• Solid Waste & Recycling	
Sewage Treatment Facility	• Inert Landfill	City of Kennewick
	• Decontamination Facility	
	Sewage Treatment	City of Kennewick
	• Main Plant	
	• Aerated Pond #1	

	<ul style="list-style-type: none"> • Aerated Pond #2 • 2 High rate treatment ponds • 7 Secondary clarifiers 	
Stormwater Management Facilities	Stormwater Management	City of Kennewick
Recreation	City Parks: <ul style="list-style-type: none"> • 23 developed • 1 regional • Swimming Pool • Sports Complex 	City of Kennewick
Public Schools (Education & Recreation)	School Grounds <ul style="list-style-type: none"> • 13 Elementary • 4 Middle Schools • 3 High Schools • 1 Skill Center 	Kennewick School District

PROJECTED NEEDS

The Washington State Office of Financial Management estimates Kennewick’s 2013 population at 76,410. The 2034 population estimate of 102,529 for Kennewick suggests that additional lands for public purposes are likely to be needed. According to the 2011 land use table, 484 acres of land are developed and used for public (capital) facilities. There are 40 available acres of undeveloped land identified for capital facilities.

On a per capita basis, the 2013 population of 76,410 uses .007 acres each for capital facilities. This figure is derived by dividing 484 acres of developed capital facility land by the population figure of 76,410. Using the same per capita ratio, a 20-year growth in population of 26,119 from 2013 to 2034 (102,529 – 76,410 = 26,119) requires an additional 180 undeveloped acres to use for lands for public purposes if the current ratio applies.

There are forty acres of undeveloped land designated for public facilities in the Southridge Planning area. Using the ratio of land to population indicates that at the current per-capita rate of use, there is presently not enough land for public purposes to accommodate the anticipated 20-year growth to 2034. To maintain the current per capita use, additional land for capital facilities will be needed or the per capita use will have to be less than the current use. Resolving this issue is a policy decision that will need to be made.

Table 6: Acres per Capita - Capital Facilities

Year	City Population	Acres designated for Capital Facilities	Developed Acres	Undeveloped Acres	Per Capita Use: Developed Acres
2013	76,410	524	484	40	.007

Year	Population Increase from 2013-2034	Per Capita Use	Acres Needed for Development with Increased Population	Undeveloped Acres Remaining
2034	26,119	.007	+180	0(-140)

MINERAL RESOURCE LANDS

RCW 36.70A.040, RCW 36.70A.050, RCW 36.70A.060, RCW 36.70A.131, RCW 36.70A.170, WAC 365-190-070

STATUTORY REQUIREMENT

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

Each city and county planning under the Washington State Growth Management Act (GMA) is required to designate natural resource lands where appropriate, and adopt development regulations to assure the conservation of agricultural, forest, and mineral resource lands (*RCW 36.70A.060, RCW 36.70A.170*). Jurisdictions need to designate mineral resource lands that are not already characterized by urban growth and that have long-term significance for the extraction of minerals.

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

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

INVENTORY ANALYSIS

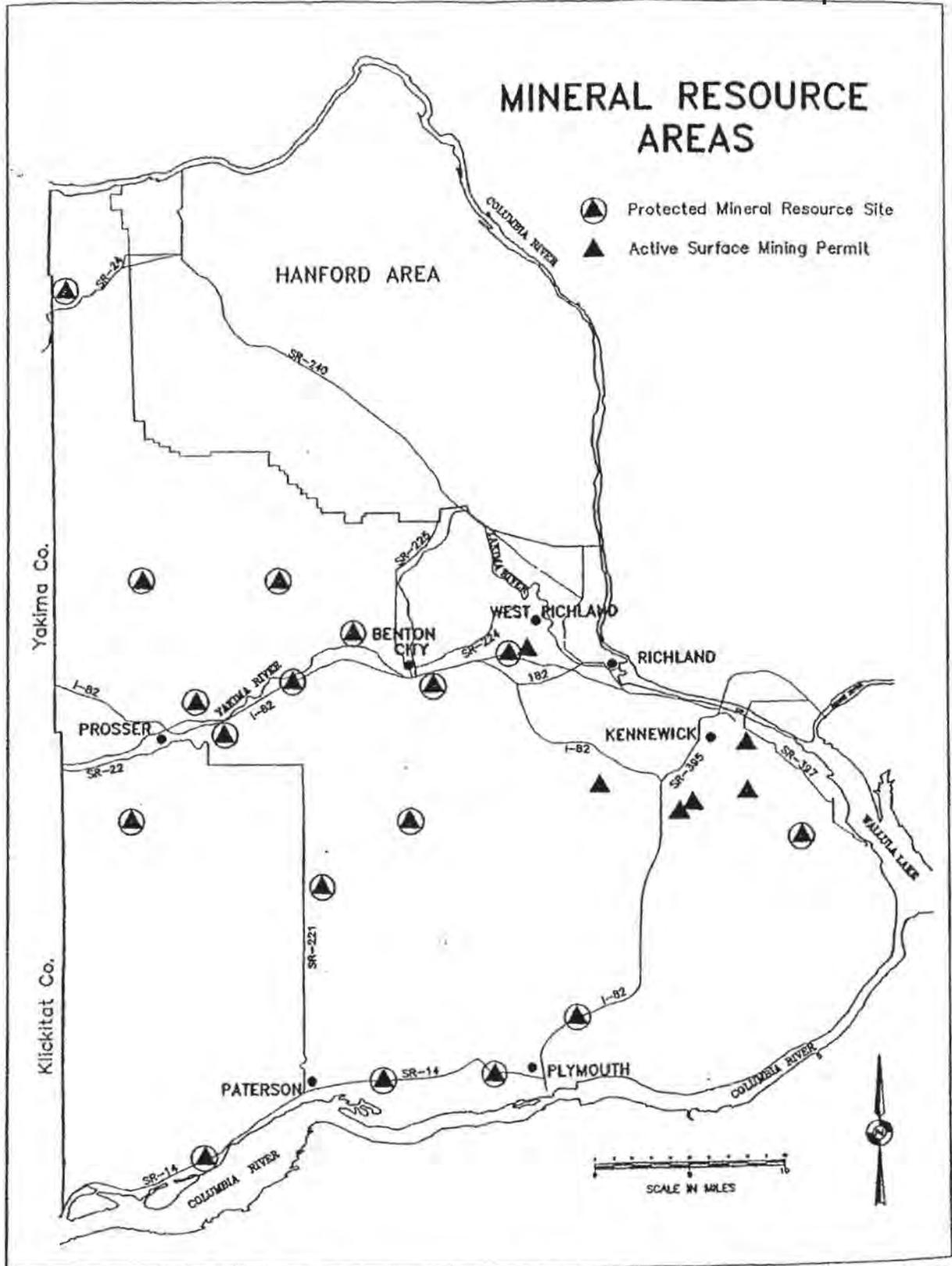
Benton County Comprehensive Plan mineral resource map designates mineral resource lands within Benton County. Two locations within and near Kennewick's urban growth boundary identified in this map contain major high-grade sand and gravel deposits. These locations are:

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

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

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

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



WASHINGTON

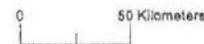


LEGEND

- County boundary
- ★ Capital
- City
- 1 — Crushed stone/sand and gravel districts

MINERAL SYMBOLS (Major producing areas)

- Ag Silver
- Al Aluminum plant
- Au Gold
- Cem Cement plant
- Clay Common clay
- CS Crushed stone
- Dia Diatomite
- Fs Ferrosilicon
- Gem Gemstones
- Gyp Gypsum plant
- Lime Lime plant
- Mg Magnesium metal plant
- O Olivine
- Peat Peat
- S-o Sulfur (oil)
- SG Construction sand and gravel
- Steel Steel plant
- (circled) Concentration of mineral operations



Part 2: Index of Washington Mining Operations by County

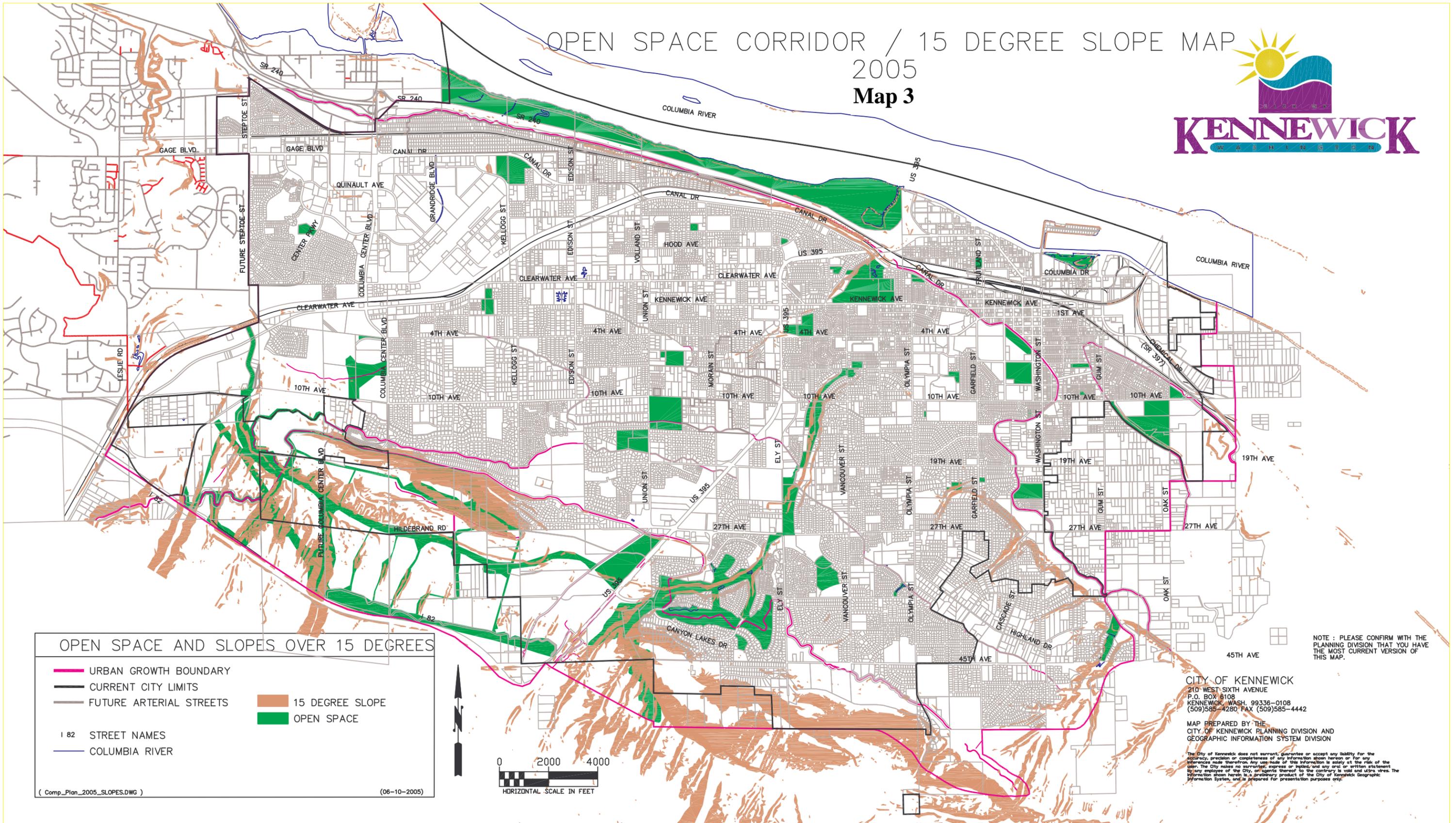
Commodity	Operator or permit holder	Property or mine name	Section, township, range	Permitted acreage	Permitted depth (feet)	DNR permit number
ADAMS COUNTY						
rock or stone	Adams County Public Works	Batum	sec. 18, T20N R32E	38.20	80	10929
	Adams County Public Works	Campbell	sec. 1, T16N R29E	37.00	25	12418
	Adams County Public Works	East Lind 24 quarry site	sec. 17, T17N R34E	6.90	40	11120
	Adams County Public Works	Schrag site no. 67	sec. 6, T18N R32E	31.10	140	12868
	East Columbia Basin Irrigation	Warden	sec. 16, T17N R31E	10.00	20	12216
	Washington State Department of Transportation, Eastern Region	Pence quarry	sec. 14, T15N R32E	3.50	27	12770
	Washington State Department of Transportation, Eastern Region	QS-AD-23 (Klien)	sec. 29, T20N R36E	20.00	25	11803
	Washington State Department of Transportation, Eastern Region	QS-AD-74	sec. 8, T17N R34E	20.00	90	10080
	Washington State Department of Transportation, Eastern Region	QS-AD-103	sec. 8, T19N R36E	51.00	25	10221
	Washington State Department of Transportation, Eastern Region	QS-AD-112	sec. 23, T15N R35E	9.92	35	12559
	Washington State Department of Transportation, Eastern Region	QS-AD-121	sec. 36, T19N R32E	34.00	30	10079
	Washington State Department of Transportation, Eastern Region	QS-AD-137 (Becker)	sec. 29, T19N R43E	38.00	75	12983
	sand & gravel	Adams County Public Works	Haase (Washtucna)	sec. 15, T15N R36E	22.46	40
Adams County Public Works		Marcellus	sec. 15, T20N R35E	14.65	25	11746
Adams County Public Works		Ralston	sec. 12, T17N R35E	32.00	20	11596
Adams County Public Works		Roxboro	sec. 19, T17N R32E	32.00	20	11595
Central Washington Concrete		Half Moon	sec. 7, T16N R29E	80.00	30	10312
Washington State Department of Transportation, Eastern Region		PS-AD-138	sec. 21, T15N R38E	13.10	25	10083
Washington State Department of Transportation, North Central Region		PS-AD-88	sec. 5, T15N R29E	77.00	30	11128
soil	Steelman-Duff, Inc.	Hampton	sec. 2, T15N R29E	80.00	15	12976
ASOTIN COUNTY						
rock or stone	Washington State Department of Transportation, South Central Region	QS-AN-18	sec. 5, T8N R26E	2.40	25	11684
	Washington State Department of Transportation, South Central Region	QS-AN-55	secs. 23, 24, T11N R45E	12.80	280	11096
sand & gravel	Courville, Rob	C-Port Sand & Gravel	secs. 24, 25, T11N R45E	160.00	50	12708
	Eucon Corporation	Dry Creek	sec. 24, T11N R45E	41.00	100	12731
	Poe Asphalt Paving, Inc.	Dry Gulch	sec. 25, T11N R45E	16.00	40	10852
	Streibick, Jack	Bayman pit	secs. 30, 31, T11N R46E	100.00	140	12091
	Washington State Department of Transportation, South Central Region	PS-AN-47	sec. 6, T10N R46E	7.00	130	11664
	Washington State Department of Transportation, South Central Region	QS-AN-25	sec. 22, T10N R44E	5.80	20	11667
BENTON COUNTY						
rock or stone	Asphalt & Gravel Products	Richards	sec. 35, T9N R23E	5.00	30	10490
	Benton County Public Works	Cherry Lane	sec. 30, T9N R25E	16.00	40	11075

Commodity	Operator or permit holder	Property or mine name	Section, township, range	Permitted acreage	Permitted depth (feet)	DNR permit number
	Benton County Public Works	Coates	sec. 34, T10N R25E	5.00	38	12537
	Benton County Public Works	Finley quarry	sec. 3, T7N R30E	10.00	120	10619
	Benton County Public Works	Horrigan	sec. 34, T8N R24E	9.00	40	10905
	Benton County Public Works	R-130 Anderson	sec. 34, T10N R24E	3.00	15	12209
	Benton County Public Works	Travis	sec. 5, T7N R27E	9.70	20	10892
	Deatley Crushing Co.	Kiona pit	sec. 13, T9N R27E	40.00	90	11824
	Eucon Corporation	Hospital	sec. 28, T8N R29E	6.40	40	11560
	Mahaffey Enterprises, Inc.	Mahaffey rock pit #1	sec. 23, T8N R28E	15.00	50	11422
	Mainline Rock & Ballast	Whitcomb pit	sec. 28, T5N R25E	112.00	30	10947
	Washington State Department of Transportation, South Central Region	OS-R-37	sec. 7, T12N R24E	6.00	70	12813
	Washington State Department of Transportation, South Central Region	QS-R-33	sec. 20, T7N R26E	5.00	25	10815
	Washington State Department of Transportation, South Central Region	QS-R-118	sec. 22, T6N R28E	17.00	60	11150
	Washington State Department of Transportation, South Central Region	QS-R-175	sec. 19, T9N R26E	78.00	60	12430
	Washington State Department of Transportation, South Central Region	QS-R-18	sec. 13, T9N R27E	8.00	70	11168
	Washington State Department of Transportation, South Central Region	QS-R-50	sec. 28, T8N R29E	6.46	90	10049
	Washington State Department of Transportation, South Central Region	QS-R-82 & extension	sec. 4, T8N R25E	4.80	30	10813
sand & gravel	A & B Asphalt, Inc.	PS-R-140	sec. 20, T9N R27E	40.00	20	10215
	Acme Concrete Co.	Game Farm Road	sec. 20, T8N R30E	56.45	65	11846
	Acme Concrete Co.	Richland	secs. 14, 23, T9N R28E	100.00	60	10316
	Acme Materials & Construction Co.	Matheson-County	sec. 8, T8N R30E	56.00	50	10238
	Benton County Public Works	R-102	sec. 10, T9N R26E	2.80	13	11895
	Deatley Crushing Co.	Richland Wye	secs. 13, 24, T9N R28E	37.50	75	10158
	Eucon Corporation	Church	sec. 25, T9N R28E	44.00	80	11799
	Washington State Department of Transportation, South Central Region	PS-R-76 & extension	sec. 2, T5N R27E	21.00	45	10961
	Washington State Department of Transportation, South Central Region	QS-R-77	sec. 2, T5N R26E	7.00	30	11681
CHELAN COUNTY						
rock or stone	Coleman, Donald	Tunnel Hill Granite	sec. 25, T27N R21E	2.00	30	12343
	Washington State Department of Transportation, North Central Region	QS-K-163	sec. 5, T25N R17E	6.00	350	11463
sand & gravel	12th Street Development Corporation	12th Street Development	sec. 14, T22N R20E	7.35	20	12947
	Chelan Concrete, Inc.	Chelan	sec. 17, T27N R23E	7.00	45	11774
	Chelan County Public Works	PS-K-99	sec. 17, T26N R17E	5.74	10	11704
	Goodfellow Brothers, Inc.	Edwards pit	sec. 10, T23N R20E	10.00	100	12459
	Morrill Asphalt Paving Co., Inc.	Malaga	secs. 26, 27, '35, T22N R21E	90.00	40	10368
	Morrill Asphalt Paving Co., Inc.	Staples pit	sec. 10, T23N R20E	8.00	50	12695
	Pipkin Construction	Entiat	secs. 4, 9, T25N R21E	13.00	30	12932
	Tunnel Hill Granite LLC	Blue Chelan	secs. 19, 20, T27N R23E	19.20	50	12794
	Two Rivers, Inc.		sec. 15, T27N R16E	75.00	30	12311
	Washington State Department of Transportation, North Central Region	PS-K-25	sec. 13, T26N R14E	4.00	15	10822

OPEN SPACE CORRIDOR / 15 DEGREE SLOPE MAP

2005

Map 3

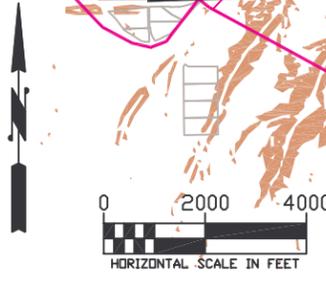


OPEN SPACE AND SLOPES OVER 15 DEGREES

- URBAN GROWTH BOUNDARY
- CURRENT CITY LIMITS
- FUTURE ARTERIAL STREETS
- 15 DEGREE SLOPE
- OPEN SPACE
- | 82 STREET NAMES
- COLUMBIA RIVER

(Comp_Plan_2005_SLOPES.DWG)

(06-10-2005)



NOTE : PLEASE CONFIRM WITH THE PLANNING DIVISION THAT YOU HAVE THE MOST CURRENT VERSION OF THIS MAP.

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MAP PREPARED BY THE CITY OF KENNEWICK PLANNING DIVISION AND GEOGRAPHIC INFORMATION SYSTEM DIVISION

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CRITICAL AREAS/SHORELINES

WAC 365-195-410; RCW 36.70A.170; RCW 36.70A.172; RCW 36.70A.480; WAC 365-195-900

The City's existing Critical Area Ordinance (CAO) and Shoreline Master Plan (SMP) have undergone major updates concurrently with the Comprehensive Plan document and other development regulations as required by the State Growth Management Act. This section reflects the City's major CAO and SMP policies. The detailed development regulations consistent with this section are to be adopted as part of the KMC Title 18.

CRITICAL AREAS

INTRODUCTION

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

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

REQUIREMENT UNDER GMA

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

PURPOSE STATEMENT FOR CRITICAL AREAS ORDINANCE

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

BEST AVAILABLE SCIENCE USED

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

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

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

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

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

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

REVIEW PROCESS

NEAR CRITICAL AREAS IN IDENTIFIED BUFFERS

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

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

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

REASONABLE USE OF LAND TO AVOID TAKINGS

If application of the Critical Areas Ordinance would deny all reasonable use of property, the owner may apply for an exception pursuant to KMC 18.58.120 of the Critical Areas Ordinance. This section is designed to provide for the reasonable use of private property when impacted by

a critical area. The applicant has the responsibility to submit evidence in support of their application and to provide sufficient information to aid in decision-making by the Planning Director.

LIMITED EXEMPTIONS

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

Table 1: Exempt Uses

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

WETLANDS DELINEATED USING DEPT. OF ECOLOGY MANUAL

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

Table 2: Wetland Rating Categories

Wetland Category	Definition	Criteria
Category I	Wetlands that meet one or more of the following criteria:	-Documented habitat for federal or state endangered or threatened fish, animal or plant species, -High quality native wetland communities, -Wetlands of exceptional local significance.
Category II	Wetlands not defined as Category I and meet one or more of the following criteria:	-Documented habitats for state sensitive plant, fish or animal species, -Wetlands containing plant, fish or animal species listed as priority species by Dept. of Fish and Wildlife, -Wetland types with significant functions that may not be replicated through creation or restoration, -Wetlands with significant habitat value of 22+ points on the habitat rating system, -Documented wetland of local significance.
Category III	Wetlands that do not satisfy Category I, II, or IV and show a moderate level of functions	-Vernal pools that are isolated, and wetlands with a moderate level of functions
Category IV	Wetlands with the lowest level of functions, are often heavily disturbed, and meet the following criteria:	-Hydrologically isolated wetlands less or equal to 1 acre in size, have only 1 wetland class, and are dominated (80% or more) by a single-non-native plant species, -Hydrologically isolated wetlands less or equal to 2 acres in size, have only 1 wetland class, and are covered (90% or more) by non-native plant species.
Category V	Wetlands found in ditches, ponds, canals, etc. intentionally constructed for agricultural uses; or wetlands accidentally created from irrigation water and meet all the following criteria:	-Located above the floodplain, -No primary association with rare, threatened, or endangered species, -Water only from irrigation runoff or leakage.

Kennewick contains few wetlands and the most significant ones have been evaluated using the Ecology Rating System. The following wetlands are classified as Category III wetlands:

- Wetlands associated with Elliot Lake
- Wetlands in the Zintel Canyon drainage way
- Wetland on W. 36th Ave., west of S. Olympia St.
- Wetlands at W. 27th Ave. and S. Washington St.
- Wetlands within Columbia Park and Columbia River shoreline area

Additional wetlands that may occur in the City of Kennewick will likely be ranked as Category III or Category IV wetlands. A map showing the wetlands that have been field verified by HDR, Engineering, Inc., is on file in the Community Planning Division of the City of Kennewick.

PRESERVATION OR ENHANCEMENT OF ANADROMOUS FISHERIES

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

FREQUENTLY FLOODED AREAS

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

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

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

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

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

CRITICAL AQUIFER RECHARGE AREAS

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

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

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

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

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

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

GEOLOGICALLY HAZARDOUS AREAS IDENTIFIED

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

Table 3: Geologically Hazardous Areas

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

MITIGATION SEQUENCING

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

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

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

SHORELINES

INTRODUCTION

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

REQUIREMENTS UNDER GMA

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

PURPOSE STATEMENT FOR SHORELINE MANAGEMENT PLAN

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

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

SPECIAL POLICY GOALS

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

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

ADDITIONAL GOALS TO GUIDE IMPLEMENTATION

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

ECONOMIC DEVELOPMENT

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

PUBLIC ACCESS

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

RECREATION

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

CIRCULATION

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

SHORELINE USE

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

CONSERVATION

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

HISTORY, SCIENTIFIC, AND CULTURAL

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

FLOOD PREVENTION

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

POLICIES FOR ENVIRONMENTAL DESIGNATIONS

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

Table 4: Management Policies

Environmental Designation	Management Policies
<p style="text-align: center;">AQUATIC</p>	<p>1. New over-water structures are allowed only for water-dependent uses, public access, or ecological restoration.</p>
	<p>2. The size of the new over-water structures should be limited to the minimum necessary to support the structure’s intended use.</p>
	<p>3. In order to reduce the impacts of shoreline development & increase effective use of water resources, multiple uses of over-water facilities are encouraged.</p>
	<p>4. All developments & uses on navigable waters or their beds shall be located & designed to minimize interference with surface navigation, to consider impacts to public views, & to allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration.</p>
	<p>5. Shoreline uses shall be designed & managed to prevent degradation of water quality & alteration of natural hydrographic conditions.</p>
<p style="text-align: center;">URBAN CONSERVANCY</p>	<p>1. First priority in shorelines uses will be given to those uses that preserve the natural character of the area or promote preservation of open space, flood plain or sensitive lands either directly or over the long term. Uses that provide long-term benefit will be preferred over uses that provide short-term benefit. Uses that result in restoration of ecological functions will be allowed if the use is otherwise compatible with the purpose of the environment and the setting.</p>
	<p>2. No net loss of shoreline ecological functions as a result of new development shall be allowed. All new development shall comply with standards pertaining to shoreline modifications [KMC 18.68.120(3)], vegetation conservation [18.68.110(2)(f)(iii)] and water quality [18.68.110(2)(g)(iii)].</p>
	<p>3. All new development shall comply with all applicable standards set forth in KMC Chapters 15 (Buildings & Construction), Chapter 17 (Subdivisions) and Chapter 18 (Zoning) and all state and federal requirements.</p>
	<p>4. The location & design of new development should provide for public access and public recreation opportunities whenever feasible & when significant ecological impacts can be mitigated.</p>

	<p>5. Water-oriented uses shall be given priority over non water-oriented uses. For shoreline areas adjacent to commercially navigable waters, water-dependent uses shall be given highest priority.</p>
<p>HIGH-INTENSITY</p>	<p>1. First priority in shoreline uses shall be given to water-dependent uses. Second priority shall be given to water-related and water-enjoyment uses. Non water-oriented uses should not be allowed except as part of mixed-use developments. Non water-oriented uses may also be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline.</p>
	<p>2. Full utilization of existing urban areas should, whenever feasible, be achieved before further expansion of intensive development is allowed.</p>
	<p>3. Multi-family & multi-lot residential & recreational developments shall provide public access & joint use for community recreational facilities.</p>
	<p>4. Access, utilities, & public services shall be made available & adequate to serve existing needs &/or future residential development.</p>
	<p>5. No net loss of shoreline ecological functions as a result of new development shall be allowed. Where applicable, new development shall include environmental cleanup & restoration of the shoreline to comply in accordance with any relevant state & federal law.</p>
	<p>6. Whenever feasible, visual & physical public access to shorelines shall be required as provided for in WAC 173-26-221(4)(d). Wherever feasible, the location, design & construction of development impacting the shorelines will take into consideration aesthetic objectives such as location & size of signage, appropriate development siting, screening & architectural standards, & maintenance of natural vegetative buffers.</p>
	<p>7. All new development shall comply with all applicable standards set forth in KMC Chapters 15 (Buildings & Construction), Chapter 17 (Subdivisions) and Chapter 18 (Zoning) and all state and federal requirements.</p>

RESIDENTIAL

WAC 36.70A.030(7); RCW 36.70A.020(1 & 2); RCW 58.17.110(c); WAC 365-195-825(4)

INTRODUCTION

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

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

STATUTORY REQUIREMENTS UNDER GMA

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

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

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

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

SUBDIVISION CODES CONSISTENT WITH COMPREHENSIVE PLAN

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

CONSISTENCY

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

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

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

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

Table 1: Zoning to Implement Residential Land Use

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

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

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

DEVELOPMENTS ENCOURAGED IN URBAN AREAS WITH ADEQUATE PUBLIC FACILITIES & SERVICES

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

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

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

Table 2: Kennewick Goals & Countywide Planning Policies

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

WRITTEN FINDINGS FOR PROPOSED SUBDIVISIONS

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

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

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

HOUSING

WAC 365-195-310; RCW 36.70A.070(2); RCW 36.70A.400

INTRODUCTION

The Housing Element acknowledges that residents of Kennewick have diverse housing needs. A variety of housing types are required to meet these needs. These include single-family homes, duplexes, three-and-four unit homes, apartments of five or more units, and manufactured homes. Special housing must be available for group homes, disabled, the elderly, and the homeless.

STATUTORY REQUIREMENTS UNDER GMA

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

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

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

All state jurisdictions are prohibited from treating residential structures occupied by people with handicaps differently than similar residential structures occupied by people without handicaps, regulated by RCW 36.70A.410, Washington Laws Against Discrimination and the Federal Fair Housing Act, as Amended. Family daycare providers for twelve or less children are to be allowed in all residential and commercial zones as per RCW 36.70A.450.

COUNTYWIDE PLANNING POLICIES

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

Table 1: Policies for Housing

Benton County Planning Policies for Housing	Kennewick Comprehensive Plan
CWPP # 15: New housing within urban growth areas shall be compatible in character & standards with that of the adjacent city area.	Housing Goal 3: Maintain consistency between Kennewick Housing Policies and the Benton countywide Planning Policies.

CWPP # 16: Site constructed, modular & manufactured housing shall be recognized as needed and functional housing types.	Housing Policy 2: Recognize manufactured homes as an important component of the single-family housing market and regulate them in the same way as site-built homes.
CWPP # 17: County & cities shall work together to provide housing for all economic segments of the population.	Housing Policy 7: Promote affordable housing for all economic segments of the community.

INVENTORY & ANALYSIS

EXISTING & PROJECTED HOUSING NEEDS

EXISTING HOUSING UNITS

An inventory of housing units reported by the 2010 Washington State Office of Financial Management when the Kennewick population was 73,917, is shown in the following table:

Table 2: Housing Units in 2010 (WA State Office of Financial Management)

Housing Type	Number	Percent of Housing Type
1-unit	18,736	62.6
2 or more units	9,201	30.8
Mobile homes	1,987	6.6
Total	29,924	100

Both the largest number and greatest percentage of homes in Kennewick are single-family homes. There are 16,801 units that comprise 62% of the total housing units. The next largest numbers of residential units are attached units ranging from duplexes to apartment complexes with 8,373 units. These comprise 31% of the total housing units.

