



Planning Commission Regular Meeting Agenda

February 2, 2026 at 6:30 PM

City Hall Council Chambers - 210 W. 6th Ave - Virtual

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The public can also submit comments by either filling out an online form at www.go2kennewick.com/PCPublicComment, via e-mail to cedinfo@ci.kennewick.wa.us, or submitting written comments to Kennewick Planning Commission, P.O. Box 6108, Kennewick, WA 99336. Comments must be received no later than 4:00 p.m. on the day before the meeting.

1. CALL TO ORDER

Roll Call/Pledge of Allegiance

2. CONSENT AGENDA

All matters listed within the Consent Agenda have been distributed to each member of the Kennewick Planning Commission for reading and study. They are considered routine and will be enacted by the one motion of the Commission with no separate discussion. If separate discussion is desired, that item may be removed from the Consent Agenda and placed under New Business.

- a. Approval of the Minutes Dated January 5, 2026
- b. Approval of Agenda
- c. Motion to Enter Staff Report(s) into Record

3. PUBLIC HEARING

- a. Development Code Amendment (DCA) #2025-0006, a proposal to amend Kennewick Municipal Code (KMC) Section 18.12.010.B.1 to allow vehicle sales, incidental repair and service as a permitted use in the Urban Mixed-Use Zone, other than the Vista Field Area. Applicants are Moe Nassar, 408 W. Columbia Dr., Kennewick & Hary Mahal, 520 E. Columbia Dr., Kennewick, WA 99336.
- b. Development Code Amendment (DCA) #2025-0007, a proposal to amend Kennewick Municipal Code Section 17.04.020: Definitions and create Kennewick Municipal Code Chapter 17.14 to establish development regulations for unit lot subdivisions. City of Kennewick - Applicant.

4. VISITORS NOT ON AGENDA

5. OLD BUSINESS

- a. City Council Action Updates

6. NEW BUSINESS

- a. Comprehensive Plan Periodic Update - Climate and Land Use

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

8. ADJOURNMENT

KENNEWICK PLANNING COMMISSION

DRAFT - MEETING MINUTES

JANUARY 5, 2026

1. CALL TO ORDER:

Chairman James Hempstead called the regular meeting of the Kennewick Planning Commission to order at 6:30 p.m. Six Commissioners were present, one Commissioner absent and six Commissioners in the Council Chambers.

ATTENDANCE:

Commissioners Present:

James Hempstead, *Chair*
Tina Gregory, *Vice Chair*
Michelle Morales, *Commissioner*
Christopher Arneson, *Commissioner*
Douglas Perez, *Commissioner*
Ana Rahimlou, *Commissioner (online)*
***Commissioner Absent: Mark Barger**,
Commissioner

City Staff Present:

Steve Donovan, *AICP*
Development Services Manager
Joseph Laris, *Assistant Planner*
Melinda Didier, *Planning Administrative Asst.*

Ms. Didier announced a quorum was established.

MOTION: Vice Chair Gregory moved to excuse Commissioner Barger's absence from the meeting.

SECOND: Commissioner Arneson.

DISCUSSION: None.

VOTE: The motion passed unanimously (6-0).

Chair Hempstead lead the Pledge of Allegiance.

2. CONSENT AGENDA:

a. Approval of Minutes Dated November 17, 2025, and December 15, 2025

b. Approval of Agenda

c. Motion to Enter Staff Report into Record

MOTION: Vice Chair Gregory moved to approve the consent agenda as presented.

SECOND: Commissioner Arneson.

DISCUSSION: None.

VOTE: The motion passed unanimously (6-0).

3. PUBLIC HEARINGS:

Chair Hempstead made the following statement:

"Good evening and welcome to the January 5, 2026, Kennewick Planning Commission meeting.

It is important that everyone who wishes to do so has an opportunity to speak. Each person who has either signed-in (in person) or registered (via Zoom) will have one, three-minute opportunity to address the Planning Commission.

If you are attending via Zoom, please confirm your microphone has been unmuted before you begin your comments.

Please state your name and address for the record; once you begin your remarks the countdown timer will start. At the end of your time, please mute your microphone.

The order of the hearings shall be as follows:

1. Planning staff shall provide a staff report; the Commission may ask questions of staff;
2. The Applicant or Applicant's Representative(s) Presentation;
3. Testimony in Favor of the Request;
4. Testimony Either Neutral or Against the Request;
5. Final Applicant Comments;
6. Final Staff Comments;
7. Close the public hearing and discuss the request."

- a. **Change of Zone (COZ) 2025-0005 – an application proposing to change approximately 4.61 acres generally located at 3805 S. Vancouver Street from Residential, Suburban Density (RS) to Residential, Low Density (RL). Comprehensive Land Use Designation is Low Density Residential (LDR). Applicant is Jessica Bruce, AHBL Engineering, 2215 N. 30th Street #300, Tacoma, WA 98403. Owner is Melgarejo Hilario Zaragoza, 3805 S. Vancouver Street, Kennewick, WA 99337.**

Chair Hempstead opened the public hearing at 6:37 p.m. for Change of Zone (COZ) 2025-0005, a zone change from RS to RL for 4.61 acres of land located at 3805 S. Vancouver Street.

Applicant:
Jessica Bruce
AHBL Engineering
2215 N. 30th St. #300
Tacoma, WA 98403

Property Owner:
Melgarejo Hilario Zaragoza
3805 S. Vancouver St.
Kennewick, WA 99337

Assistant Planner Joseph Laris described the application, presented the staff report, and Staff recommends the Planning Commission forward a recommendation for approval of COZ-2025-0005 to City Council.

Planning Commission Questions of Staff: Was the surrounding area rezoned from RS to RL (2006); the Planning Commission decision is a recommendation to City Council – City Council either approves or denies the proposal.

Testimony by Applicant/Applicant's Representative: None.

Testimony in Favor of the Request: None.

Testimony Against the Request:

Debbie Clark
1907 W. 37th Ave
Kennewick, WA 99337

Donna Brockman
1805 W. 37th Ave
Kennewick, WA 99337

Laura Staley
3804 S. Vancouver St.
Kennewick, WA 99337

Larry Singleton
1809 W. 37th Ave
Kennewick, WA 99337

Patrick Blaire
2003 W. 37th Ave
Kennewick, WA 99337

Arnold Porter
3702 S. Vancouver St.
Kennewick, WA 99337

Deanne Lemley
3902 S. Vancouver St
Kennewick, WA 99337

Heather Blaire
2003 W. 37th Ave
Kennewick, WA 99337

Comments included: The zone change not compliant with Comprehensive Plan; not a suitable location for dense development; streets (Vancouver) are not pedestrian friendly or suitable for emergency vehicle access; increased traffic count detrimental to pedestrian and motorist safety; will lower property values; Vancouver is currently not in sufficient condition to handle current traffic, increases will ; safety issues for children walking to school.

Testimony of Those Registered on Virtual Format: None.

Staff Final Comments: Staff commented the zone change request is a “non-project” action, and this hearing is for the change of zone only. The surrounding properties are zoned RL and developed according to the RL district zoning standards. The WA State Senate Bill for Middle Housing was passed and determines densities for residential zoning districts in Washington State.

Public Testimony Closed at 7:24 p.m.

The Planning Commissioners asked clarifying questions of staff.

MOTION: Commissioner Arneson moved that the Planning Commission concur with the findings and conclusions in staff report COZ-2025-0005 and recommend approval of the request to City Council.

SECOND: Commissioner Perez.

DISCUSSION: Statements by Planning Commissioners included the request meets requirements and is a recommendation to City Council; the zone change is a non-project action.

VOTE: The motion passed 5-1; Commissioners Arneson, Hempstead, Gregory, Morales & Perez in favor; Commissioner Rahimlou opposed. (5-1).

4. VISITORS NOT ON AGENDA: None.

5. OLD BUSINESS:

a. CITY COUNCIL ACTION UPDATES:

Mr. Donovan reported that the City Council approved the Co-Living Ordinance at their last meeting.

6. NEW BUSINESS:

a. DCA-2025-0006: Amend Kennewick Municipal Code (KMC) Section 18.12.010.B.1 to allow vehicle sales, incidental repair and service as permitted use in the Urban Mixed-Use Zone, other than Vista Field area.

b. New Chapter proposed in the Kennewick Municipal Code to establish development regulations for Unit-Lot Subdivisions.

Development Services Manager Steve Donovan presented Power Point slides for Items 6.a and 6.b, and answered clarifying questions for the planning commissioners.

7. REPORTS, COMMENTS, OR DISCUSSION OF COMMISSIONERS AND STAFFBOARD COMMENTS/DISCUSSION:

Planning Commissioners thanked staff and commented on residential housing ordinance education for Kennewick residents. Mr. Donovan said the Planning Commission Chair will be presenting the 2026 Planning Commission Work Plan at the January 27th Council workshop meeting.

8. ADJOURNMENT: Chair Hempstead concluded the meeting at 8:00 p.m.

Melinda Didier, CPT
Administrative Assistant, Community Planning



COMMUNITY PLANNING DEPARTMENT

STAFF REPORT AND RECOMMENDATION TO
THE PLANNING COMMISSION

FILE No: DCA-2025-0006

Public Hearing Date: February 2, 2026

Proposal: Amend Kennewick Municipal Code (KMC) Section 18.12.010 B.1 to allow vehicle sales, incidental repair and service as a permitted use in the Urban Mixed-Use Zone, other than the Vista Field Area.

Applicant: Moe Nassar, 408 W. Columbia Dr., Kennewick, WA 99336 & Hary Mahal, 520 E. Columbia Dr., Kennewick, WA 99336.

Staff Contact: Steve Donovan, Planning Manager

Background:

Mr. Nassar and Mr. Mahal proposed the amendment to KMC 18.12.010 B.1. It is the opinion of the applicant that the proposed amendment complies with the comprehensive plan and Bridge-to-Bridge River-to-Rail Revitalization Plan (BB/RR Plan).

Proposal and Analysis:

See Exhibit 2 for the applicant's proposed amendment to 18.12.010 B.1 and supporting materials.

KMC Section 18.03.040: - Zone Purposes ensures that the purpose of the zoning district is consistent with the City Comprehensive Plan. Below is a sub-section of the section that establishes the purpose of the Urban Mixed-Use (UMU) Zone:

- (23) UMU - The purpose of the Urban Mixed-Use district is to accommodate a wide variety of commercial and residential activity (particularly those that are pedestrian oriented) in a dense urban setting which will result in the most intensive and vibrant of the City's zoning districts. In order to preserve the public health, safety and welfare in the urban district, protect public and private investment in property and infrastructure improvements, certain uses of land may be prohibited. Conversely in many instances the Urban Mixed-Use district intentionally allows combinations of uses and development patterns allowed in no other City zoning district.

Applicable City of Kennewick Comprehensive Plan Goals and Policies

URBAN DESIGN GOALS + POLICIES

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

Policies

1. Provide a strong role for good design, addressing streetscape, landscape and building design in new and redevelopment projects through design guidelines and code.

4. Enhance the appearance, image and design character of the downtown. Apply Main Street and historic preservation principles for downtown improvements.
5. Establish and enhance unique residential, commercial and other districts with appropriate transition between them; encourage distinctive architectural features in the districts and gateways.

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

Policies

1. Improve streetscape and corridor design for safe and pedestrian-friendly environments.
4. Reduce the visual impact of parking lots and service docks to public areas using design, site design, landscaping, screening and appropriate lighting.

Goal 5 Strengthen residential neighborhoods, downtown, commercial and industrial districts.

Policies

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

ECONONMIC DEVELOPMENT GOALS +POLICIES

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

Policies

3. Encourage redevelopment in appropriate areas on the Columbia River.

Bridge-to-Bridge/River-to-Rail Revitalization Plan Excerpts

Section 7 of the plan discusses the creation of the Commercial, Auto Row (CAR) and the UMU zones, along with the areas the zones should encompass.

At the time the plan was developed, it was determined that owners of auto dealerships west of Fruitland Street had invested in improvements for their dealerships. As a result of the investments, it was proposed that auto dealerships should be permitted along Columbia Drive, west of Fruitland Street.

Additionally, the plan states that the properties east of Fruitland Street to SR-397 along Columbia Drive provide the best opportunity for development of urban neighborhoods, personal services and other mixed-use activities and uses.

The complete BB/RR Plan is provided in Attachment 4.

Staff Analysis

The city adopted the BB/RR Plan in 2010 and in 2017 it was adopted by reference in the comprehensive plan. In 2017, the city established the UMU Zoning District and development regulations.

The plans describe the vision of what the UMU District should look like and what types of commercial and residential activity should take place in it. It is staff's opinion that the above UMU Zone purpose statement, comp plan and BB/RR Plan excerpts provide a clear direction for the types of uses that should be permitted in the zone and that the proposed amendment is not in compliance with the purpose statement or plans.

The proposed amendment is not site specific. Properties in the UMU Zone of the Vista Field Area will not be impacted by the proposed amendment.

The existing vehicle sales businesses in the UMU Zone may still operate, even if the proposed amendment is not approved. It is the opinion of staff, that the development of a new car dealership or the expansion of an existing car dealership will be difficult to meet the applicable requirements of KMC 18.80 – Urban Mixed-Use Design Standards.

The suggested findings in the applicant's application material are not applicable to the proposed amendment; they are applicable to a zoning map amendment.

Regulatory Controls and Policies:

- Kennewick Municipal Code Title 18
- Kennewick Comprehensive Plan

Findings of Fact:

1. The applicants are Moe Nassar and Hary Mahal.
2. The application was submitted on December 2, 2025.
3. Notice of the proposed code revision was sent to the Washington State Department of Commerce on December 4, 2025, consistent with the requirements of RCW 36.70A.106.
4. The City received confirmation of starting the 60-day/Expedited review period and notice that the City has met the Growth Management Act notice to state agency requirements from the Washington State Department of Commerce on December 4, 2025.
5. The Department of Commerce granted expedited review on December 17, 2025.
6. A Determination of Non-Significance was issued on December 30, 2025.
7. The Notice of Public Hearing was published in the Tri City Herald on January 18, 2026.

Conclusions of Law:

1. The proposed amendment is not in compliance with KMC 18.03.040, Urban Mixed Use Purpose Statement.
2. The proposed amendment is not in compliance with the Bridge-to-Bridge River-to-Railroad Revitalization Plan.
3. The proposed amendment is not in compliance with the City of Kennewick Comprehensive Plan 2017-2037.
4. Future development of vehicle dealerships cannot meet the applicable requirements of KMC 18.80 – Urban Mixed-Use Design Standards.

Staff Recommendation:

Based on the above analysis, staff recommend the Planning Commission forward a recommendation of DENIAL to City Council for the following motion.

Motion:

I move that the Planning Commission concur with the findings and conclusions in the staff report DCA-2025-0006 and recommend denial of the amendment to KMC Section 18.12.010 B.1.