Households in 2010

The 2010-2014 Tri-Cities Consolidated Housing Plan identifies the numbers of households in Kennewick by type and the percentage of change from 2000 to 2010 as shown in the annual census figures.

Table 3: Number of Households in 2010 (U.S. Census)

	2010	% Change from 2000-2010
Non-Related Households		
Single	7,005	+29%
Small (2-4 people)	1,701	+46%
Large (5+ people)	32	+39%
Total	8,738	+32%
Family Households		
Small (2-4 people)	15,043	+27%
Large (5+ people)	3,485	+52%
Total	18,528	+31%
Total Households	27,266	+31%

Average Household Size	2.7
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Public Housing, Rent Assisted Units, and Section 8 Housing Assistance in Kennewick.

An inventory of affordable housing is included in the *2010-2014 Tri-Cities Consolidated Housing Plan*. Public housing is listed in Table 4 by location, the number of units in each facility, and the type of housing. Table 5 indicates the rent-assisted units available for the elderly and disabled.

Table 4: Public Housing

Facility	Location	# Of Units	Description
Sunnyslope Homes	415-429 S. Vancouver	10	Multi-family units
Sunnyslope Homes	424-433 S. Underwood	8	Multi-family units
Sunnyslope Homes	1812-2012 W. 4th Pl	49	Multi-family units
Sunnyslope Homes	1803-1811 W. 4th Ave.	6	Multi-family units
Sunnyslope Homes	1804-2016 W. 5th Ave.	24	Multi-family units
Keewaydin Plaza	6 W. 6th Ave.	66	Elderly & Disabled
Sunnyslope Homes	406-430 S. Rainier	12	Multi-family units
Sunnyslope Homes	417-431 S. Sharron	14	Multi-family units
TOTAL		189	

Table 5: Rent Assisted Units for Elderly or Persons With Disabilities

Facility	Location	# Of Units	Description
Americare	520 N. Fisher	Not Known	Elderly or Disabled
Americare	1202 W. 11th Pl.	Not Known	Elderly or Disabled
Callaway Gardens	5505 W. Skagit Court	Not Known	Elderly or Disabled
Charbonneau	8264 W. Grandridge Blvd.	Not Known	Elderly or Disabled
Colonial House	3 W. 3rd Ave.	Not Known	Elderly or Disabled
Chenoweth House	1108 W. 5th Ave.	34	Elderly or Disabled
Desert Villa	635 S. Auburn	Not Known	Elderly or Disabled
Desert Villa East	630 S. Washington	Not Known	Elderly or Disabled
English Rose Manor	1611 W. 7th Pl.	6	Elderly or Disabled
Hawthorne Court Retirement Community	524 N. Ely St.	Not Known	Elderly or Disabled
Kennewick Garden Court	955 W. 5th Ave.	Not Known	Elderly or Disabled
Legacy Adult Family Homes	2615 W. Entiat	Not Known	Elderly or Disabled
The Manor at Canyon Lakes	2802 W. 35th Ave.	31	Elderly or Disabled
Parkhills Adult Family Home I & II	2701 S. Zillah Ct.	Not Known	Elderly or Disabled
Royal Columbian	5615 W. Umatilla	Not Known	Elderly or Disabled
Southridge Specialized Care	3117 S. Fisher Ct.	Not Known	Elderly or Disabled
Kennewick Perry Suites	66 N. Perry St.	14	Developmentally or Physically Disabled

Project-based Section 8 offers rental assistance, in the form of rental vouchers, to lower-income tenants in the private or government-assisted market of multi-family projects.

Table 6: Project-Based Section 8 Contracts as of April 2004

Facility	Location	# Of Units	Description
Desert Villa East	601 S. Elm	70	Assisted Units
Hawaiian Village II	1105 W. 10th Ave.	20	Assisted Units
Hawaiian Village II	1105 W. 10th Ave.	20	Assisted Units
Kennewick Garden Court	955 W. 5th Ave.	26	Assisted Units
Desert Villa Apts.	635 S. Auburn	77	Assisted Units
Brentwood Apts.	3204 A W. 4th Ave.	102	Assisted Units
TOTAL		315	

Housing for special needs populations includes the homeless, the elderly, the frail elderly, people with disabilities, people with developmental disabilities, people with HIV/AIDs, people with mental illnesses, and people with drug and alcohol dependency.

PROJECTED HOUSING NEEDS

The City is planning for a population increase of 26,119 by 2034. This increase is determined by subtracting the actual 2013 OFM population of 76,410 from the anticipated 2034 population of 102,529.

The Comprehensive Plan Land Use Map identifies three major residential types and densities. These are Residential, High (up to 27 units per acre); Residential, Medium (up to 13 units per acre); and Residential, Low (minimum 7,500 square foot lots). The zoning designations to implement the residential land use categories are shown in the following table.

Table 7: Land Use Relationship to Zoning

Comprehensive Plan Land Use Category	Zoning to Implement Land Use Category
High Density Residential (13.1 to 27 units per acre)	RH
Medium Density Residential (4.1 to 13 units per acre)	RM, RMH, HMU, RTP
Low Density Residential (3-4 units per acre)	RS, RL, RMH, RTP

In order to plan for the future growth of Kennewick, it is necessary to anticipate the amount of land that will be needed to accommodate population growth. This has been done by calculating the amount of developed land per person within the city limits. This per capita figure has been calculated for each land use designation. The amount of land needed for the projected growth within the City is then derived by multiplying the per capita ratio by the increase in population. The following table, shows residential acres needed by 2034. A similar table was prepared for Kennewick’s 2002 application to expand the Urban Growth Boundary of the City.

Table 8: Projected Housing Needs

Residential Density	New Acres Needed by 2034	Vacant/Underdeveloped Acres from Land Use Table 2013	Anticipated Surplus after 2034 by Acres
Low Density	2,985	5,672	2,687
Medium Density	614	1,796	386
High Density	222	131	0(-91)
Total	3,821	7,599	2,982

The table compares the needed acres in each residential density with the vacant and underdeveloped acres that were available at the end of December 2013. The last column on the right side indicates surplus acres, if any, that would be expected in 2034 with no addition, changes, or elimination of residential land in each of the three categories.

This table shows that there is enough land in the low and medium-density land use categories (5,672 acres and 1,796 acres, respectively) for the anticipated growth to 2034 since only 2,985 acres are needed for low-density and 614 acres are needed for medium density.

The table also shows that the high-density category is not adequate to support the current anticipated need. By 2029, 222 acres are needed for high density residential development. There are 131 undeveloped acres currently designated for this type of residential development. Ninety-one additional acres are needed by 2034 to break even if this anticipated need proves to be accurate. One way to meet the demand of high-density land could be to change the zoning of some of the surplus low and medium density to high density.

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

PRESERVATION, IMPROVEMENT & DEVELOPMENT

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

Table 9: Age of Kennewick Housing Units by Number and Percent in 2014

Total Housing Units	Built 2000-2014	Built 1980-1999	Built 1960-1979	Built 1940-1959	Built 1939 or Earlier
29,924	5,939 (20%)	6,661 (22%)	12,566 (42%)	4,231 (14%)	527 (2%)

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

The *2010-2014 Tri-Cities Consolidated Housing Plan* includes several goals and strategies encouraging preservation, improvement and development of housing. The Plan encourages revitalizing neighborhoods and areas and increasing community awareness of lead-based paint hazards. The Plan further suggests that encouraging businesses providing assistance to at-risk residential areas or to areas with existing conditions of degradation and/or blight would help local economic development efforts.

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

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

- COMMUNITY HOUSING DEVELOPMENT ORGANIZATIONS (CHDO) ACTIVITIES – (HUD)

Kennewick will provide required HOME CHDO Project funds through the Tri-Cities HOME Consortium to target projects that develop ownership units of households with 80% or less of area median family income.

- HOMEOWNERSHIP PROGRAM – HOME – (HUD)

Down payment loans for lower-income buyers with less than 80% of median income for use throughout the city.

HOUSING FOR ALL ECONOMIC SEGMENTS

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

Kennewick receives grants from the U.S. Department of Housing and Urban Development (HUD) to help meet identified community development and housing needs. Specific needs for families and individuals with low or moderate incomes, at less than 80% of the median income of the area, are a priority concern. The 2012 American Community Survey indicated the median income for Kennewick households as \$51,581. The median income by family size and household type is shown in the following table.

Table 10: Medium Income by Household Type 2012

Families	\$61,913
Families with children < 18 years	\$49,137
Families headed by female, no husband	\$23,877
Non-related households	\$30,993
Female living alone	\$24,657
Male living alone	\$33,220
Male 65+ living alone	\$22,452
Female 65+ living alone	\$21,485

Source: 2012 American Community Survey – www.census.gov

To qualify for this grant money, Kennewick must prepare a Five Year Consolidated Plan. This is a locally developed plan, prepared jointly with Richland and Pasco, which identifies local needs, resources, priorities and strategies. The *2010-2014 Tri-Cities Consolidated Plan* serves four functions:

1. Serves as planning document built on public participation;
2. Serves as the application for HUD funds (CDBG and HOME);
3. Identifies local priorities; and
4. Describes five-year strategy to implement HUD programs.

ANNUAL ACTION PLAN

In addition to the *2010-2014 Tri-Cities Consolidated Plan*, the *Annual Action Plan* serves as the application for funding for CDBG and HOME programs from HUD. This plan identifies activities and programs that will occur from January 1 through December 31 of each program year. It identifies the amount of grant funding each city anticipates for the year, describes the priority programs and activities established in the *Consolidated Plan*, and provides benchmarks and goals to measure achievements during the year.

HOME (Investment Partnerships Programs) are designed to strengthen public-private partnerships, expand decent, safe, and affordable housing.,

NON-DISCRIMINATION OF MANUFACTURED HOUSING

Jurisdictions are not allowed to discriminate against the provision or placement of manufactured housing under new state legislation. SB 6593 was passed by the Washington State legislature in 2004 and then signed by the Governor. It became effective on July 1, 2005. This bill requires that cities and counties will not regulate manufactured homes any differently than other site-built homes. Specific standards that only apply to manufactured homes can be adopted by local jurisdictions but they must also apply to site-built homes.

Manufactured homes are allowed in all residential zones where single-family homes are allowed. A specific housing policy states that manufactured housing is recognized as an important component of the single-family market and will be regulated the same way as site-built homes.

ACCESSORY DWELLING UNITS

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

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

FAMILY DAYCARE PROVIDERS OF 12 OR LESS ALLOWED IN RESIDENTIAL/COMMERCIAL DISTRICTS

Cities may not prohibit family day-care providers in their home in areas zoned residential or commercial pursuant to RCW 36.70A.450. Family day-care providers are defined in RCW 74.15.020 as a child day-care provider who regularly provides child day care for not more than twelve children in the provider's home in the family living quarters.

Day Care Centers are allowed in Residential, Medium; Residential, High; Commercial, Industrial, Open Space and Public Facility districts pursuant to KMC 18.12.060 Child Day Care Centers and Nursery Schools with approval of a Land Use Permit after meeting specific conditions.

Day Care Centers are also allowed in all other Residential zoning districts after approval of a Conditional Use Permit pursuant to KMC 18.42.100.

COMMERCIAL

RCW 36.70A.070(1)

INTRODUCTION

A commercial land use section is not a GMA mandated requirement but has traditionally been a section within the Land Use Element of the Comprehensive Plan. RCW 36.70A.070(1) requires that the general distribution and location of commercial land be discussed within the Land Use Element.

COMMERCIAL LAND INVENTORY

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

Table 1: Commercial Land within the Urban Growth Area 2013

Developed Land in Acres	Vacant/Underdeveloped Land in Acres	Total by Acres
532(25%)	1,634 (75%)	2,166 (100%)

PROJECTED COMMERCIAL NEEDS

A general rule of thumb is to have 12 to 15 acres of commercial land for every 1,000 people in a community. Using this figure, an anticipated population increase to 102,529 in 2034 (from 76,410 in 2013) would require commercial land available for an additional 26,119 people. Using the ratio of 15 acres for each 1,000 increase in population (26.1 X 15 = 391.5), 392 acres of undeveloped commercial land is needed.

In 2013 there are roughly 1,634 acres of undeveloped and underdeveloped commercial land within the current Urban Growth Area. Subtracting the 20-year estimated need of 392 additional commercial acres from the 1,634 undeveloped and underdeveloped commercial acres indicates that at the present rate there is adequate commercial land for new growth through the next twenty years with an anticipated surplus of 894 acres.

COMMERCIAL ZONING TO IMPLEMENT LAND USE DESIGNATION

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

Table 2: Zoning to Implement Comprehensive Plan

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

DECLINING COMMERCIAL AREAS

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

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

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

STRIP COMMERCIAL DEVELOPMENTS

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

With commercially zoned land lining many of the major arterials in Kennewick, it is difficult, but not impossible, to prevent the proliferation of strip malls. Kennewick's commercial land use policies are intended to promote good business environment by clustering businesses into commercial centers and reducing automobile dependence. Appropriate zoning, shared access and parking, effective landscaping, and strategic location of buildings can all be techniques for developing clustered commercial centers rather than linear strip development. Kennewick Administrative Code traffic guidelines restrict curb cuts to one per site in most cases. Shared access and shared parking reduces costs to the developer while reducing the potential for accidents.

COMMERCIAL DESIGN STANDARDS

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

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

INDUSTRIAL

RCW 36.70A.070(1)

INTRODUCTION

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

STATUTORY REQUIREMENTS UNDER GMA

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

INDUSTRIAL LAND INVENTORY

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

Table 1: Industrial Lands in Urban Growth Area

Developed Land by Acres	Undeveloped Land by Acres	Total Industrial Land by Acres
388 (46%)	456 (54%)	844 (100%)

PROJECTED INDUSTRIAL NEEDS

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

A total of 15% of the City’s land base designated as Industrial land would amount to 2,900 acres. The land use inventory indicates there are 388 acres of developed land and 456 acres of undeveloped land designated for industrial use projecting a need for 2,010 acres by 2029.

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

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

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

INDUSTRIAL ZONING TO IMPLEMENT LAND USE DESIGNATION

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

Table 2: Zoning to Implement Comprehensive Plan

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

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

ENVIRONMENTAL REGULATIONS

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

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

PROPERTY RIGHTS

WAC 365-195-725; RCW 36.70A.370

INTRODUCTION

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

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

GUIDELINES FROM ATTORNEY GENERAL

Five questions to be used for guidance in determining regulatory takings have been prepared by the Washington State Attorney General’s office. These questions can be used as a test by agencies and governments to determine the potential of regulations or actions to impact regarding constitutional issues with private lands.

Table 1: Guideline Questions

Question	Discussion
1. Does the regulation or action result in a permanent physical occupation of private property?	Permanent physical occupation of a portion or all of private property will generally be defined as a taking.
2. Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?	The dedication of property must be reasonable and proportional and specifically designed to prevent or compensate for any adverse impacts of the proposed development. Must address if the action advances a legitimate state interest.
3. Does the regulation or action deprive the owner of all economically viable uses of the property?	Regulation or action that prohibits all economically viable or beneficial uses of the property will generally be a taking.
4. Does the regulatory action have a severe impact on the landowner’s economic interests?	Reviewing the value of property before and after an impact from a regulatory action will determine if it is a taking.
5. Does the regulation or action deny a fundamental attribute of ownership?	Regulations that deny the property owner the fundamental right of ownership to possess, exclude others, and dispose of all or a portion of the property are potential takings.

If the answers to these questions cause concern, the requirements may be considered a taking of property. A balancing test using government interest and the extent of the impact on private property rights should be applied by legal counsel to determine if a taking has occurred.

TRANSPORTATION

RCW 36.70A.070(6), RCW 36.70A.210

INTRODUCTION

The transportation section of the Comprehensive Plan is a required element. It is designed to implement, and be consistent with the land use element. Safe and efficient movement of people, goods and services is the primary purpose of transportation planning. To accomplish this the system must be internally consistent, coordinated between modes, and link appropriately with neighboring jurisdictions and the region.

Transportation requirements for GMA will be met with this document and the City of Kennewick Transportation Plan, which completed in 2009.

CONSISTENT WITH CWPP

Kennewick transportation policies must be consistent with the Benton County-Wide Planning Policies as required in RCW 36.70A.210 of the Growth Management Act. The policies within the transportation section of the Comprehensive Plan are consistent with the applicable County-Wide Planning Policies as shown in the following table.

Table 1: Consistency Comparison

BENTON COUNTY-WIDE PLANNING POLICIES FOR TRANSPORTATION	KENNEWICK COMPREHENSIVE PLAN
<p>CWPP # 1(3): Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.</p>	<p>Transportation Policy # 1 (Consistent with TSP Goal # 3, Objective 3.1): Support the Benton County-Wide Planning Policies applicable to transportation.</p> <p>Transportation Policy # 4 (Consistent with TSP Goal #2, Objective 2.1): Design multi-modal transportation systems based on regional priorities.</p>
<p>CWPP #1(10): Ensure that those public facilities & services necessary to support development shall be adequate to serve development at the time the development is available for occupancy & use without decreasing current service levels below locally established minimum standards...”</p>	<p>Transportation Policy # 5 (Consistent with TSP Goal #1, Objective 1.2): Deny land use proposals that would reduce the LOS of the adjacent streets and cannot meet concurrency or establish a strategy to follow in the absence of concurrency.</p> <p>Transportation Policy # 6(Consistent with TSP Goal # 3, Objective 3.2): Maintain LOS standards & design that are regionally coordinated.</p>

BENTON COUNTY-WIDE PLANNING POLICIES FOR TRANSPORTATION	KENNEWICK COMPREHENSIVE PLAN
<p>CWPP # 14: Maintain active county-city participation in the Regional Transportation Policy Organization* in order to facilitate city, county, and state coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties.</p>	<p>Transportation Goal # 3: Coordinate transportation system improvement and level of service standards with other jurisdictions and providers.</p> <p>Essential Public Facilities Policy # 6: Participate in the Benton Franklin Council of Governments to facilitate planning regional transportation facilities and infrastructure improvements that serve Essential Public Facilities.</p>

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

INVENTORY OF AIR, WATER, & LAND TRANSPORTATION

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

AIR TRANSPORTATION

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

WATER TRANSPORTATION

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

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

LAND TRANSPORTATION

Rail

The Burlington Northern Santa Fe and the Union Pacific Railroads both offer mainline rail service in Kennewick. Burlington Northern maintains approximately eight miles of mainline track and a complex of sidetracks within Kennewick. Each intersection of mainline track with a city street is signalized. The sidetracks are not signalized. The opening of the Stampede Pass

corridor is expected to increase daily traffic through Kennewick from six to as many as twenty trains per day. This will impact six at-grade crossings.

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

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

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

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

Public Transit

Benton Franklin Transit is a municipal corporation providing public transit service to Kennewick, Pasco, Richland, West Richland, Prosser, Finley and Benton City. Twenty-five routes are provided within the identified service area. Eight city routes serve Kennewick, two of which connect with Kennewick, Richland, Pasco, and/or West Richland.

The Benton Franklin fleet includes buses (68), Dial-A-Ride vans (96) and Vanpools (389). They are funded with six-tenths of one percent of all sales tax dollars generated within their service boundary. This is supplemented with fare box revenues and other, unidentified sources. Their 2013 total operating budget was \$31,653,968. The 2013 ridership total for all modes was 4,672,382.

Fixed-route buses operate Monday through Friday from 6:00 am to 6:00 pm and Saturday from 8:00 am to 6:00 pm. Dial-A-Ride is demand activated for the elderly and handicapped. Vanpool service is available with vehicles serving 6, 12 and 15 commuters, who share the van payment, fuel, maintenance, and insurance through a monthly fare.

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

Trucks

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

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

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

Streets

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

Table 3: Functional Street Classification

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

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

Table 4: Miles of City Streets

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

LEVEL OF SERVICE STANDARDS

Levels of service are qualitative measures established for various types of roadways using factors such as speed, freedom to maneuver, interruptions in the traffic flow, and convenience. Levels of service range from A to F and are defined by the Transportation Research Board. The following table identifies the level of service classifications for area roads and streets from the *2006-2025 Regional Transportation Plan for the Tri-Cities Metropolitan Area and the Benton-Franklin-Walla Walla RTP*.

Table 5: LOS Definitions

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

All local jurisdictions have adopted the same LOS format through the local regional transportation planning process.

Specific Levels of Service for Kennewick are shown in the following table.

Table 6: Levels of Service

FUNCTIONAL CLASSIFICATION	LEVEL OF SERVICE
Local streets	LOS C
All arterials & collectors	LOS D
Columbia Center Boulevard	LOS E

Kennewick’s roadways and facilities for alternative modes of traffic interconnect with those of Richland, Benton County, Franklin County, and Washington State. Traffic, including vehicles, pedestrian, bicyclists and trains, must be able to transition smoothly from one jurisdiction to another without undue congestion or hazards. The RTPO has established the LOS for urban areas as “D” and for rural areas as “C”.

Coordination for levels of service is vital. This is accomplished through cooperation with all of the affected jurisdictions, the Regional Transportation Planning Organization (RTPO), and the

Benton-Franklin Council of Governments. Their specific duties are for Benton, Franklin, and Walla Walla counties and the cities within them and include:

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

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

Specific guidelines for meeting the requirements of regional consistency and certification process is contained in Appendix C of the *2006-2025 Regional Transportation Plan for the Tri-Cities Metropolitan Area and the Benton-Franklin-Walla Walla RTPO*.

HIGHWAYS OF STATEWIDE SIGNIFICANCE

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

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

The Washington State Department of Transportation, in consultation with local agencies, is responsible for establishing level of service (LOS) standards for HSS. These highways are not subject to local concurrency requirements. The level of service established for the City segments of SR 240 and SR 395 is D as shown in the Regional Transportation Plan. The Regional Transportation Plan indicates multiple segments of these will be going to E and F by 2020. These deficiencies will be resolved as project priorities and plans are defined and developed.

POLICY FOR TRANSPORTATION CONCURRENCY

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

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

If levels of service standards are set too high, it is possible that growth could be stunted. This is contrary to GMA. Level of service standards that are set too low so that concurrency is always avoided also violates GMA.

KMC Section 4.12.055 Project Concurrency is Kennewick’s response to the mandated requirement of WAC 365-195-510. It is based on the following specific levels of service standards for transportation and water and sewer.

Table 7: Level of Service for Transportation Concurrency

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

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

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

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

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

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

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

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

LAND USE ASSUMPTIONS IN ESTIMATING TRAVEL

Numerous assumptions are used in evaluating prospective impacts to the existing transportation system and facilities. The City uses a household size of 3.0 for low- density residential development by unit, 2.2 by unit for medium-density residential development, and 1.8 per unit for high-density residential development.

Additional land use assumptions used in Kennewick to determine transportation impacts are contained in the three-document *“Trip Generation”*, 9th Edition, Institute of Transportation Engineers, 2008. This document is available in the City of Kennewick’s Municipal Services Division.

Specific land use assumptions unique to Kennewick are incorporated in the Kennewick Transportation System Plan that was completed in 2009.

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

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

The *Regional Transportation Plan for the Tri-Cities Metropolitan Area, 2011-2030* was prepared by the Benton-Franklin Council of Governments. Land use data provided by each jurisdiction was used for modeling purposes using Traffic Analysis Zones (TAZ).

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

Table 9: Land Use Categories – TAZ (Kennewick)

Land Use Code	Land Use Type	Unit of Measure
LU1	Single-family	Dwelling Units

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

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

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

Table 10: Kennewick Land Use by Acres - 2013

	Total Acres*
Low Density Residential	8,733 (55%)
Medium Density Residential	1,796 (11%)
High Density Residential	648 (4%)
Commercial	2,166 (14%)
Industrial	844 (5%)
Open Space	1,266 (8%)
Public Facility	524 (3%)
Total	15,978 (100.0%)

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

Residential development is traditionally the largest land use in urban areas, and Kennewick is no exception. Residential land in Kennewick is 70% of the total land use.

The next largest land use is commercial at 14% of the total. The largest concentration of commercial and retail use is in the northwestern part of Kennewick, from Columbia Center Boulevard east and west; south from W. Canal Drive; and north and south from W. Gage Boulevard. Other commercial nodes and strips occur throughout the City. They are centered on Hwy. 395, Clearwater Avenue, Columbia Drive, the Southridge area and W. 27th Avenue; and N. Edison Street from Clearwater Avenue to Canal Drive.

Industrial land uses comprise 5% of the total. These areas are primarily located in the Vista Field region, north of W. Clearwater from Columbia Center Boulevard to Leslie Road, east and

northeast of the historic downtown area and the railroad tracks, and at the southern tip of the newly annexed Southridge area.

Population projections are forecast in order to provide direction for planning and financing of required infrastructure. The 2013 official population for Kennewick is 76,410. Population estimates for 2024 indicates an increase to 89,408. This is a +15% increase in 10 years. The population estimate for 2034 is 102,529. The projected population increase from 2014 (76,410) to 2034 (102,529) is 26,119 people, or +25.5% increase.

Table 11: City of Kennewick Projected Population Growth

YEAR	2013		2024		2034
		INCREASE		INCREASE	
POPULATION	76,410	+12,998(+15%)	89,408	+13,121(+13%)	102,529

Growth throughout the entire region will also affect transportation planning for Kennewick and the Tri-Cities. The population increase for Benton County in the twenty years from 2014 (186,500) to 2034 (269,813) is projected by the Office of Financial Management in Olympia to be 83,313 people, or a 31% increase.

Table 12: Benton County Projected Population Growth

YEAR	2014		2024		2034
		INCREASE		INCREASE	
POPULATION	186,500	+48,785 (+21%)	235,285	+34,528 (+13%)	269,813

The City of Kennewick has recently completed a transportation systems plan. Specific transportation traffic forecasts for the next twenty years have been included in that Plan.

FINANCE

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

- Ensure Kennewick's land use and infrastructure elements are internally consistent.
- Reassess Kennewick's land use plan periodically to ensure consistency between capital facility needs and financing.
- Use adopted level of service standards, operating criteria and/or performance standards to evaluate capital facility needs.
- Base capital facility needs on employment and population projections developed by the City in conjunction with County and State estimates.
- Update the CIP in conjunction with the annual Comprehensive Plan process.
- Ensure that necessary capital facilities are provided as required by the City's concurrency ordinance.

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

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

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

ARTERIAL STREET FUND

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

Table 13: Arterial Street Fund

Motor Vehicle Fuel Tax	Cities receive approximately 3/4 of one cent of the 23-cent/gallon gas tax based on population. It is reserved for street construction and cannot be used for maintenance, but is designated for construction, improvement, and repair of arterial highways and streets. Approximately \$400,000 per year is projected for the next five years.
Hazard Elimination Safety Program (HES)	Makes federal dollars available to the state Department of Transportation for projects on a competitive basis (priority and available funds) to eliminate hazards or safety problems. Will pay 90% of total cost to maximum amount of \$300,000.
STP Competitive	Funded from 1993 ISTEA 1998 TEA 21 and 2005 SAFETEA-LU. Available on a competitive basis through the local MPO and various statewide competitive programs. Last used for the Gage Boulevard Widening/Center Parkway Extension project. This program provides funding for the Steptoe Street Extension – Phase 1 project.

URBAN ARTERIAL STREET FUND

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

Table 14: Urban Arterial Street Fund

UAP (Urban Arterial Program)	Funded from the Urban Arterial Trust Account for projects that improve mobility and safety. Funds are distributed across five regions statewide based on arterial lane miles and population
UCP (Urban Corridor Program)	Funded from the Transportation Improvement Account for large multi-jurisdictional projects. Funds are distributed across three regions statewide based on arterial lane miles and population
STP Competitive	Funded from 1993 ISTEA, 1998 TEA 21 and 2005 SAFETEA-LU. Available on a competitive basis through the local MPO and various statewide competitive programs. Last used for the Gage Boulevard Widening/Center Parkway Extension project. This program provides funding for the Steptoe Street Extension – Phase 1 project.
SP (Sidewalk Program)	Established by the Legislature in 1995 to provide funding for

	pedestrian projects. Funds are distributed across five regions statewide based on arterial lane miles and population
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CAPITAL IMPROVEMENT FUND

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

Table 15: Capital Improvement Fund

Optional sales tax	Locally levied and distributed by state to each city on basis of collections within the jurisdiction. State law authorizes up to ½ of 1%. If both county & city are levying local sales tax, the city must allocate 15% of the amount it receives to the county. Proceeds from optional sales tax shall be used to fund City Council’s priority Capital Improvement Program “CIP”, capital debt service and contributions to safety service vehicles.
Public Works Trust Fund	Established in 1985 for low interest loans to eligible local governments for public works projects. City has received ten loans for street projects, water line improvements, and the Comprehensive Street System Improvements II. Annual debt service on these loans is Declining as the various loans are retired.

The Capital Improvement Plan has been reviewed for consistency with the City of Kennewick’s Comprehensive Plan. All projects with identified funding are located within the urban growth boundary and have funding sources identified for the six-year period from 2011 through 2016 of the CIP.

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

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

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

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

IDENTIFICATION OF SYSTEM EXPANSION TO MEET CURRENT & FUTURE DEMANDS

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

The following seven Capital Improvements are identified as Major Transportation Projects in the Capital Improvement Program 2009-2014 for the City of Kennewick.

Table 16: Major Projects

Project	Description	Funding	Project Time
1. Olympia Street – 27 th Ave. to SR 397	Roadway construction from County Road 397 (Finley Intertie) to 27th Avenue. Curb & gutter improvements, storm drainage, sidewalk, landscaping, lighting, and traffic control	Urban Arterial Street Fund Revenue Sources: Capital Improvement Fund Transfer, STP Direct Allocation & TIB Grant	2013-2014
2. Steptoe – 10th Avenue (5 Corners) to Gage Blvd.	Roadway construction from 10th Ave. to Gage Boulevard. Curb & gutter improvements, storm drainage, sidewalk, landscaping, lighting, and traffic control	Urban Arterial Street Fund Revenue Sources: Capital Improvement Fund Transfer, STP Competitive Grant, TIB Grant, & Developer Contribution Based on the funding availability of Local Revitalization Financing (LRF) grant and the Councilmanic bond	2009-2016 Phase 1 – Center Parkway to Gage Blvd is complete.
3. 10th Avenue (5 Corners) to Columbia Center Blvd.	Roadway construction, curb & gutter improvements, storm drainage, sidewalks, landscaping, lighting, and traffic control.	Urban Arterial Street Fund Revenue Sources: Capital Improvement Fund Transfer, TIB Grant, & Developer Contribution	2009-2015

Project	Description	Funding	Project Time
4. Cascade Street – 27th Avenue Refurbishment	Roadway construction on Cascade Street from 34th Avenue to 27th Avenue, and 27th Avenue from Dayton Street to Washington Street. Replace existing pavement to 30 feet & add storm drainage.	Capital Improvement Fund Revenue Source: Capital Improvement Fund, Grant	2015 Roadway has had BST in 2007
5. Hildebrand Blvd. from 10th to Southridge	Roadway construction per the standards street design and per the Southridge subarea plan	Based on the funding availability of Local Revitalization Financing (LRF) grant.	Expected start time 2015
6. Southridge Infrastructure Improvements	Roadway construction projects	Based on the funding availability of Local Revitalization Financing (LRF) grant.	2011-2015
7. Edison Street – Canal to Clearwater	Roadway widening for two-way left-turn lanes and pedestrian improvements and bicycle lanes	Capital Improvement Fund Revenue Source: Capital Improvement Fund, Grant	Expected start time 2015

Also included in the Capital Improvement Program 2009-2014 are future public works projects and funding sources for the years 2012 to 2037. The future projects and funding are constantly being reviewed and updated and are site specific. They include:

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

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

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

PEDESTRIAN AND BICYCLE COMPONENT

The City of Kennewick has adopted goals and policies supporting pedestrian and bicycle travel as essential alternative modes of transportation. The City is committed to providing pedestrian and bicycle systems that are safe, functional, and coordinate with the roadway system, open

space corridors, and existing park and recreational systems. Federal and State legislation now requires that bicycling and pedestrian planning is included in a complete transportation-planning package. Pedestrian and bicycle needs are also identified in the City’s Transportation System Plan.

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

The Benton-Franklin Council of Governments has identified benefits and impediments to bicycle and pedestrian transportation in the *2006-2025 Regional Transportation Plan*.

Table 17: Benefits and Impediments

	Benefits	Trip Barriers	Destination Barriers
Bicycles	Efficient, uses no fossil fuels, uses little physical space, good exercise, equipment relatively inexpensive	Distance, safety, inadequate facilities, weather, time, aesthetics	Security, facilities, lack of employer support, status
Pedestrians	Efficient, uses no fossil fuels, requires little physical space, good exercise, inexpensive	Distance (generally not more than ½ mile), safety, lack of sidewalks, lack of connectivity of sidewalks, weather, time, aesthetics	Coordinate with public transportation, security, status

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

TRANSPORTATION DEMAND MANAGEMENT

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

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

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

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

There are eight Transportation Demand Management strategies identified by the Benton-Franklin Council of Governments in the *2001-2020 Regional Transportation Plan*. Strategy no. 4 has been adopted by the City of Kennewick. The City may adopt additional strategies if travel demands exceed level-of-service standards.

Table 18: Action Strategies

	Action Strategy
1.	Develop programs to reduce single occupancy vehicle use, vehicle miles traveled, and minimize trip length during peak periods.
2.	Encourage employers to develop & implement transportation demand management plans that reduce single occupancy vehicle use and travel during peak periods.
3.	Continue to work with decision-makers, jurisdictions, and other agencies to encourage the Department of Energy (DOE) to implement the Federal Employees Commute Trip Subsidy Program.
4.	Encourage employers to offer flexible work schedules (flex time), telecommuting, 4-day workweek, and other incentives that reduce peak period travel and lessen the need for roadway capacity.
5.	Encourage commercial drivers to make deliveries and the shipping of freight during off-peak hours.
6.	Investigate ways in which parking can be managed to decrease drive alone commuters.
7.	Explore land use strategies that can reduce the use of single occupancy vehicles.
8.	Gather support from jurisdictions and decision-makers to promote the adoption of the Commute Trip Reduction (CTR) Law.

ENVIRONMENTAL IMPACTS OF TRANSPORTATION

Environmental impacts from all modes of transportation besides walking and bicycling will, by their very nature, have the ability to negatively affect air quality, water quality, and sensitive areas. Awareness of undesirable impacts, with methods to avoid them, is important in the long-term transportation system delivery of a community. The City uses a variety of methods to assess, and eliminate, possible environmental degradation from transportation projects.

PROCESS OF REVIEW

Urban growth will affect the transportation systems of the City. Site-specific transportation projects will require detailed environmental review to determine if the impacts will adversely affect the environment. Impacts of a transportation project are first identified through the State Environmental Policy Act (SEPA) checklist and the Concurrency review.

SEPA instructions are provided in KMC Section 4.08 State Environmental Policy Act. Questions in the SEPA checklist assist the City in evaluating the impacts of a proposal before making decisions on approval. Based on information provided on the checklist, an environmental impact statement (EIS) could be required. This would occur if there were probably cause that a proposal will have significant adverse impacts on the environment.

The Concurrency Ordinance contained in KMC Section 4.12 identifies transportation Level of Service (LOS) standards that need to be maintained as development occurs. If the LOS drops below the standard established, adverse environmental impacts are expected to occur.

ACTION STRATEGIES FOR ENVIRONMENTAL AWARENESS

The Regional Transportation Plan, prepared by the Benton-Franklin Council of Governments, suggests seven action strategies to address environmental awareness in transportation planning.

Numerous goals and policies currently included in the Kennewick Comprehensive Plan indicate that the City is aware of the potential for environmental deterioration with growth and the expansion of transportation systems.

Action Strategy 1. Ensure all elements of the RTP support environmental responsibility in order to meet federal and state requirements in air, water, and noise standards.

Kennewick's transportation policies support the goal of creating and maintaining a transportation system with little adverse environmental impacts to air, water, and noise. Traffic reduction plans are designed to reduce the number of vehicles using the system, and alternative forms of transportation such as pedestrian and bicycles are encouraged. Transportation systems that coordinate with adjacent jurisdictions eliminate backtracking for efficient and shorter trips. Encouraging pedestrian-friendly and aesthetically pleasing transportation routes will encourage pedestrians and bicyclists to adopt alternatives to the private automobile.

Neighborhood Traffic Calming, KAC 13.40, addressed noise and vibration as environmental issues within neighborhoods. KMC Section 9.52, *Noise*, specifically deals with noise as decibel levels (dBA). Roundabouts are an additional way to reduce noise levels by eliminating the stopping and speeding that traditionally occurs at intersections. Additional Federal and State environmental requirements will be met through SEPA and project review.

Transportation Goal 4: Create and maintain a roadway system that promotes function, safety and aesthetics with minimum adverse environmental impacts.

Transportation Policy 10: Encourage traffic reduction plans such as "park and ride" facilities, use of public transit, ride-sharing and staggered work hours for employees.

Transportation Policy 7: Link pedestrian and bicycle paths to open space corridors, park and recreation facilities and to systems of adjacent jurisdictions.

Transportation Policy 13: Increase aesthetics of the street environment through landscaping and streetscaping design.

Transportation Policy 14: Encourage sidewalks, streets, and streetscapes to be pedestrian-friendly.

Action Strategy 2. Promote environmentally efficient modes of transportation such as transit, HOVs, bicycling, and walking in order to minimize negative impacts on the environment.

Three specific transportation policies support alternative transportation options in order to reduce traffic. Linking pedestrian and bicycle paths to parks, recreation, and open space corridors to adjacent jurisdictions will make these options more convenient and ideally, more usable as recreation and transportation options.

Transportation Policy 7: Link pedestrian and bicycle paths to open space corridors, park and recreation facilities and to systems of adjacent jurisdictions.

Transportation Policy 8: Encourage Homeowners Associations, citizen, and civic groups to develop and maintain neighborhood and citywide pedestrian and bicycle facilities.

Transportation Policy 10: Encourage traffic reduction plans such as “park and ride” facilities, use of public transit, ride-sharing and staggered work hours for employees.

Action Strategy 3. Evaluate and coordinate education and awareness programs that address transportation impacts upon the environment.

At this time, the City has no specific transportation environmental education or awareness programs. This is an idea that should be considered for inclusion in the City’s transportation plan, which is currently being prepared by the Transpo Group, Inc.

Action Strategy 4. Promote development of alternatives to actions that adversely impact the environment.

All growth will increase travel on street systems. This will cause consequences to the street system. Encouraging alternative modes of transportation such as walking, bicycling, and public transit use will help with congestion. Level of Service standards as identified in KMC Chapter 4.12 Project Concurrency, establish the baseline for determining potential impacts.

Two alternatives to meet transportation concurrency can be approved by the City Engineer. They are identified as amending the application to reduce the need for capacity improvements for transportation facilities to maintain the adopted level of service or arrange to provide capacity for transportation facilities that is not otherwise available.

Action Strategy 5. Coordinate with local agencies in identifying and mitigating the effects of the transportation system on sensitive areas.

Transportation proposals that are located in or adjacent to a critical area will be reviewed through KMC Chapter 18.63 Critical Areas. They will also be reviewed through SEPA, at the local level, and other State and Federal environmental reviews. Within the shoreline area, environmental review will be coordinated through KMC Chapter 18.66 Shoreline Management. The Benton-Franklin Clean Air Authority reviews projects for air quality impacts.

Critical Areas & Shorelines, Goal 3: Regulate or mitigate activities in or adjacent to critical areas or the shoreline to avoid adverse environmental impacts.

Action Strategy 6. Promote the preservation of agricultural lands and open spaces and the conservation of fish and wildlife habitat.

The City is currently eliminating the parcels zoned Agricultural within the City limits. Open space corridors have been identified and are addressed in the Comprehensive Plan, Land Use Element - Urban Area section of the Technical Document. Goal 3 of Urban Areas indicates the City is committed to increasing the amount of open space, parklands, green belts, and trails, as development occurs to increase natural lands within the City.

Urban Area Goal 3: Add parkland, open space, recreational trails, and green belts as the City develops.

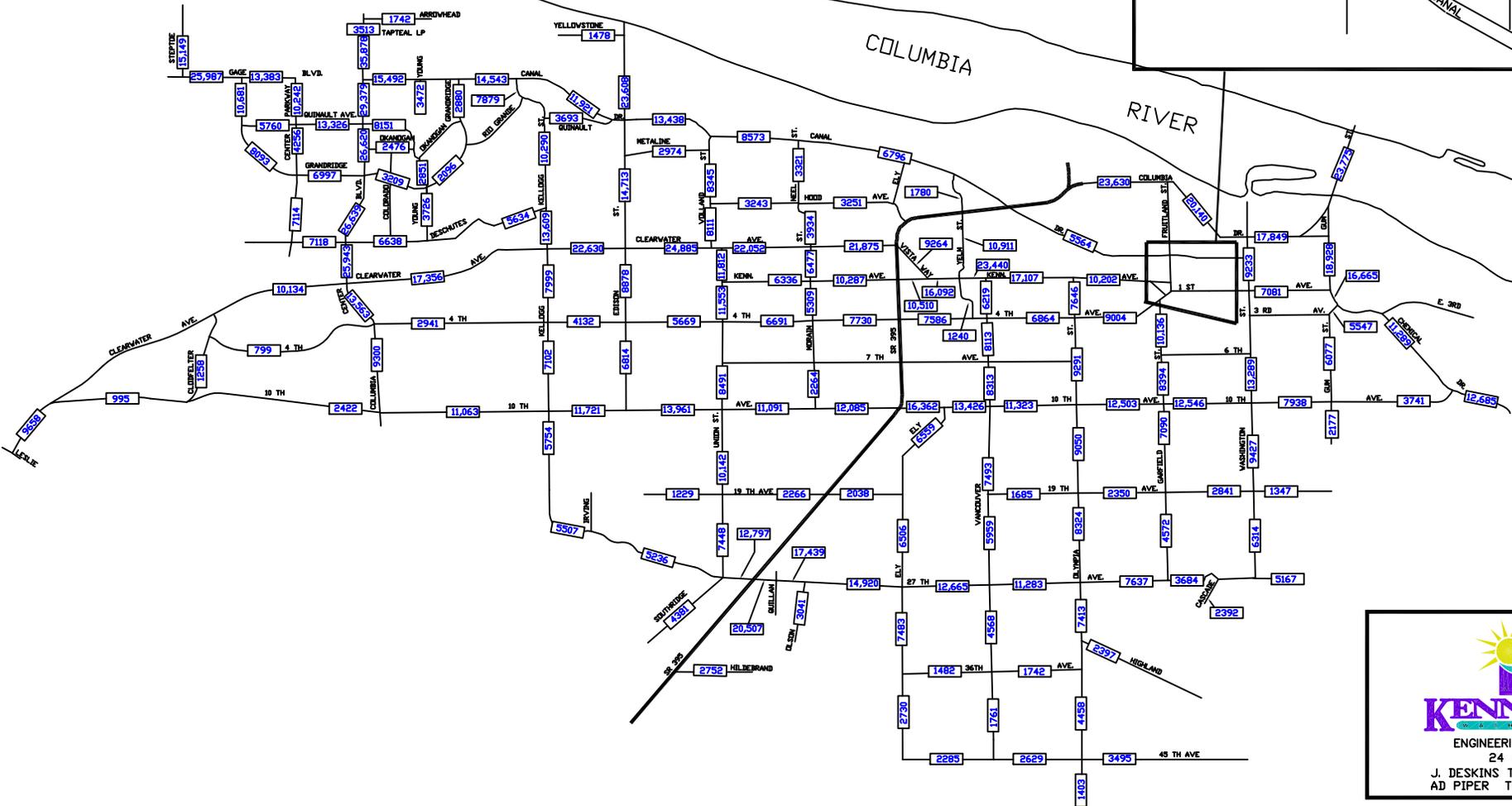
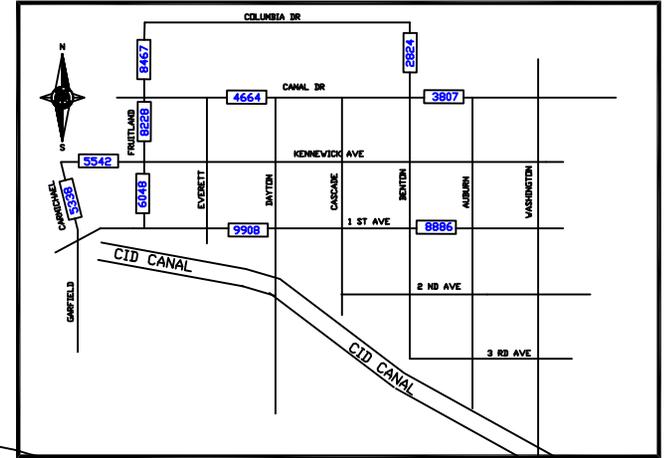
Regulation and mitigation of critical areas, including fish and wildlife habitat areas, is addressed in KMC Chapter 18.63 Critical Areas. Specific regulations for conservation of fish and wildlife habitat areas are contained in KMC Section 18.63.60 Fish and Wildlife Habitat Conservation Areas.

Critical Areas & Shorelines, Goal 3: Regulate or mitigate activities in or adjacent to critical areas or the shoreline to avoid adverse environmental impacts.

Action Strategy 7. Promote consistency with environmental rules and regulations.

State Environmental Policy Act (SEPA) regulations are contained in KMC Chapter 4.08. Growth Management Act environmental goals and policies are incorporated throughout the Comprehensive Plan and are used when reviewing project applications for consistency with the Plan.

2008 CITY OF KENNEWICK TRAFFIC VOLUME MAP



KENNEWICK
ENGINEERING DEPARTMENT
24 HR. ADT
J. DESKINS TRAFFIC ENGINEER
AD PIPER TRAFFIC TECHNICIAN

CAPITAL FACILITIES PLAN

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CAPITAL FACILITIES PLAN

RCW 36.70A.020 (12); RCW 36.70A.070; RCW 36.70.030; RCW 36.70A.120; WAC 365-195-315; WAC 365-195-070

INTRODUCTION

PURPOSE

The Capital Facilities Plan (CFP) is a key component for local government planning. Capital facilities generally represent the basic infrastructure and key amenities for a community and that are provided by the public agencies. It generally includes water, sanitary sewer, storm water, solid waste management, streets, parks, police, and fire. Major public projects such as convention centers, city halls, and sports arenas also fall under the capital facilities category, since they provide important civic services to the community. Quality of life in a community largely depends on the availability and adequacy of these facilities.

By the year 2034, Kennewick's population is expected to reach 102,529. This would be a 26% increase of the City's existing official population of 76,410. One of the challenges to accommodate this growth is to make sure that there is adequate infrastructure to meet the civic needs for all residents. The CFP aims to use sound fiscal policies to provide adequate public facilities consistent with the City's land use plan and long-term vision. The purpose of the CFP is to create one comprehensive document that integrates the City's Capital Improvement Plan (CIP) and Budget in the Comprehensive Plan in order to make the Comprehensive Plan a reality.

STATUTORY REQUIREMENTS

RCW 36.70A.120 states that each jurisdiction planning under GMA is required to make capital budget decisions in conformity with its comprehensive plan. Two of the GMA planning goals are focused towards the Capital Facilities Plan:

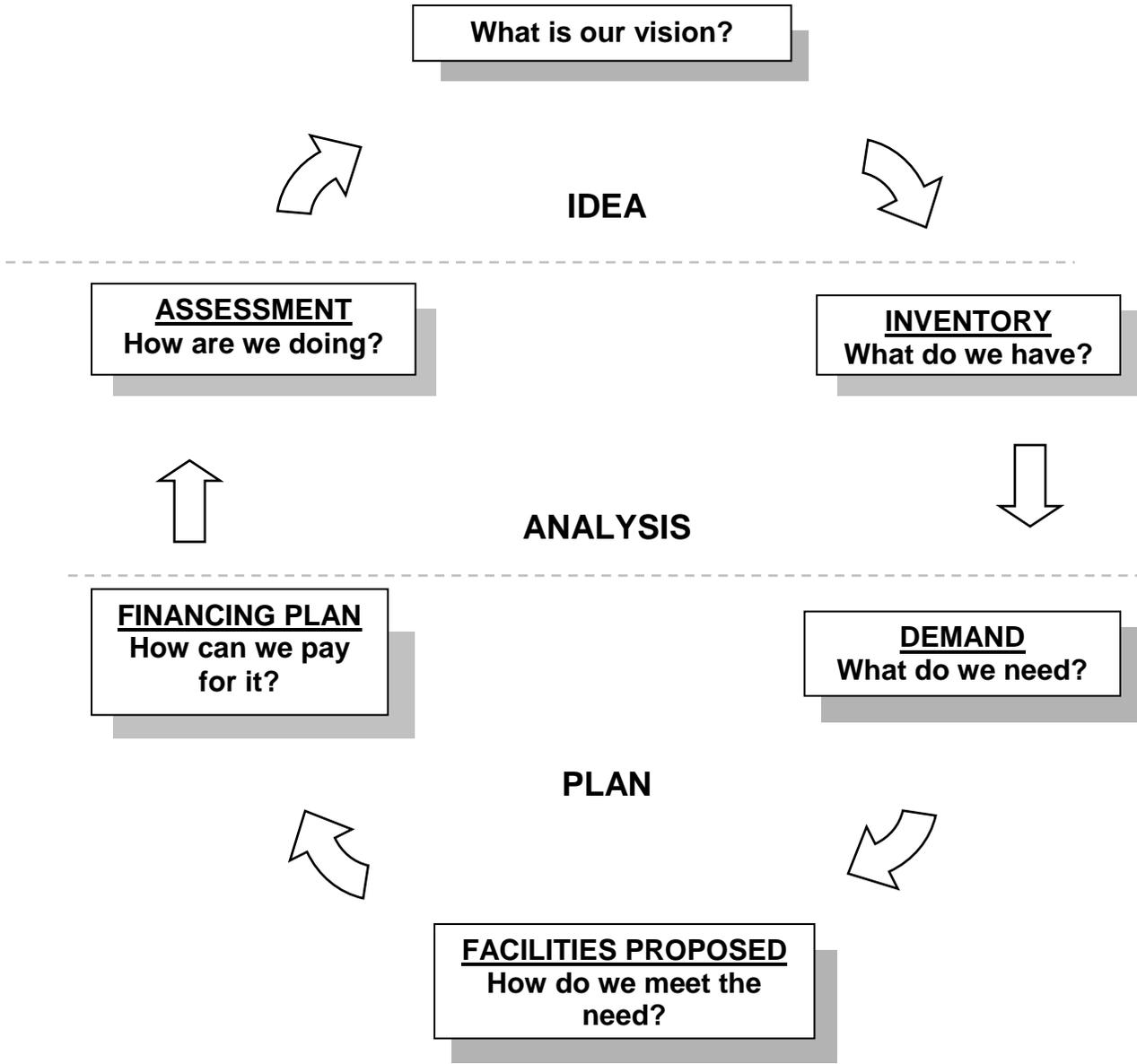
Goal 1. Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Goal 12. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Within the GMA framework (RCW 36.70A.070), this document discusses the following:

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

CAPITAL FACILITIES PLANNING CYCLE



Source: Washington State Dept. of Trade and Economic Development

DEFINING CAPITAL FACILITIES

RCW 36.70A.030(12) defines "Public facilities" as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. Capital Facilities are related to concurrency requirements to ensure that facilities are available and adequate to serve developments.

CONCURRENCY

Local governments should provide public facilities based on the concurrency requirements. "Concurrency" according to WAC 365-195-210 means that adequate public facilities are available without decreasing the levels of services when the impacts of development occur. Concurrency is mandated for transportation facilities. Other public facilities should also be considered for concurrency. The list of such additional facilities should be locally defined (WAC 365-195-070 (3)). It is recommended under the GMA guidelines that at least domestic water and sanitary sewer systems be added to the concurrency list and be applicable within the urban growth areas. Existence of adequate supply of potable water is also required before issuing a building permit according to WAC 365-195-825.

Two options describe the concurrency and LOS requirements:

1. Facilities must be in place at the time of development.
2. Facilities must be in place within six-years of the development.

Based on the state mandates and guidelines, City of Kennewick has determined the following facilities be considered as Capital Facilities under the Capital Facilities Plan. For concurrency and financing purposes, the following category table and category definition will be used.

Table 1: Category Table

<u>Category 1</u>	<u>Category 2</u>
Locally provided GMA concurrent facilities/ LOS required	Locally provided, GMA concurrency not required/ LOS or Planning Assumptions .
Concurrency at the time the impact occurs; 6-year plan for transportation.	General financing plan/ commitment must be in place; City monitors.
<ul style="list-style-type: none"> • Streets, roads • Water • Sewer 	<ul style="list-style-type: none"> • Parks • Storm water facilities • Solid waste management • Police • Fire

Category 1 - Definition

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

Public facilities other than transportation can be locally identified for concurrency purposes. After reviewing all of the capital facilities required for growth under City control, the City of Kennewick has determined that streets and roads, domestic water, and sanitary sewers are Category 1 capital facilities and will be subject to the concurrency requirements.

Streets and roads are included under this category as a result of both the requirements of the Growth Management Act (RCW 36.70A.070(6)(b)) and because of concerns relating to traffic congestion and safety. Sewer and water are included because of both the requirements and recommendation of WAC 365.195.070(3) and because of their critical relationship to public health and safety, and environmental quality.

Category 2 - Definition

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

The City has determined that fire protection, law enforcement, parks and recreation, solid waste management and storm water facilities are all Category 2 capital facilities. For fire protection, this decision is based on the ability of current laws to assure that new growth will meet minimum fire protection standards. For the remaining facilities and services, it is based on the range of acceptability in service levels for these facilities, and the less quantifiable impacts these facilities have directly on public health and safety. It is the City's intent that these capital facilities will be funded as part of the ongoing adopted capital facilities budget of the City of Kennewick. This budget process, upon approval of the City Council, will become the funding level for these facilities.

Other Services

Public schools, although an important factor for growth, have not been included in the capital facilities list for concurrency. Kennewick School District operates under their own specific state guidelines for serving the community. School district operates with a five-year capital improvement plan in order to be eligible to secure state funding.

Kennewick School District completes a five-year projection for school going age cohort based on the number of births and current enrollments within the District. Once the projection is done, the District becomes eligible for state matching construction funds when the projection indicates an acceptable student population for a new school. The School District therefore, offers services after the growth occurs, rather than prior to or concurrently with growth.

Other non-city owned facilities such as irrigation water (KID & CID), telephone, cable, electricity and natural gas services are discussed in the Utility section of the Comprehensive Plan. However, no level of service standards have been established for them. The City has been and will be working with these service providers to ensure that the residents receive acceptable levels of services as growth occurs.

ANALYSIS OF INVENTORY

This section discusses the capital facilities currently being provided within the City limits of Kennewick. It describes the locations of the facilities, their existing capacities and conditions.

WATER

Water and sewer services are provided by the City of Kennewick to the residents within the City limits, and outside of City limits for areas that are included in the City’s Urban Growth Area. Current service area includes the City limits and portions of the Urban Growth Area. Approximately 76,191 residents, City and non-City, were served by this water utility in 2010.

EXISTING SERVICES

Kennewick’s per capita demand of water has been developed from the past trends. Per capita demand varies during the summer and winter days. The 2010 average demand of 147 gpcd has been calculated based on both winter and summer trends. The 2008 average demand during summer is 222 gpcd, and during winter is 94 gpcd. This per capita demand includes both domestic and non-domestic uses, including commercial and industrial usage in addition to unaccounted water due to leaks in the system (*Source: Municipal Services*). The average daily demand for 2010 was 10.05 mg and the summer peak daily demand was 24.1 mg. The capacity of the present supply is 30 mgd. Which means during the peak summer day in 2010 the system was running at 80% capacity.

The Water System Plan also calls for source, storage and distribution capital improvements in response to expected growth patterns within the established Urban Growth Boundaries.

Source

The water supply for the City of Kennewick is provided by two Ranney Collectors (Nos. 4 and 5) and the Water Treatment Plant which treats water from the Columbia River. The total capacity is currently 30.0 million gallons per day (mgd). Ranney collectors 1, 2, and 3 were located in Clover Island but the infrastructure has been removed and they are no longer in service. Table-2 summarizes the location and capacity of the facilities.

The City has also acquired three low capacity wells that provide intermittent supply to small isolated water systems. These include Soccer Association Well (10 gallons per minute), Kiwanis Well (25 gpm), and the Columbia Park Campgrounds Well (70 gpm), all located in the Columbia Park.

Table 2: Existing Sources of Supply

KENNEWICK WATER SYSTEM SUMMARY OF SOURCES OF SUPPLY			
Names	Locations	Maximum Capacity (mgd)	Condition
Layton Park Wells	6 th and Date	0.46	Transferred water rights to surface water at Columbia River sources
Aquifer Storage Reservoir (ASR)	W. 36 th in Southridge Area	2.0	No water rights assigned, aquifer testing ongoing with DOE
Ranney Collectors			
Nos. 1, 2, 3	Clover Island	N/A	Abandoned
No. 4	Columbia Park	1.2	
No. 5	Columbia Park	13.8	Rehabilitation completed 2009
Water treatment	615 E Columbia	15.0	Plant expansion to 15 mgd was

plant	Dr.		completed in 2007
TOTAL		32.46	

(Source: Kennewick Water System Plan 2002)

Distribution and Storage

This water is distributed throughout the City through a system of water mains consisting of 391 miles of various diameters, pump/booster stations and storage reservoirs. The ability of the existing water system to provide service varies with the topography. Service is presently provided from a minimum service elevation of 340 to a maximum service elevation of 940 feet in five pressure zones.

Table 3: Existing Booster Stations

KENNEWICK WATER SYSTEM SUMMARY OF EXISTING BOOSTER STATIONS		
Names/ Locations	Discharge Pressure zone	Maximum Capacity (gpm)
Golf Course (Kennewick Ave.)	2	6,600
19 th / Olympia	2	8,000
47 th / Olympia	3	4,300
45 th / Olympia	4.5	350
18 th / Kellogg	3	4,550
54 th / Olympia	4	2,600
28 th / Irving	4	2,050
46 th /Olson	5	2,280
Thompson Hill (construction in 2014)	5	4,200

(Source: Kennewick Water System Plan 2009)

The City's storage system consists of nine ground level storage reservoirs located throughout the service areas in addition to the 0.31 million gallon clear well at the treatment plant. The location of the reservoirs is shown in the map, and the table-4 summarizes the capacity and pressure zones.

Table 4: Existing Reservoirs

KENNEWICK WATER SYSTEM SUMMARY OF EXISTING RESERVOIRS			
Reservoir Location	Capacity (mg)	Pressure Zone Served	Type of Reservoir
19th & Olympia	6.0	1	Ground Level
47th & Olympia	5.0	2	Ground Level
18th & Kellogg	10.5*	2	Ground Level
54th & Olympia	1.0	3	Ground Level
28th & Irving	1.0	3	Ground Level
S. Kansas	4.0	3	Ground Level
47th & Olson	1.0	4	Ground Level
Thompson Hill (in construction 2014)	3.0	4	Ground Level
* 10 mg concrete reservoir and 0.5 mg steel reservoir			

** Service elevation limited to 876 ft elevation

Existing Water Right and Other Sources

The City of Kennewick currently has a total water right for 16,200 ac-ft (14.46 mgd) of water in five separate certificates consisting of ground water and surface water.

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

These cities have also entered into a Memorandum of Agreement that details how the Quad-Cities water right and related program will be managed and administered. This agreement began evaluating water system improvements with regional solutions when appropriate, and considers additional water source capacity to serve the common service boundaries.

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

SANITARY SEWER SYSTEM

The Kennewick Wastewater Treatment Plant (WWTP) is authorized by the Washington Department of Ecology to discharge treated wastewater to the Columbia River under the National Pollutant Discharge Elimination System (NPDES). The current permit became effective December 1, 2008 and expired November 30, 2013. The City is currently undertaking an update to the WWTP Facility plan and the new permit is expected to be issued upon approval of the plan.

Kennewick's WWTP currently is in compliance with its discharge permit. The current population served by this treatment facility in 2013 is estimated at 67,360, with the population of the entire service area at approximately 78,410. An estimated 11,050 people within the service area are using on-site sanitary sewer systems (septic tanks). Sewer service area map shows the areas within the Urban Growth Boundary currently served by the system.

EXISTING SEWER SYSTEM

City statistics indicate that the average amount of wastewater generated per capita for residential use in 2013 was 75 gallons per day. Presently, the average daily amount of wastewater generated by Kennewick is 5.05 million gallons per day. The wastewater treatment plant has a design capacity for the maximum month average daily flow of 12.2 million gallons per day (mgd). Effluent from the plant is discharged to the Columbia River.

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

Existing wastewater treatment facilities are shown in the following table.

Table 5: Wastewater Treatment Facilities

FACILITY	LOCATION	CAPACITY	YEAR BUILT
Main Plant	416 N. Kingwood Street	12.2mgd max./month	1952
Aerated Pond #1	East of Burlington Northern Railroad north of E. 3rd	42 million gallons	1972
Aerated Pond #2	Same	38 million gallons	1972
(2) High rate treatments ponds	Same	3 million gallons each	1999
(7) Secondary Clarifiers	Same	100'x 28'x 8'	(2) 1952 (2) 1972 (3) 1999
(2) Intermediate Clarifiers	Same	0.67 million gallons 1.27 million gallons	(1) 1996 (1) 2011

RELATIONSHIP BETWEEN WATER SYSTEM AND SEWER SYSTEM

In general, the City’s sewer system serves the same area as the water system. The majority of the City’s wastewater is generated as the by-product of the domestic use. Water use contributes to wastewater flows through residential sewage uses, industrial discharges and also as infiltration where domestic water is used for irrigation. Commercial/Industrial water usage is approximately 28% of total water consumption. Wastewater flows follow domestic water demands in a cyclic pattern throughout the year, although not to the extremes of the water demand. This increase in wastewater flow is associated with infiltration and inflow into the sewer system due to domestic and irrigation water use, Lawn overwatering and irrigation canal and pipe leakage increase groundwater levels in the summer months. This seasonal increase in groundwater levels increases sewage flows by an estimated 0.4 million gallons per day.