Exhibits:

1. Staff Report
2. Application Material

3. Proposed KMC 18.12.010 B.1
4. Bridge-to-Bridge River-to-Railroad Revitalization Plan



Community Planning Department

210 West 6th Avenue

Kennewick, WA 99336

Phone: (509) 585-4280

cedinfo@ci.kennewick.wa.us

REQUEST FOR AMENDMENT TO ZONING OR SUBDIVISION CODE

Applicable Filing Fee and SEPA Review Fee are due at the time of application (Fee Schedule)

Applicant: Moe Nassar
408 W. Columbia Drive
Kennewick, WA 99336
509.579.2807
Moenassar29@gmail.com

Hary Mahal
520 E. Columbia Drive
Kennewick, WA 99336
509.619.8797
Mahalhary@yahoo.com

The amendment, if adopted, will not be restricted to the applicant's particular situation, but will apply to any future situation that may fall under the amendment, regardless of location or other circumstances. Therefore, please state how, in your opinion, the requested amendment will be to the best interests of the City. Use additional paper if needed.

Requested Amendment

The proposed code amendment would allow *Vehicle Sales, incidental repair and service* as a permitted use in the UMU – Urban Mixed Use District, requiring a change to Section 18.12.010B.1 – Table of Non Residential Uses. The proposal would also add footnote #6 to prohibit Vehicle Sales within the Vista Field area.

Revitalization Plan

The current UMU restrictions are based on the Bridge to Bridge, River to Rail Revitalization Plan - a subarea plan that was adopted in 2010. The fifteen year old plan was projected to be implemented over a twenty year time period. The planned revitalization of the area was based on a number of initiatives, one of which was to modify the City's zoning regulations. Section 7 of the plan addressed this issue (refer to attachment 1) which states in part.

Dealerships located west of Fruitland, including the Audi/VW dealer, have invested considerable funds in showroom, service, and other structures on site. Most dealerships, however, particularly those located east of Fruitland, are largely paved parking lots with minimal other improvements. Like some of the industrial uses, these low capital intensive businesses will remain viable in auto row unless or until land values increase to the point where such low capital intensive activities will seek to locate other accessible but lower cost properties in the region.

The revitalization plan resulted in the creation of the UMU district. Kennewick Municipal Code section 18.03.020(23) identifies the purpose of the UMU district as follows:

UMU - The purpose of the Urban Mixed-Use district is to accommodate a wide variety of commercial and residential activity (particularly those that are pedestrian oriented) in a dense urban setting which will result in the most intensive and vibrant of the City's zoning districts. In order to preserve the public health, safety and welfare in the urban district, protect public and private investment in property and infrastructure improvements, certain uses of land may be prohibited. Conversely in many instances the Urban Mixed-Use district intentionally allows combinations of uses and development patterns allowed in no other City zoning district.

One of the other initiatives included in the plan was to identify key entrepreneurial prospects and recruitment strategies focusing on small business start-ups and “creative workforce.” Part of this effort was to focus on multi-modal transportation dealers, “including sales and service of electric cars, motorcycles, motor bikes, scooters, mopeds, bicycles, kayaks and other forms of transportation to transform auto row into a multi-modal transportation hub for the region.” (from Page 8 of the Bridge-to-Bridge/River-to-River Revitalization Plan.)

After 15 years the Bridge-to-Bridge/River-to-River Revitalization Plan remains unimplemented. The number of nonconforming uses in the UMU district, comprised primarily of vehicle sales and auto repair businesses continue. Little private investment has been made in the corridor along Columbia Drive.

The plan anticipated a major redevelopment of the area along Columbia Drive, where existing uses would be discontinued and these properties would become a new urban neighborhood with ground floor retail, entertainment and personal services and other pedestrian related activities. Property owners operating nonconforming uses for the past 15 years have not seen the hoped for increase in property values that would lead to the projected capital intensive activities.

An assumption made in the 2010 plan was that car dealerships located east of Fruitland would eventually be replaced with more intense mixed use development. The Obama Administrations’ Cash for Clunkers program, implemented in 2009 may have influenced this policy. The volume of older vehicles that were purchased by the government and taken off the roads had significant impacts on used car dealers across the country, as their inventories were significantly decreased. However, these impacts proved temporary and the used car market has rebounded and remains viable across the country and in the Tri-Cities market.

The UMU zoning purpose statement envisions a mixed use, pedestrian oriented environment. But that hasn’t and most likely won’t happen in the near future, especially along the Columbia Drive corridor, for the following reasons:

- Columbia Drive is an arterial that provides important linkages between SR 240, Highway 395, the Cable bridge and Chemical Drive. It carries a high volume of traffic¹ which has the effect of discouraging pedestrian activity;
- Other permitted uses within the UMU district along the Columbia Drive corridor include a number of auto oriented uses (tire shops, glass shops, gas stations, car washes, fast food restaurants and espresso stands) that are auto oriented, not pedestrian oriented. These auto oriented uses consume large segments of street frontage along Columbia Drive and work against the establishment of the pedestrian, mixed use development envisioned in the plan;

¹2021 Kennewick Traffic Volume Map shows 19,687 ADT east of Fruitland and 16,103 ADT east of Washington Avenue.)

- For developers it is more feasible to build mixed use neighborhoods in areas that are not yet developed such as at Vista Field than to completely redevelop existing neighborhoods. New development provides opportunities for coordinated planning as opposed to the piecemeal development that is necessary for the redevelopment of existing neighborhoods;
- The plan was partially based on the prediction that new multi-modal transportation dealers would be located within the redevelopment area which has not occurred as anticipated;
- The limited new development that has occurred along Columbia Drive in recent years (Mister Car Wash and Ray Pollard & Sons Offices) has had positive impacts on the area, but neither project adds to the pedestrian environment envisioned in the plan.

Modest progress has been made in the area with the Port's development of the food truck plaza and the Public Market, both of which advance the overall revitalization of the area. But the Columbia Drive corridor will be among the least likely properties to be redeveloped with mixed uses, given the high through traffic volumes along Columbia Drive. When market conditions change enough to make redevelopment feasible, it will occur. The UMU district provisions already provide for mixed use, pedestrian oriented development. Restrictive zoning is not needed.

In the meanwhile, both the City and property owners along Columbia Drive would be better served if existing UMU zoning would allow for vehicle sales. Property owners would be able to make improvements in their property, which could increase both the aesthetics and the viability of these businesses.

The Bridge-to-Bridge Revitalization Plan supports the designation of those portions of Columbia Drive west of Fruitland as an area that should be developed as a Commercial Auto Row (see page 19 of the plan). Used car dealerships benefit from locating nearby large dealerships such as Overturf Kia/Volkswagen. The locations east of Fruitland along the Columbia Drive corridor are logical expansions of a Commercial Auto Row and as such should be encouraged.

There is no need to restrict owners by forcing them to operate vehicle sales as nonconforming uses, limiting their ability to improve their properties and preventing the expansion of their facilities.

Benefits of Vehicle Sales in UMU

Vehicles sales are dependent upon highly visible locations and tend to congregate along high traffic volume streets, such as Columbia Drive. Traffic counts show that Columbia Drive is among the most heavily travelled streets within the City. While traffic volume creates the visibility that vehicle sales businesses need, they do not generate much traffic in themselves. The Institute of Transportation Engineers publishes traffic data for a wide variety of land uses and shows that car dealerships are among the lowest traffic generators amongst retail activities (see Attachment 2)

Vehicle sales businesses tend not to be large consumers of City services such as water, sewer or electrical energy.

Vehicle sales generate tax revenue for the City. Given the price of new and used vehicles, a small number of customers purchasing vehicles generate significant sales tax revenue.

Vehicle sales generate jobs. According to ZipRecruiter, the annual average salary for a car salesperson is \$43,809 in Washington State, providing living wage jobs.

Finally, clustering car dealerships in close proximity to each other provides a benefit to the car buying public, allowing them to comparison shop without having to travel significant distances.

Vehicle sales do not place high demands on the City's street and infrastructure systems, yet they generate significant sales tax revenues for the City. They create jobs and when clustered together, as they have naturally done along Columbia Drive, they provide some convenience to the car buying public.

Consistency with the Comprehensive Plan

There are a number of goals and policies in the City's comprehensive plan that would be furthered by the adoption of this proposed code amendment, as follows:

COMMERCIAL LAND USE GOAL 1: Revitalize declining commercial areas.

POLICIES

2. Monitor trends in Kennewick's job centers and consider land use changes, if needed, to maintain the vitality of these centers.

Comment: Fifteen years into the Bridge-to-Bridge plan, the desired revitalization contemplated in the plan has yet to occur. There are seven different vehicle sales businesses operating along Columbia Drive as non-conforming uses, representing 16% of the active businesses that contain frontage along Columbia Drive between Fruitland and Gum streets. (see Attachments 3 and 4). It is time to recognize that the policy calling for the removal of vehicle sales within the UMU district is not working. Vehicle sales are a valuable business, generating tax revenues for the City, employment for its residents and consumer choices. Vehicle sales are amongst the most active businesses within the UMU district and should be encouraged, not prohibited.

COMMERCIAL LAND USE GOAL 2: Sustain and enhance viable commercial areas.

POLICIES

4. Encourage compatible commercial activities to concentrate near each other

Comment: There are seven vehicle sales businesses operating along Columbia Drive within the UMU district and six more located in the 2 1/2 blocks along Columbia Drive just west of the UMU district boundary. This clustering of vehicle sales lots represents a concentration of commercial activities that this policy says should be encouraged.

ECONOMIC GOAL 1: Improve the business climate in Kennewick.

Comment: Allowing vehicles sales as a permitted use within the UMU district would be a definite improvement for area business owners. The change in code would allow for the expansion and

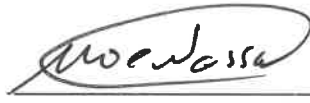
improvement of seven viable businesses along the Columbia Drive corridor, removing the restrictions and uncertainties of operating business as a nonconforming use.

Suggested Findings

Section 18.51.070 of the Kennewick Municipal Code requires the City to enter findings in support of amending the zoning code. This proposal is consistent with those required findings as follows:

- a. The proposed amendment would further the goals and policies in the comprehensive plan in the following ways;
 - 1. The amendment would help to revitalize a declining commercial area by converting seven existing vehicle sales businesses from an existing non-conforming status to a permitted status, thereby enabling business owners to make improvements and expansions to their businesses in accordance with Commercial Goal 1;
 - 2. Vehicle sales businesses have operated continuously for the past fifteen years that the Bridge-to-Bridge Revitalization Plan has been in effect, signaling a need to reevaluate the prohibition of vehicle sales in the UMU district, in accordance with Policy 2 of Commercial Land Use Goal 1;
 - 3. The proposed amendment would effectively encourage vehicle sales businesses to cluster along Columbia Drive in accordance with Commercial Land Use Goal 2, Policy 4;
 - 4. The proposed amendment would improve the business climate for businesses operating along the Columbia Drive corridor in accordance with Economic Goal 1.
 - 5. Therefore, the proposed amendment is in conformance with the comprehensive plan.
- b. The proposed amendment promotes the public necessity, convenience and general welfare in the following ways:
 - 1. Vehicle sales businesses provide necessary commercial services to residents within the Tri-City area;
 - 2. Clustering vehicles sales lots along the Columbia Drive corridor provides the buying public with convenient opportunities for comparison shopping;
 - 3. Those portions of Columbia Drive within the UMU district provide logical and desirable locations for vehicle sales in that they are highly visible locations due to the high traffic volumes existing along that corridor;
 - 4. Vehicle sales generate both significant sales tax revenue and employment;
 - 5. Therefore, the proposed amendment does promote the public necessity, convenience and general welfare.
- c. The proposed amendment does not impose a burden upon public facilities beyond their capacity to serve or reduce such services to lands, which are deemed unacceptable by the City in that:
 - 1. Vehicle sales are low volume traffic generators according to the International Traffic Engineers trip generation data and consequently do not burden the City's street system;
 - 2. Vehicle sales businesses are not high volume users of domestic water, sewer or electrical energy;

3. The operation of vehicle sales businesses does not have detrimental impacts to adjoining land uses greater than other types of commercial retail uses allowed within the UMU district.
 4. Therefore, the proposed amendment does not burden city utility or street systems or public facilities.
- d. The proposed amendment is consistent with all applicable provisions of the Kennewick Municipal Code, including those adopted by reference from the Comprehensive Plan in that:
1. The proposed amendment recognizes the differences between those portions of the UMU district that are located in East Kennewick versus those that are located within the Vista Field area and maintains the prohibition on vehicle sales within the Vista Field area in accordance with the Vista Field Redevelopment Master Plan 2017.
 2. The proposed amendment still provides for future mixed use redevelopment of properties along the Columbia Drive corridor in accordance with the Bridge-to-Bridge, River-to-Rail Revitalization Plan.



Moe Nassar

12-1-25

Date



Hary Mahal

12-1-25

Date

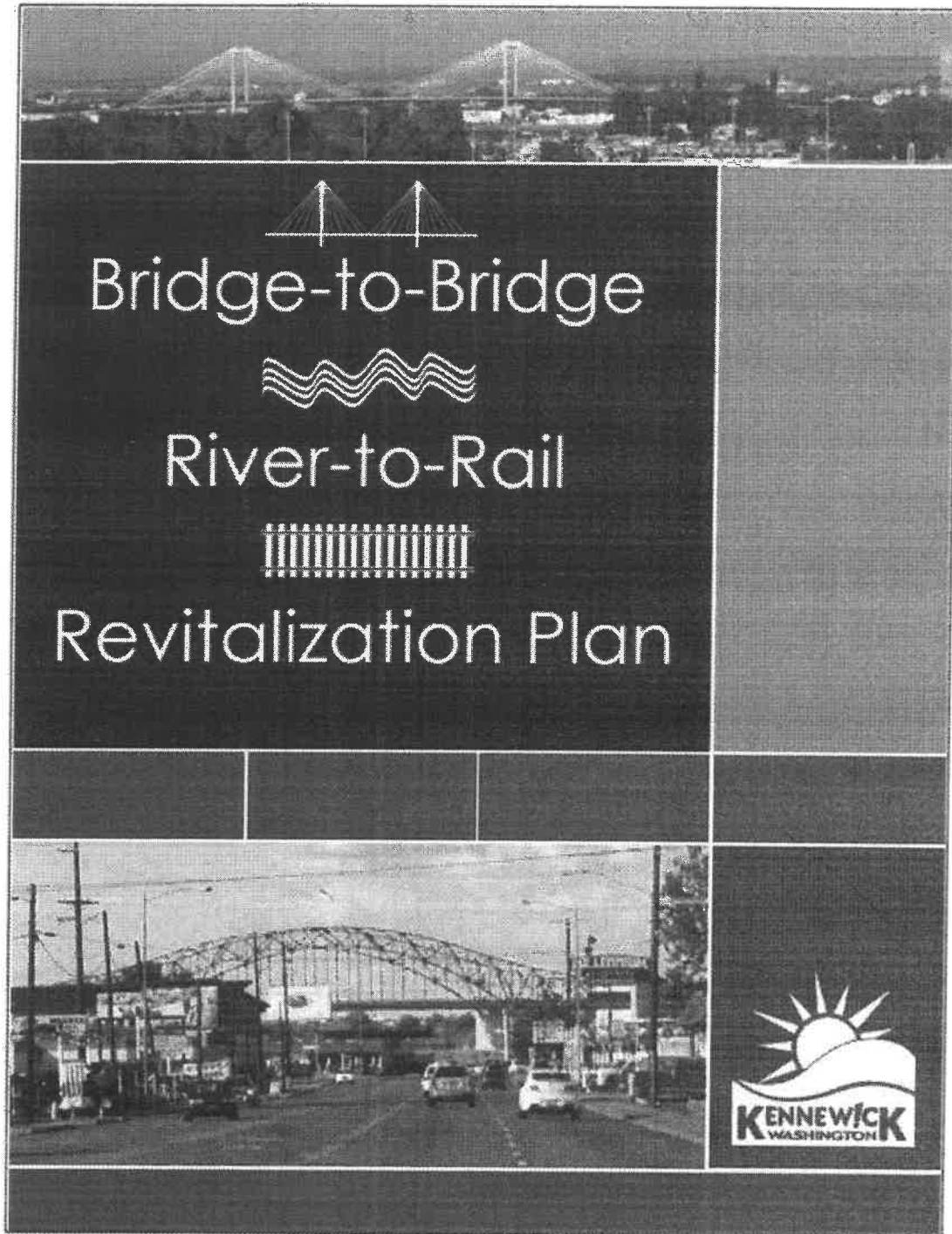
Checklist:

_____ Application & Fee

_____ State Environmental Policy Act checklist (SEPA) & fee

Attachment 1:

Excerpt from: Bridge-to-Bridge Rail-to-River Revitalization Plan



DESIGN STANDARDS

7: Update/refine zoning designations

Kennewick currently has 7 residential zones, 8 commercial zones, 4 industrial districts, and 4 other districts including public facilities, parking, and open space. The BB/RR area is designated by 4 zones including:

- *High Density Residential zoning* - of the properties within the single family neighborhood located between Columbia Drive and the railroad tracks west of Dayton Street and the single family residential and trailer parks north of Columbia Drive between Dayton and Auburn Street;
- *Industrial zoning* - of the properties located south of Deschutes Avenue and Columbia Drive that border the railroad spur and mainline tracks;
- *Commercial zoning* - of the properties bordering both sides of Columbia Drive and all parcels north to the river levee including Clover Island; and
- *Public Facility zoning* - of Fruitland Park located between Fruitland and Garfield, and Entiat and Deschutes Avenues bordering the single family neighborhood.

Generally, the existing zoning designations reflect the land use element of the city's comprehensive plan and past ambitions for the BB/RR area. However, in some instances, the zoning is not entirely appropriate or refined enough to reflect the potentials that have emerged from this planning effort. For example:

- *Single family neighborhood* -- between Columbia Drive and Railroad Avenue and the tracks, and west of Fruitland is composed of single family, some duplex, and a few townhouse and apartment structures.

Neighborhood structures are in good condition including some new infill houses. The neighborhood is fairly stable, and except for the houses that are located north of Grand Ronde Avenue that abut the commercial uses on Columbia Drive, the boundaries are well defined.

The neighborhood should maintain the Residential, High Density (RH) or be rezoned to Residential, Medium Density (RM) to reflect existing conditions and provide the stability and suitable environment appropriate to promote family life in an urban setting.

Some of these uses evolved from railroad oriented or serviced industrial activities including scrap yards, tank fuel processing and storage, food processing plants, millhouses, and warehouses. At the present time, very few of these businesses are dependent on rail service and most move products in and out of the area on trucks and trailers.

A variety of other non-rail oriented industrial, manufacturing, construction, and warehousing activities have located in the industrial area due to its ready transportation connections to the Tri-Cities and surrounding region. These business enterprises will likely remain viable uses in the industrial district unless or until land values increase to the point where such low capital intensive activities will seek to locate to other accessible but lower cost properties in the region.

The industrial district should remain zoned Industrial, Light (IL) though the boundaries should be refined to reflect current usage and allow commercial or mixed use activities north of Bruneau Avenue and east of Elm Street.

□ *Auto Row commercial* – is located on Columbia Drive from US-395 or the access to the Blue Bridge east to Fruitland with some auto and recreational vehicle (RV) dealers and repair services scattered amid gas stations, food stores, restaurants, and office buildings on Columbia Drive further east to Cascade.

Dealerships located west of Fruitland, including the Audi/VW dealer, have invested considerable funds in showroom, service, and other structures on site. Most dealerships, however, particularly those located east of Fruitland, are largely paved parking lots with minimal other improvements.

Like some of the industrial uses, these low capital intensive businesses will remain viable in auto row unless or until land values increase to the point where such low capital intensive activities will seek to locate to other accessible but lower cost properties in the region.

A new zoning district catered to automobile oriented uses should be created and this portion of Columbia Drive should be rezoned to reflect current use and the capital investment that has been made for new facilities and site improvements by auto dealers as well as the construction companies and operators within the area.

□ *Mixed use* – the remainder of Columbia Drive frontage and the properties located north of Columbia Drive to the river levee are currently occupied by low intensity commercial and related business uses fronting on Columbia Drive, trailer parks, some scattered single family residential housing, and a significant amount of underutilized and vacant land – particularly in the northwestern corner.

These segments of the BB/RR area provide the most opportunity for new urban neighborhoods combining ground floor retail, entertainment, personal services, and other pedestrian-related activities with upper floor office and residential uses. The area is centrally located to regionally accessible arterial roadways (Columbia Drive, US-395, and SR-397), on major transit routes, within walking and biking distance of the river levee and trails, downtown, and civic center parks and public facilities. In effect, the area has potential for being developed into a fully sustainable neighborhood providing opportunities to live, work, and play within the immediate area.

Kennewick zoning classifications include the Historic Mixed Use (HMU) district which is intended to provide a "stable living environment for residents and proprietors choosing to locate in a historic setting, which includes limited small-scale commercial retail and non-retail uses within walking distance of those residents."

However, the HMU district does not allow residential or mixed use structures and is limited to the boundaries of the historic downtown with additional restrictions intended to retain structures and uses which are compatible with historic buildings and designs.

Kennewick's Residential High Density (RH) district allows urban density residential uses but not mixed use, is restricted to a 45 foot height limit, and a maximum density of 27 units per acre.

Neither the HMU or RH zoning classifications provide for a mixed use designation where retail, office, and housing can be incorporated into mixed use structures – particularly in urban settings oriented to street-front pedestrian activities and circulation, with common or consolidated public/private focal and activity accent points, and of densities compatible with platform building sufficient to offset the economic cost of revitalization and redevelopment. Nor are either of these districts easily modified to do so without altering the impact the districts are intended to have on the downtown or elsewhere in the city.

Action

Therefore the Community Planning Department will work with the Planning Commission and City Council to:

- *Amend the Zoning Map of the City of Kennewick* – to retain Industrial Light (IL) zoning along the railroad corridor, create a new zoning district entitled Commercial, Auto Row on Columbia Drive west of Fruitland St., and retain the residential neighborhood on Grand Ronde and Entiat Avenues as Residential, High Density (RH).
- *Amend Chapter 18.03 of the Municipal Code to create a Mixed Use (MU) zoning district and a Commercial, Auto Row (CAR) zoning district* - using the footnotes in Table 18.12.010: Use and Standards Table, the designations in Table 18.12.010 A.2: Table of Residential Site Development Standards, the designations in Table 18.12.010 B.1: Table of Non-Residential Uses, designations in Table 18.12.010 B.2: Table of Non-Residential Site Development Standards and other provisions of Chapter 18.03 to implement appropriate mixed use developments in the BB/RR area and identify uses and standards for auto row development.



Attachment 2

ITE TRIP GENERATION EXPLORER

Selected Retail Traffic Generators

Retail Activity	Basis	Average Daily Traffic
Fast Food Restaurant	1,000 sq. ft. gross floor area	542
Restaurant (sit down/high turnover)	1,000 sq. ft. gross floor area	127
Restaurant (quality)	1,000 sq. ft. gross floor area	89
Gas Station	Fueling Station	168
Drive in Bank	1,000 sq. ft. gross floor area	148
Auto Part Sales	1,000 sq. ft. gross floor area	62
Tire Store	1,000 sq. ft. gross floor area	25
General Office	1,000 sq. ft. gross floor area	25
Car Wash	Washing Stall	108
Car Dealerships	1,000 sq. ft. gross floor area	32

Source: ite.tripgen.net

Attachment 3

Existing Dealerships in the UMU District

1. Harding Motor Company – 529 W. Columbia Drive
2. Tri City Car Sales – 518 W. Columbia Drive
3. VIP Motorsports – 408 W. Columbia Drive
4. Warner Auto Investments & Used RVs – 211 W. Columbia Drive
5. OK Auto Sales – 101 W. Columbia Drive
6. Kart Sport NW Motorsports – 99 W. Columbia Drive
7. Golden Crown Auto Sales -553 E. Columbia Drive

Attachment 4

Existing Land Uses on Columbia Drive Parcels within the UMU District

Note: Only businesses fronting on and addressed on Columbia Drive are included in this table. The use column in the table shows P for uses permitted in the UMU district or NC for uses that are nonconforming under UMU district regulations.

West Columbia Drive			
Address	Business Name	Type of Business	Use
529	Harding Motor Company	Vehicle Sales	NC
526	Pik A Pop	Gas Station	P
525	Affordable Windshields	Auto Oriented Uses	P
520	Mister Car Wash	Auto Oriented Uses	P
518 1/2	Tri City Roofing	Office	P
518	Tri City Car Sales	Vehicle Sales	NC
503	Ray Polland & Sons	Office	P
419	Serve Pro		
418	Flow Master Auto Repair	Vehicle repair/service	NC
408	VIP Motorsports	Vehicle Sales	NC
407	Warner Auto & RV Center	Vehicle Sales	NC
346	Hubby's Pizza	Restaurant	P
342	Tropical Express Café & Fruit Bar	Espresso Stand	P
335	IDK Restaurant	Restaurant	P
329	Atomic Screen printing & Embroidery	Printing, Reproduction	P
320	Banlin Construction	Office	P
318	Vacant Building		
310	Frank & Sons Auto Body	Vehicle repair/service	NC
?	JJ's Auto Investments	Vehicle Sales	NC
207	Smoke Glass and Vape	Retail Store	P
206	Llantera Celina	Auto Oriented Use	P
112	JVC Auto Repair/Automotive Locksmith	Auto Oriented Use	P
108	Storage land	Mini Storage	NC
101	OK Auto Sales	Vehicle Sales	NC
99	Kart Sport NW Motorsports & Beyond	Vehicle Sales	NC
3	Dutch Bros. Coffee	Espresso Stand	P
	Barber Shop	Barbers, beauty shops	P

East Columbia Drive			
Address	Business Name	Type of Business	Use
9	Bunch Finnegan Appliances	Retail Store	P
16	Kennewick ABM Onsite Services	Office/contractor yard	P
102	Backyard by Design	Retail	P
107	El Chapala	Restaurant	P
113	KIE Supply	Hardware Store	P
122	KIE Supply	Hardware Store	P
202	Pasco Ceramics	Retail	P
215	Swampy's BBQ	Restaurant	P
220	Jimenez Tires	Auto Oriented Uses	P
304	Tri City Glass	Auto Oriented Uses	P
325	Food Truck Plaza	Restaurants	P
400	Zip's Drive In	Restaurants, Fast Food	P
421	Wineries	Wineries Type A or B	P
422	ET Estate Sales	Retail Store	P
428	Tri City Barbell Club	Private gym, fitness	P
432	Dorian Studio	Photographic Studio	P
433	Columbia Fitness	Retail Store	P
504	Aahsome Spas	Retail store	P
520	Metro Mart	Gas Station	P
553	Golden Crown Auto Sales	Vehicle Sales	NC

Nonresidential Uses	RS	RL	RM	RH	RMH	RTP	UMU	CN	CO	CBD	CC	CR	CAR	CG	CM	HMU	BP	IP	IL	IH	JF	PF	OS
Towers, antennas, and supporting structures, including amateur radio towers, 55 feet or less	II	II	II	II	II	II	I	II	I		I	I	I	I	I	I	I	I	I	I	I	I	
Truck stops														I					I	I			
Undertaking establishments (Mortuary)									I		I	I		I									
Vehicle sales, incidental repair and service											I	I	I	I									
Vehicle rental and leasing											I	I	I	I									
Vehicle repair and service, body and fender shops							<u>1(6)</u>						I	I					I	I			
Veterinary Clinic or Hospital (See Title 18.12.290)							I			I	I	I		I					I				
Vocational School							I			II				I			I		I				
Volatile Toxic and Volatile Flammable Material Storage (See Title 18.12.300)																				II			
Warehousing														I					I	I			
Wholesale, which may include incidental retail outlets for only such merchandise as is handled at wholesale														I					I	I			
Wineries Type A (See Title 18.12.305)							I			I	I	I		I									

FOOTNOTE for Table 18.12.010 B.1 Non-Residential Use Table:

- (1) For HMU see limitations at Title 18.12.335.
- (2) For the Clearwater Master Plan Area and BP zoning districts see Title 18.12.340.
- (3) For Rental Equipment, all items must be contained within a completely enclosed building or screened from view by a sight-obscuring fence or wall.
- (4) Allowed in RS, RL, RM, RMH, and RTP only as part of a planned development or subdivision and only for the use by residents of the development consistent with Recreational Vehicle Storage provisions and limitations of the Kennewick Residential Design Standards KMC [18.75](#).
- (5) Winery Type B under 50,000 case annual production and located within a structure less than 20,000 square feet in size are allowed outright. The Conditional Use Process identified in Title 18.42.100 is applicable to Winery Type B uses exceeding either the 50,000 case annual production or 20,000-square-foot structure size threshold.
- (6) Not allowed in the Vista Field area.



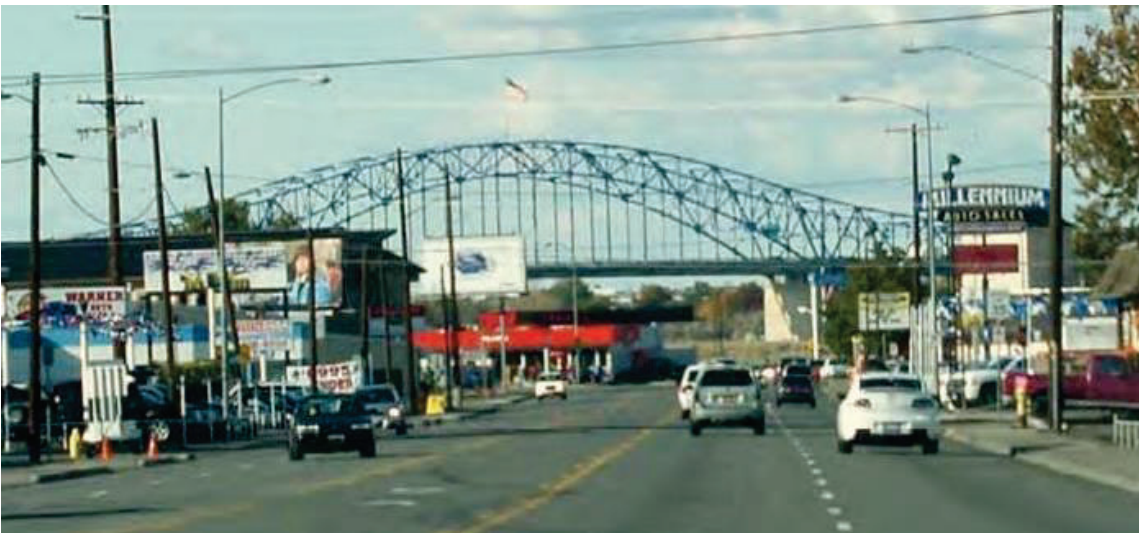
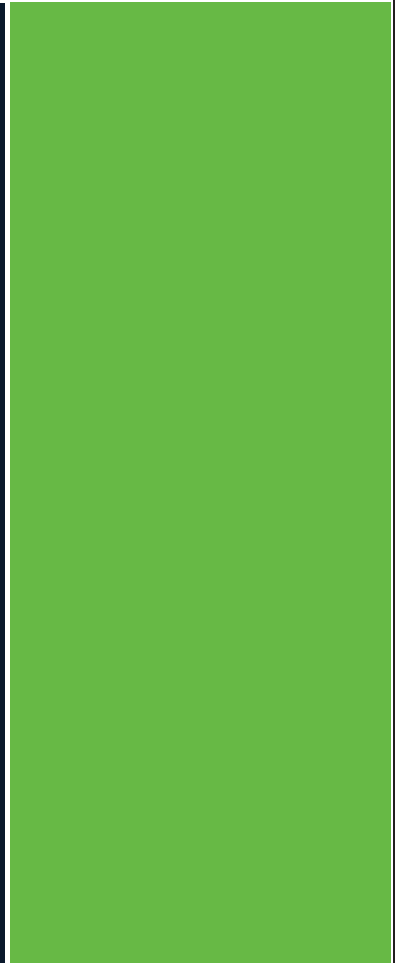
Bridge-to-Bridge



River-to-Rail



Revitalization Plan



City Council's Charter

Involve public participation in the development of an economic and urban development strategy for revitalizing the Bridge-to- Bridge/River-to-Rail (BB/RR) area to capitalize on the momentum created by the construction of the WSDOT roundabouts and the Port of Kennewick's acquisition and pending project to redevelop the Duffy's Pond area.

BB/RR Task Force

Mayor – Steve Young
Mayor Pro Tem – Sharon Brown
Former Mayor – Thomas Moak
City Council – John Hubbard
Port of Kennewick – Tim Arntzen
Planning Commission – Bob Spaulding
Parks & Recreation Commission – Hank Sauer
Auto Dealer Association – Ken Williamson

Other Agency Participants

BNSF Railway – Jeep Labberton, Terminal Manager
US Army Corps of Engineers – David Morbach, Realty Specialist
Ben Franklin Transit – Timothy Fredrickson
Washington State Department of Ecology – Clynda Case, Shoreline Planner
Confederated Tribes of Umatilla Indian Reservation – Don Sampson
Historic Downtown Kennewick Partnership (HDKP) – Tim Dalton
UDAT Member – Skip Novakovich

City Staff

City Manager – Marie Mosley
Former City Manager – Bob Hammond 2009-2010
Former Assistant City Manager – Kevin Ferguson 2009-2011
Former Director of Special Projects – Russ Burtner 2009-2010
Former Economic Development Director – Jeff Kossow 2010-2012
Community Planning Director – Greg McCormick, AICP
Interim Planning Manager – Larry Frazier, FAICP
Former Project Manager – Ferdouse Oneza, AICP 2009-2010
Planner – Anthony Muai, AICP
Administrative Assistant – Terri Wright

Consultants

Team Leader – Tom Beckwith FAICP, Beckwith Consulting Group
Architect/Urban Designer – Don Stastny FAIA, FAICP, StastnyBrun Architects
Community Development – Steve Price, Front Street Partnership
Economist – Eric Hovee, ED Hovee & Company
Traffic Engineer – Mike Read PE, Northwest Transportation
Landscape Architect – Patrik Dylan, ECCOS LLC
Environmental Scientist – Jeff Parsons, Herrera Environmental
Business Development – Nancy Jordan, Nancy B Jordan Associates
Public Opinion Surveys – GMA Market Research

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Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization Plan

Following is a summary description of the major action plan strategies determined to be important in effectively implementing the Kennewick Bridge-to-Bridge/River-to-Rail (BB/RR) Revitalization.

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

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

ORGANIZATION

1. Assign action program and project implementation responsibilities:

The proposed programs and projects involved in this BB/RR Revitalization cannot be undertaken or completed *solely* with the resources and time available to city staff and officials. Nor should city staff and officials be *solely* responsible for coordinating the multifaceted approach and all of the multiple public, nonprofit, and private agencies and organizations that must be involved in implementing the action items necessary for the BB/RR Revitalization.

Action

Therefore, the Community Planning Department will work with City Council to:

- *Continue City Council's charter* – whereby the Community Planning Department and the Historic Downtown Kennewick Partnership (HDKP) acts as the BB/RR's principal economic and urban development advocate and coordinator of the actions item involved in the implementation of the BB/RR Revitalization.
- Appoint key point persons or project facilitators – from within HDKP to focus on the specific actions involved in each action subject, and to allow participation by other public, non-profit, and private community organizations, interested groups, and individuals in specific projects unique to each group.
- *Coordinate action plan implementation programs and projects* - to be accomplished by the city, HDKP, and other facilitating/catalyst agents to include the Port of Kennewick, US Corps of Engineers, Umatilla Tribe, Washington State Department of Fish & Wildlife, Ben Franklin Transit, Housing Authority of the City of Kennewick, Benton County Historical Museum, Council of Governments (COG) Economic Development Council (EDC), TRIDEC – Economic Development Council, Tri-Cities and Hispanic Chambers of Commerce, Auto Dealers Association, and other public, non-profit, and private participants interested and appropriate.
- *Engage the public* – on the economic, promotion, design, design/development – infrastructure, and design/development – catalytic projects and the impact implementation of the BB/RR Revitalization will have on the economic well-being and development of the city-at-large.

- *Resolve funding strategies* – using public, nonprofit, and private monies necessary to effectively finance each and all of the action items listed herein.
- *Monitor implementation* – to ensure the actions proposed in this action plan are effectively realized by the all the public, nonprofit, and private parties participating in the BB/RR Revitalization.

Participants

Approval - City Council

Lead - Community Planning Department

Other -

- ☐ HDKP
- ☐ Port of Kennewick
- ☐ US Army Corps of Engineers
- ☐ Umatilla Tribe
- ☐ WA Dept of Fish & Wildlife
- ☐ Ben Franklin Transit
- ☐ Housing Authority City of Kennewick
- ☐ Benton County Historical Museum
- ☐ Council of Governments EDC
- ☐ TRIDEC
- ☐ Tri-Cities/Hispanic Chamber of Commerce
- ☐ Auto Dealers Association
- ☐ BB/RR business and property owners, residents, and citizens-at-large

Funding

Kennewick Community Planning staff facilitation and monitoring activities will be funded with:

- ☐ General Fund property taxes (Ptax)
- ☐ Washington State Department of Commerce (DOC) Growth Management Planning (GMP) planning and project grants

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

The BB/RR catalytic projects require staff coordination and City Council approval prior to other parties initiating action – particularly the Port of Kennewick’s proposals for Duffy’s Pond,

Action

Therefore, the Community Planning Department will:

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

Participants

Approval - City Council

Lead - Community Planning Department

Other -

- ☐ Historic Downtown Kennewick Partnership
- ☐ Port of Kennewick
- ☐ BB/RR business and property owners

Funding

Community Planning staff participation in resolving agreements will be financed with:

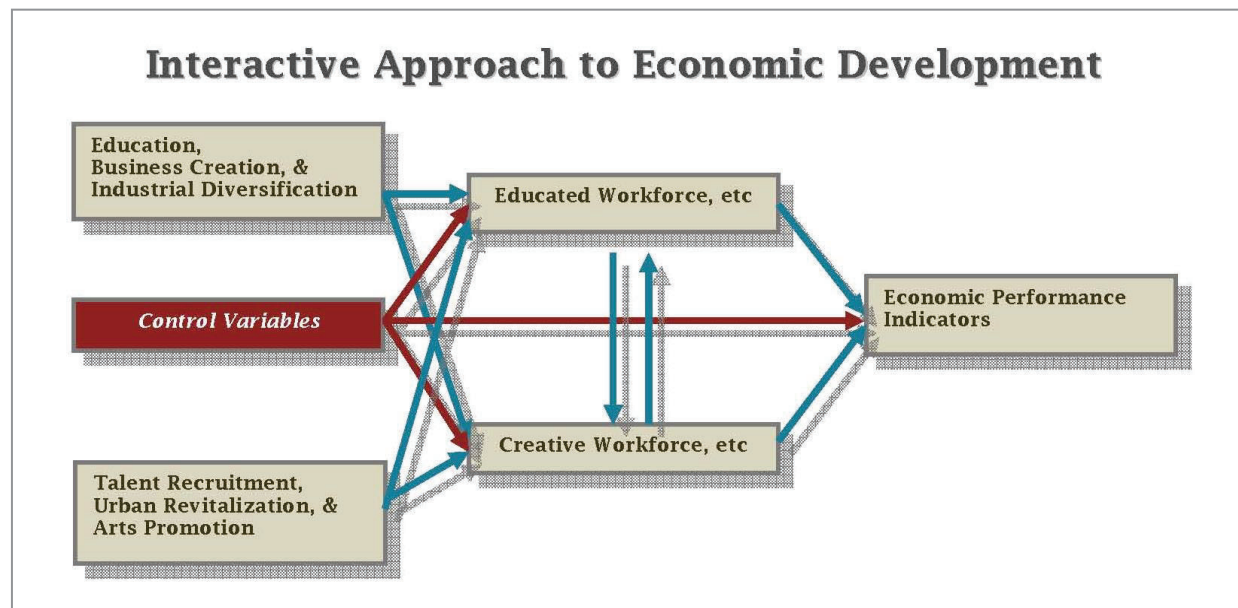
- ☐ General Fund Property Taxes (Ptax)

ECONOMICS**3: Recruit/retain target markets**

New employment and investment opportunities are created with traditional business outreach and recruitment efforts conducted by TRIDEC – Economic Development Council (EDC), Port of Kennewick, Washington State Department of Commerce, and others.

These organizations have been very successful developing large industrial parks and sites, marketing the area's existing "educated labor force" and institutions, and attracting major state and national companies to the Tri-Cities area.

However, the majority of new businesses and employment opportunities in the local, state, and national economies are created by small business start-ups that are spun off from existing local businesses, the result of second or late-life careers, a household member reentering the labor force on a part-time basis, or wholly new enterprises started by recent college or technical school graduates.



1. Kennewick City Council

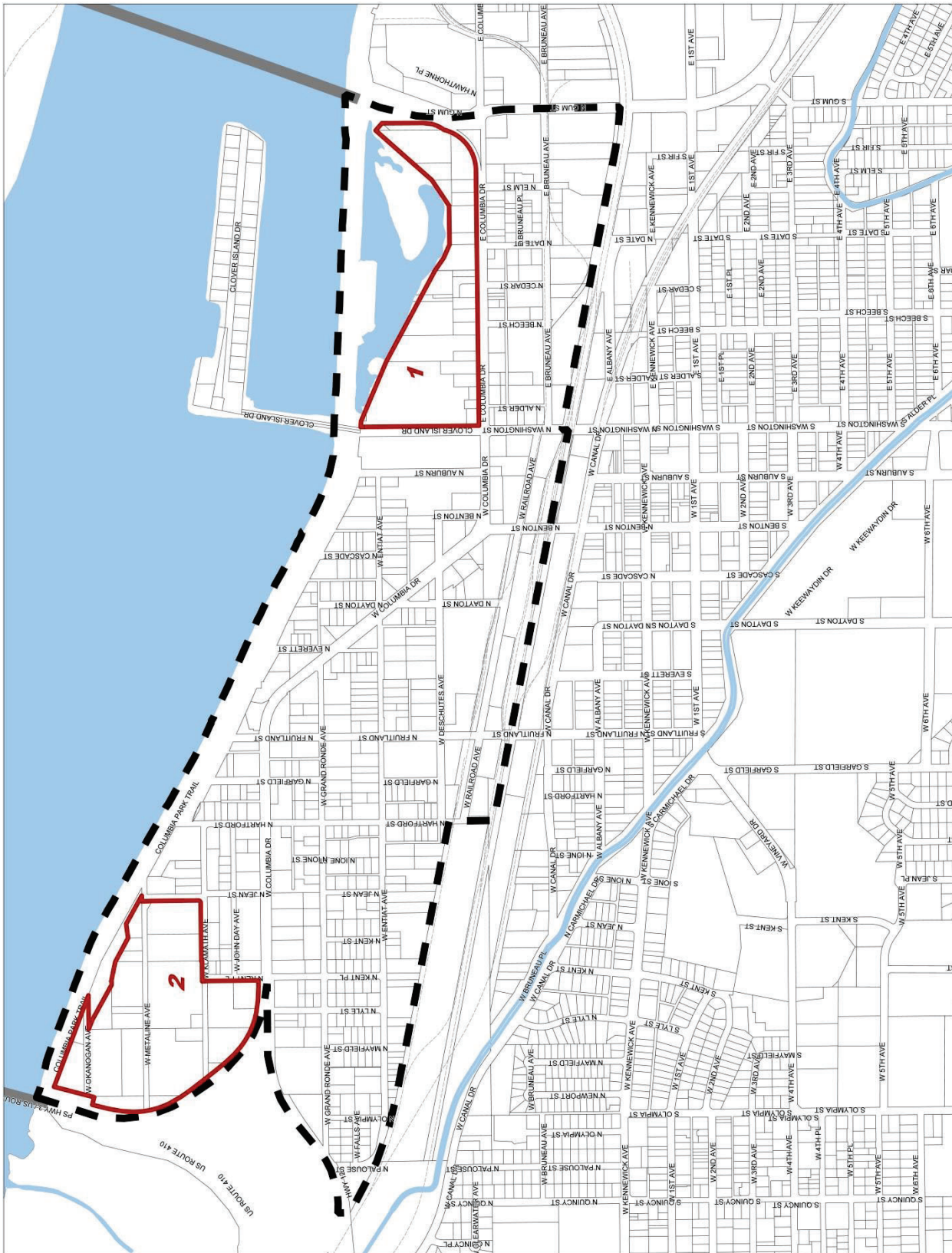
- | 2. Economic/Community Development & Parks & Public Works Departments
- | | 3. Historic Downtown Kennewick Partnership (HDKP)

[illegible]