Water uses can have detrimental effects on the operation of the wastewater system. The Water Treatment Plant has the potential to discharge high levels of solids directly to the Wastewater Plant from its filter backwashing operations. This process is monitored closely to minimize the solids loading. Draining of pools and reservoirs into wastewater facilities has the potential to increase chlorine and other potentially harmful chemical levels in the waste stream to the point of affecting biological activity in the Sewer Lagoons. Industrial water discharges also have the potential to increase solids, metals, BOD and chemical concentrations in the waste stream to harmful levels.

Domestic water can also have positive influences on wastewater facilities and operations. Water can dilute potentially high concentrations of wastewater contaminants down to safe levels before reaching the treatment plant. Limiting the direct water connections to the wastewater stream (cross connection control programs) has improved the water safety. Industrial water use monitoring has identified potential wastewater discharge problems. Implementation of Kennewick’s Wellhead Protection Plan is protecting water at its source by identifying potential impacts to water quality. This planning for the protection of aquifers has led to the reduction of septic systems, which in turn puts more of the wastewater under municipal control. A keener awareness in water quality has led to an overall improvement of wastewater facilities and operational accountability and quality.

SURFACE AND STORM WATER FACILITIES

SUMMARY OF THE DRAINAGE SYSTEM

The City's storm water and drainage system is comprised of 6,138 catch basins in a network of 83 miles of piped storm sewers and open ditches, and three regional outfalls to the Columbia River. Incorporated with this regional drainage system, the City owns and operates an additional 2000 public infiltration facilities (drywells), and associated inter-conveyance pipes, that accepts 75% of the areas surface water discharges. (Source: *Kennewick Comprehensive Storm Water Plan*).

The drainage system also contains one local detention pond, three local retention facilities, and four regional storm water detention/water quality treatment facilities. The City-owned surface water facilities are complemented by numerous on-site infiltration facilities constructed by the landowners of commercial and residential developments, and private streets.

In addition to the City-owned facilities, several major drainage facilities are owned and operated by the Army Corps of Engineers including:

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

Benton County also operates Elliot Lake detention facility that is currently within the City's UGA.

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

In Kennewick, surface water mostly infiltrates into the ground via drywells. During the peak rainfalls, rainfall exceeding the capacity of the infiltration capabilities of the ground results into surface water runoff based on the topographic condition. Map-3 indicates the drainage basins and existing drainage conditions within the UGA.

CONDITION

Due to the hot-arid climate, the region is less likely to experience flooding from heavy rainfall. However, seasonal flooding can be experienced due to a combination of rain, snow, frozen ground and warm Chinook winds. The seasonal flooding associated with Columbia River was curtailed with the construction of McNary Dam (Wallula Lake) on the Columbia River on 1952. Since the construction of the dam, additional levees and pump stations have been constructed along the south shore of the Columbia River to provide further flood protection. The levees and pump stations also collect local storm water runoff within the City and discharge into the river. Zintel Canyon Dam was constructed in 1995 by the United States Army Corps of Engineers (USACE) as a flood control structure to detain runoff from the Horse Heaven Hills. At present, the system is running at a satisfactory level with some regular operation maintenance. Few drywells have been identified in the City's Storm Water Maser Plan, that drain slowly causing backup and local ponds during the larger storm events.

PARKS AND RECREATION

LOCATION, CAPACITY, CONDITION

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

Table 6: Park Inventory

PARK ZONE	LOCATION	ACRES	PARK ZONE	LOCATION	ACRES
1E	Fruitland Park	2.5	5E	Inspiration Estate Park	5.0
2E	Underwood Park	3.1	5E	Canyon Lakes Park	5.0
2E	Vancouver Park	3.0	5E	Horse Heaven Hills	20.0
2E	Yelm Park	3.0	1W	Columbia Center Estates Park	2.0
2E	Zintel Canyon	1.0	1W	Sunset Park	7.6
3E	Civic Center Athletic Park	24.3	2W	Lawrence Scott Park	26.0
3E	Monopoly Park	1.6	3W	Hawthorne Park	1.5
3E	Hatfield Park	3.5	3W	John Day Park	2.3
3E	Jay Perry Park	0.5	4W	Penn Park	0.8
3E	Layton Park	3.0	4W	Hansen Park	25.0
3E	Kenwood Park	1.5	5W	Highlands Grange Park	26
3E	Park Hills – City Owned, privately maintained	0.5	6W	Southridge Sports Complex	42
3E	Keewaydin Park	8.9	1E/2W	Columbia Park (Regional)	367
4E	Eastgate Park	14.4	2W	Vista Tot Lot (Benton County)	0.5
4E	Arboretum	5.0	1E	River Shore Levee	13.0

The total area of these 26 developed parks is 558 acres. Without Columbia Park the total area is 210 acres. There are 13 park districts/zones in the urban growth area, seven west of Highway US-395, and six east of US-395. The overall condition of the existing facilities is considered good. Some sites require some renovation and compliance with the Americans with Disabilities Act (ADA). New constructions and renovations are addressing this issue. The remainder of the improvements are identified and addressed in the following Parks and Recreation sections.

Some of the open spaces in Kennewick are currently not designated as parkland and have not been included in this inventory, although they offer recreational values to the community. For example, Zintel Canyon offers one acre of developed neighborhood parkland and the remaining 67-acres area offers walking trails designated as open space and has been identified as critical area in the Kennewick Comprehensive Plan and Critical Area Ordinance. Many of such areas are currently being preserved as open space.

Kennewick’s school sites owned by the Kennewick School District also offer open space and playfields for adjacent residents. However, Kennewick’s parks and recreation programs have not utilized non-City grounds for specific programs. In several places, park sites have been located adjacent to the school site.

Table 7: Recreational Facilities Table

FACILITY	CITY TOTALS
Ball Fields (Youth)	11
Basketball Courts	18
Soccer Fields	14
Tennis Court	14
Play Lot	30
Picnic Shelter	14
Recreational Center	2
Senior Center	1
Swimming pool	1
Golf Course	1
Open Space	1419 acres
Trails	10 miles
Ballfields	12

The City offers recreational programs on a year-round basis in an attempt to meet the demand of the community. In addition to general recreation programs, the Parks and Recreation Department provides senior citizen programs and activities at the Senior Center located at the Keewaydin Park. Table-7 indicates the existing recreation facilities inventory.

FIRE & EMERGENCY MEDICAL SERVICES

The City of Kennewick Fire Department is City-owned and operated, and employ`s 79 personnel (54.75 funded by the general fund, 21.75 funded by the medical services fund, 1 funded by the building safety fund, 1 funded by the Kennewick School District and .5 from multiple agencies by the medical program director funding). The Kennewick Fire Department is responsible for delivering fire protection, Emergency Medical Services (EMS) and fire prevention for the City and Advanced Life Support (ALS) EMS services to a 300 square mile area of rural Benton County Fire District #1. Other adjacent cities and fire districts such as the cities of Richland, Pasco and Benton County Fire Protection District #1 provide mutual and automatic aid in support of the community emergency response needs. In 2013, the Department responded to a total of 8,186 calls (6,278 EMS, 187 Fire, and 1,721 other calls for service).

The City of Kennewick currently operates out of four fire stations located within the 28.1 square miles of the City. The four stations are strategically placed around the City at the following locations: 600 S. Auburn (Station 61), 414 N. Morain (Station 62), 7400 W. Quinault (Station 63), and 2620 W. 27th Avenue (Station 64). The station locations are predetermined by the response area and proximity to a major intersection or thoroughfare. This predetermined placement allows for a rapid response in all directions. For optimal coverage, fire stations should be located roughly 2 to 3 miles apart.

FACILITY NAME	YEAR BUILT	APPARATUS BAYS	EQUIPMENT IN SERVICE	NORMAL STAFFING
Station #61	1977	4	2-Type 1 Engines 1-ALS Medic Unit 1-Type 6 Engine	5
Station #62	1994	4	1-Type 1 Quint 2-ALS Medic Units 1-Type 3 Engine 1-Command Vehicle	6
Station #63	1979	3	1-Type 1 Engine 1-ALS Medic Unit	3
Station #64	1994	2	1-Type 1 Engine 1-ALS Medic Unit	3
Fire Training Center	2004	None	None	1, 40-Hour Staff
Fire Administration Center	Leased	None	3- Command Vehicles	4.5, 40-Hour Staff

Along with the four fire stations, the City of Kennewick jointly owns and operates a central training facility with Benton County Fire District 1 (1811 S. Ely Street). The facility was constructed in 2004 using a combination of agency personnel and contractors. This facility consists of an administration building with a large classroom and offices, a three-story fire training tower, and a two-story support building.

The Department has several long running management programs and systems in place to help mitigate emergency incidents. Three of the systems include the Mutual and Automatic Aid agreements between local jurisdictions and local communities, and the Pre-Hospital Mass Casualty Incident (MCI) plan. The City also has joint purchase and equipment share agreements in place with the City of Richland and Benton County Fire District 1.

In 2008, the Department signed into a Master Interlocal Agreement to collaborate with the Richland Fire Department, Benton County Fire Districts 1, and 4 in a Joint Fire Administration Center (FAC) (8656 W. Gage Blvd.). This facility currently houses 15 administrative staff for all four agencies. The current lease for the FAC is on a month to month schedule for 2013. The fire agencies are exploring the possibility of constructing a new fire administration facility in a central location. It is more important than ever that the fire service be accountable to our community for innovative and collaborative efforts that leverage area wide resources to provide the greatest benefit to our citizens.

POLICE AND LAW ENFORCEMENT

The City of Kennewick's Police Department is City-owned and operated. There are 93 commissioned officers and 14 support personnel. The Department covers the corporate City limits with all areas beyond served by the Benton County Sheriff's office. The three county islands within Kennewick City limits are also served by the Sheriff's office.

The Police Department is located south of City Hall at 211 W. 6TH Ave. This new building was opened in May of 2008. The building contains offices and meeting rooms only, with court services provided by the County facility.

Police calls for service decreased from 109,555 in 2008 to 97,677 in 2013. During the same time period the City's population has grown to 76,410.

SCHOOLS

Currently there are fourteen elementary schools, four middle schools, three high schools and one skills center.

Table 9: School Inventory

ELEMENTARY SCHOOLS	YEAR BUILT (REMODELED)	GROSS BUILDING AREA	SITE AREA
Amistad	1992	44,473	11.7
Canyon View	1978 ('09)	50,354	13.0
Cascade	1982	42,854	11.05
Cottonwood	2010	50,899	12.82
Eastgate	1952 ('85, '90)	45,554	16.95
Edison	1960 ('77, '01)	46,806	14.5
Hawthorne	1956 ('95)	44,965	15.0
Lincoln	1983	42,854	10.0
Ridge View	1993	44,473	10.0
Southgate	1978	42,854	11.0
Sunset View	1981	42,854	10.0
Vista	1961 ('66, '98)	44,894	11.55
Washington	1957 ('95)	44,965	15.2
Westgate	1952 ('84)	40,676	12.0
TOTAL			174.72
MIDDLE SCHOOLS			
Desert Hills	1977	88,362	20.0
Highlands	1959 ('66, '94)	92,290	20.5
Horse Heaven Hills	1993	88,500	30.0
Park	1963 ('99)	96,837	30.0
TOTAL			100.5
HIGH SCHOOLS			
Kamiakin	1970 ('81, '04)	228,987	30.0
Kennewick	1951 ('81, '91)	235,530	27.0
Tri-Tech	1981 ('07)	66,033	10.5
Southridge	1996	254,542	50.0
TOTAL			117.5

LEVEL OF SERVICE (LOS)

The City establishes certain Levels of Services (LOS) standards in order to ensure that adequate facilities are available at a consistent level. Level of Service is closely tied with concurrency requirements. "Concurrency" according to WAC 365-195-210 means that adequate public facilities are available without decreasing the levels of services when the impacts of development occur. Concurrency is mandated for transportation facilities. It is also recommended under the GMA guidelines that at least domestic water systems and sanitary sewer systems be added to the concurrency list and be applicable within the urban growth areas. The City has established mandatory LOS for "category one" facilities. This includes transportation, water and sewer. Transportation LOS is discussed into greater detail under the transportation subsection in the Infrastructure Element. The City's LOS standards for "category two" facilities serve as a tool to monitor the existing service and forecast future needs.

Table 10: Level of Service

Facility	LOS
Domestic Water	170 gallons per capita per day
Domestic Sewer	120 gallons per capita per day
Commercial or Industrial Water & Sewer	Per Water & Sewer System Plan
Stormwater Detention	25 year storm
Fire Response	5 minutes response time for 90% of events
Emergency Medical Response	4 minutes response time for 90% of events
Fire Service	1.32 fire fighters per 1000 population
Law Enforcement	1.38 officers per 1000 population
Parks and Recreation Park Land	3 acres of parkland per 1,000 population

PARK STANDARDS

National park standards, shown in Table 11, identify standards for park demands based on the community or neighborhood levels. It uses the unit acres/1000 population to measure the demand, and number of parks required. City of Kennewick Parks and Recreation Plan has combined the community and neighborhood park classifications for the purpose of establishing level of service, which is 3 acres per 1000 population.

Table 11: National Park Standards

Park Classification	NRPA Standard in acres per 1,000 population
Neighborhood Parks	2.00
Community Parks	8.00

Source: Kennewick Comprehensive Parks and Recreation Plan

The recommended park size for Kennewick is shown in Table-12.

Table 12: Kennewick Park Standards for Park Size

Park Classification	Desirable Park Size in acres
Neighborhood Parks	5-10
Community Parks	10-25
Urban/ Regional park	75 minimum

BEST MANAGEMENT PRACTICE

Best management practice in operation and resource utilization greatly impacts the LOS of any facilities. For example, the Water System Plan promotes water conservation by raising awareness among citizens regarding water usage, repairing leaks in the system, and using efficient equipments and proper maintenance. Water intertie between Cities of Kennewick and Richland assure availability of an emergency water supply from one system to the other should either system fails.

The three City Fire Departments and five local Fire Districts work closely together in supporting each other when help is needed. Through well established mutual aid and auto aid agreements the fire/EMS agencies are able to assist in a manner that provides coverage to the entire Tri Cities community.

The transportation system also has an effect on the LOS of fire and Emergency Medical Services (EMS). In order to keep response times to a minimum, the Fire Department depends on an efficient and well-maintained transportation system. Proper planning of future and existing street networks in conjunction with fire station placement will reduce the need for additional stations without increasing the response time. In addition a well planned and maintained transportation system provides the critical infrastructure for community emergency evacuation during an emergency.

LAND USE AND POPULATION PROJECTIONS

The population of Kennewick’s 20-year Urban Growth Area is expected to reach 102,529 by the year 2034. This would be a 24% increase of the City’s existing population of 77,700. The combined population within the City limits, and population receiving City utilities within the UGA is currently 76,191. It is important to ensure that Kennewick has adequate land inventory to accommodate the additional 24,829 people (102,259-77,700) in terms of both land use and infrastructure needs.

Based on the Table-8 (Projected Housing Needs) of the Housing section in the Land Use Element, Kennewick will require an additional 3,821 acres of residential land in order to meet the housing need for the additional population by the year 2034. Currently the UGA has 6,803 acres of vacant and underdeveloped residential land. Subtracting 3,821 acres from 6,803 undeveloped acres leaves a surplus of 2,983 undeveloped residential acres, which indicates an adequate base of land to meet the future needs.

Table 13: Land Availability for Residential Use

Population Increase from 2013 to 2034	Residential Acres needed for Anticipated Growth	Residential Acres Vacant and Underdeveloped in 2013	Residential Acres Surplus after 2034
+26,119	+3,821	6,803	2,983

POSSIBLE DISTRIBUTION OF GROWTH

Out of the additional 26,119 people projected by the year 2034, the adopted Southridge Sub-Area to the southwest of the City is anticipated to accommodate approximately 17,300 people in the next 25 years. The Southridge Sub-Area Capital Facilities Plan details out the facilities required for this area. Water and sewer facilities are planned for this area and are discussed in the Water and Sewer sub-sections in the Capital Facilities Plan. The rest of the growth for a population of 8,819 (26,119 - 17,300) would be accommodated in the vacant, and undeveloped lands throughout the City; some growth already exist in the City’s UGA that is currently outside the City limits. Areas that are most likely to accommodate this future growth are, Hansen Park, Inspiration Estate, Southridge Estates, Sage Crest, SouthCliffe and Canyon Ranch.. Growth would also occur as infill developments throughout the City.

With the projected growth, additional land is also needed to provide for infrastructure facilities. According to the 2013 land use table, 484 acres of land are developed and used for capital facilities. There are 40 acres of undeveloped land identified for capital facilities.

Table 14: Per Capita Land for Capital Facilities

Year	Population currently served in the UGA	Acres zoned for Capital Facilities (City Limits)	Developed Acres zoned Capital Facilities (City Limits)	Undeveloped Acres zoned Capital Facilities	Per Capita Use: Developed Acres
2013	76,410	524	484	40	.0069

Table 15: Land Availability for Capital Facilities

Increased Population (102,529-76,410)	Per Capita Land Use: Developed Acres	Additional CFP Land Required by 2034	Available	Surplus

26,119	.0069	180	40	0(-140)
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In 2008, the total population the City has served with its capital facilities is 67,871, which includes areas within the UGA. The per capita demand for capital facilities is .0076 acre. This figure is derived by dividing 525 acres of developed capital facility land by the population figure of 67,871. Using the same per capita ratio in Table-11, a 20-year additional population of 23,235 (91,106 - 67,871) to be served with capital facilities from 2008 to 2027 would require an additional 177 undeveloped acres of land. The 2007 land use table indicates there are 93 acres of undeveloped land identified for capital facilities. Using this ratio of land to population indicates that at the rate of current use, there is an additional need of 84 acres of land for capital facilities.

DEMAND FORECAST AND FACILITIES REQUIREMENT

Demand for public facilities is primarily identified based on the population forecast. The established Level of Service is multiplied by the projected population in order to quantify the demand. Availability of land and financing are the two major variables for public facilities. The City has been historically successful in securing resources in order to meet the major capital facilities need for the community. The overall requirement of facilities to support the forecasted growth, such as water, and sewer are discussed in the following sections.

WATER

The City's demand forecast for water has been based on the population projection as indicated in the Water System Plan. The service area takes the entire Urban Growth Area (UGA) into account while projecting the population. For planning purposes, the service population figure of 75,828 is used for the year of 2015 in Kennewick Water System Plan completed in 2009.

Existing and proposed land designations determine the activities and the resulting required water needs that must be available to accommodate growth and allow development to occur. Water needs vary based on the types of residential development, and are different for commercial and industrial areas, schools and public facilities. Approximately 53% of the Kennewick Water Utility service area is residential development, 10% is designated as commercial and 3% is designated as industrial. Parks, schools, other public facilities, open space, agriculture, and right-of-ways compose the remaining 34%. The demands in residential areas are based on the type of housing; single family or multi-family, with an important variable being if irrigation service is provided to the customer. Needs for commercial, industrial, schools, and other public facilities are determined using a formula of gallons per day per 1,000 square feet of building size. Park demands are determined using the size of the park in acres. These figures are influenced by the seasons, with summer water usage almost consistently double that of winter.

Presently the average daily water use is 10.0 million gallons within the Kennewick service area. Projections of future needs indicate an average daily demand of 13.5 million gallons by the year 2015, with 19.2 million gallons needed by 2029. Kennewick has obtained water rights from the Washington State Department of Ecology in five separate certificates. The total annual water right currently is 16,200 acre-feet that convert to 14.46 mgd of average daily demand. The City would reach the current water rights in the year 2031 given continued growth trends and no additional major industrial demand increases.

Table 16: Projected Annual Demand for Water

Year	Projected Service Population	Annual Demand	
		mgd	Acre feet per year
2015	75,828	13.53**	15,164**
2021	83,117	15.64**	17,527**
2025	88,361	17.44**	19,541**

** Includes major industrial demands that were projected in the current Water System Plan.

PROPOSED FACILITIES

The City recently completed an expansion of the water source capacity in order to respond to the expected growth projections. The capacity of the Water Filtration Plant was increased as part of rehabilitation project that replaced the original filter basins with a membrane filtration system. The plant is now capable of producing 15 mgd. The City's source capacity has been increased from 21.5 mgd to 30.0 mgd, which is approximately 80% of the 2010 peak water demand. The Quad-Cities water right permit will provide the region with the development of an ultimate water right of 178 cubic feet per second or 96,619 acre-feet per year through the year 2051.

Following table indicates proposed facilities for storage and distribution system improvements through the year 2018.

Table 17: Proposed Storage and Distribution System Improvements

Reservoir – New and Upgrades	Location
Zone 4 – Additional 3 M gallons	East of Thompson Hill
Booster Stations	
Zone 5 - New	Thompson Hill

Source: Kennewick Water System Plan; pg. 9-3 and 9-4

Water Conservation

Goals and policies in the Kennewick Comprehensive Plan calls for best management practice in terms of water use which incorporates water conservation measures. Water conservation can help reduce overall water usage and peak production needs. The City has implemented a conservation program since 1994. The program is a combination of maintenance and awareness. It includes leak detection, routine reservoir leak testing program, large meter testing program, unmetered water reporting, and meter repair/ replacement program. This program has been very effective in reducing overall water use and as of 2010 has saved a total of 51.9 Mcf. Reduction in water usage can also be attributed to heightened water conservation awareness through local publicity of Endangered Species Act listings and related environmental efforts on the Columbia River. The 2001 and 2005 drought in this area could also have forced many people to be more aware of how they use water and to use it more wisely. The City continues to raise awareness through outreach and education programs such as distributing brochures and using the web page.

SEWER

Wastewater flows follow domestic water demands in a cyclic pattern throughout the year, although not to the extremes of the water demand. Wastewater flows increase in the Spring and peak at the end of the irrigation season when groundwater levels are highest. They decline again in the fall as water demands decrease.

Table 18: Comparison of Water Demand to Wastewater Flow Projections

Year	Domestic Water Projection Average Day Demand (mgd)	Wastewater Flow projection with I/I (mgd)
2015	13.63	7.30
2025	17.47	8.82

The existing sewered population is estimated at 85 percent of the Service Area population. The sewered population percentage is projected as 88 percent in 2015 and 100 percent in 2055. The Service Area population is projected to grow at 1.01 percent per annum for the period 2025 to

2055. Build-Out population anticipates that all land area within the 50-year Service Area would be fully developed. Build-Out is not anticipated to occur until the year 2085 or later.

Table 19: Planning Area Population Projections for Sewer System

Year	Planning Area Population	Sewered Population
2010	70,844	64,762
2017 (10 year)	78,635	70,760
2027	91,106	85,856
2057 (50 year)	130,305	130,305
Build-Out	213,300	213,300

The City is planning to complete an upgrade to its wastewater treatment plant in 2009. This upgrade will improve the plant’s influent screening system, waste pumping facilities, and will construct an additional intermediate clarifier. The plant improvements will improve reliability and reduce ongoing maintenance for these critical plant processes. The plant’s treatment capacity room is 12.2 million gallons per day. The Arrowhead & Jefferson sewage pump station is planned to be upgraded to a submersible pump station in the year 2012. The Sewer System Plan also accounts for the service area expansion for 2017, and 2027.

STORM WATER

Kennewick Comprehensive Stormwater Plan addresses existing and future drainage infrastructure needs throughout the City. Needs have been identified in two area of concern, system deficiencies in capacity, and water quality concerned related to aquifer recharge. System deficiencies have been identified based on hydrologic and hydraulic modeling to identify areas where existing system may be undersized for future flow conditions.

Areas of water quality concerns identifies high risk areas and methods for retrofitting and decommissioning existing drywells. Recommendations for Best Management Practice include: source control, infiltration facilities, retention facilities, filtration, catch basins, detention facilities, and oil/water separator. Source control includes policies in the Storm Water Plan to raise awareness, public involvement and public education. Industrial and commercial property owners should be required to protect potential pollutant sources from rainfall and stormwater runoff. Other recommended updates include overall management, cleaning frequency of the infiltration facilities in the aquifer zone and street cleaning program.

In the infiltration facilities, direct inlets without using a collection sump, catch basin, or sedimentation facility should be avoided. Retention facilities have been and will continue to be the preferred form of treatment for the City with a requirement for developers to retain entire 10 year post-developed storm event for the project area.

Following is a list identifying required improvement programs:

Conveyance Improvement

- N. Edison Storm Drainage Improvement
- W. Columbia Dr. & N. Garfield St. Drainage Improvement

Water Quality Improvement

- Aquifer recharge Zone Drywell Retrofit
- W. Columbia Dr. Drywell Retrofit
- W. Kennewick Ave. Drywell Removal
- S. Vancouver St. and W. 10th Ave. Drywell Removal

- S. Ely St. & W. 10th Ave. Drywell Removal
- Vista Way Drywell Removal
- W. 27th Ave. & Hwy 395 Drywell Removal & Facility

PARKS & RECREATION

According to the 2006-2012 Comprehensive Parks and Recreation Plan, goals for the acquisition of new park land are desired at the basic ratio of 3 acres per 1,000 population. This figure does not include open land used for schools, golf courses, and open space which is left in its natural state. At this desired ratio, 181 acres of park land would be needed for an existing urban area population of 62,520 and 257 acres of park land would be needed in 2025 for the projected urban area population of 85,541.

The total area of the 26 developed parks is 558 acres. Without Columbia Park the total area is 210 acres. Although the City has adequate number of total parkland currently available, there is a shortage of facilities at the neighborhood level on the west side of the City. Some planning and developments are in progress, and some acquisition has occurred to fill the need. An additional consideration in choosing land for park sites is the goal of locating City parks adjacent to schools in order to get the maximum benefit from each facility.

The City's Parks and Recreation System provide parkland based on park neighborhood districts. As the City expands with annexations and new developments, parkland must be made available in each district. If suitable land for parks is not available, such as for infill proposals like short plats or small subdivisions surrounded by developments, park fees in lieu of actual parkland dedication are assessed. These fees are paid to the City to be used in the individual park districts, and are determined by using a formula based on the total number of dwelling units being proposed, the market value of the land involved, and the family size in the zoning district. The official guideline for this is one acre per 334 people in the subdivision, based on the average population per dwelling unit as shown in the Comprehensive Plan.

Currently, two park developments to the west of US-395 are taking place; Hansen Park and the Southridge Sports Complex in the Southridge sub-area. Hansen Park is located at the intersection of Columbia Center Blvd. and W 10th Ave. This 25-acre park site at full development would meet the needs of the 4W park district. The Southridge Sports Complex is a 52 acre site that at conclusion of the initial construction phases will include nearly 42 acres developed and another 10 acres to be developed at a later time. The Southridge Sports Complex will meet the needs of the 6W park district. A linear park along Hildebrand Boulevard in the Southridge sub-area is proposed to be approximately 4 miles long and 30 ft wide along Hildebrand Road. It is scheduled to be developed in phases with the development of the Southridge area and Hildebrand Road in the next 25-year timeframe. The Southridge Sub-Area Plan also indicates the need for another 25 acres of park in this area. These park developments would meet future and some existing demand in these park districts.

Table 20: Summary of Sports Facility Needs

Facility	Existing Inventory	Current Need	Year 2012 Need
Senior Baseball Fields	16	23	28
Youth Baseball/ Softball	53	46	57
Softball Fields	18	20	24
Soccer Fields	29	35	41
Football Fields	26	16	20
Tennis Courts	45	23	28
Public Indoor Pools	0	6,580 sq. ft.	14,260 sq. ft.
Courts (Gymnasiums)	36	39	47

FIRE AND EMERGENCY RESPONSE

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

The 5-minute service area shown in the attached map indicates certain areas to the southeast and southwest of the City that are not covered. The City should improve the service in these areas to help cover the 5-minute level of service response time. Some ways that would help the level of service in these areas are as follows:

- a. Improve the transportation system (especially in the least served areas). The transportation system has a direct effect on the LOS of Fire and Emergency Medical Services (EMS), and in order to keep response times to a minimum, the Department depends on an efficient and well-maintained transportation system.
- b. Evaluate existing fire station's locations and add new fire stations. This will help to reduce and optimize the service distance between each, and will allow the Department the means to meet the Council's service delivery goals for fire and emergency medical service that were set in 2007.

Proper planning of future and existing street networks in conjunction with fire station placement will reduce the need for unnecessary additional stations that would be needed to reduce response times.

As state and local legislation require more installation of fire detection, fire alarm, and fire extinguishing systems, fire protection service delivery should remain relatively constant compared to growth. However, this will also increase service demands on Department personnel, as fire detection and suppression systems must be inspected and regulated in accordance with City and State laws for the life of the building.

Personnel needs are dictated by the tasks involved to safely fight fires, perform rescues, or run ambulances. Three person firefighting teams are the standard for the Department, but are less desirable than a four-person crew. The same applies towards rescues requiring ambulance responses. Funding and training is typically the final determination in staffing level of services. Changes in firefighting specialization will affect training and staffing requirements. As of 2014, the City of Kennewick Fire Department's staffing level was .99 fire personnel per 1,000 population. The national average is 1.32 firefighters per 1,000 population.

The City's water supply capability plays a large role in the cost of annual insurance premiums for residential and business owners. The Washington State insurance grading system evaluates our municipal water system pertaining to sustained capacity and storage quantities available for suppressing fires (known as "fire-flow"). The availability of an adequate water system is critical in determining the capability of a community's firefighting ability. Fire insurance ratings are determined by a quasi-state agency known as the Washington Surveying and Rating Bureau. The Bureau evaluates the capacity to receive, control, and deal with fire emergencies. Fire insurance premiums are determined from the insurance class for the area. Kennewick currently has a Class 4 insurance rating. The rating schedule has ten ratings with one being the best and ten being no fire protection available.

Some basic factors in evaluating a water system are the style and type of hydrant, location of the hydrant, water pressures, size and age of water mains, pumping capability, and requirements for pumping versus gravity feed, water storage capability, and the overall maintenance and reliability of the system.

Firefighting apparatus and equipment are traditionally composed of pumping engines, aerial ladders, and rescue vehicles. The Kennewick Fire Department has four fire engines, one quint (pumper/aerial), one reserve engine, two wildland engines, five ambulances and seven command/support vehicles. The total replacement cost of the apparatus is \$6 million. Funding must be available for replacement and constant maintenance.

PROPOSED FACILITIES

The distribution or spacing of fire stations involves geographically distributing first due resources for all risk initial intervention. These station locations are needed to assure rapid deployment to minimize and terminate routine emergencies. Distribution can be evaluated by the percentage of the jurisdiction covered by the first-due units within adopted public policy service level objectives. To meet adopted service level objectives the following future station locations are recommended. The City Council has approved funding to purchase property for a new fire station at 6004 W 10th Ave. A new fire station at this site should be considered for construction before the end of 2014. Several Benton County Fire District 1 fire stations will be closing, due to annexation of County lands within the UGA over the next few years, which will put a significant service demand on the City Fire Department. Over the next 5 to 10 years, the City should be looking at two additional stations; one in the Southridge area near the proposed Center Park Way and Hildebrand roads on land to be obtained through a developers agreement and one at the southeast end of the city somewhere between 27th Ave, Gum St, Oak St. and 45th Ave. Land should also be jointly secured between City of Kennewick and BCFPD#1 within the area of 27th and Gum St. in 2011 for a future jointly operated fire station. . It would also be wise for the city to secure land for near Ridge Line Drive and 10th Ave for future city facilities to include 2 acres for future fire department needs.