	0-1	2-6	Cost (000)	Funding sources
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Organization																		
1	Assign action plan responsibilities	A	L	P	P	P	P	P	P	P	P	P	P	P	X		Ptax,	
	Resolve joint ventures																	
2	w/HDKP/Port/Private	A	L	P	P									P		X	Ptax	
Economics																		
3	Recruit/retain target markets	A	L	L	P							P	P	P	P	P	X X	Ptax, HDKP, Port, TRIDEC, Chambers, COG
	Expand Main Street program to																	
4	BB/RR	A	L	L	P							P	P	P	P	P	X X	MainSt, DRP, TMP, PBIA, CDBG, 108,
Promotion																		
5	Expand city/HDKP website outreach	A	L	L	P							P	P	P	P	P	P X	Ptax, HMTax, TMP, HDKP, TRIDEC, Chamber
6	Install gateways/wayfinding signage	A	L	P	P											P	X	Ptax, HMTax, REET, TMP, HDKP, CRF
Design Standards																		
7	Update/refine zoning designations	A	L	P	P					P				P	P	P	P X	CTED-GMP, Ptax
	Adopt design standards for BB/RR																	
8	mixed use	A	L	P	P						P			P	P	P	P X	CTED-GMP, Ptax
Design/Development - Infrastructure																		
	Fill/soft armor river shoreline for fish																	
9	habitat	A	L		P	A	A	L								P	X X	Centennial, ALEA, RCO, Ptax, Umatilla, CRA
10	Install swale/levee enhancements	A	L		P	A	P	A								P	P X X	SDUFee, Ptax, DOE, RCO, TIF/LCF, Prnt, CRA
																		Ptax, REET, HMTax, ALEA, RCO, Parkfee, Prnt, CDBG, 108, CRA
11	Acquire/develop parks	A	L	P	L	A	P	A							P	P	X X	FAUS, UATA, Ptax, MVFTax, Trafficfee, Late-comer, CRA
12	Reconfigure road network	A	L	P	P										P	P	P X X	REET, Ptax, MVFTax, LID, TBD, PBIA, Late-comer, CRA
	Construct streetscape																	Ptax, MVFTax, TIB, CDBG, LID, STUfees, 108, CRA
13	enhancements	A	L	P	P										P	P	X X	Ben Franklin
14	Construct sidewalks, curbs, gutters	A	L	P	P										P	P	X X	
15	Reconfigure transit routes	A	P	P	P			L									P X	
Design/Development - Catalytic Projects																		
16	Acquire/construct public market/train	A	L	L						P	P	P		P	X X			HMTax, REET, Ptax, CDBG, 63:20, HDKP
	Acquire/issue RFP incubator																	
17	development	A	L	P	P						P	P	P	P	P	X X		Ptax, CDBG, HAEIF, Prnt, COG, EDA, SBA
	Issue design/develop RFP																	
18	competitions	A	L							P	P	P	P	P	P	X		Ptax, CDBG, HOME, TIF/LRF, Prnt, LITHC
	Review/resolve Port's Duffy's Pond																	
19	Plan	A	L		L	A	A	A			P	P	P	P	P	P	X	Ptax

108	CDBG Section 108 Loan Funds	LID	Local Improvement District
63:20	Lease-to-Own using 63:20 nonprofit financing	LIHTC	Low Income Housing Tax Credits
ALEA	ROC Aquatic Lands Enhancement Act	MVFTAX	Motor Vehicle Fuel Tax
CDBG	Community Development Block Grant	ParkFee	GMA Park Impact Fee
CDBG	Community Development Block Grants	PBIA	Parking & Business Improvement Area
COG	Small Business Assistance	Port	Port of Kennewick funds
CRA	Community Renewal Act	Prvt	Private developer contribution or other funds
CRF	Community Revitalization Finance	Ptax	General Fund Property Tax
DOE	Department of Ecology Centennial Fund	RCO	Wa State Recreation and Conservation Office (ROC) grants
DRP	Washington State DoFC Downtown Renewal Program	REET	Real Estate Excise Tax
EDA	Economic Development Administration	SBA	Small Business Administration
GMP	Washington State DoFC Growth Management Planning grant	SDUFee	Stormwater Management Utility fee
HDKP	Historic Downtown Kennewick Partnership funds	TBD	Transportation Benefit District
HMTax	Tourism Hotel/Motel Tax	TIB	Transportation Improvement Board grants



Proposed catalytic projects

Catalytic Projects

- 1 Duffy's Pond Properties et al
- 2 Blue Bridge Properties et al

Start-up small businesses account for over 80% of all new employment and frequently provide the cutting-edge technology, products, and services that grow into larger companies and/or provide the inspirations for economic restructuring, diversification, and quality.

Small businesses are started by entrepreneurs or the “creative workforce” - individuals who have an interest and propensity to try new things and take risks. This attribute is proving to be an increasingly important ingredient in a community’s ability to attract and develop new businesses and investments.

Entrepreneurs or the “creative workforce”, particularly those that start-up new business ventures, tend to be footloose often selecting a location to initiate their business enterprise based on personal preferences defined by quality of life factors as well as the extent to which they are recruited and supported by interested communities.

If Kennewick is to attract a “creative workforce” and thereby new independent business enterprises, it must initiate outreach programs geared to finding, recruiting, and locating creative entrepreneurial talent – especially in the destination retail, high technology enterprises, and other niche activities that fit the city and BB/RR area.

And, if Kennewick is to be attractive to uncommitted entrepreneurial talent, it must market and further develop the quality of life factors of most interest to such individuals including the city’s unique educational, recreational, community, and residential attributes.

While start-up small businesses account for over 80% of all new employment they suffer a high mortality rate in the first 5 years of the business due to lack of business planning, lack of business or start-up capital, or the inability to find and finance suitable building space.

Action

Therefore, the Economic Development staff and HDKP will to:

- *Identify key entrepreneurial prospects* - for the BB/RR and downtown district including profiles, contact information, promotional materials, and recruitment strategies for:
 - *Multi-modal transportation dealers* – including sales and service of electric cars, motorcycles, motor bikes, scooters, mopeds, bicycles, kayaks, and other forms of transportation to transform auto row into a multi-modal transportation hub for the region.
 - *Mixed-use project developers* – of mixed-use projects to the BB/RR sites of opportunity.
 - *Mixed income mixed-use housing occupants* – including urban households (single adults, family starters, empty nesters, and seniors) migrating into or within the region for mixed-use projects on BB/RR sites of opportunity.
 - *Retail tenants* – including retail businesses and activities of interest to Columbia Drive and the downtown district storefronts and proposed mixed-use projects.
 - *Artists and art galleries* – including working artists, instructors, galleries, and related entrepreneurs to the proposed live/work and mixed-use projects on BB/RR sites of opportunity.
 - *Public market vendors* – including farmers’ market vendors, wine and food vendors, artist workshops and galleries, performance artists and instructors, and other activities

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

Participants

Approval - City Council

Lead - Economic Development staff

Other -

- Historic Downtown Kennewick Partnership
- Port of Kennewick
- Kennewick Auto Dealers Association
- Council of Governments EDC
- TRIDEC
- Tri-Cities/Hispanic Chambers of Commerce

Funding

Economic Development staff support for market materials and outreach programs, building inventory, cold call, and debriefing tasks will be funded by financed from:

- General Fund Property Taxes (Ptax)
- Historic Downtown Kennewick Partnership
- Port of Kennewick
- TRIDEC
- Other participant programs.

The local capital investment fund will be financed by:

- EDA Small Business Administration (SBA) programs,

- ☐ Washington State Commerce Small Business Resources (SBR)
- ☐ Business Finance (BF)
- ☐ Community Development Finance (CDF)
- ☐ Business Loan Portfolio (BLP)
- ☐ Regional Micro-enterprise Development Grant Funds (RMDGF)
- ☐ General Fund property taxes (Ptax)
- ☐ Local lenders under the Community Investment Act (CIA)

4: Expand the “Main Street” Program



Kennewick has significant and unique historic commercial and industrial architecture clustered in the downtown area along Kennewick Avenue and between Dayton and Washington Streets that represent valuable assets to the community. These buildings and the district at large are in good usable condition and generally occupied by viable enterprises.

HDKP was formed to undertake and sponsor the activities involved in the National Trust for Historic Preservation and Washington State’s Main Street program. As such, the district has been identified, promoted, and recognized for its potential. Some key buildings in the district have been renovated, upgraded, and retrofit to house emerging new retail and entertainment opportunities.

Successful downtown areas are a result of comprehensive improvement programs combining the Main Street Four-Point Approach. The Main Street approach encourages economic development within the context of historic preservation in ways appropriate to the emerging marketplace. The approach advocates the rebuilding of traditional downtown districts using their unique assets – distinctive architecture, pedestrian-friendly environment, personal service, local ownership, and a sense of community.

The Main Street Four-Point Approach involves: 1) organization, 2) economic restructuring, 3) promotion, and 4) design – that combine to address the downtown’s needs since no single approach by itself will sufficiently rejuvenate the district.

Successful programs require cooperation, coordination, and often joint ventures between city government, a viable sponsor like HDKP, and private businesses and property owners to be effective. To succeed, Main Street programs must show visible results that come from completing programs and projects – regardless of how small the project efforts may appear in the beginning.

However, to be fully effective, the downtown effort should be anchored with other city assets, in this case including the public facilities and parks in the Civic Center to the south, the BNSF depot and potential Public Market to the north, and ultimately the Columbia River, Duffy’s Pond, and the sizable potential population that can live in a revitalized BB/RR neighborhood west and within walking distance of the downtown.

In fact, HDKP includes this larger support area as well as the historic downtown proper within its charter.

Action

Therefore, the HDKP will:

- ☐ *Expand the façade improvement program* – to upgrade appearances, visual quality, and streetscape interest on Columbia Drive and the entryways on Fruitland, Benton, and Washington Streets between BB/RR and the downtown district. Implement building design standards that define a palette for streetscape furniture, landscaping, lighting, and paving improvements. Develop prototypical designs to improve awnings, signage, window displays, color, materials, and other building features for interim and long-term upgrades to existing businesses along Columbia Drive, and the Fruitland, Benton, and Washington Street entryways.
- ☐ *Expand the source of low cost building improvement and development funds* - to rehabilitate, retrofit, and building onto or on top of existing older commercial buildings, facades, signage, and other design improvements by increasing city and HDKP-financed grants with larger matching local lender low interest funds.
- ☐ *Award capital investment funds on a competitive basis or in response to a request system* - where the applicant demonstrates the rehab, retrofit, infill or add onto, façade, and signage project is viable, will improve conditions within the BB/RR and downtown district, and cannot be financed with traditional market sources.

Participants

Approval - City Council

Lead - Economic Development staff and HDKP

Other -

- ☐ Port of Kennewick
- ☐ Kennewick Auto Dealers Association
- ☐ Council of Government EDC
- ☐ TRIDEC
- ☐ Tri-Cities/Hispanic Chambers of Commerce

Funding

Main Street program and special event costs will be funded with:

- ☐ Downtown Revitalization-Main Street Program (MainSt)
- ☐ Downtown Revitalization Program (DRP)
- ☐ Tourism Marketing Program (TMP) grants supplemented with a Parking & Business Improvement Area (PBIA) or Business Improvement District or other form of dues from local benefiting property and business owners

Façade and building rehabilitation improvement costs will be funded with seed money from:

- ☐ Community Development Block Grants (CDBG) grants
- ☐ Local financial institutions (Prvt), among others

PROMOTION

5: Update and expand City/HDKP websites

In 2014 the Tri-cities came together to develop and adopt a uniform branding, development and marketing action plan. The new brand promise is, “That’s the way we do things here. Louder. Bolder. Brighter. Better”.

The branding plan presents an excellent opportunity to position the Tri-Cities, and specifically Kennewick, as THE best destination the in the northwest for establishing, growing, or relocating a business, as the “Better Choice” for raising a family, and as one of the Northwest’s best places to visit (*Roger Brooks International*).

The Kennewick logo has been updated in 2015 to meet the graphic design standards of the branding plan and our marketing messages have integrated the exclamation point to denote that everything we do we do with strong feelings and high energy.



The City of Kennewick Economic Development staff has embarked on several initiatives to promote the connection from the waterfront to the downtown area and as a result of these many efforts have been recognized as a quarter-finalized in the America’s Best Communities award sponsored by Frontier Communications. The initiative addresses “Transforming and Connecting” the riverfront to the historic downtown and includes banners, a Shop Kennewick campaign, workforce development opportunities, business development and retention efforts and festival events including the reengineering of the “First Thursday” event in Historic Downtown.

In 2014 the City launched Shop Kennewick and City Facebook pages which promote the America’s Best Communities initiative, downtown events, riverfront activities and development. The city has also launched a mobile app to highlight activities in Kennewick, including those in the downtown area.

Kennewick is located astride Interstates 82, 84, and 182, and State Routes 12 and US- 395 - the most heavily traveled highway corridors in eastern Washington and Oregon. Kennewick is provided the only direct west connections via I-84 to the Columbia Gorge, Portland, and the coast, and east connection to Salt Lake City, Spokane. Kennewick is provided the only north-south connections to Seattle via I-82/SR-12 and Spokane via I-182/US-395.

Kennewick is connected to history and Richland and Pasco (the other tri-cities) via the Sacagawea Heritage Trail that loops around both sides of the Columbia River on the I-182 and US 395/Cable Bridges. Lewis & Clark’s Eastbound Trail is located just south of Kennewick city limits. The Toyota Center and Arena, Convention Center, and East Benton County Museum, Fairgrounds, and Horse Racing Track attractions are located in Kennewick. Kennewick also hosts the annual 2 day Columbia Cup hydroplane races during the Tri-City Water Follies in the Columbia River opposite Columbia Park – the only natural shoreline along the river.

Continued growth on Clover Island has addressed many of the assets that were identified as needing to be enhanced and developed in Kennewick, as well as the Port of Kennewick's purchase of many of the properties along Columbia Drive for the placement of a Artisan Wine Village with retail and other components positioned to attract visitors to the downtown area.

Economic Development and Planning staff from the Port, City and downtown has begun to create a great deal of synergy through the mobile app, website enhancements and social media, although much work needs to continue to occur.

Community/business/tourist oriented websites should provide basic information about attractions, events, visitor and business services, transportation, and available business and residential properties. The sites should be interactive linking maps, photos, and streaming videos from business outlets and community organizations. . A great example of a newly created alternative a newly created interactive art map, containing information on each art piece in Kennewick, most of which are clustered in the downtown corridor and on Clover Island.



The sites should also collect and distribute information about coming events, sales, promotions, and other activities of interest to residents as well as tourists by way of an ever expanding e-newsletter and micro-blogging roster. And, the sites should assemble e-mail and e-newsletter lists by which to forward interested parties updates on events, new business opportunities, and other information.

Action

The Kennewick Economic Development staff, downtown merchants, Port of Kennewick staff and the HDKP will continue to:

- Provide Facebook and Twitter updates on events and activities in the downtown and Clover Island area
- Provide rack cards for the Shop Kennewick and First Thursday events in the downtown area.
- Realize ways to enhance visibility of the Bridge to Bridge area through website enhancements and updates.