POLICE AND LAW ENFORCEMENT

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

Currently, the ratio of commissioned law personnel per 1,000 population in Kennewick is 1.22 to 1,000. There are several methods to determine the ideal number of commissioned personnel to most effectively service a community, but the ratio method is the most common. In 2013 the state-wide average was 1.53 officers per thousand. Kennewick will need to hire 25 additional officers to achieve the 1.53 average per thousand population.

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

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

SCHOOL

Demand for school facilities are created by two non-local variables; an increase in the total school-age population, and state requirements regarding school size and capacity. During the 15-year period from 1983 to 1998, the official population of Kennewick increased by 41%, from 35,700 to 50,390. The following table shows the increase in school age children during the same timeframe and up until 2004/2005.

Table 21: School Enrollment

SCHOOL YEAR	10/1 ENROLLMENT	SCHOOL YEAR	10/1 ENROLLMENT
1982-1983	10,698	1994-1995	13,125
1983-1984	10,406	1995-1996	13,440
1984-1985	10,464	1996-1997	13,666
1985-1986	10,758	1997-1998	13,747
1986-1987	11,087	1998-1999	13,823
1987-1988	11,074	1999-2000	13,823
1988-1989	11,093	2000-2001	13,914
1989-1990	11,396	2001-2002	14,174
1990-1991	11,603	2002-2003	14,480
1991-1992	12,129	2003-2004	14,686
1992-1993	12,623	2004-2005	14,776
1993-1994	13,001	2005-2006	tba

State guidelines for school capacity is approximately 500 students per elementary school, 800 students per middle school, and 1,500 students per high school. The minimum acreage for elementary school sites is five usable acres, plus one additional acre for every one hundred students or portion thereof. An additional five usable acres must be added to this if the school contains any grade above grade six. Local guidelines for acreage are 15 acres for elementary, 30 acres for middle schools, and 50 acres for high schools.

State assistance in the construction of school facilities is based on 90 square feet per student for K-6, 117 square feet per student for grades 7-8, and 130 square feet per student for grades 9-12. There is an additional allowance of 144 square feet per handicapped student.

In order to identify demand, the School District completes a five-year projection for school going age cohorts based on the number of births and current enrollments within the District. Once the projection is done, the District becomes eligible for state matching construction funds when the projection indicates allowable student population for a new school. The School District therefore, offers services after the growth occurs, rather than prior to or concurrently with growth. It is the policy of the City and the School District to locate public schools to be easily and safely accessible within a neighborhood. The service radius for elementary and middle schools is one mile.

FINANCING PLAN

OVERALL BUDGET

Like most cities in Washington State, the City of Kennewick continues to deal with significant ongoing budgetary challenges. The recent national recession, coupled with the ongoing impacts of citizen initiatives and unfunded mandates resulted in a challenging 2011/2012 biennial budget process. In response to these challenges, the city began the process of implementing a “budgeting by priorities” model designed to better focus its limited resources on priority programs. As a result, there is a strong emphasis on economic development efforts and Council’s involvement in capital project prioritization in order to assure the resources are focused on achieving the Council’s and the community’s vision and goals.

BUDGET REVENUE SOURCES

The City of Kennewick’s total adopted budget for 2011/2012 biennium is approximately \$265 million. The revenue for the City comes from various taxes, license and permit fees, intergovernmental revenues, charges for services, fines and forfeitures, miscellaneous revenues, and other financing sources (i.e. interfund transfers). Tax revenue includes sales and use tax, property tax, utility tax, gambling excise tax, gas tax, admission and leasehold tax, and real estate excise tax.

Sales tax is the single largest revenue source for the City’s total and operating budgets. Most retail sales within the City of Kennewick are subject to an 8.3% sales tax. The majority of this tax goes to the state (6.5%) with the remainder being distributed to the City of Kennewick (0.85%), Benton County (0.25%), Ben Franklin Transit Authority (0.60%), and Criminal Justice (0.10%). The projected sales tax receipts for the City during the 2011/2012 biennium are \$30.9 million. Of this amount, \$21.4 million is used to support operating fund services with the remainder being used to fund capital improvements.

Property taxes levied on Kennewick residents are actually distributed between several governmental entities. In fact, only 20 cents of every dollar city residents pay in property taxes comes back to the City as revenue. The majority of the property taxes paid by residents go to support public schools (43%). The general operating budget receives 91% of the property tax revenue with the remaining 5% being allocated to the Debt Service Fund to service the 1996 Library Construction Bonds, the Local Revitalization Program for capital projects in the City’s Southridge area and the Firemen’s Pension Fund to support pre-LEOFF firefighters’ retirement.

2013/2014 Adjusted Budget

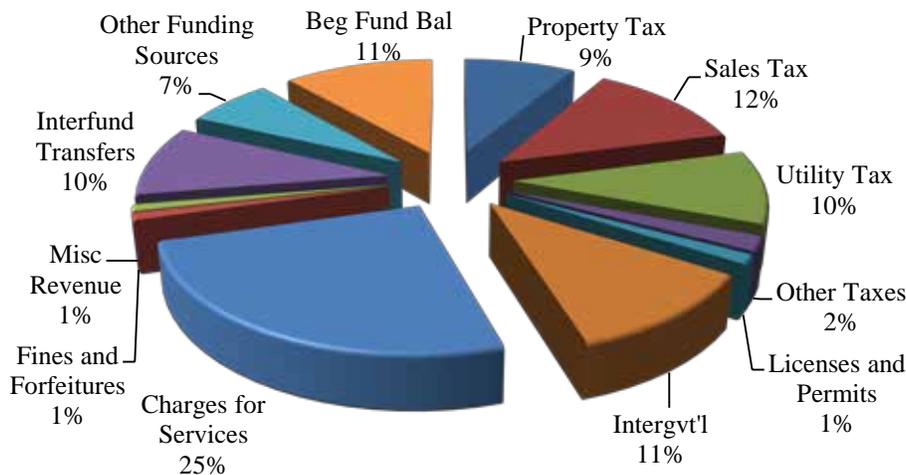


Table 22: Revenue Sources for 2013/2014

<i>Revenue Sources</i>	<i>Amount</i>	<i>Percentage of Total Adjusted Budget</i>
Property Tax	23,464,279	9%
Sales Tax	33,927,284	14% 12%
Utility Tax	25,453,348 27,290,348	10%
Other Taxes	8,096,000 5,475,000	3% 2%
Licenses and Permits	3,464,100	1%
Intergovernmental	16,562,163 30,901,734	7% 11%
Charges for Services	69,167,825 69,759,473	28% 25%
Fines and Forfeitures	2,657,900	1%
Miscellaneous Revenues	1,613,414 2,351,243	1%
Interfund Transfers	21,260,527 26,321,966	8% 10%
Other Funding Sources	27,416,870 18,061,568	11% 7%
Subtotal Revenues:	233,083,710 243,674,895	93% 89%
Beginning Fund Balance	18,786,948 31,591,689	7% 11%
TOTAL	251,870,658 275,266,584	100%

BUDGET ALLOCATIONS

The 2013/2014 budget allocates \$51,805,930 for capital projects, which is about 18.82% of the City's total budget. This total includes the Arterial Street Fund, Urban Arterial Street Fund, and the Capital Improvement Fund. The total general operating fund is \$96,203,807, which is 34.95% of the total budget for the biennium.

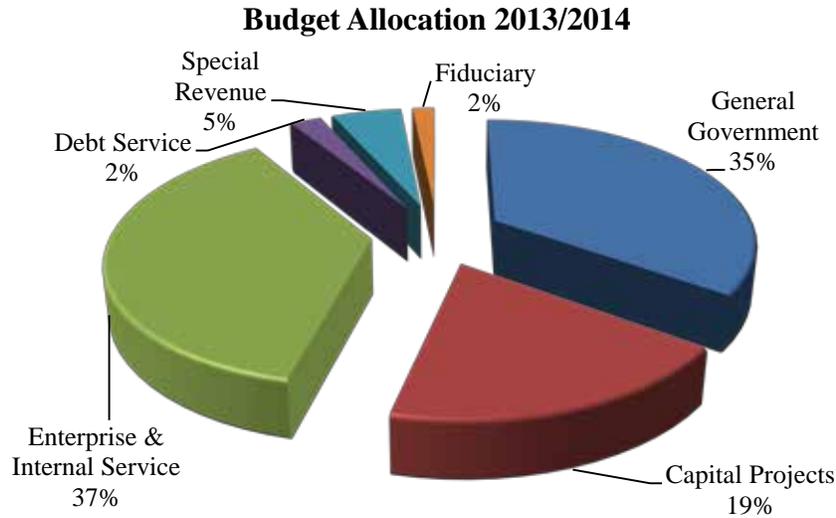


Table 23: Budget Allocations for 2013/2014

<i>Allocated Area</i>	<i>Adjusted Budget</i>	<i>Percentage</i>
<i>General Governmental</i>	<i>96,203,807</i>	<i>38%</i>
Capital Projects	51,805,930	17%
<i>Enterprise and Internal Service</i>	<i>102,641,431</i>	<i>36%</i>
<i>Debt Service</i>	<i>6,203,803</i>	<i>3%</i>
<i>Special Revenue</i>	<i>14,003,406</i>	<i>5%</i>
<i>Fiduciary Trust</i>	<i>4,408,207</i>	<i>1%</i>
TOTAL	275,266,584	100%

CAPITAL FACILITIES BUDGET

The Capital Improvement Program for 2013-2018 has been prepared in conjunction with the 2013/2014 Biennial Budget and is reflected in the budget document.

SOURCES OF REVENUE

Sources that have greater potential to fund the capital projects in Kennewick are discussed in the following section. Primary funding sources for capital projects are:

- Taxes; optional sales tax, real estate excise tax
- Intergovernmental revenue and grants; TIB , RCO, STP, CDBG grant etc.
- Low interest loans; PWTF, DWSRF, CWSRF, etc.
- User fees/ charge for services; park impact fees, water and sewer area charges.
- Interfund Transfers; such as transfers from general fund.
- Bonds

Revenue for 6 year Capital Improvements

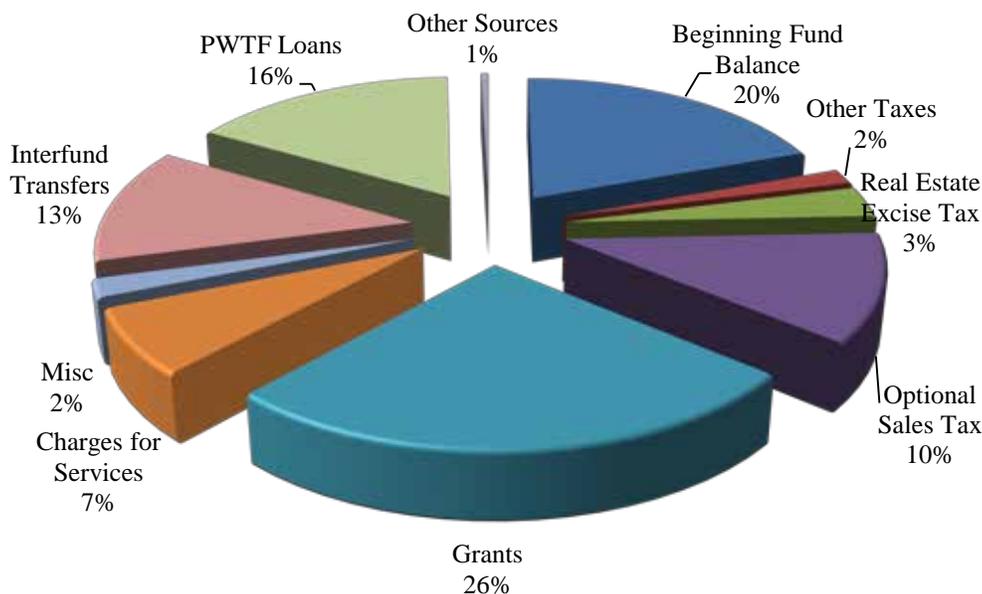


Table 24: Revenue for 6-yr Capital Improvements

	Actual	Projection					
	2011/2012	2013	2014	2015	2016	2017	2018
Beginning Fund Balance	\$31,995,690	\$15,667,143	\$11,872,851	\$6,996,260	\$7,475,352	\$10,595,579	\$4,396,975
Taxes	12,110,082	6,643,000	6,717,023	6,625,991	6,756,180	6,834,522	6,896,427
Intergovernmental	10,120,418	10,919,120	10,010,200	600,000	1,100,000	600,000	2,520,000
Charges for Services	5,794,680	2,840,343	2,841,223	2,944,430	2,944,429	3,394,318	3,394,318
Miscellaneous	2,878,517	1,227,100	342,640	1,962,100	1,981,109	1,192,729	4,072,635
Interfund Transfers	10,429,975	6,448,764	3,674,272	4,593,150	2,981,531	3,385,925	3,123,810
Other Sources	3,910,004	12,670,110	725,000	5,950,000	10,650,000	-	-
Total Revenue	45,243,676	40,748,437	24,310,358	22,675,671	26,413,249	15,407,494	20,007,190
Total w/ Beg Fund Balance	\$77,239,366	\$56,415,580	\$36,183,209	\$29,671,931	\$33,888,601	\$26,003,073	\$24,404,165

FUND DETAILS

The 2013/2014 Budget summarizes the allocation and expenditure of capital projects fund in five major areas.

Table 25: Allocations of Capital Facilities Fund

Fund area	Allocation	Percentage of the total
Arterial Street	2,933,972	4%
Urban Arterial Street	24,055,272	30%
Capital Improvement	23,247,811	29%
Stormwater	2,961,968	3%
Water & Sewer	27,670,057	34%
	27,526,915	
Total	80,725,938	100.0%

Arterial Street Fund

This fund accounts for pavement preservation and continued development of the arterial street system within the City. Revenue sources are federal and state grants as well as transfers from other capital funds.

STP competitive – Funded from 1993 ISTEA, continued in 1998 by TEA 21, in 2005 by SAFETEA-LU and in 2012 by MAP-21, these funds are available on a competitive basis from the State through our local MPO via both Regional and Statewide Competitive Programs.

Urban Arterial Street Fund

Urban Arterial Program (UAP) – This is a State grant program through the Transportation Improvement Board. Priority is given to projects that score well in safety, mobility and/or economic development. The Olympia Street, Edison Street Widening, and Steptoe Phase 3 Projects are all partially funded by UAP grants. *STP competitive* – same as Arterial Street Fund above. Steptoe Street Phase 2 and Olympia Street are funded by a combination of STP and UAP funds.

Sidewalk Program – This is a State grant program through the Transportation Improvement Board. Priority is given to projects that improve pedestrian safety and mobility. The Gum Street Sidewalk SR397 to 10th Avenue Project is 80% funded by this program.

The Capital Improvement Fund

This is used for expenditures incurred for the acquisition or construction of major capital assets and the development of City parks that are not identified with other capital funds. The funding for this fund comes from a portion of the City's optional local sales tax that has been designated for capital improvements, real estate excise tax, state and federal grants (IAC Grants, SDBG Grants), Public Works Trust Fund (PWTF) loans, contributions and allocations from other funds, Parks Reserves and Recreational Trails and Paths Fund, and impact fees.

Optional Sales Tax is locally levied and distributed by the state to each city on the basis of collection in each jurisdiction. State law authorizes up to 1/2 of 1%. If both the County and the City are levying the optional sales tax, the City must allocate 15% of the amount it receives to the County. The Kennewick City Council has designated a major portion of the City's optional sales tax proceeds to the Capital Improvement Fund for its capital improvement program. Approximately \$4,100,000 per year of optional sales tax is projected. A portion of this amount has been dedicated to pay for debt service on Public Work Trust Fund Loans, bonds issued for the City's Police Station, the City's 2003B Bond Issue, and the City's Limited Tax GO Bonds for the Local Revitalization Funding. Additionally, a portion is allocated under Council policy to fund public safety vehicle and apparatus replacements and Public Works equipment and vehicle replacements. The remaining amount is dedicated for priority projects from the city's capital improvement program.

Real Estate Excise Tax: The state authorizes a tax of 1.28% on the sale of all real estate. In addition, RCW 82.46 authorizes cities, to assess an additional tax on real estate sales of 1/2%. The first ¼% tax must be spent for capital projects listed in their Capital Facilities Plan. A second ¼% may also be levied by cities planning under GMA and must be used for capital projects as defined in RCW 83.46.035.

In Kennewick, the real estate excise tax is levied on all sales of real estate, measured by the full selling price, including the amount of any liens, mortgages, and other debts given to secure the purchase. The state levies this tax at the rate of 1.28% and the City levies an additional 0.5% for a total levy of 1.78%. The City Council has dedicated this funding source for the city's capital improvement program (as allowed by state statute).

The Washington State Public Works Trust Fund (PWTF) offers low interest loans to eligible local governments for public works projects. The City has used this program for projects like Zintel Canyon crossing, water line improvements, and comprehensive street system improvements. The annual debt service on these loans is approximately \$850,000.

Impact Fees: City of Kennewick only imposes park impact fee to the new developments. Park fees in lieu of parkland dedication are collected when the property is subdivided or improved for residential purposes and has inadequate acreage to meet the park needs in the neighborhood. These fees are used for the acquisition or development of park and recreation facilities within the designated park service area for which the fees are imposed. The fee requirement is based on the established level of service and formula that uses the proposed dwelling units, population per household based on the Comprehensive Plan, and the current market value of the property to be subdivided or improved.

Impact fees and user fees are being used for park and other areas such as road construction and maintenance, water and sewer improvement, etc.

The Stormwater Fund

This accounts for the city's storm drainage maintenance and construction activities. Sources of revenue include customer utility charges, operating and capital grants, and state revolving loans.

The Washington State Clean Water Revolving Fund offers low interest loans to eligible local governments as part of the Clean Water Act. The fund provides low-cost financing for a wide range of water quality infrastructure projects. The City has used the funding for a Kennewick Sustainability WWTP project, a Wellhead Area Retrofit project and an LID and demo project.

The Water and Sewer Fund

This accounts for all revenue derived from and expenses incurred in the operation and maintenance of the City's water and sewer utility. All activities related to the production, treatment, storage and distribution of water, and collection, treatment and disposal of sewage are accounted for in this fund. Sources other than the water and sewer fees might include PWTF, SRF, DWSRF, revenue bonds, interfund loans and grants.

The Drinking Water State Revolving Fund offers low interest loan to eligible local governments to install, upgrade, or replace infrastructure to continue to ensure the provision of safe drinking water. The City has loans for the Advanced Water Treatment Facilities and for Ranney Wells.

The City also has a low interest loan from the State Revolving Fund that it used to upgrade the Wastewater Treatment Facility.

Expenditure for 6 year Capital Improvements

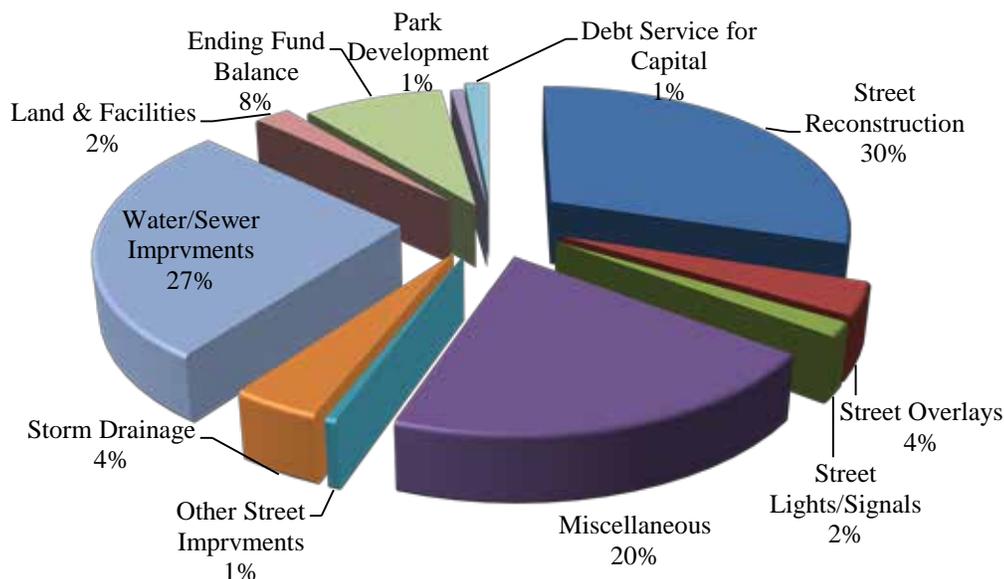


Table 26: Expenditure for 6-yr Capital Improvements

	Actual	Projection					
	2011/2012	2013	2014	2015	2016	2017	2018
Street Reconstruction	\$12,330,543	\$ 3,947,635	\$ 20,036,652	\$ -	\$ -	\$ -	\$ -
Street Overlays	3,438,535	1,640,801	1,293,171	1,872,600	1,872,600	1,981,800	1,981,800
Street Lights/Signals	3,770,079	515,705	758,072	485,000	485,000	520,400	520,400
Other Street Imprvments	9,005,607	298,556	115,084	2,637,500	1,987,500	2,278,100	6,808,100
Storm Drainage	1,150,088	137,965	3,074,003	50,000	50,000	50,000	50,000
Water/Sewer Imprvments	11,181,670	6,373,168	15,153,747	7,662,500	6,012,500	3,692,500	3,192,500
Land & Facilities	1,146,000	748,330	992,313	1,224,400	4,865,300	6,225,400	226,400
Park Development	440,985	10,857	599,920	490,000	1,230,000	30,000	30,000
Debt Service for Capital	1,843,610	615,139	596,817	1,192,005	1,202,514	1,193,023	1,183,531
Miscellaneous	17,265,106	5,564,156	10,761,135	7,843,324	6,879,877	6,959,450	6,966,169
Total Expenses	61,572,223	19,852,312	53,380,914	23,457,329	24,585,291	22,930,673	20,958,900
Ending Fund Balance	15,667,143	11,872,851	6,996,260	7,475,352	10,595,579	4,396,975	4,802,955
Grand Total	\$77,239,366	\$31,725,163	\$60,377,174	\$30,932,681	\$35,180,870	\$27,327,648	\$25,761,855

MAJOR FACILITIES PROPOSED

In this section, major capital projects have been listed based on their long-term impacts on the growth and economy of the community. This listing mainly includes projects planned within 2013/2018 that are conducive of new developments such as availability of water, sewer, parks and recreation, police, and fire facilities. This project list does not include street projects. All street projects are discussed in a greater detail in the “Transportation” section under Infrastructure of the Comprehensive Plan.

Table 27: Major Facilities Proposed for 2013- 2018

<i>Facilities</i>	<i>Description</i>	<i>Funding Sources</i>	<i>Timeframe</i>
Water and Sewer			
UGA Water Extension	Provides extension of the water main lines to the UGA Expansion area south of I-82.	Water and Sewer Fund – PWTF Loan	2015
Aquifer Storage and Recovery Project	This project will store water from the City’s production sources underground during non-peak winter periods.	Water and Sewer Fund – Dept of Ecology Grant	2014
Water Treatment Plant – Diffused Air System	This project will design and install a diffused air treatment system to our high rate treatment cells.	Water and Sewer Fund – PWTF Loan	2015-2017
Zone 2 Transmission Main	This project will install a water transmission main between the Golf Course Booster Station and the 10 million gallon Kellogg water reservoir.	Water and Sewer Fund	2014-2016
Zone 4 Reservoir and Zone 5 Booster Station	This project will construct a new 3 MG zone 4 water reservoir and a zone 5 booster station to provide redundancy, additional storage necessary to accommodate growth in zone 4 in Southridge and water system capacity to support UGA expansion south of I-82.	Water and Sewer Fund – PWTF Loan	2013-2014
Columbia Gardens	This project is a winery waste pre-treatment system planned and designed to serve wineries to be located on Port of Kennewick property along the north side of the Columbia Drive corridor, between Washington and the Cable Bridge.	Water and Sewer Fund	2014-2015
Thompson Hill Zone 6 Booster Pump Station.	The project was designed to serve approximately 56.5 acres in the zone 6 water service area on Thompson ill. The facility is designed to meet all domestic and fire flow requirements at build out of the water service area.	Water and Sewer Fund	2014
Zone 4 Transmission Main	This is a 16” diameter ductile iron water transmission main to be used for moving water from the Panoramic Heights (28 th & Irving) reservoir up to the Thompson Hill zone 4 reservoir currently under construction.	Water and Sewer Fund	2014
Beech Street – 8 th to Bruneau Sewer System Improvement	The interceptor has been identified as needing replacement with a larger diameter sewer main.	Water and Sewer Fund – PWTF Loan	2013-2014
Parks			
Hansen Park	Improvements to the newly development Hansen Park.	Capital Improvement Fund	2014-2015
Fire			
New Fire Station 65 6400 W. 10 th .	Design and construction of a new Fire station.	Bonding	2014

INFRASTRUCTURE

<i>Facilities</i>	<i>Description</i>	<i>Funding Sources</i>	<i>Timeframe</i>
Replace Fire Station 63	Design and construction of a new Fire station.	Bonding or Capital Improvement	2015
Remodel Fire Station 61	Design and construction	Bonding or Capital Improvement	2017
Future Fire Station 66 Southeast Kennewick	Design and construction of a new Joint Agency Fire station.	Bonding or Capital Improvement	By 2018
Future Fire Station 67 Southridge area of Kennewick	Design and construction of a new Fire station	Bonding or Capital Improvement	2020

IMPLEMENTATION

ESTABLISHING PRIORITIES AND PHASING

In order to implement the Capital Facilities Plan, Kennewick established priorities for the projects based on the forecast of where major growth would occur in the next 20 year. Currently the City's water, sewer and transportation plans are geared towards the priority areas. The selection and prioritization of capital improvement projects included in the Capital Facilities Plan is ultimately based on City Council approval. The plan is recommended to the full City Council by the Council Infrastructure Sub-Committee, which consists of three council members and is led by city staff. The Committee's recommendation represents a consensus of the Committee and is based on a thorough review and prioritization of potential projects and the capital program as a whole. This process identified priority areas for the City for the 2013/2014 biennium. Appropriation of funding for capital projects during the biennial budget and CIP process is a major tool for Capital Facilities Plan implementation. The major project list above indicates the priorities for some capital projects. Projects are phased based on the available funding, and degree of necessity which eventually establishes the priority list.

REASSESSMENT

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

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

Following measures are used for monitoring and reassessment:

- Re-evaluate the land use plan in the annual Comprehensive Plan Amendment process
- Periodic GMA Comprehensive Plan update every 7 years
- The biennial CIP and budget process
- Annual CIP budget monitoring reports with quarterly updates
- The Transportation Improvement Program (TIP)
- Periodic Water and Sewer Plans update
- Concurrency requirement in the development review process

Strategy for 20-year includes:

- Establishing the 20 year UGA
- Plan to serve the UGA in the next 20 years
- Revisit the Capital Facilities Plan every 7 yrs