□ *Expand city marketing/tourism technology* – using Google's "Let's put our cities on the map" program, Facebook, Twitter and other social media, to create the following:

- *Enhance Economic Development and Tourism visibility* - with the updated brand, and logo, embedded search engines, streaming pictures, city maps, and external linkages
- *Attractions pages* – with pop-up maps and sidebars on area climate and geography, demographic and economic statistics, city and area history, and recreation facilities sitemaps and photos
- *Events pages* – with calendar schedule and event planning information on facilities, florists, food catering, musicians, party rentals and supplies, and photographers

- *Visitor services pages* – with pop-up maps and sidebars on dining, lodging, and shopping businesses including direct linkages to each business website, e-mail, streaming videos, and other proprietor promotional materials
- *Business investment pages* – including linkages with pop-up maps and sidebar info to area multi-list realtors with information on available business properties of interest to merchants and businesses interested in locating or investing in Kennewick
- *Resident services pages* – including linkages with popup maps and sidebars on schools, churches, and realtors with information on available housing properties of interest to existing residents and households interested in living in Kennewick
- *Transportation pages* – including pop-up maps and sidebar info on automobile routes, transit, taxi, and limousine services, Amtrak railroad, and airplane and airport schedules
- *Gallery pages* – including factoid sheets, downloadable photo galleries, e-postcards, e-newsletter sign-ups, and requests for brochures or other promotional materials

☐ *Continue to publish coordinated print collateral materials* - including typography, color, placement, and other preliminary style guide contents for the following:

- *Correspondence* – including letterhead, business cards, envelopes, labels, and other correspondence materials
- *Brochures* – including transmittal folders with insert pockets and templates for insert or hand-out sheets, CDs, and DVDs with detailed information on trade area demographics, finance, property listings, and other marketing materials
- *Flyers* – including single, double, and tri-fold handouts and inserts for ferry, motel, convention center, and other promotional stands and exhibits
- *Advertising templates* – including single and multiple page banners and inserts for merchant group advertisements in newspapers and magazines

Participants

Approval - City Council

Lead - Economic Development staff and HDKP

Other -

- ☐ Port of Kennewick
- ☐ Kennewick Auto Dealers Association
 - Downtown merchants
- ☐ Council of Governments EDC
- ☐ TRIDEC
- ☐ Tri-Cities/Hispanic Chambers of Commerce
- ☐ Realtors and developers

Funding

Design and production of updated marketing materials and websites could be funded with:

- ☐ General Fund Property Taxes (Ptax)
- ☐ Hotel/Motel lodging taxes (HMTax)
- ☐ Washington State Department of Commerce Tourism Marketing Program (TMP)
- ☐ TRIDEC, Chambers, Port, and realtor, lender, and other private sources
 - America's Best Communities

6: Install historic district, gateways, and wayfinding signage Historic district designations

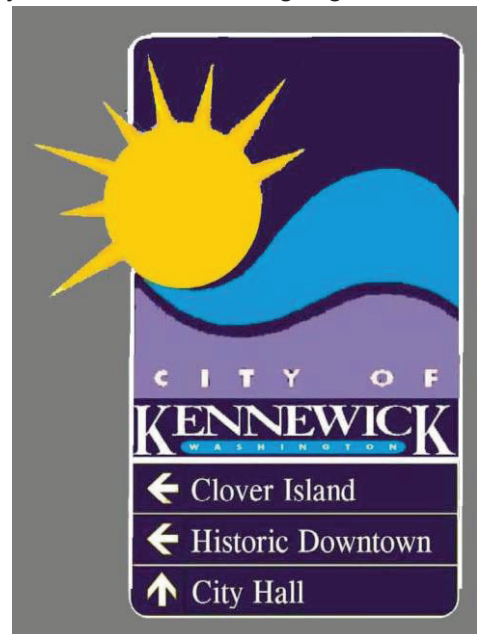
Particularly national landmark designations, signify a city's valued assets, attract tourist interest and visits, and promote building and property investments. Kennewick's distinctive historic downtown is viable and preserves significant buildings and characters that define the place. Few cities originally possessed as much architectural heritage, or have been able to preserve as much of the original buildings as downtown Kennewick.



However, for all practical purposes, the district is invisible to outsiders, particularly out-of-region visitors and tourists who pass by on Interstate 82 and 182, or even thorough town on US- 395, SR-240 and SR-397 or even on most major arterial roadways – other than the signage on Benton Street's intersection with Columbia Drive. Without recognition, Kennewick is unable to capitalize on its historical asset to the extent that other cities have, some with less potential, and that it ought to be able to with effective publicity and signage.

Gateways - define the edge of the city or district so that passers-through recognize that the area beyond the gateway has special significance. The ancient Chinese used a progressive series of more intensive and imposing gateways to define roadways as they entered the empire and traveled to the centermost places of commerce and power.

The boundaries of the BB/RR and downtown are not well defined, and in some places along Columbia Park Trail, Columbia Drive, Kennewick Avenue, Interstate 82, SR-240 and US-395, and SR-397/Gum Street are not distinguishable from outer unincorporated areas. The city needs to install gateways that define the BB/RR and downtown's edge, give importance to major entryways, and establish an image or identity that is unique to Kennewick – as the Port of Kennewick has recently done to the entry to Clover Island.



Wayfinding - while gateways define entry into the BB/RR and downtown, wayfinding signs establish an identity and system of visual directories that guide visitors to major destinations, public facilities, parking areas, and otherwise highlight attractions and important places.

Properly designed, wayfinding signage also implement a branding message by incorporating logos, themes, colors, typography, and other visual and graphic imagery.

Properly implemented, wayfinding signage can also incorporate sub-themes or motifs that establish distinct neighborhoods and districts within the larger city as a way of recognition important to local residents.

Kennewick lacks a wayfinding system – a serious deficiency in a city that is defined by a series of intersecting grid roadways, railroad crossings, and bisecting interstate highways and bridges – and which is relatively invisible and incomprehensible from the interstate highways.

Action

Therefore, the Economic Development staff will work with the Washington State Department of Transportation (WSDOT), Benton County and Kennewick Public Works Departments to:

- ☐ *Have WSDOT install* – historic district signage for the downtown on US-395, SR-240 and SR-397 exit ramps to the newly constructed roundabouts.
- ☐ *Install historic district directional signage* - on other local roadways leading into the BB/RR and downtown including Kennewick Avenue, First Avenue, and Gum Street.
- ☐ *Design and install gateway or entry improvements* – including the graphic concepts, sign standards, and other particulars that identify entry into the BB/RR and downtown based on variations of the city's established sun and river logo elements on SR-240 and SR-397, US-395, Columbia Park Trail, Columbia Drive, Fruitland, Benton, and Washington Streets.
- ☐ *Install way-finder signage* – including graphic concepts, sign standards, and placement strategies identifying routes to and locations of Columbia Park, Duffy's Pond, Clover Island, the downtown, and Civic Center with city hall, police station, library, schools, parks and trails, and other key sites that define the BB/RR and downtown.

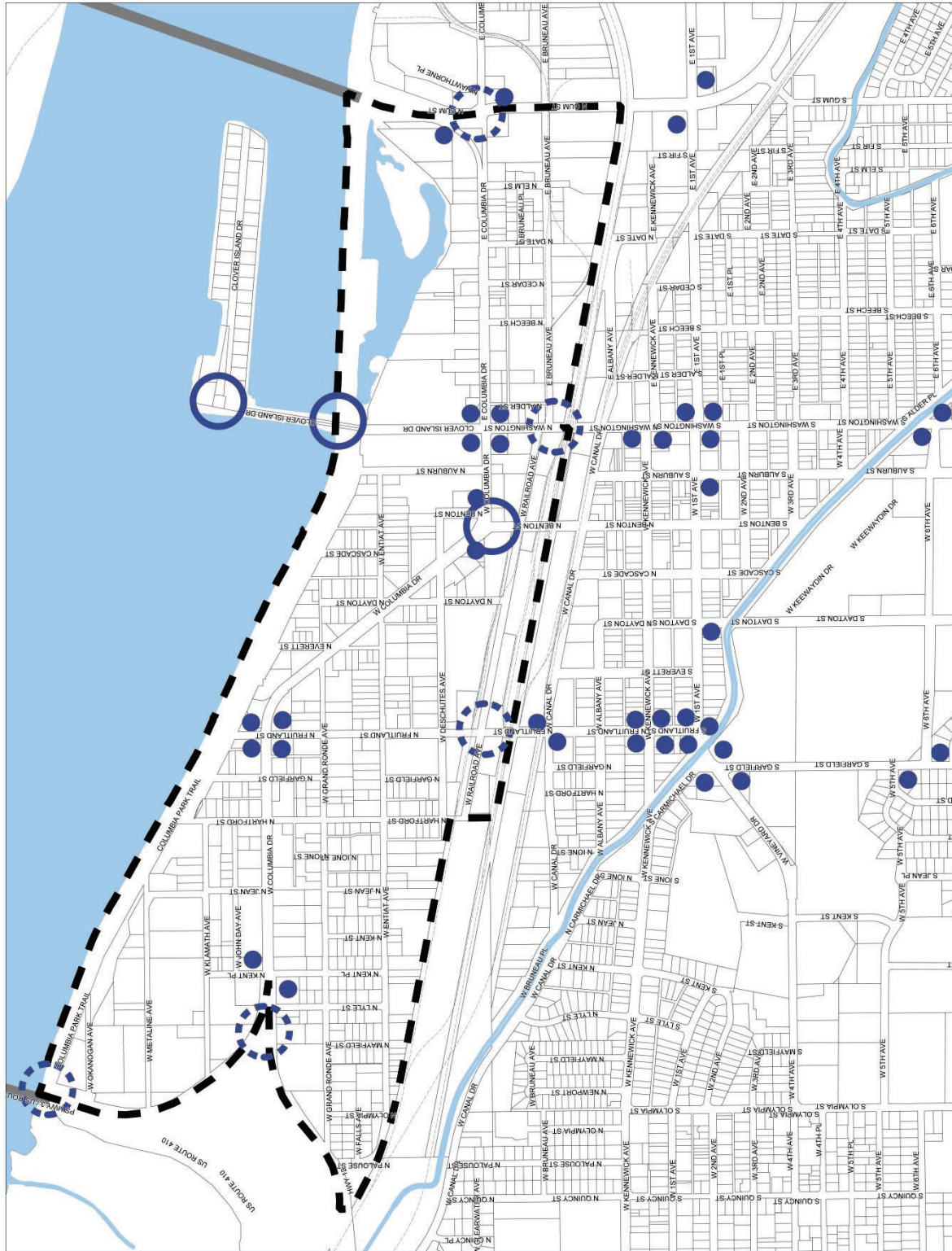
Participants

Approval - City Council

Lead - Economic Development and Public Works Departments

Others -

- ☐ HDKP
- ☐ Port of Kennewick
- ☐ Kennewick Auto Dealers Association
- ☐ Tri-Cities/Hispanic Chambers of Commerce



Proposed gateways/wayfinding signage

Gateways to BB/RR at Columbia Trail, Columbia Drive, and Railroad Avenue

Wayfinding signage for Cloumbia Park, Clover Island, Historic Downtown, Civic Center, Library, Outdoor Pool, Schools, Parks, etc.

- Existing Gateways
- Proposed Gateways
- Proposed Wayfinding Signage

Funding

Historic district signage, gateway, and wayfinding improvements will be funded with proceeds from the:

- ☐ Hotel/Motel Lodging Tax (HMtax)
- ☐ Real Estate Excise Tax (REET)
- ☐ General Fund's property tax (Ptax)
- ☐ Washington State Department of Commerce's Tourism Marketing Program (TMP)
- ☐ Rural Tourism Development Program (T+RTDP)
- ☐ Historic Downtown Kennewick Partnership
- ☐ Port of Kennewick

Note – WSDOT will continuously maintain all historic district signage on US-395, SR-240, and SR-397 at no cost after Kennewick has reimbursed WSDOT for the initial fabrication and installation cost.

DESIGN STANDARDS

7: Update/refine zoning designations

Kennewick currently has 7 residential zones, 8 commercial zones, 4 industrial districts, and 4 other districts including public facilities, parking, and open space. The BB/RR area is designated by 4 zones including:

- ☐ *High Density Residential zoning* - of the properties within the single family neighborhood located between Columbia Drive and the railroad tracks west of Dayton Street and the single family residential and trailer parks north of Columbia Drive between Dayton and Auburn Street;
- ☐ *Industrial zoning* - of the properties located south of Deschutes Avenue and Columbia Drive that border the railroad spur and mainline tracks;
- ☐ *Commercial zoning* - of the properties bordering both sides of Columbia Drive and all parcels north to the river levee including Clover Island; and
- ☐ *Public Facility zoning* - of Fruitland Park located between Fruitland and Garfield, and Entiat and Deschutes Avenues bordering the single family neighborhood.

Generally, the existing zoning designations reflect the land use element of the city's comprehensive plan and past ambitions for the BB/RR area. However, in some instances, the zoning is not entirely appropriate or refined enough to reflect the potentials that have emerged from this planning effort. For example:

- ☐ *Single family neighborhood* – between Columbia Drive and Railroad Avenue and the tracks, and west of Fruitland is composed of single family, some duplex, and a few townhouse and apartment structures.

Neighborhood structures are in good condition including some new infill houses. The neighborhood is fairly stable, and except for the houses that are located north of Grand Ronde Avenue that abut the commercial uses on Columbia Drive, the boundaries are well defined.

The neighborhood should maintain the Residential, High Density (RH) or be rezoned to Residential, Medium Density (RM) to reflect existing conditions and provide the stability and suitable environment appropriate to promote family life in an urban setting.

□ *Industrial district uses* – are located south of Deschutes and Bruneau Avenues to the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroad spurs and mainline tracks.

Some of these uses evolved from railroad oriented or serviced industrial activities including scrap yards, tank fuel processing and storage, food processing plants, millhouses, and warehouses. At the present time, very few of these businesses are dependent on rail service and most move products in and out of the area on trucks and trailers.

A variety of other non-rail oriented industrial, manufacturing, construction, and warehousing activities have located in the industrial area due to its ready transportation connections to the Tri-Cities and surrounding region. These business enterprises will likely remain viable uses in the industrial district unless or until land values increase to the point where such low capital intensive activities will seek to locate to other accessible but lower cost properties in the region.

The industrial district should remain zoned Industrial, Light (IL) though the boundaries should be refined to reflect current usage and allow commercial or mixed use activities north of Bruneau Avenue and east of Elm Street.

□ *Auto Row commercial* – is located on Columbia Drive from US-395 or the access to the Blue Bridge east to Fruitland with some auto and recreational vehicle (RV) dealers and repair services scattered amid gas stations, food stores, restaurants, and office buildings on Columbia Drive further east to Cascade.

Dealerships located west of Fruitland, including the Audi/VW dealer, have invested considerable funds in showroom, service, and other structures on site. Most dealerships, however, particularly those located east of Fruitland, are largely paved parking lots with minimal other improvements.

Like some of the industrial uses, these low capital intensive businesses will remain viable in auto row unless or until land values increase to the point where such low capital intensive activities will seek to locate to other accessible but lower cost properties in the region.

A new zoning district catered to automobile oriented uses should be created and this portion of Columbia Drive should be rezoned to reflect current use and the capital investment that has been made for new facilities and site improvements by auto dealers as well as the construction companies and operators within the area.