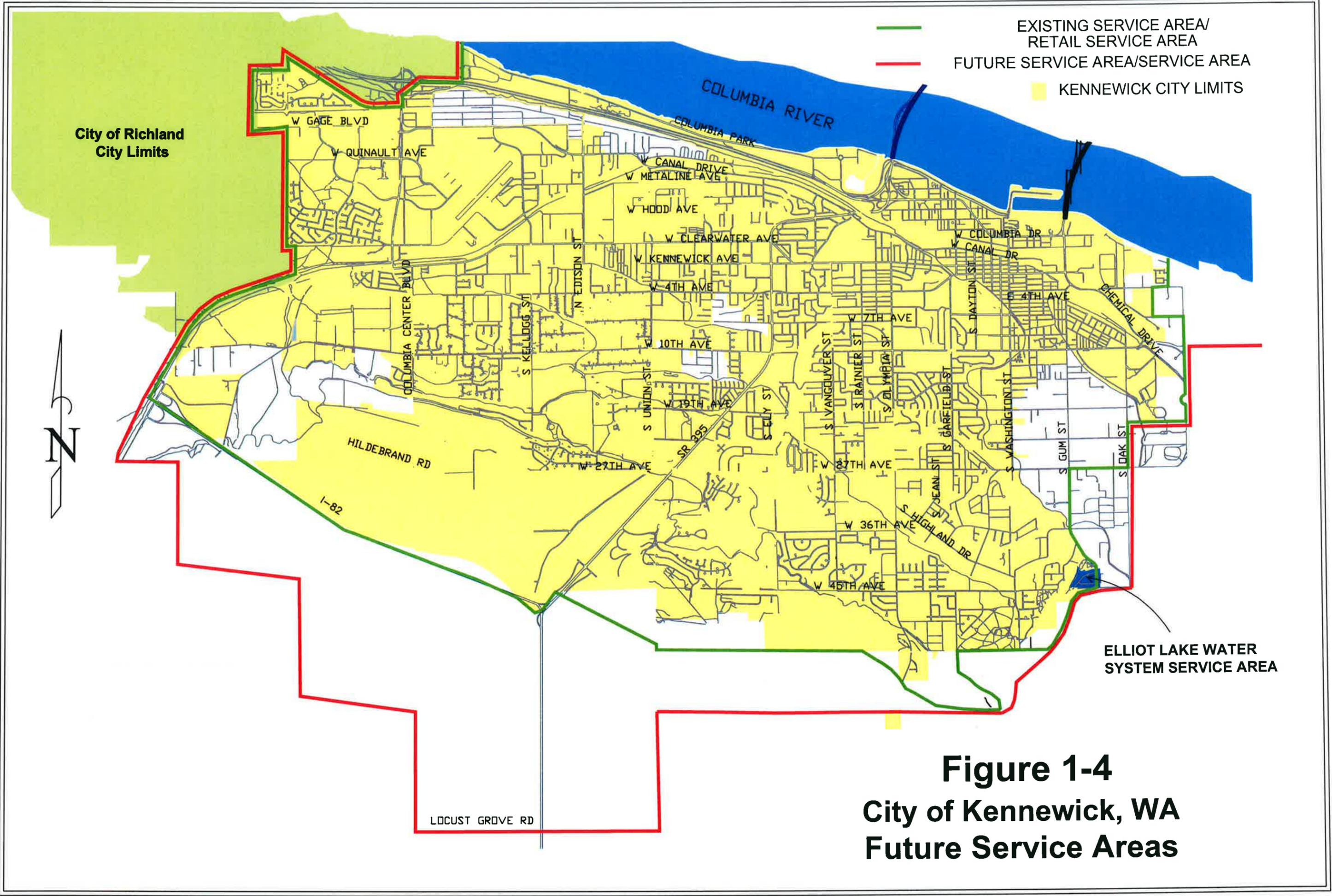
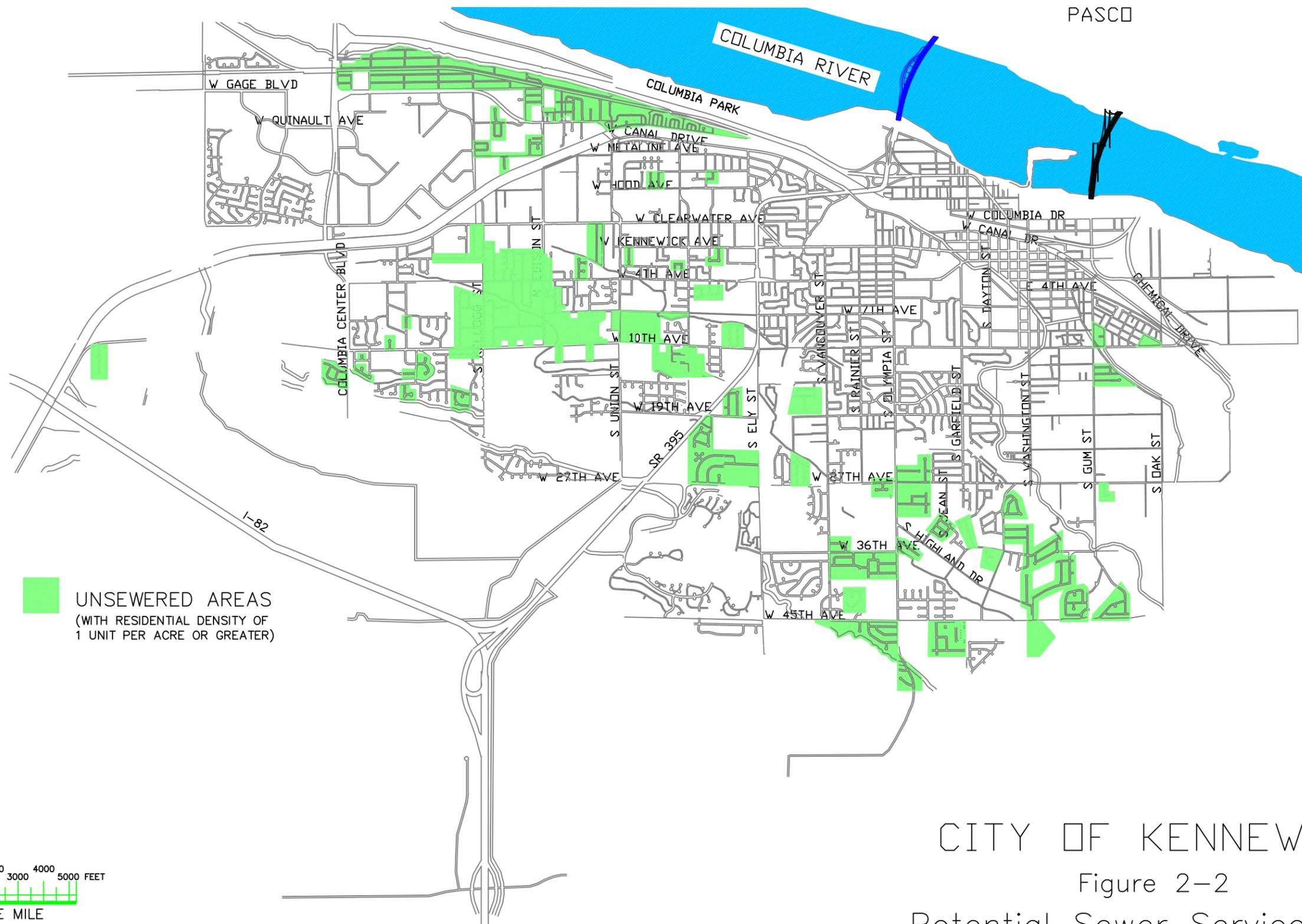
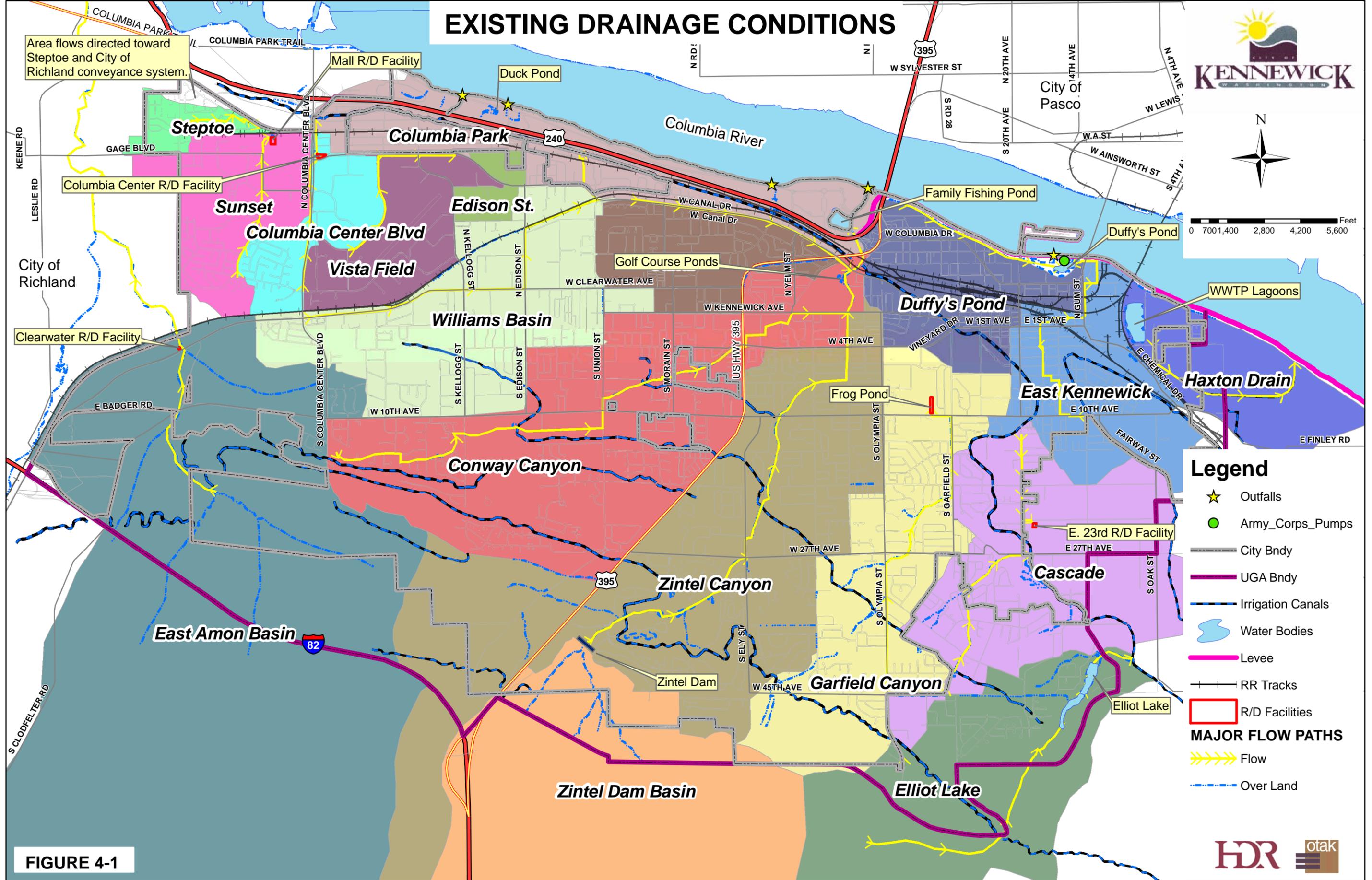
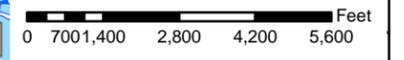
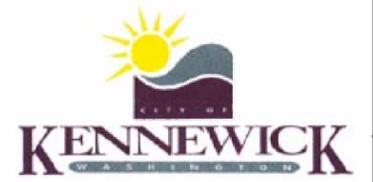


Figure 1-4
City of Kennewick, WA
Future Service Areas



CITY OF KENNEWICK
Figure 2-2
Potential Sewer Service Area

EXISTING DRAINAGE CONDITIONS



Area flows directed toward Steptoe and City of Richland conveyance system.

Legend

- ★ Outfalls
- Army_Corps_Pumps
- City Bndy
- UGA Bndy
- Irrigation Canals
- Water Bodies
- Levee
- RR Tracks
- R/D Facilities

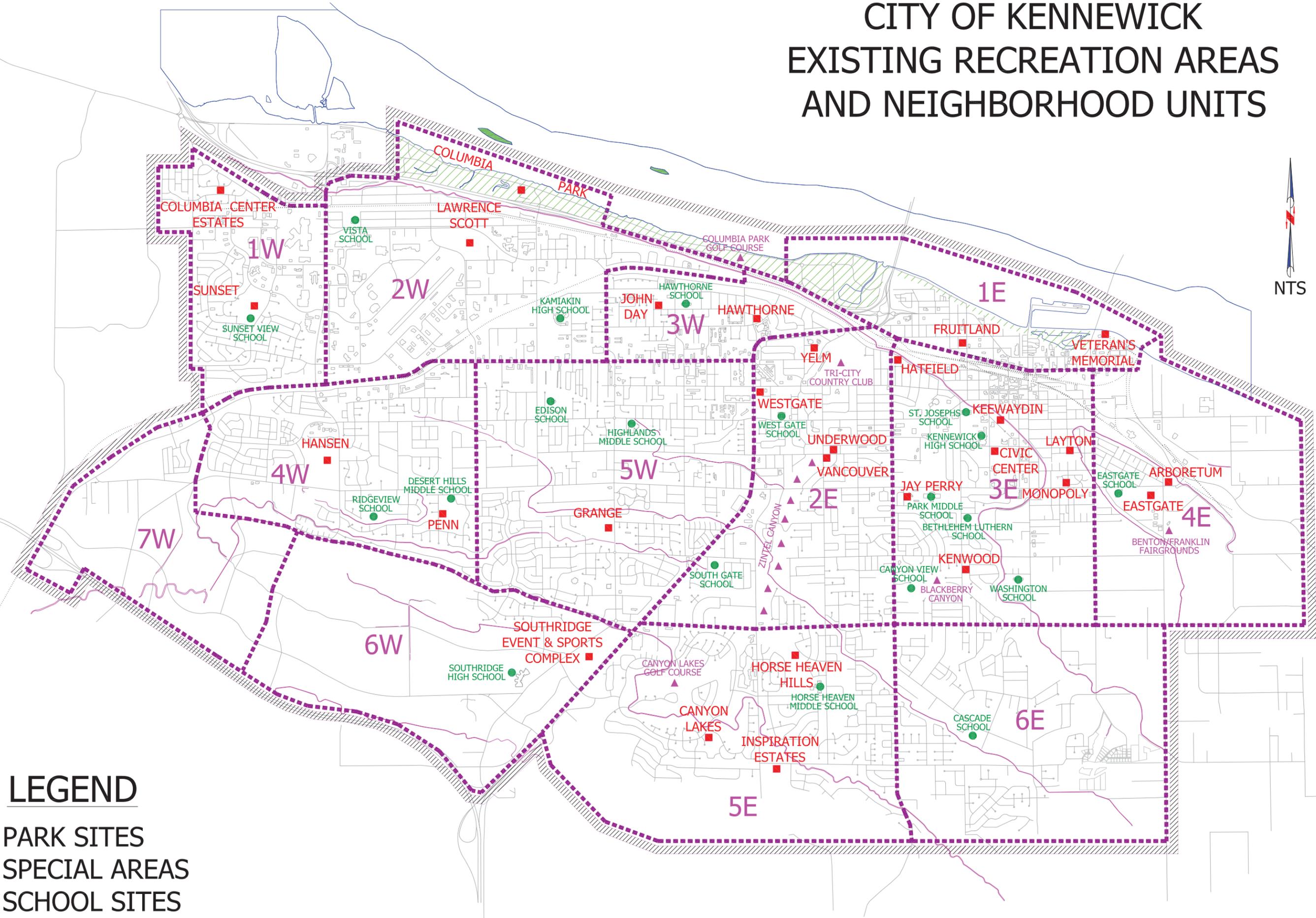
MAJOR FLOW PATHS

- Flow
- Over Land

FIGURE 4-1

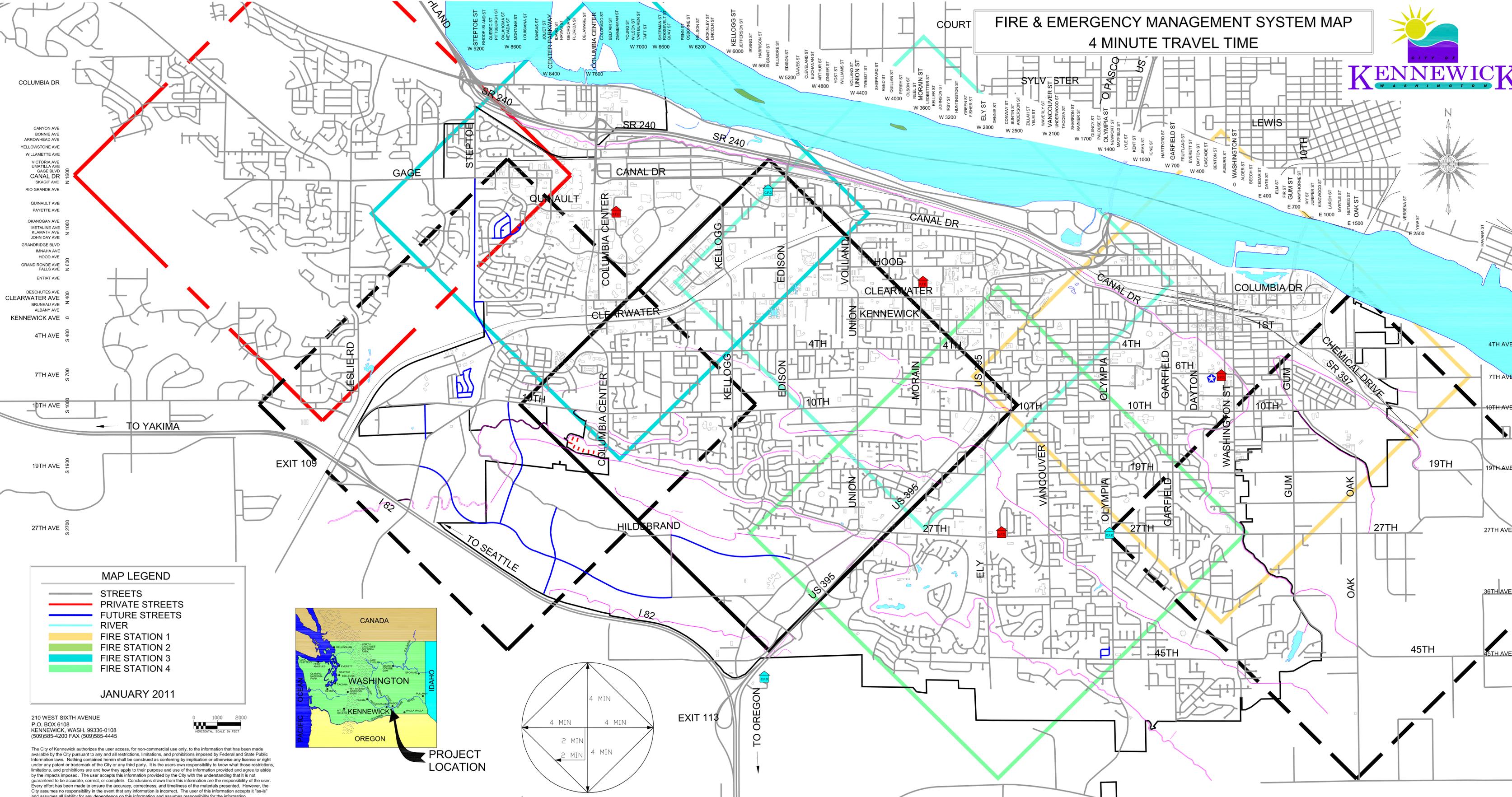
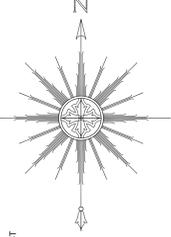


CITY OF KENNEWICK EXISTING RECREATION AREAS AND NEIGHBORHOOD UNITS



- LEGEND**
- PARK SITES
 - ▲ SPECIAL AREAS
 - SCHOOL SITES

FIRE & EMERGENCY MANAGEMENT SYSTEM MAP
4 MINUTE TRAVEL TIME



MAP LEGEND

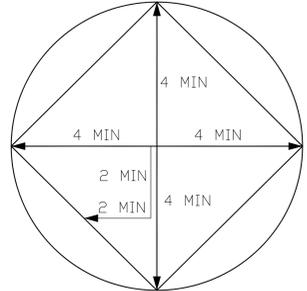
-  STREETS
-  PRIVATE STREETS
-  FUTURE STREETS
-  RIVER
-  FIRE STATION 1
-  FIRE STATION 2
-  FIRE STATION 3
-  FIRE STATION 4

JANUARY 2011

210 WEST SIXTH AVENUE
P.O. BOX 6108
KENNEWICK, WASH. 99336-0108
(509)585-4200 FAX (509)585-4445



PROJECT LOCATION



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UTILITIES

RCW 36.70A.070; WAC 365.195.320

INTRODUCTION

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

FACILITIES AND DISTRICT CHARACTERISTICS

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

- The Bonneville Power Administration (BPA)
- Benton County Public Utility District
- Cascade Natural Gas Company
- Kennewick Irrigation District (KID)
- Columbia Irrigation District (CID)
- Charter Cable
- Verizon telephone, and
- Waste Management of Kennewick (WMK)

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

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

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

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

GENERAL LOCATION AND CAPACITY

ELECTRICITY

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

Electricity to the City of Kennewick and various outlying areas is actually provided by the Benton County Public Utility District No. 1, also known as Benton PUD, located at 2721 W 10th Ave. Benton PUD receives their electricity from the Bonneville Power Administration, power purchases and their own generation. Benton PUD purchases their green power and renewable energy from Energy Northwest's Nine Canyon Windfarm and Klickitat PUD's landfill gas-to-energy powerplant in Goldendale, Washington. They serve five subsystems in this region: Kennewick Urban, Benton City, Prosser, Columbia River irrigation projects, and Hanford/Cold Creek. Only the Kennewick Urban subsystem is discussed in this section.

The Kennewick Urban subsystem is supplied by ten miles of 115kV transmission line, seven substations located throughout the City and 50 electric feeders. Each feeder is responsible for supplying the electrical current for several sub-regions, with the capacity to switch to other feeders if an emergency should arise. These feeders are the basic unit of electricity planning and are designed to carry a maximum load of 12,000 kW each. Even though this is the maximum load, when a feeder reaches the 8,000 kW level of demand, plans are made to relieve it so that a reserve of 4,000 kW can always be retained. For planning purposes, each new customer house in the District is anticipated to draw 10 kW. Using this figure, every 800 new residential buildings will require a new feeder line.

NATURAL GAS

Cascade Natural Gas Corporation is a natural gas distribution company with a local office located at 200 N. Union in Kennewick. Cascade Natural Gas Corporation provides service to over 232,000 customers, in 95 communities in the states of Washington and Oregon. In 2005, Cascade provided natural gas service to 4,454 residential customers and 1,131 commercial customers in the Kennewick area. Cascade expands its services to businesses and neighborhoods based on the demand. The average therm usage per residential customer is 683 therms. Each therm of natural gas contains 100,000 British Thermal Units (BTU) of energy.

IRRIGATION WATER

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

KID

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

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

Table 1: KID Canals and Service Area

Canals and Laterals	Area in acres
Main Canal Division III	439
Main Canal Division IV	2443
Highland Feeder	1429
Highlift Canal	3847
Lowlift Canal	785
West Extension	249
Amon Pump Lateral	1360

CID

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

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

TELEPHONE

Basic and enhanced telecommunication services in Kennewick and much of the Northwest is provided by Verizon Northwest. Long distance service is available from Verizon, as well as from various other long distance carriers. In many cases, Verizon can also provide fiber-fed and/or high-speed broadband facilities. Verizon has expanded its DSL network, and that service is available in much of the Kennewick area. Provisioning of communication facilities to

commercial and residential developments takes place concurrent with growth, typically underground.

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

CABLE TELEVISION

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

GARBAGE COLLECTION

Waste Management of Kennewick (WMK) provides garbage collection services under a franchise agreement with the City. Subscription to service is mandatory for health and safety reasons. Pick up of garbage is weekly from residential homes and businesses at a minimum. Curbside residential recycling is available at no extra cost to the subscriber. There are five drop-box recycling centers placed within the community for businesses and multi-family recycling. Waste Management also operates a transfer station at 2627 S. Ely Street. This facility is open six days a week, Monday through Saturday. A free dump coupon program has replaced the Spring and Fall free dump weeks. Each residential customer in good standing may receive coupons for 12 free dumps valid any day throughout the year. There is an additional post holiday free dump week immediately following Christmas. There is solid waste disposal at the transfer station as well as a recycle buyback center. Recyclables are also collected from residences and businesses, as well as debris from construction and demolition projects. All recyclables are taken to Clayton Ward Recycling in Kennewick. All other waste is taken to Columbia Ridge. No sorting is done. The present franchise agreement with Waste Management is due to expire in 2014.

Waste management facilities in Kennewick are considered Essential Public Facilities and are regulated according to the requirements in the Essential Public Facilities section in the Comprehensive Plan.

FUTURE NEEDS

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

Cascade considers 683 therms as the average therm usage per residential customer. Each therm of natural gas contains 100,000 British Thermal Units (BTU) of energy. For electricity planning purposes, each new customer house in the District is anticipated to draw 10 kW. Using this figure, every 800 new residential buildings will require a new feeder line. As Kennewick grows, both in population and size, these levels of service can be combined with the

projected growth figures to determine the anticipated supply that must be made available in the future to adequately service the new areas.

Cascade Natural Gas continues to expand its service to businesses and neighborhoods where there is a demand. Charter Cable provides services mainly within the City limits and expands according to demand. Verizon has already expanded its service to most of the Kennewick Urban Growth Area. Irrigation districts' (KID and CID) plans currently do not indicate any major expansion of the facilities. WMK is serving the City based on the demand and has no future plan for major facility expansion.

ELECTRICITY

Benton PUD's forecast is based on its entire service area within Benton County. The 2005 Retail Energy Sales Ten-Year Forecast (Load Forecast) Medium Case Scenario predicts an average annual rate of growth of 1.22%. By the year 2015 this would result in an increase of 27 aMW over the 2004 actual of 188 aMW at the BPA points of delivery. The Ten-Year low, medium and high retail energy forecasts are each stand-alone forecasts. The low forecast represents a low customer growth and mild weather scenario. The medium forecast represents average customer growth and an averaging of the heating and cooling degree-days over the last ten years. The high forecast represents a high customer growth and an extreme weather scenario.

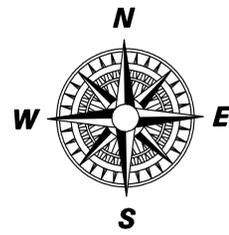
Table 2: Benton PUD Projection by Sector - Customer and Medium Case Energy Sales

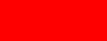
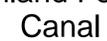
	Customers Actual 2007	Customer Projected 2012	Customer Projected 2015	Energy Sales Projected 2018 MWH
Residential	38,285	42,402	47,807	798,009
Small/Med General Services	4,989	5,502	6,142	339,062
Large General Services	131	143	153	306,352
Industrial	3	3	3	51,828
Small Irrigation	609	617	635	15,922
Large Irrigation	116	101	101	410,559
Street Lights	9	9	9	5,100
Yard Lights	1448	1,451	1,473	1,053
Total	45,944	50,582	56,677	1,930,732

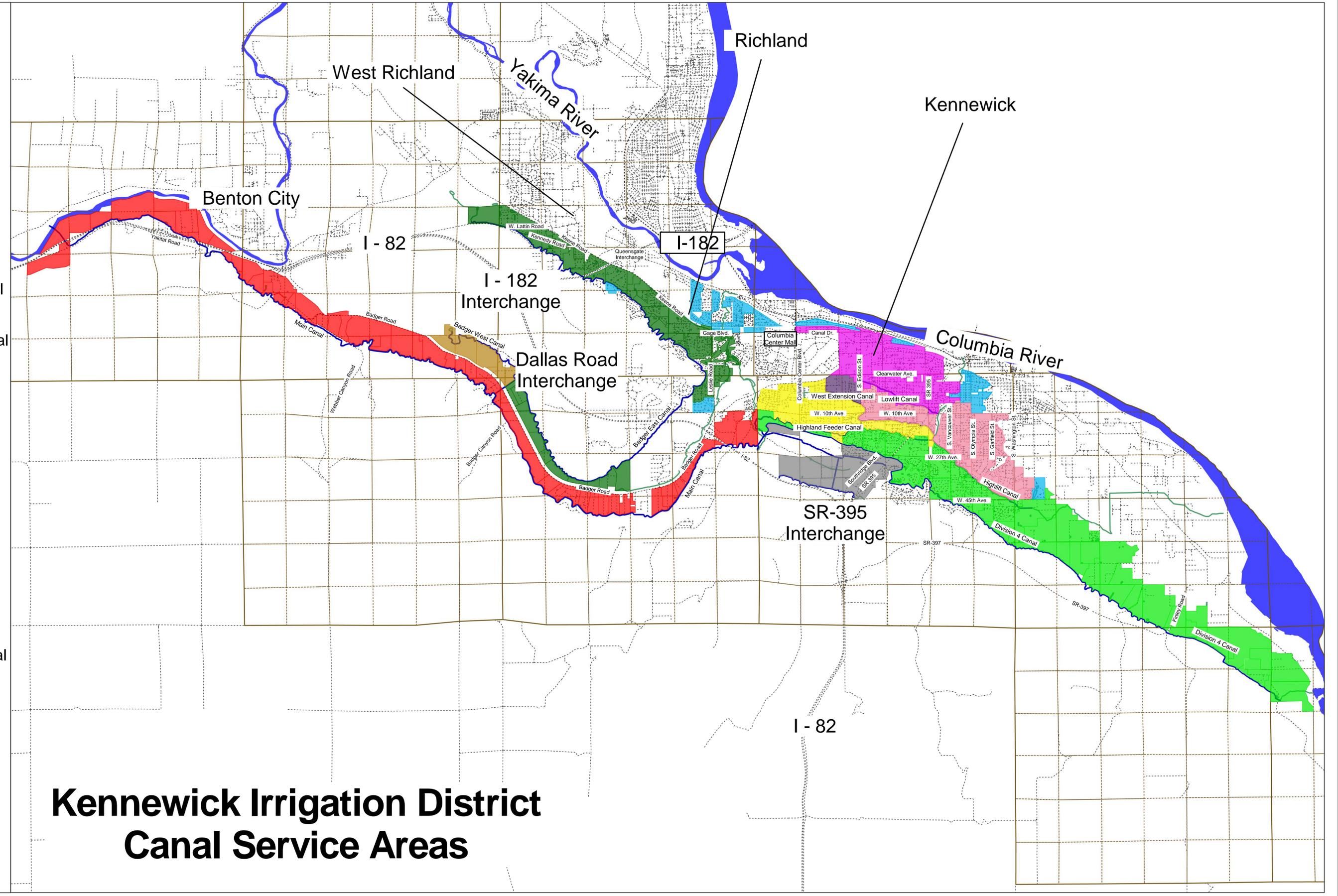
Benton PUD is participating in the Bonneville Power Administration conservation program to promote energy conservation in the service area territory. It owns portions of the Fredrickson and Finley generating plant that are currently being sold into the market but are available to serve local load and system peak. Benton PUD also contract for renewable energy and as a slice utility it also has the ability to buy and sell power on the spot market to meet the current and future energy needs of the customers.

Table 3: Benton PUD Customer Projection for Kennewick

	Customer Actual 2005	Customer Projected 2011	Customer Projected 2022
Residential	24,908	26,865	30,003
Small/Med General Services	3,483	3,654	4,084
Large General Services	63	65	67
Industrial	NA		
Small Irrigation	NA		
Large Irrigation	NA		
Street Lights	Done as systems	Done as systems	Done as systems
Yard Lights	441	441	441
Total	28,895	31,025	34,595



-  Main Canal
-  Division 4 Canal
-  Badger East Canal
-  Badger West Canal
-  Highland Feeder Canal
-  Highlift Canal
-  West Extension Canal
-  Lowlift Canal
-  Amon Pump Lateral
-  Other Water Sources

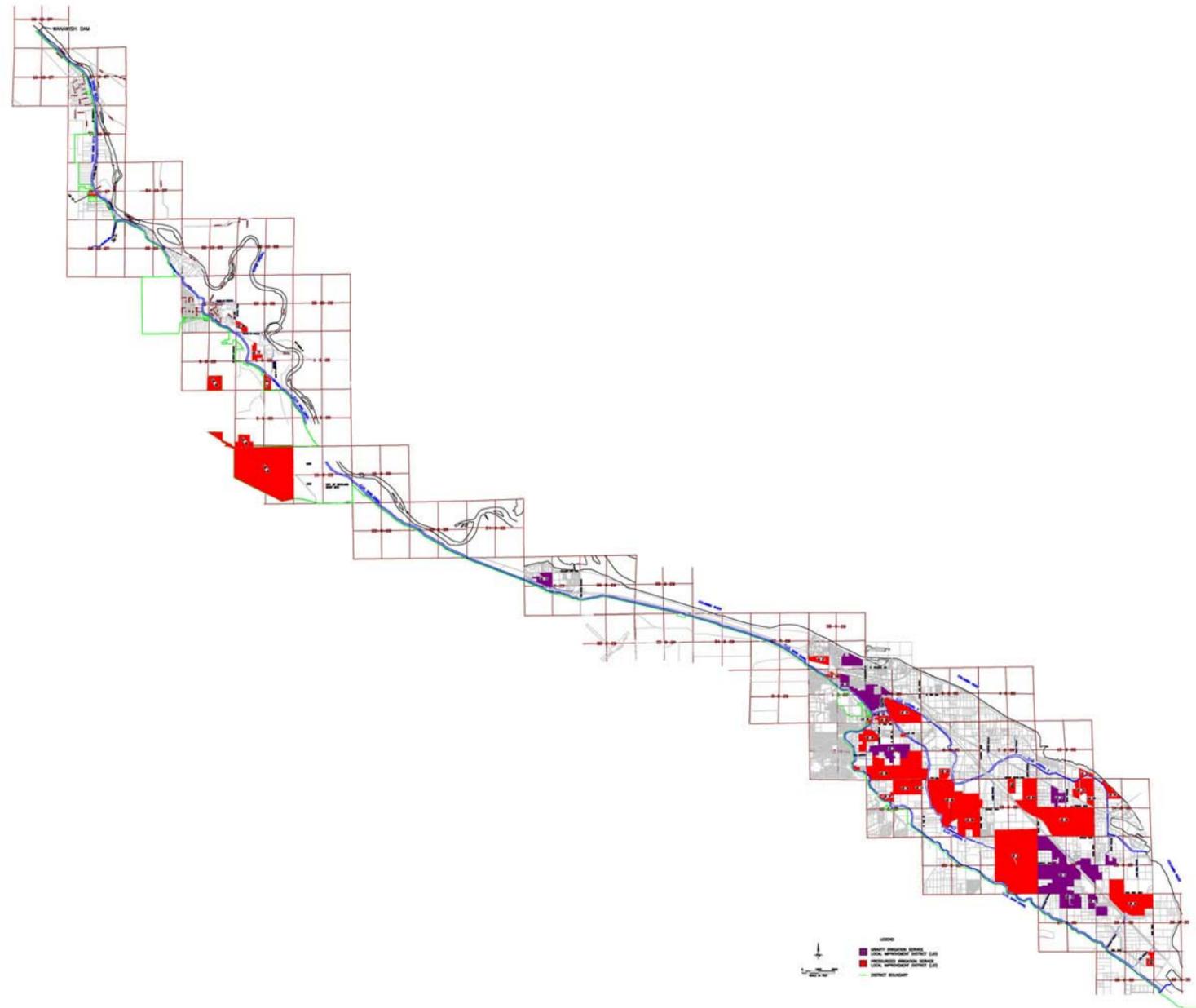


Kennewick Irrigation District Canal Service Areas



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Columbia Irrigation District Service Areas



ESSENTIAL PUBLIC FACILITIES

RCW 36.70A.200; WAC 365.195.340, WAC 365.195.840, WAC 365.195.070

DEFINITIONS

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

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

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

DIFFICULTIES IN SITING

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

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

IDENTIFY FACILITIES

The City will identify Essential Public Facilities based on the definition mentioned in this document and the services these facilities provide to public. Services to the public provided by the government, substantially funded by the government, contracted for by the government, or provided by private entities subject to public service obligations will be considered for identifying Essential Public Facilities.

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

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

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

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

The county listing would include the following:

- Correctional facilities
- Solid waste management facilities of regional nature

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

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

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

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

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

INVENTORY OF EXISTING ESSENTIAL PUBLIC FACILITIES

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

CITY FACILITIES

1. Solid Waste Management Facilities

Kennewick works jointly with Benton County and the Cities of Richland, West Richland, Prosser and Benton City to address solid waste issues. Solid waste issues are addressed

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

City of Kennewick maintains its solid waste management system mainly through Waste Management Kennewick (WMK). Waste Management Kennewick provides solid waste and recycling services. Kennewick does not have any solid waste landfill within the City limits. The City's solid waste is transferred through Waste Management Kennewick to Columbia Ridge Landfill in Arlington, Oregon.

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

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

Inert Landfill

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

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

The City has an agreement with the Benton County Road Department and the Washington State Department of Transportation to let them use the facilities for their street waste programs (WSDOT - local highways only). The City has chosen not to offer the use of these facilities and services to any private parties or other activities to keep the source of materials coming into the site controlled. This greatly reduces the possibility of a serious contamination being introduced.

2. In-Patient Facilities

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

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

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

- o Substance abuse facilities – Kennewick General Hospital does not provide inpatient facilities for substance abuse. In Kennewick, they are usually offered in group-homes or are coordinated with facilities mentioned above.
- o Group homes offering inpatient facilities such as substance abuse facilities and mental health facilities are randomly distributed throughout the city. They are permitted as a residential use according to the Zoning Ordinance of KMC and state regulations.

COUNTY FACILITIES

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

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

STATE FACILITIES

- 5. *Interstate Hwy, I-82 borders the southwest edge of the City.*
- 6. *Interregional State Principal Arterials SR 240, SR 395 and SR 397. SR 240 runs from the northwest city limits to SR 395, SR 395 runs from the southern city limits to the Franklin County line, and SR 397 runs on the northeast and the east sides of the City.*

These also fall under the category of Highways of Statewide Significance (HSS). Improvements to the HSS routes are to be considered priority for funding by the Washington State Transportation Commission.

7. *Intercity Passenger Rail Service*

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

8. *The Freight Railroad System (BNSF, Union Pacific).*

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

The BNSF railway maintains approximately eight miles of mainline track within Kennewick and a complex of side tracks. Each intersection of mainline track with a city street is either signalized or grade separated. Most side track intersections are not signalized. The BNSF currently has an average of six trains per day. With the improvement of the Stampede Pass and increased shipping at the Ports of Tacoma and Seattle the number of trains using this corridor could increase to as high as 20 trains per day.

This impacts the six remaining at-grade crossings in Kennewick. Columbia Center Boulevard crossing was the one expected to have greater impact due to the existing heavy vehicular traffic. To reduce the impact, City of Kennewick worked with BNSF and raised funding from several state agencies in order to undertake a project to separate the grades between the railroad and the Columbia Center Boulevard. The project is known as "Columbia Center Boulevard BNSF Grade Separation Project" and was finished in 2005. The project creates a below grade track for the BNSF at this crossing. There are two other potential grade separation projects, one at Edison Street and the other one in the Downtown area.

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

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

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

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

9. *The Columbia/Snake Navigable River System*

The Columbia-Snake River System is an important inter-modal commercial transportation network for the state extending to the Pacific Ocean. The system includes

eight dam and lock complexes allowing the numerous barge lines serving the river system to transport commodities to and from locations throughout the world. Several barge companies currently offer service to the Tri-Cities area with specialized barges that handle a wide variety of cargo. A fully operational container-handling terminal is operated at the Port of Pasco. The terminal is also served by BNSF railroad.

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

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

11. *Secure Community Transition Facilities (SCTF)*.

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

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

SITING PROCESS

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

1. DETERMINING ESSENTIAL PUBLIC FACILITIES

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

- a. Facility meets the Growth Management Act definition of Essential Public Facilities.
- b. The facility is in the city, county or state list of Essential Public Facilities as described in the Comprehensive Plan's Essential Public Facilities element.
- c. It provides services to the public, there is a need for the service and there are difficulties in siting due to one or more of the following:
 - i. The facility requires a type of site for which there are few sites available.

- ii. The facility can only be located near another public facility.
- iii. The facility has proven or anticipated adverse environmental and economic impacts to the surrounding community.
- iv. There have been difficulties in the past in siting these types of facilities.

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

2. REVIEW CRITERIA

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

- a. **Applicability.** Review shall determine the need of the facility in the light of established level of service. It shall review whether such facility already exists and the service level is adequate or can be accommodated in an existing facility.
- b. **Consistency with the Comprehensive Plan.** Facilities shall be consistent with the Comprehensive Plan land use map and policies. Facilities, if provided through a special district plan, the special districts plan must also be consistent with the Comprehensive Plan.
- c. **Multi-jurisdictional approach and CWPP.** The facility needs to be consistent with the County-Wide Planning Policies. Inter-agency review shall be required if the facility is of a statewide, countywide or regional nature.
- d. **Location.** Review of alternative sites for appropriate location and regional fair share considerations.
 - i. Facilities shall be allowed in the zoning districts according to the Essential Public Facilities table.
 - ii. Review and compare between several alternative sites within the City if it is a City provided Essential Public Facility.
 - iii. Consider several alternative sites in other jurisdictions as well if the facility is a state or county Essential Public Facility providing services of regional nature.
- e. **Impact and mitigation.** Identify the potential impacts of the proposed facility. Impacts shall be identified in the most comprehensive manner to include social, environmental and economic impacts. Measures shall be taken to mitigate the adverse impacts such as noise, odor, pollution, traffic, aesthetics and health and safety concerns.
- f. **Cost-benefit analysis.** The facility's financial impact on the City shall be analyzed. If analysis shows that it would cause a disproportionate financial burden for the community, an agreement shall be required among jurisdictions to mitigate the adverse financial burden when the facility offers regional services.
- g. **Case-by-case approach.** Director of the Community Planning or person of a similar responsibility may add additional review process if required due to the unique nature of the facility. Conditions shall be added in each case to mitigate the adverse impacts and to make the facility compatible with the affected area. All the issues that make the specific facility difficult to site shall be appropriately addressed and mitigated.

- h. **Public involvement.** The public shall be notified according to the statutory requirements. Public meetings shall be conducted by the applicant before the public hearing to address public concerns.

3. PERMITTING

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

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

ESSENTIAL PUBLIC FACILITIES TABLE¹

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

<i>Facility Use</i>	<i>Specific zoning</i>	<i>Comp. Plan Land use</i>	<i>SEPA</i>	<i>Other jurisdictions involved</i>	<i>Special Criteria</i>
Local					
Solid waste handling facilities	PF, IL, IH	Public Facility, Industrial	Yes	DOE, DOH	According to the City's adopted Solid Waste Management Plan
Wastewater treatment facilities	PF, IL, IH	Public Facility, Industrial	Yes	DOE, DOH	According to the City's adopted Water and Sewer Plan
In-patient facilities in hospitals - Mental Health and/or Substance Abuse	PF, CO, CC, CR, CG	Public Facility, Commercial	Yes	DOH, DSHS	
Group homes (as in-patient facilities)	Per zoning code matrix	Per zoning district	TBD	DOH, DSHS	Must be in compliance with the category definition
State and County					
State and local correctional facilities (i.e. jail, juvenile detention center).	JF	Public Facility	Yes	DOC, DOH, DSHS, Benton County	Distance from school
Secure community transition facilities (i.e. work release)	JF	Public Facility	Yes	DOC, DSHS	- 3 ESSB 6151 criteria - Distance from risk potential ² activities, facilities and sites. - DSHS to work with local government to provide equitable distribution of SCTF. (Section 201 (8) not to cause a disproportionate grouping in one county or jurisdiction)
State or regional transportation facilities	Zoning does not apply	N/A	Yes	WSDOT, DOE, RTPO	
Airports	PF	Public Facility, Industrial	Yes	FAA, WSDOT, DOE, RTPO	Land use compatibility
State education facilities (2 and 4 yr college)	BP, PF, OS	Public Facility, Open Space	Yes	HECB, SBCTC	
Others listed by OFM	TBD	TBD	TBD	TBD	TBD

¹ Essential Public Facilities shall be allowed only in the designated zoning districts as indicated in the Essential Public Facilities table and according to the process in the Comprehensive Plan Essential Public Facilities Element.

² Public and private schools; school bus-stops; licensed day care and licensed pre-school facilities; public parks, trails and sports fields; recreational and community centers, churches, synagogues, temples, and mosques, public libraries.

ECONOMIC DEVELOPMENT

RCW 36.70A.020; RCW 36.70A.080; WAC 365-195-345

INTRODUCTION

Economic development is strategy to constantly improve the community's economic well-being and quality of life. Every community wrestles with the issue of economic growth since the stakes are so high; an expanded tax base, business retention and diversification, attraction of new businesses, and an improved quality of life. Without a strategy to help these things happen, it is unlikely that they will occur in a manner that matches the community vision.

STATUTORY REQUIREMENTS UNDER GMA

Economic Development is not a mandated element of GMA planning. At this time it is an optional element pursuant to WAC 365-195-345 and RCW 36.70A.080 since no state monies have been appropriated to include it. It is a topic important to the state's vitality and financial stability and it will eventually become a mandated element for comprehensive plans.

STATEWIDE PLANNING GOALS

Statewide planning goals have been established to guide cities and counties in developing their comprehensive plans. Economic development is one of the 13 planning goals listed in RCW 36.70A.020, even though it is not included as a statutory requirement in comprehensive plans. The statewide economic development goal has specific directives:

- Encourage Economic Development consistent with adopted comprehensive plans;
- Promote economic opportunity for all citizens of the state;
- Promote retention & expansion of existing businesses;
- Promote recruitment of new businesses;
- Recognize regional differences impacting economic development; and
- Encourage growth in areas experiencing insufficient economic growth within the capacities of natural resources, public services, and public facilities.

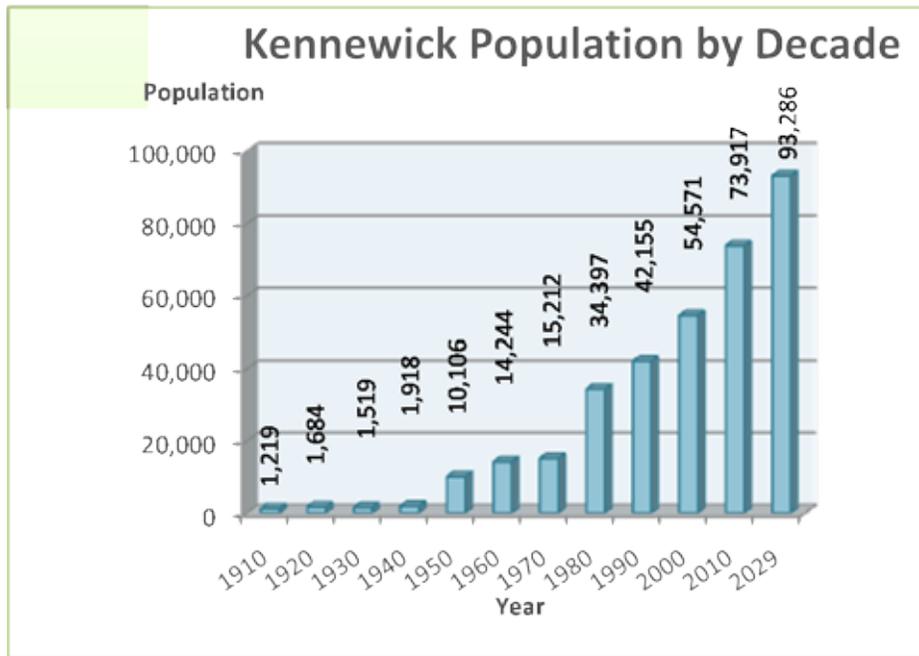
LOCAL PLANNING – ECONOMIC DEVELOPMENT

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

POPULATION

Growth in population usually indicates growth in the available work force. The population of Kennewick has increased significantly since its incorporation as a city in 1904. At the time of the 1910 census, the Kennewick population was 1,219 people. In 2011 the population is 74,665. The following table shows this growth in 10-year increments from 1910 to 2010, using data from the U.S. Census Bureau. Kennewick is planning for a population of 93,286 by 2029.

Table 1: Population Chart



LABOR FORCE

Having a trained labor force available is necessary for economic development and marketing. Basic to this need is the expectation that a high school diploma is the minimum requirement for employment. High school graduation rates affect both unemployment rates and the median weekly earnings of workers. In 2004 the 4-year high school graduation rates for the 3 Kennewick High Schools and the State of Washington were:

Table 2: 2010 High School Graduation Rates

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

*Office of the Superintendent of Public Instruction

According to the Bureau of Labor Statistics, unemployment rates in the United States are directly tied to educational levels. In 2010, the unemployment rate in the U.S. for a high school dropout was 13.9%; the rate for persons with high school diplomas was 10.1%, and 4.5% for those with a Bachelor’s, Master’s or Doctoral Degree. The following table shows the number of employed in Kennewick who are 16 or over. There were 4.5% unemployed in the entire Kennewick work force in 2000.

Table 3: Kennewick Employment Status – 2000*

	NUMBER	PERCENT OF WORKFORCE
Population 16 years and over	40,505	100.0
In labor force	27,631	68.2
Civilian labor force	27,603	68.1
Employed	25,783	63.7
Unemployed	1,820	4.5
Armed Forces	28	0.1
Not in labor force	12,874	31.8

*U.S. Census Bureau

Educational levels also affect the income of the labor force. In 1996, those without a high school diploma or equivalency earned 60% less than those with some college, and significantly less than those with a Bachelor's Degree. For all college degrees from an Associates of Art's Degree to a Doctoral degree, earnings exceed the median wage. In 2000 Kennewick's median household wage was \$41,213.

Knowing where workers are employed will help in understanding the local environment as economic development strategies are designed. The attached table shows the top 6 employment categories for 2002 for the Kennewick, Richland, and Pasco Metropolitan Statistical Area (MSA). The data is from the U.S. Census Bureau. Numbers of employees are shown in descending order from the highest to the lowest.

Table 4: Top Six Employment Groups in the Tri-Cities

DESCRIPTION	ESTABLISHMENT	PAID EMPLOYEES
Retail trade	771	10,262
Professional, scientific, & technical services	401	9,210
Administrative, support, waste management & remediation service	210	9,151
Health care & social assistance	562	8,018
Manufacturing	167	7,319
Accommodation & food services	381	5,835

The remaining employment categories of utilities and wholesale trade, arts, entertainment, recreation, insurance, real estate, and information; all have fewer than 2,000 employees each throughout the MSA. These are not shown on the above table.

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

QUALITY OF LIFE

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

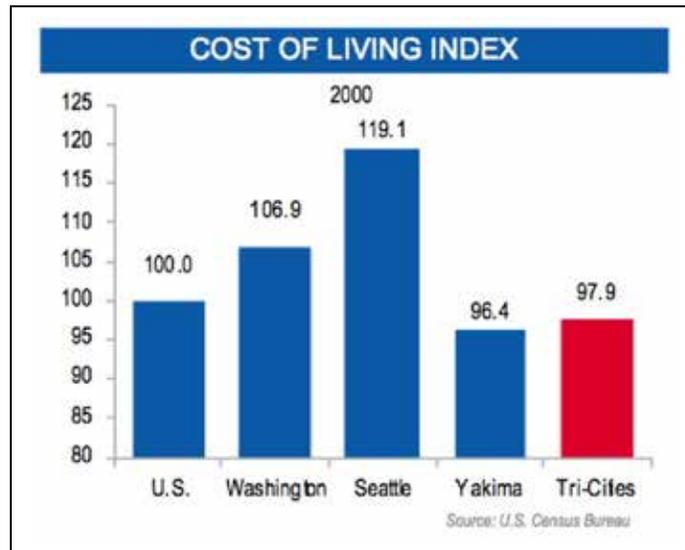
Aesthetics – The physical appearance of a town or city is often mentioned when defining quality of life. Aesthetically pleasing surroundings entice visitors and residents alike to public areas that are accessible, stimulating, and encourage them to feel they are a part of a unique community. The Downtown Kennewick Redevelopment Plan, emphasizing street and façade improvements, has resulted in numerous new businesses investing in the downtown. Special events, such as the First Thursday Art Walk, Cool Summer Nights, Classy Chassy Show & Shine, and Tri-Cities First Night all attract crowds and highlight the Downtown area.

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

Sub-area plans such as the Vista Entertainment District and the Southridge Area Master Plan include design standards to protect and enhance the unique qualities of each area.

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

Table 5: Cost of Living Index



Climate – Kennewick is known as having a mild climate with over 300 days of sunshine per year. The average maximum temperature is 65.9 degrees Fahrenheit. The average minimum temperature is 42.3 degrees Fahrenheit. Combining this with an average total precipitation of 7.1 inches provides a perfect environment for golf, water sports, and other outdoor recreation.

Schools – Kennewick School District #17 provides 13 elementary schools, 4 middle schools, 3 high schools, and one skills center (Tri-Tech). The 2005-2006 enrollment is 15,786. The average cost to educate each student is \$7,694, compared with the state average of \$9,454 per student.

Medical Care – The Tri-Cities provides 3 hospitals with a full range of medical care. Kennewick General Hospital at 900 S. Auburn is a 71-bed acute care hospital, built in 1952, owned and operated by the Kennewick Public Hospital District. Kadlec Medical Center at 888 Swift in Richland is a 153-bed hospital. Our Lady of Lourdes Health Center, 520 N. Fourth in Pasco, is sponsored by the Sisters of St. Joseph of Carondelet and has 100 acute care beds. Additional medical care is provided at the Tri-Cities Cancer Center, 7350 W. Deschutes, Kennewick, and numerous other medical, dental, and eye clinics.

Cultural Opportunities – The Tri-Cities offers various cultural venues such as the Mid-Columbia Symphony, the Mid-Columbia Ballet, the Richland Players Theatre, and numerous art galleries and exhibitions. There are 5 public libraries. The City of Kennewick has formed an Arts Commission that is responsible for reviewing proposed gifts or loans of art for aesthetic quality, site appropriateness, public safety and maintenance. Through the Arts Commission, the City supports providing art work in public places. The adoption of the Vista Entertainment District Concept Plan will increase opportunities in this area to complement the Three Rivers Convention Center and the Toyota Center Arena.

Personal Safety - Personal safety is an important quality of life component. In 2005, Farmers Insurance rated the Tri-Cities as the most secure mid-sized city in the U.S. In the same year, Forbes rated it as the 6th safest place to live in the U.S.

PARTNERSHIPS

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

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

The Vista Entertainment District Plan was developed by the City, KID, Port of Kennewick, and the Transit Authority to be a civic and economic center. Using the Plan as leverage for additional public and private money will increase the commercial tax base, create primary and secondary jobs, and enhance the “Kennewick experience”. The Vista Entertainment District contains the Three Rivers Convention Center and the Toyota Center Arena.

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

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

Table 6: Local Organizations

ORGANIZATION	WEB SITE
Benton – Franklin Council of Governments	http://benton-franklin.cog.wa.us
City of Richland – Economic Development	http://ci.richland.wa.us/Richland/Economic Development/
City of Kennewick – Economic Development	http://ci.kennewick.wa.us/economic_development
Historic Downtown Kennewick Partnership	http://www.historickennewick.org
Pacific Northwest National Laboratory – Economic Development Office (also Tri-Cities Small Business Development Center)	http://www.pnl.gov/edo
Port of Benton	http://portofbenton.com
Port of Kennewick	http://www.portofkennewick.org
Port of Pasco	http://portofpasco.org
Three Rivers Convention Center & Coliseum	http://threeriversconventioncenter.com
Three Rivers Entrepreneur Network	http://www.my3rivers.org
TRAC (Trade Recreation Agriculture Center)	http://www.traconline.com/
Tri-City Area Chamber of Commerce	http://www.tcacc.com
Tri-Cities Visitor & Convention Bureau	http://www.visittri-cities.com
TRIDEC (Tri-City Industrial Development Council)	http://www.tridec.org

PRIMARY AND SECONDARY JOBS

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

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

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

REDEVELOPMENT & REVITALIZATION

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

The Port of Kennewick's plans for Clover Island are presented in the Clover Island Master Plan. The Plan proposes a coordinated system of public amenities and island infrastructure, a mix of water-oriented land uses, and recreational uses supporting the existing waterfront and boating tradition. When these proposed changes occur, it is expected that visitors to that area will increase and further economic spin-offs will occur.

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

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

URBAN DESIGN ELEMENT

WAC 365-195-345

INTRODUCTION

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

The Urban Design Element is not mandated by the GMA. It is an optional element pursuant to WAC 365-195-345 and RCW 36.70A.080. Kennewick acknowledges urban design as an importance tool for the community building and economic development processes. The City also recognizes the importance of smart growth principles for its livability and vitality. This Urban Design Element, and its goals and policies are based on smart growth principles that fit the City's vision.

DESIGN

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

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

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

PEDESTRIAN FRIENDLY ENVIRONMENT

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

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

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

CIRCULATION AND CONNECTIVITY

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

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

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

PUBLIC PLACES

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

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

streets should be designed to make them visible and easily identifiable. Access to the waterfront and other recreational areas will also be maintained and enhanced for public use.

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

DISTRICTS

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

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

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

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

Besides residential and commercial districts in Kennewick, others such as the Entertainment District and Downtown Historic District carry immense significance for Kennewick's economy. Kennewick works with other stakeholders to establish distinctive characteristics for each of these. The Convention Center, Coliseum and Ice arena in the Entertainment District have created a regional entertainment hub. Memorandum of Understanding between the City and Kennewick Irrigation District, the other major property holders in the area, has been adopted to identify the district's characteristics, design goals and objectives. The City is working with the Historic Downtown Kennewick Partnership (HDKP) to revitalize the downtown area. The City also takes part in the Main Street program to revitalize the Downtown area. The Bridge-to-

Bridge River-to-Railroad area has been established north of Downtown. Some conceptual design and visioning was done for this area by the Urban Design Assistance Team in conjunction with some of the property owners and stake-holders in 2003. This consists of the waterfront area between the Blue Bridge to Cable Bridge west to east, and the railroad to the south. This effort was aimed to reconnect the Columbia River with the Downtown, and to add more riverfront amenities for Kennewick's Downtown. The City recognizes the importance of this area and the efforts that have been made in the visioning process. The City plans to take a closer look at this area and aims to partner with all public and private stakeholders in order to develop a subarea plan for this area.

ENVIRONMENT AND SUSTAINABILITY

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

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

LANDSCAPING

Landscaping is one of the most important features for creating a nice urban environment. It should positively enhance the built environment and urban spaces, and integrate the man-made environment with the natural environment. It is important for landscaping to be reflective of local features, climate and vegetation. Given the hot-arid climate in the Tri-City area, native landscaping and planting is recommended. Since water conservation is important, selection of native plants that require less water for healthy maintenance is preferred. Xeriscape is highly encouraged in Kennewick as a method of landscaping. On one hand it represents the dry climate identity of the area, and on the other hand it conserves water. The City will implement these landscaping principles in the design of public parks and open spaces in order to encourage private property owners to implement similar landscaping principles.

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

ENVIRONMENTAL SUMMARY FOR COMPREHENSIVE PLAN

WAC 197-11-230, WAC 197-235, WAC 365-195-610, WAC 197-11-800

INTRODUCTION

KENNEWICK COMPREHENSIVE PLAN

- Vision Statement
- Land Use
- Infrastructure
- Economic Development
- Urban Design
- Additional Requirements

PUBLIC PARTICIPATION

ENVIRONMENTAL CHOICES

- Critical Areas
- Shoreline Master Plan
- Southridge Master Plan
- Hansen Park

CONCLUSION

INTRODUCTION

Whenever possible, SEPA and GMA are required to be integrated. The process established in WAC 197-11-230 requires that a SEPA document be prepared and issued at the same time as a GMA action is prepared and issued for public review. This date should be at least sixty days before the final adoption date for all comprehensive plans and development regulations. The public comment period will be the same for both projects if comment time is needed.

The City's existing Critical Area Ordinance (CAO) and Shoreline Master Plan (SMP) have undergone major updates concurrently with the Comprehensive Plan document and other development regulations as required by the State Growth Management Act. They will be adopted according to the state mandated deadline for the CAO. Kennewick is doing an early adoption of the SMP in order to incorporate it with the Comprehensive Plan and CAO. The Comprehensive Plan document reflects the City's major CAO and SMP policies. The final CAO and SMP documents will be applicable citywide. Southridge and Hansen Park sub-area plans have been adopted for the major undeveloped properties within the Kennewick Urban Growth Area. These plans have evaluated alternatives during the sub-area planning processes; separate EIS has been adopted for each of the sub-areas plans. These regulatory documents have identified and analyzed specific sites for environmental protection and master planning, and as a result, the City anticipates issuing a Determination of Non Significance (DNS) for the Comprehensive Plan.

The DNS will be prepared as an integrated GMA document. It will include the environmental checklist with a notice of adoption of the Comprehensive Plan. Three parts of the environmental checklist are required pursuant to WAC 197-11-235 *Documents*, in addition to the accompanying Environmental Summary.

1. Part A – a checklist of the facts of the application.
2. Part C – the responsible official's signature.
3. Part D – a non-project checklist.

The environmental summary includes the checklist and fact sheet, with a concise review of the Comprehensive Plan's structure and four major elements. It also includes key issues identified in the process of preparing the drafts, new development regulations needed for each element, and a section on public participation. Additional topics discussed in this summary document are the preparation of the Critical Areas Ordinance and the Shoreline Master Plan. A discussion of the alternatives evaluated during the preparation of the Hansen Park Subarea Plan and the Southridge Subarea Plan is included.

KENNEWICK COMPREHENSIVE PLAN

The Kennewick Comprehensive Plan is the official policy document of the City, adopted by City Council, which establishes goals and policies to protect health, safety, welfare, and quality of life. The Comprehensive Plan provides a long-range vision of how the City will look and develop while serving to coordinate and guide all City departments.

Kennewick's first Comprehensive Plan was adopted in 1976 by Resolution No. 76-37. It has been revised and amended numerous times since then. In 1993-1994 major revisions occurred with the direction and involvement of a GMA Citizens Committee working with staff. Since then it has been amended and revised annually to remain in compliance with changes to GMA. On or before December 1, 2006, Benton County and all cities within it are required to prepare an updated Comprehensive Plan, and to continue this on a regular seven-year cycle. The updated plan must also include a map or maps and text of objectives, principles, and standards used to develop the comprehensive plan. It must be internally consistent between all elements and consistent with the land use map.

The vision statement directs the focus of the four elements of the Comprehensive Plan, and consequently, the direction of future growth. Besides addressing the natural amenities of the region we live in, it defines our commitment to efficient delivery of services, diversity of residential choices, and understanding of the importance of economic development and well-designed communities.

Prior to changes made for the 2006 update, the 2005 Comprehensive Plan included seven elements with supporting goals and policies. The GMA Citizens Committee developed the current goals and policies in 1993-1994. The seven current elements in the Plan are Land Use, Housing, Regional Considerations, Public Facilities, Economic Development, Transportation, and Urban Design.

A decision was made to reduce the number of elements in the updated 2006 Plan. The format is redesigned, with an executive summary and accompanying technical document.

The functional hierarchy of a city's developmental needs helped establish the elements to use as the framework for the Plan. Land Use creates the primary pattern of a city's development and includes the variety of land use for discussion, such as residential, industrial, and commercial use. Only when the land use has been geographically established can infrastructure such as roads, water, sewer, and other necessities be provided. When land use and infrastructure is established then the issues of economic development and urban design can be pursued.

The four new elements of Land Use, Infrastructure, Economic Development, and Urban Design have incorporated the previous seven elements, in addition to all of the mandated GMA topics.

Table 1: Transition from Seven Elements to Four Elements

Previous	New
1. Land Use	1. Land Use (Includes former Land Use, Housing, & Regional Considerations)
2. Housing	2. Infrastructure (Includes Public Facilities & Transportation)
3. Regional Considerations	3. Economic Development
4. Public Facilities	4. Urban Design
5. Transportation	
6. Economic Development	
7. Urban Design	

VISION STATEMENT

The vision statement in the 2005 Comprehensive Plan was adopted by City Council March 3, 1999.

Building on Kennewick's history and heritage, our vision for Kennewick includes a strong and diverse local economy that takes advantage of our unique location and resources; a process of orderly growth which supports and strengthens existing neighborhoods; and a governance structure based upon open communications and participation.

The proposed new vision statement for 2006 elaborates upon the 1999 version with one paragraph devoted to each of the four elements. This allows the vision statement to be used as guidance for revising and updating these elements, while also directing future development.

The proposed vision statement acknowledges the natural amenities of the region we live in, reaffirms our commitment to efficient delivery of services, diversity of residential choices, and understanding of the importance of economic development and well-designed communities.

LAND USE ELEMENT

BACKGROUND

The Land Use element of the Comprehensive Plan was adopted in its present form in 1994. At that time, a GMA Citizens Committee provided public input for goals and policies applicable to each element. Numerous meetings were held with the Citizens Committee from 1992 through early 1994 to complete this work.

These goals and policies have undergone only minor revisions since then even though sections of the Comprehensive Plan and the Comprehensive Plan Land Use Map have been amended each year. For the 2006 revisions, the Planning Commission has been designated as the liaison with the public for updates. Numerous public workshops were held with staff and the Planning Commission in 2004 and 2005 to review and discuss goals for all elements.

SUB-ELEMENTS

The revised and updated 2006 Land Use element will contain all of the topics from the 1993 Plan plus the separate Housing element. The 2006 Land Use element includes seven sub-elements with revised goals and policies. These seven sub-elements are:

1. Urban Area
2. Critical Areas & Shorelines
3. Residential
4. Housing
5. Commercial
6. Industrial
7. Property Rights

CHECKLIST

The State Department of Community, Trade & Economic Development (CTED) has prepared a comprehensive plan checklist for cities and counties to use as assistance in preparing their Plan. The checklist will be submitted to the state with the draft Comprehensive Plan. Items to be included in the Land Use Element and their location are listed in the following table.