□ *Mixed use* – the remainder of Columbia Drive frontage and the properties located north of Columbia Drive to the river levee are currently occupied by low intensity commercial and related business uses fronting on Columbia Drive, trailer parks, some scattered single family residential housing, and a significant amount of underutilized and vacant land – particularly in the northwestern corner.

These segments of the BB/RR area provide the most opportunity for new urban neighborhoods combining ground floor retail, entertainment, personal services, and other pedestrian-related activities with upper floor office and residential uses. The area is centrally located to regionally accessible arterial roadways (Columbia Drive, US-395, and SR-397), on major transit routes, within walking and biking distance of the river levee and trails, downtown, and civic center parks and public facilities. In effect, the area has potential for being developed into a fully sustainable neighborhood providing opportunities to live, work, and play within the immediate area.

Kennewick zoning classifications include the Historic Mixed Use (HMU) district which is intended to provide a “stable living environment for residents and proprietors choosing to locate in a historic setting, which includes limited small-scale commercial retail and non-retail uses within walking distance of those residents.”

However, the HMU district does not allow residential or mixed use structures and is limited to the boundaries of the historic downtown with additional restrictions intended to retain structures and uses which are compatible with historic buildings and designs.

Kennewick’s Residential High Density (RH) district allows urban density residential uses but not mixed use, is restricted to a 45 foot height limit, and a maximum density of 27 units per acre.

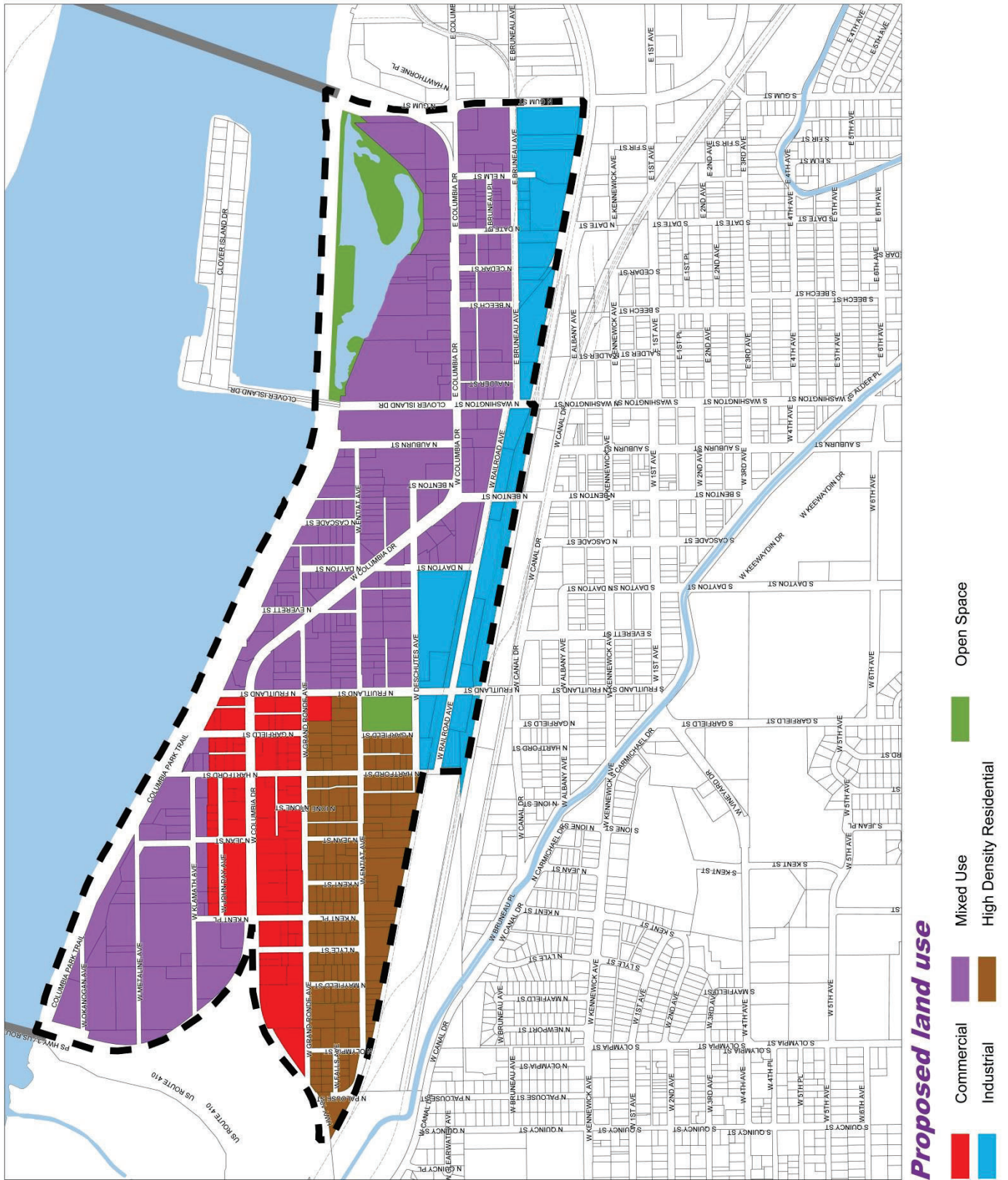
Neither the HMU or RH zoning classifications provide for a mixed use designation where retail, office, and housing can be incorporated into mixed use structures – particularly in urban settings oriented to street-front pedestrian activities and circulation, with common or consolidated public/private focal and activity accent points, and of densities compatible with platform building sufficient to offset the economic cost of revitalization and redevelopment. Nor are either of these districts easily modified to do so without altering the impact the districts are intended to have on the downtown or elsewhere in the city.

Action

Therefore the Community Planning Department will work with the Planning Commission and City Council to:

□ *Amend the Zoning Map of the City of Kennewick* – to retain Industrial Light (IL) zoning along the railroad corridor, create a new zoning district entitled Commercial, Auto Row on Columbia Drive west of Fruitland St., and retain the residential neighborhood on Grand Ronde and Entiat Avenues as Residential, High Density (RH).

□ *Amend Chapter 18.03 of the Municipal Code to create a Mixed Use (MU) zoning district and a Commercial, Auto Row (CAR) zoning district* - using the footnotes in Table 18.12.010: Use and Standards Table, the designations in Table 18.12.010 A.2: Table of Residential Site Development Standards, the designations in Table 18.12.010 B.1: Table of Non- Residential Uses, designations in Table 18.12.010 B.2: Table of Non-Residential Site Development Standards and other provisions of Chapter 18.03 to implement appropriate mixed use developments in the BB/RR area and identify uses and standards for auto row development.



Participants

Approval - City Council

Lead - Community Planning Department and Planning Commission

Others -

- ☐ HDKP
- ☐ Port of Kennewick
- ☐ Kennewick Auto Dealers Association
- ☐ Tri-Cities/Hispanic Chambers of Commerce
- ☐ Business and property owners
- ☐ Citizens at large

Funding

Zoning map revisions and development of the Mixed Use (MU) and Commercial, Auto Row (CAR) district provisions will be funded with:

- ☐ General Fund Property Taxes (Ptax)

8: Adopt design standards for BB/RR mixed use Historical legacy

Kennewick retains a significant inventory of contributing historical buildings and landmarks in the designated historical downtown district on Kennewick Avenue. Kennewick's historical legacy is critically important to the city's identity and potential for promoting a unique brand and sense of place.



Some of the downtown's historical buildings have been retained, restored, and enhanced using HDKP and Kennewick Community Development Block Grant (CDBG) assistance programs. Other existing buildings in the districts, which may or may not be historically significant, must also be retained to preserve the architectural scale, pedestrian-friendly, unique setting and sense of place the historical buildings create.

New building developments within the downtown district, including structures to be built in vacant or underused properties, must be designed to be compatible and complimentary with the existing architectural heritage to retain a building and district context.



New developments – to be built along Columbia Drive, around Duffy's Pond, and elsewhere along the stormwater swale and levee, however, should reflect mixed-use projects of retail, office, and housing

structures.

Prototypical projects can utilize “platform” building constructions composed of concrete and steel ground level retail and parking “platforms” with stick-built residential units over top up to the maximum heights allowed by building and fire codes (5 floors of housing if built with wood components).

Platform building designs are relatively cost and site efficient avoiding the high cost and structural problems associated with underground parking garages, particularly within flood zones and alluvial river plains. Applied to Kennewick, platform buildings locate housing units above the levee and flood level along the riverfront avoiding flood zone restrictions for housing and providing views over the levee of riverfront activities.

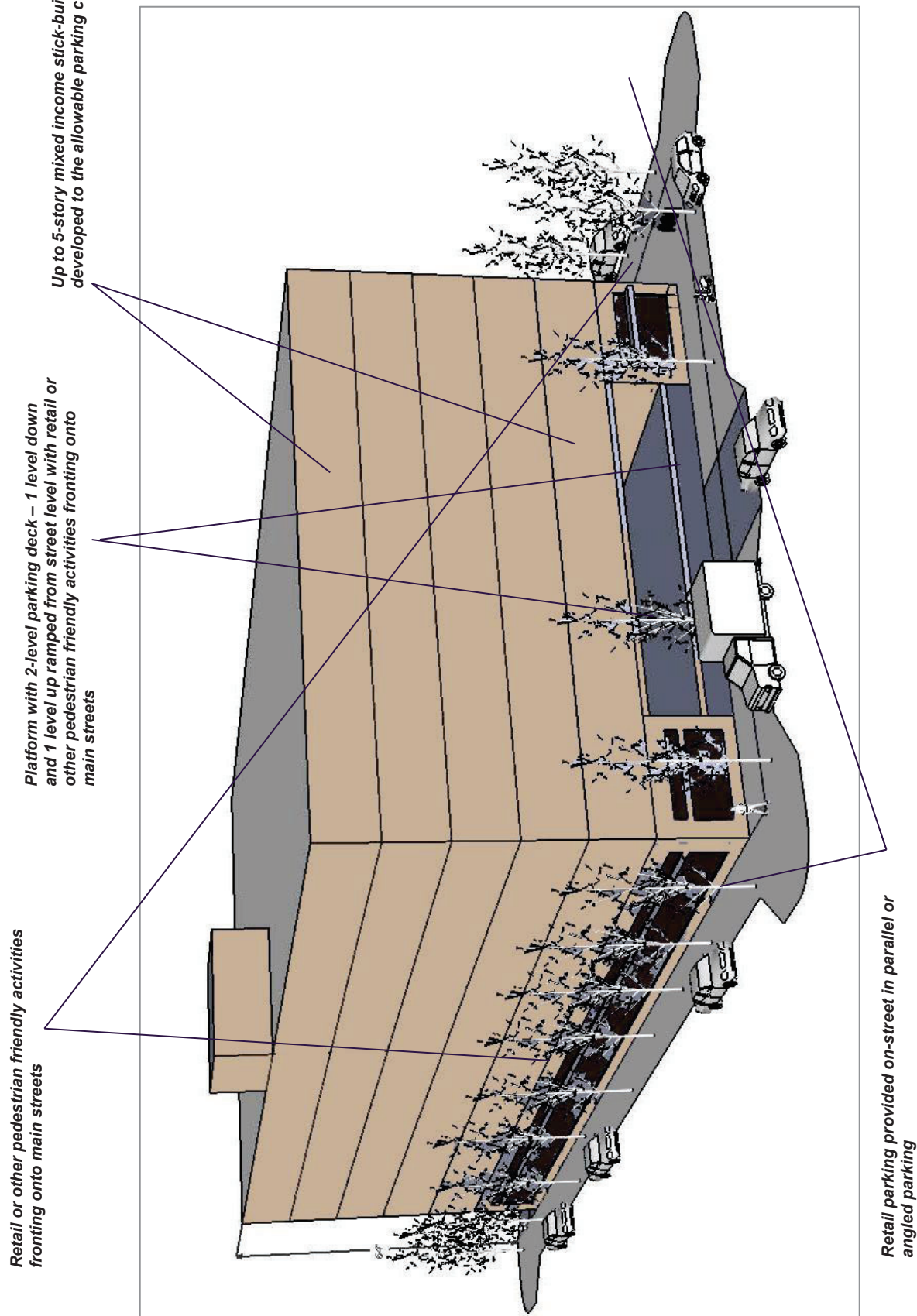
However, to be design effective, platform building developments must incorporate interesting ground level retail and pedestrian friendly activities and streetscape improvements including signage and landscaping; articulated upper floor building features including balconies, terraces, and other modulations; scaled and colorful building materials including “greenscape” features; and appropriate site placement to avoid walling off views with blocky building masses.

Quality building, signage, and landscape designs and enhancements are not expensive, increase the curb appeal and value of the property, and are generally provided by the same developments in surrounding cities as either public requirements, or by the developers recognizing the value of the improvements.

Action

The Community Planning Department will:

- ☐ *Adopt historical building design guidelines* – specifying the characteristics to be retained, reconstructed, and enhanced in contributing and non-contributing buildings and infill developments in the historic downtown.
- ☐ *Adopt new building design guidelines* – specifying building articulations, placement, size and mass, frontages, entries, parking, and other characteristics of new mixed-use developments on Columbia Drive, around Duffy’s Pond, and elsewhere in the mixed-use districts in the BB/RR area.
- ☐ *Adopt signage design guidelines* – specifying the purpose, type, number, size, graphic content, lighting, and other characteristics of property and building signage, including the historic downtown district and BB/RR to improve the impact of business, promotional, and other advertising signage on the property, downtown district, and from the roadway and pedestrian areas elsewhere in the city.



Illustrative developments – Mixed-use prototype – low density
Same prototype can be developed in 100-160 foot wide modules incorporating additional parking deck floors for higher density. Upper stores can be offset to provide terraces or varying visual accents.

☐ *Adopt landscape design guidelines* – specifying low maintenance, native materials that provide ground cover, seasonal color, and visual interest for low upkeep but maximum visibility, street trees for accent and canopy, and other landscape improvements for existing and new developments throughout the BB/RR area.

Participants

Approval - City Council

Lead - Community Planning Department and Planning Commission

Others -

- ☐ HDKP
- ☐ Port of Kennewick
- ☐ Kennewick Auto Dealers Association
- ☐ Tri-Cities/Hispanic Chambers of Commerce
- ☐ Business and property owners
- ☐ Citizens at large

Funding

Building, signage, landscape ordinances and design guidelines and improvements will be funded with:

- ☐ Commerce Growth Management Planning (GMP) funds
- ☐ General Fund Property Taxes (Ptax)
- ☐ Reimbursement from public and private developments

DESIGN/DEVELOPMENT INFRASTRUCTURE

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

The river flood levee constructed along the BB/RR shoreline from the US-395/Blue Bridge to the SR-397/Cable Bridge is composed of rip rap rockery devoid of any vegetation or sandy shoreline. The levee edge along the river in particular, lacks any softening vegetation or sandy beach or soft armoring areas vital for fish habitat – and to soften the aesthetic impact.