Table 2: Checklist for Land Use Element

Requirements from Checklist	Location in Comprehensive Plan
Goals & Policies: Land Use	Land Use Element: Urban Area, Critical Areas & Shorelines, Residential, Housing, Commercial, Industrial, and Property Rights
Goals & Policies: urban growth & population growth	Land Use Element: Housing, Residential/Subdivisions
Goals & Policies: stormwater and critical areas	Infrastructure Element: Stormwater Land Use element: Critical Areas
Goals & Policies: natural resource lands	Land Use Element: Urban Area, Mineral Resource Lands
Lands for Public Purpose	Infrastructure Element
Future Land Use Map	Executive Summary & Technical Document
Planning for Physical Activity	Infrastructure Element: Transportation
Population Projection	Land Use Element: Residential & Housing
Population Densities, Building Intensities, Future Population Growth	Land Use Element: Residential & Housing
UGA Review every 10 years	Amendments
Lands for Public Purposes with acquisition timeline	Infrastructure Element:
Open Space Corridors	Land Use Element:
Incompatible uses adjacent to airports	Essential Public Facilities
Incompatible uses adjacent to military bases	N/A in Kennewick
Drainage, flooding, stormwater	Infrastructure Element:
Protect Critical Areas using best available science	Land Use Element: Critical Areas/Shorelines
Wetlands defined	Critical Areas Ordinance – KMC 18.59
Protection of Ground Water	Critical Areas Ordinance – KMC 18.60
Frequently Flooded Areas	Critical Areas Ordinance – KMC 18.61
Geologically Hazardous Areas	Critical Areas Ordinance – KMC 18.62
Fish & Wildlife Habitat Areas	Critical Areas Ordinance – KMC 18.63
Natural Resource Lands	N/A in Kennewick

Housing Consistent with CWPP	Land Use Element: Housing
Goals & Policies for Preservation, Improvement & Development of Housing	Land Use Element: Housing
Inventory of housing and projected needs	Land Use Element: Housing
Special Housing Planned	Land Use Element: Housing
Manufactured Housing	Land Use Element: Housing
Accessory Dwelling Units	Land Use Element: Housing
Family Daycare Providers Allowed	Land Use Element: Housing

KEY ISSUES IN REVISED 2006 LAND USE ELEMENT

GMA requires specific topics to be included in the Land Use element. In the preparation of the draft, other issues and omissions were identified and are included in the following list:

- Include section to treat manufactured homes same as site-built homes
- Review and update accessory dwelling unit section
- Review and update family daycare providers' section
- Include goals/policies for critical areas and shorelines
- Incorporate open space corridors in revised plan
- Include lands for public purpose in revised plan
- Review updated land use inventory

NEW DEVELOPMENT REGULATIONS NEEDED AND ACCOMPLISHED

- Revisions to Title 18, *Zoning*
- Process for amendments to be coordinated with county & adjacent cities
- Critical Areas Ordinance revised
- Shoreline Master Plan revised
- Ordinance - Manufactured Homes not treated differently

INFRASTRUCTURE ELEMENT

BACKGROUND

The goals and policies for the elements within the 1994 Comprehensive Plan have undergone only minor revisions since the GMA Citizens Committee recommended them. At that time, the Comprehensive Plan did not include an Infrastructure element per se, but instead included separate elements of Public Facilities and Transportation. Utilities were included with Public Facilities. There was not a separate section for Essential Public Facilities.

As with the Land Use Element, the Planning Commission has been designated as the liaison with the public for 2006 updates to the Plan. Numerous public workshops were held with staff and the Planning Commission in 2004 and 2005 to review and discuss goals for each element.

SUB-ELEMENTS

The revised and updated 2006 Comprehensive Plan includes four sub-elements under the Infrastructure element. These four sub-elements are:

1. Capital Facilities
2. Essential Public Facilities
3. Transportation
4. Utilities

CHECKLIST

The CTED has prepared a comprehensive plan checklist for cities and counties to use as assistance in preparing their Plan. Items to be included in the Infrastructure Element are listed in the following table.

Table 3: Checklist for Infrastructure Element

Requirements from Checklist	Location in Comprehensive Plan
Consistent with CWPP	Infrastructure Element: Transportation, Essential Public Facilities
Capital facilities: Goals & Policies	Infrastructure Element: Capital Facilities
Inventory of existing capital facilities with locations & capacities	Infrastructure Element: Capital Facilities
Capital facilities future forecast	Infrastructure Element: Capital Facilities
Proposed locations & capacities of expanded or new capital facilities	Infrastructure Element: Capital Facilities
Six-year funding plan for capital facilities	Infrastructure Element: Capital Facilities
Policy to reassess if funding not available for land use & capital facilities & coordinated & consistent	Infrastructure Element: Capital Facilities
Parks & Recreation: Goals & Policies	Infrastructure Element: Capital Facilities
Parks & Recreation: 10-year demand	Optional – Not included
Parks & Recreation: evaluation of facilities & service needs	Optional – Not included
Parks & Recreation: intergovernmental coordination for regional approaches	Optional – Not included
Utilities: Goals & Policies re service with other providers	Infrastructure Element: Utilities
Utilities: location, proposed and capacity of existing services	Infrastructure Element: Utilities
Transportation: consistent with CWPP	Infrastructure Element: Transportation
Transportation: inventory of air, water & land	Infrastructure Element: Transportation
Transportation: levels of service	Infrastructure Element: Transportation
Transportation: land use assumptions in estimating travel	Infrastructure Element: Transportation
Concurrency policies	KMC 4.12.055 <i>Concurrency</i>
Transportation Demand Management (TDM)	Infrastructure Element: Transportation
Transportation: pedestrian & bicycle component	Infrastructure Element: Transportation
Transportation: traffic forecast for 10 years	Infrastructure Element: Transportation
Transportation: local & state system expansion needs	Infrastructure Element: Transportation
Transportation: funding capability, multiyear financing	Infrastructure Element:

plan, strategy for funding shortfall	Transportation
Transportation: intergovernmental coordination	Infrastructure Element: Transportation
Transportation: plan certified by regional transportation planning organization	Infrastructure Element: Transportation
Essential public facilities: identification & siting process	Infrastructure Element: Essential Public Facilities
Essential public facilities: transportation of statewide significance & community transition facilities added to list	Infrastructure Element: Essential Public Facilities
Essential public facilities: policy that no comp plan may preclude siting of essential public facilities	Infrastructure Element: Essential Public Facilities
Essential public facilities: consider OFM's list of essential state public facilities	Infrastructure Element: Essential Public Facilities

KEY ISSUES IN REVISED 2006 INFRASTRUCTURE ELEMENT

New topics to be included in the 2006 Infrastructure element have been established by GMA. Additional issues beyond topics identified by GMA were identified in the process of drafting the element.

- Essential Public Facilities; how to site, what is included, list from OFM
- Traffic issues at local level but due to traffic study timing, must use data from Regional Transportation Plan prepared by Benton-Franklin Council of Government use
- Establishing level of service standards for water, sewer, and transportation for Concurrency
- Need locally determined land use assumptions determining transportation numbers
- Southridge sub-area – provisions of infrastructure & cost
- Hansen Park fire station

NEW DEVELOPMENT REGULATIONS NEEDED AND ADOPTED

- Concurrency Ordinance (KMC 4.12.055 Project Concurrency)

ECONOMIC DEVELOPMENT ELEMENT

BACKGROUND

As with the previous two elements, the Economic Development element was written, reviewed and adopted in 1993 with the assistance of the GMA Citizens Committee and the facilitator. The 2006 Comprehensive Plan is not required to include an economic development element. However, the City has determined that the current element will be revised, updated, and included in the newly formatted Comprehensive Plan. It will be further updated and revised and possibly expanded to meet State guidelines when it does become a mandated element.

SUB-ELEMENTS

There are eight sub-elements included in the Economic Development Element. They are discussed in the Technical document of the Comprehensive Plan.

1. Population
2. Labor Force
3. Quality of Life
4. Partnerships
5. Primary & Secondary Jobs

6. Redevelopment & Revitalization
7. Tourism
8. Diversity

CHECKLIST

Even though this is not a GMA mandated item, CTED has prepared a checklist for cities and counties to use as assistance in preparing their Comprehensive Plan for review. At some time in the future it could become a mandated element. Suggested topics to consider for inclusion in the plan are listed in the following table:

Table 4: Checklist for Economic Development Element

Suggestions from Checklist	Location in Comprehensive Plan
Summary of local economy	Economic Development Element:
Summary of strengths/weaknesses of local economy	Economic Development Element:
Policies, programs, projects to encourage economic growth	Economic Development Element:

KEY ISSUES IN REVISED 2006 ECONOMIC DEVELOPMENT ELEMENT

- Coordinate with City's draft plan prepared by consultant
- Coordinate with Economic Development Division

URBAN DESIGN ELEMENT

BACKGROUND

Urban design is an optional element for the updated Comprehensive Plan. It was included in the original 1994 Comprehensive Plan. The single goal of "Enhance the aesthetics of the Urban Area" has not been altered since the GMA Citizens Committee recommended it. There currently are fourteen elements to support this goal.

As with the other Elements, numerous public workshops have been held with staff and the Planning Commission to discuss goals and policies. Urban Design was discussed with the Planning Commission on May 2, 2005.

Current policies in the Plan focus on circulation, landscaping, enhancement of public areas, public art, water accessibility, and building facades and appearances. The updated Urban Design Element will look at a broader range of design options within the urban setting, with supporting goals and policies for each.

AREAS OF DISCUSSION

There are seven categories within the new Urban Design Element:

1. Design
2. Pedestrian Friendly Environment
3. Circulation & Connectivity
4. Public Places
5. Districts
6. Environment & Sustainability
7. Landscaping

CHECKLIST

The checklist prepared by CTED includes optional elements, such as urban design, to be included in the Plan. The only Urban Design recommendation is that the Element is consistent with other elements of the Plan.

KEY ISSUES IN REVISED 2006 URBAN DESIGN ELEMENT

- Integrate current goals with proposed goals
- Designate urban corridors for design standards
- Integrate Urban Design Element with existing KMC 18.75 *Design Standards*

DEVELOPMENT REGULATIONS NEEDED

- Adopt Design Standards for Commercial: KMC 18.78 *Commercial Design Standards*

ADDITIONAL MANDATED ELEMENTS

Table 4: Checklist for Mandated Elements

Required by GMA	Location in Comprehensive Plan
Consistency – Internal & External	Technical Document
Consistency - Capital budget decisions consistent with plan	Technical Document
Public participation	Technical Document
Process for amendments, emergency amendments & definition of emergency	Technical Document
Amendments no more than once a year	Technical Document
Process to avoid taking of private property	LU – Property Rights

NEW DEVELOPMENT REGULATIONS NEEDED AND ADOPTED

- Process for amendments
- Concurrency document

KEY ISSUES IN REVISED 2006 PLAN

- Develop Concurrency in ordinance form
- Methods for consistency & amendments in Plan

PUBLIC PARTICIPATION**PLANNING COMMISSION LEAD**

The Kennewick Public Participation Plan was adopted by City Council on January 4, 2005. It is included in the Introduction of the Technical Document of the 2006 Comprehensive Plan.

It establishes that in the process of plan development, full use should be made of the Planning Commission as a liaison with the public (WAC 365-195-600). The Planning Commission is the first public body to hold hearings on most planning proposals, either for Comprehensive Plan issues or site-specific proposals. They make formal recommendations to the City Council. Involvement of the Planning Commission is in the form of monitoring, conducting public hearings and meetings for any amendment and updates.

An excerpt from the Public Participation Program (RCW 36.70A.140) states: “The public participation program should identify procedures for public participation in the development and amendment of the comprehensive land use plans and development regulations”.

Recommendations to incorporate the public participation plan are stated under RCW 36.70A.035 and WAC 365-195-600. Within these recommendations, jurisdictions have flexibility to create their own program with the intent of “early and continuous public participation”. Errors in exact compliance with the established procedures shall not invalidate the comprehensive plan or development regulations if the spirit of the procedures is observed (WAC 365-195-600).”

Agencies to be notified for the 60-day SEPA review and Comprehensive Plan review are:

- The legislative body that will determine the GMA action (Kennewick City Council).
- The advisory body that will make a recommendation to the legislative body (Planning Commission).
- The adjacent jurisdictions sharing borders (Richland, Benton County, Pasco).
- Agencies with jurisdiction, the Department of Ecology, affected tribes, and agencies with jurisdiction over environmental expertise in the document.
- Any person, organization, or agency that has expressed an interest in the proposal.

MEETINGS, EVENTS, & PUBLIC NOTIFICATIONS

The following tables are a chronological listing of public information meetings, events, and notification arranged by year and by organization from 2004 through 2006.

Table 5: GMA Events in 2004

ORGANIZATION/GROUP	DATE	TOPIC
Zoning Code Task Force	4-29-04 – Meeting #1	Review Title 18
	6-10-04 – Meeting #2	Review Title 18
Citizens Advisory Committee (CAC) – Shorelines & Critical Areas	6-24-04 – Meeting #1	Overview: Critical Areas Ordinance & Shoreline Master Plan, Meeting Schedule
	12-13-04 – Meeting #2	Draft Shoreline Inventory, Goals & Policies
Planning Commission	7-19-04 – Public Meeting	GMA - Highways of Statewide Significance
	11-1-04 – Public Meeting	GMA - Public Participation Plan
City Council	3-2-04	Shoreline Master Plan update & contract with EES, Inc.
	11-23-04	Shoreline Master Plan & Critical Areas Ordinance update

Table 6: GMA Events in 2005

ORGANIZATION/GROUP	DATE	TOPIC
Zoning Code Task Force	1-19-05 – Meeting #3	Review Title 18
	5-11-05 – Meeting #4	Review Title 18

Citizens Advisory Committee (CAC) – Shorelines & Critical Areas	1-24-05 – Meeting #3	Shoreline Environmental Designations, Land Use Designations
	5-26-05 – Meeting #4	Review Shoreline Inventory & Assessment, Goals for Critical Areas Ordinance
	10-6-05 – Meeting #5	KMC 18.63, Critical Areas Ordinance, Adoption Procedures
Commercial Design Standards Committee	4-11-05 – Meeting #1	Create Commercial Design Standards
	5-23-05 – Meeting #2	Create Commercial Design Standards
	7-25-05 – Meeting #3	Create Commercial Design Standards
	8-22-05 – Meeting #4	Create Commercial Design Standards
	10-24-05 – Meeting #5	Create Commercial Design Standards
	12-12-05 – Meeting #6	Create Commercial Design Standards
Planning Commission	3-7-05 – Workshop	Review Land Use Goals & Policies and Infrastructure Goals & Policies
	3-21-05 – Workshop	Review Economic Development Goals & Policies
	5-2-05 – Workshop	Review Urban Design Goals & Policies
	9-19-05 – Workshop	GMA and Comprehensive Plan Update
City Council	1-4-05 – Public Meeting	Adopt Highways of Statewide Significance & Public Participation Plan
	5-2-05 – Public Meeting	After 60 days review by CTED, adopted HSS & Public Participation Plan
	7-26-05 – Workshop	GMA and Comprehensive Plan Update
Publications/Notifications		
City of Kennewick webpage	3-16-05	Update: Land Use & Infrastructure goals & policies on webpage for Community Planning at www.ci.kennewick.wa.us

City of Kennewick – Newspaper Display Ad	3-19-05	Notice to public of review & update of Comprehensive Plan, dates for workshops, and website address
City of Kennewick – What’s Happening in Kennewick	3-25-05	Monthly public newsletter with articles from departments about current events, found at www.ci.kennewick.wa.us
City of Kennewick webpage	5-5-05	Update: Public Participation Plan & Highways of Statewide Significance on webpage for Community Planning at www.ci.kennewick.wa.us
City of Kennewick – Insert message on water bills	Billing cycle of June – July 2005	Message about Comprehensive Plan update and website for updates

Table 7: GMA Events in 2006

ORGANIZATION/GROUP	DATE	TOPIC
City Council	1-17-06 – Workshop	GMA and Comprehensive Plan Update
	4-4-06 – Workshop	Critical Areas Ordinance/Shoreline Master Plan
	4-11-06 – Workshop	Title 18 Revisions
	5-15-06 – Workshop	Commercial Design Standards
	6-6-06 – Workshop	Critical Areas Ordinance & Shoreline Master Plan
	6-20-06 – Workshop	Commercial Design Standards
	6-20-06 – Public Hearing	ZOA #06-01 Amend KMC 18.92 Shoreline Management & ZOA #06-02 Add Critical Areas to Title 18
	7-5-06 – Workshop	Title 18 (Zoning) and Title 4 (Concurrency)
	7-5-06 – Public Meeting	Commercial Design Standards
	7-25-06 – Workshop	Comprehensive Plan
	8-22-06 – Workshop	Comprehensive Plan
	9-5-06 – Public Meeting	Title 18 Revisions
	9-19-06 - Workshop	Title 18 Revisions
	10-03-06 – Public Meeting & Approval	Concurrency Ordinance (ZOA 06-04)
	10-3-06 – Public Meeting	Title 18 Revisions

	12-5-06 – Public Meeting & Approval	Comprehensive Plan
	05-01-07– Public Meeting & adoption	Comprehensive Plan and development Regulations
City Council/Planning Commission/CAC	2-28-06 – Joint Workshop	Open house format: Draft Comp Plan Elements, Shoreline Master Plan & Critical Areas Ordinance.
	11-28-06 – Joint Planning Commission and Council workshop	Comprehensive Plan and development Regulations
Planning Commission	2-6-06 – Info only – new business	Review of draft vision statement
	2-6-06 – Info only – new business	Southridge Mitigation Document
	4-17-06 – Workshop	Critical Areas Ordinance & Shoreline Master Plan
	5-1-06 – Public Hearing	ZOA #06-01 Amend KMC 18.92 Shoreline Management & ZOA #06-02, Add Critical Areas to Title 18
	6-5-06 – Workshop	Comprehensive Plan, Title 18, Concurrency Ordinance (ZOA 06-04)
	6-19-06 – Public Meeting	Commercial Design Standards
	7-17-06 – Public Meeting	Title 18 Revisions
	9-18-06 – Public Meeting	Concurrency Ordinance (ZOA 06-04)
	11-6-06 – Public Meeting and recommendation to Council	Comprehensive Plan
Commercial Design Standards Committee	3-16-06 - Meeting #7	Create Commercial Design Standards
	3-23-06 - Meeting #8	Create Commercial Design Standards
Parks & Recreation Commission	3-9-06	Shoreline & Critical Areas update
	12-14-06	Comprehensive Plan
Citizens Advisory Committee (CAC) – Shorelines & Critical Areas	3-30-06 - Meeting #6	Review of Critical Areas draft & timeframe for adoption of CAO/SMP
Zoning Code Task Force	4-24-06 - Meeting #5	Review Title 18

	5-31-06 - Meeting #6	Review Title 18
Publications/Notifications		
City of Kennewick – Newspaper Display Ad	2-22-06, 10-14-06	Public notice of joint Workshop for City Council & Planning Commission for GMA, Shorelines, and Critical Areas
City of Kennewick – What’s Happening in Kennewick	2-22-06, 8-7-06, 10-25-06	Monthly newsletter with articles from departments about current events, found at www.ci.kennewick.wa.us (Article about Comprehensive Plan update and meetings in these issues)
TRIDEC (Tri-City Industrial Development Council)	2-23-06	Newsletter with notice of Comprehensive Plan update and workshop on Feb. 28 with Planning Commission & City Council
Kennewick Libraries	10-20-06 through 05-01-07	Hardcopies of the draft Comprehensive Plan for public review
City of Kennewick – Newspaper	4-14-06	NOA for Public Hearing on May 1 (PC) and June 20 (CC) for approval of Critical Areas Ordinance & Shoreline Master Plan
	7-2-06, 8-19-06	NOA for Public Hearing on 7-2-06 (PC) and 9-5-06 and 10-3-06 (CC) for approval of Title 18
	9-2-06	NOA for Public Hearing on 9-18-06 (PC) and 10-3-06 (CC) for approval of Concurrency Ordinance
	10-21-06	NOA for Public Hearing on 11-6-06 (PC) and 12-5-06 (CC) for approval of Comprehensive Plan
	X-X-XX	CAO and Shoreline

ENVIRONMENTAL CHOICES

AREAS FOR DISCUSSION

The Environmental Summary will accompany an integrated SEPA document, which will include Part A, the checklist for the application, and Part D, the non-project checklist. It will include the Notices of Adoption for the Comprehensive Plan, the Hanson Park Master Plan EIS, the Southridge Sub-Area Plan, the Critical Areas Ordinance, and the Shoreline Master Plan.

This summary includes the checklist and fact sheet, with a review of the Comprehensive Plan’s structure using the four elements of Land Use, Infrastructure, Economic Development, and

Urban Design. It also includes key issues identified in the process of preparing the drafts, new development regulations needed for each element, and a section on public participation.

Additional discussions included are specific recommendations and decisions made with the Citizens Advisory Committee during the preparation of the Shoreline Master Plan and the Critical Areas Ordinance.

RECOMMENDATIONS OF CAC RE: SHORELINE MASTER PLAN

Updating the Shoreline Master Plan created the opportunity for decision-making at the local level. Guidance in providing direction to staff and consultants was the responsibility of the Citizens Advisory Committee (CAC). Three major shoreline topics required their deliberation and recommendations.

1. New environmental designations for the Kennewick shorelines needed to be chosen. These designations are important since they define the purpose of the shoreline area and the resulting land uses also allowed in each area.

The CAC, with approval of the City, decided to use parallel environments whenever possible. Unlike wedges of environmental designations running from the water inland, parallel environments divide shorelines into different sections running parallel to the shoreline, or along a physical feature such as a bluff, right-of-way, or road. This allows for resource protection near the shoreline in one environment and existing, or new development, slightly further from the shoreline in another environment.

The current Shoreline Master Plan, prepared in 1974, is not designed with parallel environments. The only shorelines designations for the City were Conservancy and Urban Environment. The Urban Environment applies to Clover Island. Conservancy applies to the remainder of Kennewick's shoreline with the exception of Columbia Park, which was not a part of the city in 1974.

There is a standard list of six environmental choices for shorelines of the state. These are High-Intensity, Shoreline Residential, Urban Conservancy, Rural Conservancy, Natural, and Aquatic. Each of these designations has separate policies and purposes. These were reviewed by the CAC to determine applicability to Kennewick.

Four environmental designations were originally chosen: Aquatic, High-intensity, Shoreline Residential, and Urban Conservancy. Discussions with staff and the Committee narrowed the choices to three by eliminating Shoreline Residential.

2. Land Uses proposed for each environmental designation needed to be reviewed against the current and existing use, the purpose of the designation and the existing zoning classification. The zoning classification was important so that future uses, such as those proposed by the City through the Columbia Park Master Plan, would not be excluded from consideration.

Land use was especially important to the CAC members who represented the Port of Kennewick and the City's Municipal Services Department since the Port of Kennewick and the City are the primary shoreline landowners. Through discussion with the CAC, staff, and consultants, the following general land uses are proposed.

Table 8: Land Uses - Shorelines

	AQUATIC	HIGH INTENSITY (CLOVER ISLAND)	URBAN CONSERVANCY
Boating Facilities	Permitted	Permitted	Conditional Use
Commercial Development	Conditional Use	Permitted	Conditional Use
Ports and Industry	Conditional Use	Permitted	Conditional Use
Historical, Educational, Recreational Uses	Permitted	Permitted	Permitted
Residential Development	Prohibited	Permitted	Prohibited
Transportation	Permitted	Permitted	Permitted
Utilities	Permitted	Permitted	Permitted

They will be included in a matrix in section 18.68 of the draft Shoreline Management Ordinance. With the exception of Residential Development, they are all allowed in each environmental designation with staff review or a conditional use permit. Residential developments are prohibited in Aquatic and Urban Conservancy environmental areas.

Agricultural and mining uses were specific land uses eliminated unanimously by the Committee. Zoning regulations also prohibit both of these uses within the City of Kennewick.

3. Goals & policies in the 1974 Shoreline Master Plan were divided into two sets: general goals and specific goals. There are twelve general goals in the 1974 Plan. There are ten in the 2006 draft Plan. The intent of the CAC was to review, revise, and reduce the goals for the 2006 Plan. However, discussion with the consultants determined that the goals supplied by the state for shorelines should be used for the 2006 SMP draft.

The 2006 draft SMP includes eight specific elements; economic development, public access, recreation, circulation, shoreline uses, conservation, historic-scientific-cultural, and flood prevention. These elements elaborate and give direction for the ten special policy goals in the 2006 draft. They were all reviewed and accepted by the Committee.

RECOMMENDATIONS OF CAC RE: CRITICAL AREAS ORDINANCE

The primary work task of the CAC throughout 2004-2005 was to give direction to staff and consultants for the Shoreline Master Plan update. The first meeting on June 24, 2004, was the first opportunity for the CAC to review the draft Critical Areas Ordinance and to view the draft maps. These had been prepared earlier in the year and prior to the formation of the CAC.

At later meetings, the integration of the CAO with the Shoreline Master Plan was discussed, in addition to ways to streamline the draft Critical Areas Ordinance. Meeting no. 6, held on March 30, 2006, provided the opportunity for critical input from the committee members. They were each provided a draft CAO late in February with the opportunity to prepare specific comments for changes, additions, or deletions. These comments and concerns were the focus of the March meeting. At the conclusion of CAC meeting number 6, the draft CAO was considered complete and ready for State review.

CHECKLIST

The checklist prepared by CTED for shorelines and critical areas identifies those requirements for these topics that must be included in the Plan. The following table indicates the requirements and where each is located in the Comprehensive Plan.

Table 9: Checklist for Shorelines & Critical Areas

Requirements from Checklist	Location in Comprehensive Plan
Policies for guidance to critical areas regulations	LU – Critical Areas and Shorelines
Policies based on BAS (best available science)	LU – Critical Areas and Shorelines
Special considerations to preserve or enhance anadromous fisheries	LU – Critical Areas and Shorelines
Wetlands defined as required by GMA	Critical Areas Ordinance
Wetlands delineated using Ecology manual	Critical Areas Ordinance
Protect Critical Aquifer Recharge Areas	Critical Areas Ordinance
Frequently flooded areas regulated with FEMA guidance	Critical Areas Ordinance
Geologically hazardous areas designated	Critical Areas Ordinance
Fish & wildlife habitat conservation areas protected	Critical Areas Ordinance
Goals & policies of Shoreline included in Comp Plan	LU – Critical Areas and Shorelines

NEW DEVELOPMENT REGULATIONS NEEDED

- Adoption of Critical Areas Ordinance
- Consistency & Amendments
- Concurrency Ordinance

KEY ISSUES IN REVISED SHORELINE MASTER PLAN & CRITICAL AREAS ORDINANCE

- Height requirement and visual corridors - SMP
- Land uses for environmental designations - SMP
- Coordination of future plans for Columbia Park and Port of Kennewick - SMP
- Inclusion of SMP & CAO into Comprehensive Plan
- Inclusion of CAO into KMC Title 18
- Restoration Plan & cumulative effects report for SMP
- Habitat assessment for CAO – wetlands and fish & wildlife

SOUTHRIDGE SUBAREA PLAN: MITIGATION/EIS

In 2004 the Southridge Subarea Plan was prepared for approximately 2,500 acres in the southwest portion of the City's Urban Growth Area. This area is bounded on the south by Interstate 82, on the west by Clodfelter Road, on the east by State Highway 395, and on the north by Thompson Hill and W. 10th Avenue. The area is largely undeveloped with little infrastructure. The purpose of the subarea plan is to provide predictability and guide future development in the area regarding land use, transportation, and the provision of utilities and public services.

A task force composed of property owners, technical advisors, public agencies, and interested citizens guided preparation of the Subarea Plan. Three separate concept plans were presented to the task force and public early in the process. The third concept plan was "no action". The two remaining plans differed in significant ways.

The first proposal was designed to meet the existing Comprehensive Plan designations of single-family residential uses at a density of 0 to 4 units per acre, industrial use in the southern portion of the region, and public facility uses in the area of Southridge High School. Open space and parkland would be minimal as required by existing city codes. This proposal would continue the historic residential development patterns in the City of Kennewick and did not allow for the topographical uniqueness of the area.

The second proposal offered a variety of housing densities, an increase in parkland and open space, and expanded commercial/retail opportunities. An industrial park area was proposed, as well as a village-center concept. This concept was closely adapted to the topography of the region for open space and transportation systems. It will require additional design standards, environmental review, and permitting to implement the conceptual plan as proposed.

The final Subarea Plan was prepared after public comment, open houses, and public meetings with the Planning Commission and City Council. The Subarea Plan was written to be included as a part of the City's Comprehensive Plan. The Plan and Final Environmental Impact Statement were adopted by the City Council on May 4th, 2005. The Plan will be implemented through zoning regulations, subdivision regulations, developer agreements, the Capital Improvement Plan, and through the goals and policies of the Subarea Plan.

The Final Southridge Environmental Impact Statement incorporates the Village Center concept with appropriate design standards and mitigation measures.

The mitigation resolution has not yet been adopted by the City Council. On October 4, 2005, City Council reviewed the proposed draft resolution.

HANSEN PARK SUBAREA PLAN

The Hansen Park Subarea Master Plan, adopted by City Council on October 1, 2002, was prepared for a 377+/- acre property in western Kennewick, owned by the Hansen Fruit Company. The area is generally bounded on the north by W. 4th Avenue, on the west by Clodfelter Road, on the south by W. 10th Avenue, and on the east by Columbia Center Boulevard.

The Subarea Plan addresses land use, transportation, utilities and public services, and establishes development guidelines for landscaping, parks and open space, lighting, roadway standards, and signage. Specific restrictions are identified for building materials, building heights, and building setbacks.

As with the Southridge Subarea Plan, the Hansen Park Subarea Plan was specifically written to be included as a part of the City's Comprehensive Plan. The Plan will be implemented through zoning and subdivision regulations, developer agreements, the Capital Improvement Plan, and through the goals and policies of the Subarea Plan.

Three different alternatives were examined for this area using responses from the Draft EIS scoping, Planning Commission and City Council meetings, and the open house.

The first proposal was designed to meet the existing Comprehensive Plan designations of single-family residential uses at a density of 0 to 4 units per acre. Open space and parkland would be minimal as required by existing City codes. This proposal would continue the historic residential development patterns already in evidence in the City of Kennewick.

The second proposal offered a variety of housing styles and densities and an increase in parkland and open space. It proposed a mixed-use neighborhood center that would include a shopping and office complex at the northwest corner of Columbia Center Boulevard and W. 10th Avenue.

The third proposal was a no-action proposal. Based on the evaluation and the public comments received during various meetings and an open house, the second proposal was chosen for the Hansen Park Subarea Plan.

Four goals were used to guide the final development of the Subarea Plan.

- Provide a unique well-planned, integrated community.
- Provide community based recreation and open space.
- Protect critical areas and the natural habitats on the area.
- Create a planned transportation system that serves transit, automobile, bicycle and pedestrian traffic.

CONCLUSIONS

This summary is prepared to accompany the non-project environmental checklist and fact sheet. It includes a review of the Comprehensive Plan's structure, vision statement, and four major elements. It includes key issues identified in the process of preparing the drafts, new development regulations that are needed for each element, and a section on public participation. Additional topics discussed in the summary document are the preparation of the Critical Areas Ordinance and the Shoreline Master Plan. A discussion of the alternatives evaluated during the preparation of the Hansen Park Subarea Plan and the Southridge Subarea Plan are also included.

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