The Port of Kennewick has successfully obtained US Corps of Engineers, Washington State Departments of Ecology (DOE) and Fish & Wildlife (DFW), and Umatilla Tribe reviews, permit approvals, and completed ensuing shoreline enhancement projects around Clover Island to improve fish habitat for this purpose.

The same enhancements should be done for the levee rockery along the river shoreline between the Blue and Cable Bridges.

Action

Therefore, the Community Planning Department will:

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

Participants

Approval - City Council

Lead - Community Planning Department

Others -

- ☐ US Army Corps of Engineers
- ☐ Washington State Department of Ecology (DOE)
- ☐ Washington State Department of Fish & Wildlife (DFW)
- ☐ Umatilla Tribe
- ☐ Port of Kennewick

Funding

Shoreline enhancements for fish habitat can be funded with:

- ☐ Washington State Department of Natural Resource (DNR)
- ☐ Aquatic Lands Enhancement Act (ALEA)
- ☐ Resource Conservation Office (RCO) park and wildlife grants
- ☐ General Fund property taxes (Ptax)

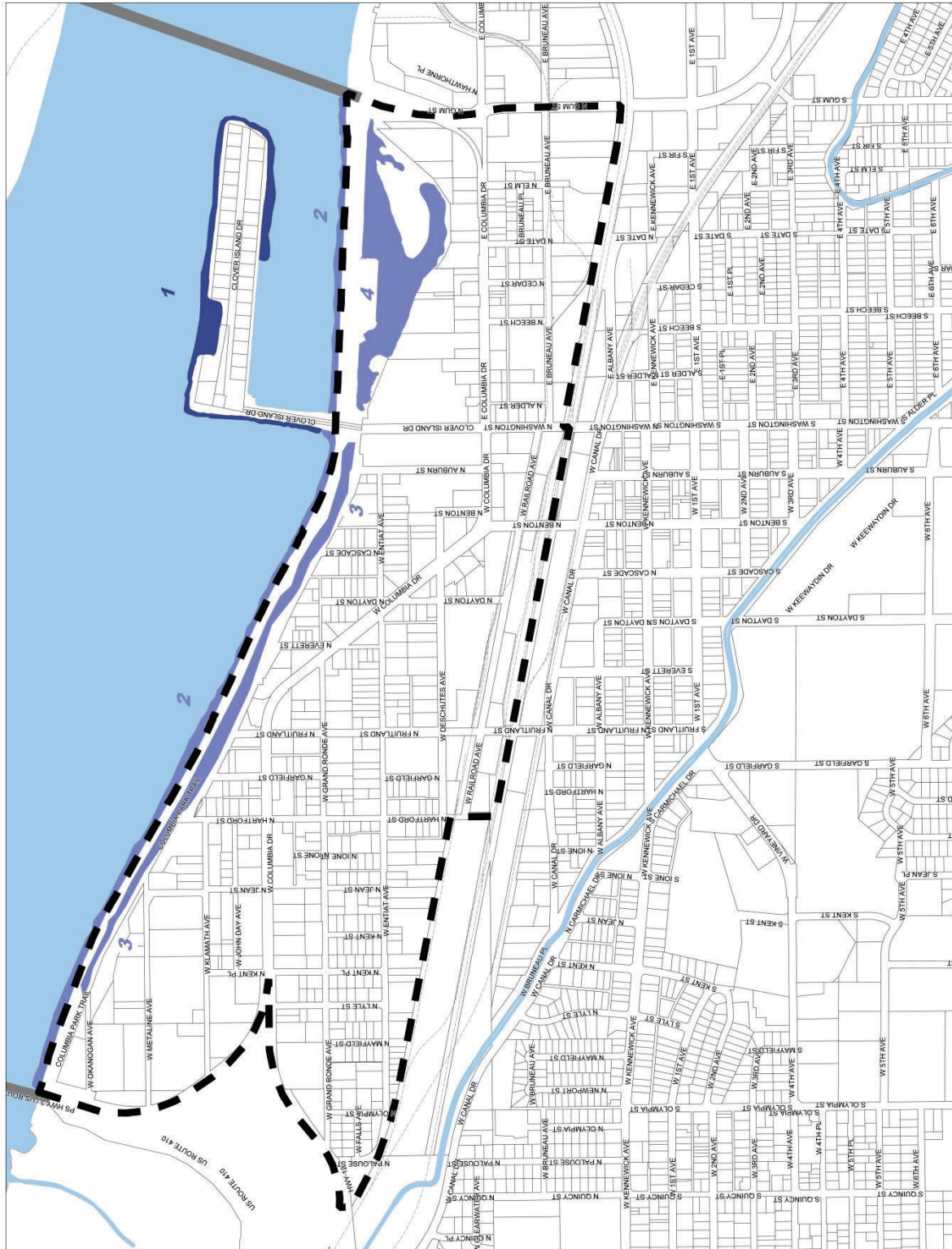
10: Install stormwater swale/river levee enhancements

The stormwater swale that extends on the inside of the river flood levee from the Blue Bridge to Duffy's Pond is owned by the US Corp of Engineers including Duffy's Pond.

The swale, which was originally a series of deep collection ditches, was constructed to collect stormwater runoff from the properties located within the low lying area south to Columbia Drive and below the flood level of 350 feet. Stormwater collected and drained east through the ditch to Duffy's Pond where the overflow was pumped into the Columbia River.



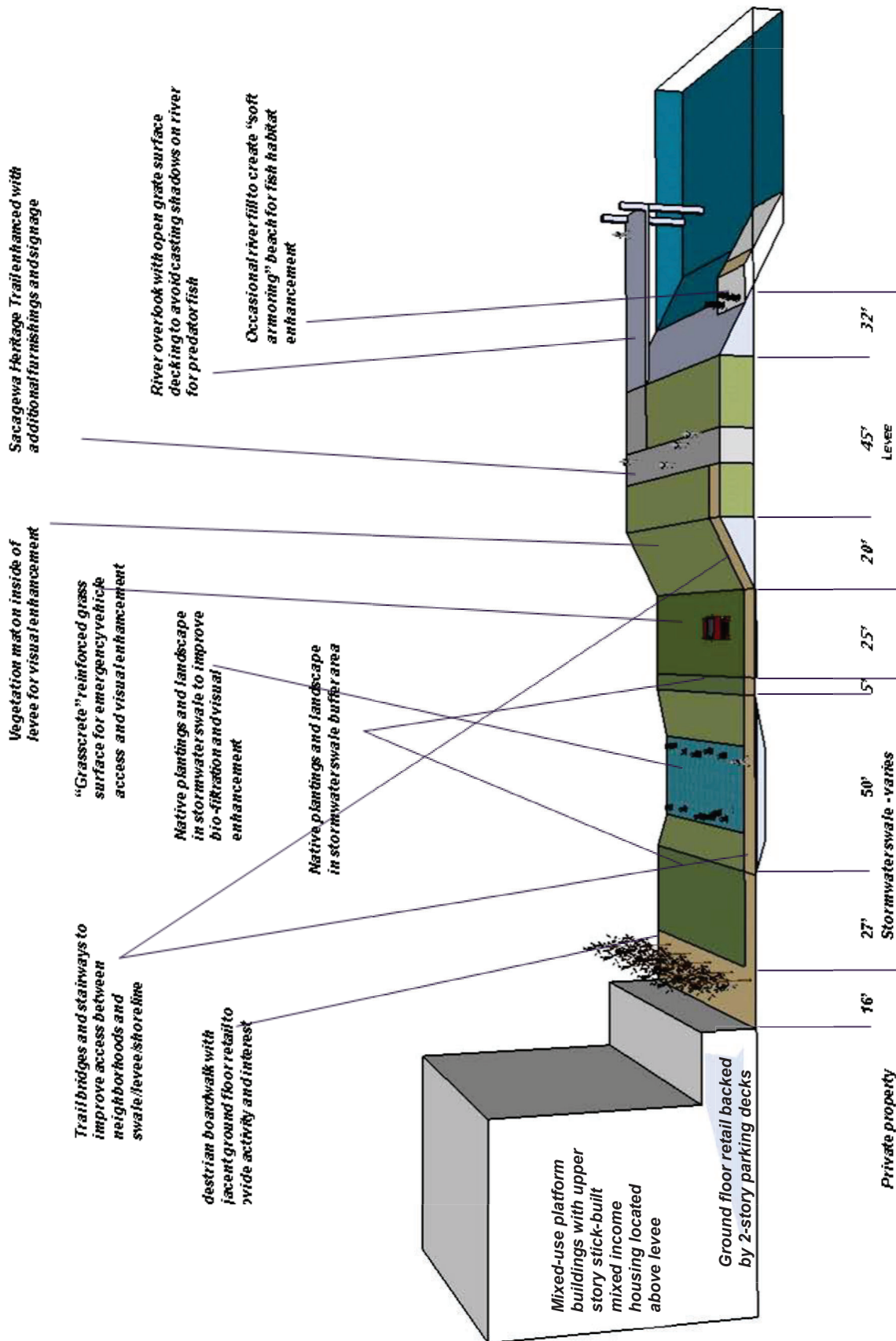
Due to the ditch depth, some waters remained in the ditch during dry periods stimulating vegetation growth which required periodic cleanouts, and hosting mosquitoes which required periodic pesticide spraying.



- Existing shoreline enhancements
- Proposed shoreline enhancements
- Irrigation Canal

Proposed shoreline enhancements

1. Clover Island shoreline enhancement
2. Columbia River shoreline enhancement
3. Duffy's Pond restoration/enhancement
4. Stormwater swale enhancement



Swale/levee enhancements – typical section

As a result of these conditions, Kennewick leased the ditch and Duffy's Pond from the Corp, installed underground collection pipes and above ground collection grates, and partially filled the ditch to create a graduated swale. The swale was seeded with grass, planted with some vegetation on the buffer areas, and furnished with some scattered picnic tables and shelters. (Kennewick initially intended to completely fill the ditch to the same elevation as surrounding properties but had to cut back on the project due to the size and cost of the underground pipe and Corp concerns about stormwater handling capacity during peak rains.)

As is, the swale and the rockery of the inside edge of the river flood levee represent a formidable physical and visual barrier to the river from the frontage properties along the swale and from public roadways with views of the swale and levee.

Action

Therefore the Community Planning Department will work with the US Corp of Engineers to:

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

Participants

Approval - City Council

Lead - Community Planning Department

Others -

- ☐ US Army Corps of Engineers

- ☐ Washington State Department of Ecology (DOE)
- ☐ Washington State Department of Fish & Wildlife (DFW)
- ☐ Umatilla Tribe
- ☐ Port of Kennewick
- ☐ Property owners and residents
- ☐ Citizens at large

Funding

Levee plantings, grasscrete installations, swale and buffer plantings and furnishings will be funded with:

- ☐ Stormwater Utility Fee (SDUFee)
- ☐ General Fund property taxes (Ptax)
- ☐ Department of Ecology (DOE) Centennial Fund grants
- ☐ Resource Conservation Office (RCO) wildlife and park grants
- ☐ Private monies (Prvt) from developers of adjoining properties

11: Acquire/develop BB/RR parks

Columbia Park is a significant regional asset providing a variety of natural areas, waterfront shorelines, boat access, hike and bike trails, playgrounds, picnic shelters and kitchens, and other activities and amenities.

There are no comparable park improvements or riverfront access points, however, within the BB/RR area even though past and present proposals envision a significant population living along the levee and shoreline. Sacagawea Heritage Trail provides a linear access the length of the shoreline but other than levee-top furnishings, does not access an adjoining trailhead with parking, comfort, convenience facilities, viewpoints, picnic shelters, or waterfront access opportunities.

Public access with over water landings and viewpoints, trail and park activities, and trailhead services must be installed within the BB/RR area to support future neighborhood residents as well as provide for tourists and users from the city at large. These public access nodes should be located to provide visual connections between the swale/levee and pedestrians, bicyclists, and vehicles on adjoining roadways – particularly Columbia Drive and Fruitland, and Columbia Drive and Duffy's Pond to integrate and interest the surrounding area with the riverfront.



Action

Therefore, the Community Planning and Parks Departments will:

- ☐ *Acquire a public park property between the swale/levee and Columbia Drive at Fruitland Street* – and construct an overwater landing and viewpoint – possibly with water edge access, interpretive exhibit and artworks, picnic shelter and kitchen – possibly with vendor concessions, comfort station, parking, and transit stop.
- ☐ *Acquire a public park property between Duffy's Pond and Columbia Drive* – and construct a major park/entryway into the site with hardscape plazas with interpretive exhibits and artworks, spray water features or fountains, amphitheater, playground, picnic shelter and kitchen – possibly with vendor concessions, comfort station, parking, and transit stop. Depending on the Port of Kennewick's Master Plan for Duffy's Pond, extend the park/entryway around Duffy's Pond furnishing the wetland buffer area with perimeter access trails, benches, and other amenities.

Participants

Approval - City Council

Lead - Community Planning and Parks
Departments

Others

- ☐ Port of Kennewick
- ☐ US Army Corps of Engineers
- ☐ Washington State Department of Fish & Wildlife (DFW)
- ☐ Washington State Department of Ecology (DOE)
- ☐ Umatilla Tribe
- ☐ Property developers
- ☐ Property owners and residents
- ☐ Citizens at large

Funding

Acquisition and development of public and publicly-accessible parks will be funded with:

- ☐ General Fund property taxes (Ptax)
- ☐ Real Estate Excise Tax (REET)
- ☐ Tourism Hotel/Motel Tax
- ☐ Washington State Department of Natural Resource (DNR) - Aquatic Land Enhancement Act (ALEA) grants
- ☐ Resource Conservation Office (RCO) wildlife and park grants
- ☐ Park impact fees (Park fee) or fees-in-lieu from private monies (Prvt) from developers of adjoining properties and/or
- ☐ Late-comer fee charges of adjoining and succeeding property developments within the BB/RR area

12: Reconfigure road network

The road network in the BB/RR area is a reflection of the historical grid system defined between the river and the downtown. Deviations from the grid are defined by Railroad Avenue and West

Canal Drive that front on the railroad, and Columbia Park Trail that is aligned from the Blue Bridge to Fruitland Street on the emergency access road bench adjacent to the river flood levee.

□ *Columbia Drive* – is the eastern surface arterial roadway extension of SR-240 between US-395/Blue Bridge and SR-397/Cable Bridge.

The 4 traffic and 1 median turn lane roadway is controlled by the newly constructed roundabouts with SR-240 and US-395, then by traffic signals at Fruitland, Washington, and SR-397/Gum Streets. In 2008, traffic volumes during a 24 hour average daily traffic (ADT) period on Columbia Drive were 23,630 vehicles between US-395 and Fruitland, 20,140 vehicles between Fruitland and Washington, and 17,849 vehicles between Washington and Gum Streets.

By comparison, ADT was 4,664 vehicles on West Canal Drive, 5,542 vehicles on Kennewick Avenue, and 9,908 vehicles on First Street through the downtown. ADT was 8,467 vehicles on Fruitland, 2,824 vehicles on Benton, 9,233 vehicles on Washington, and 18,928 vehicles on SR-397/Gum Streets between Columbia Drive and West Canal Drive. In essence, approximately 17,800 vehicles are through traffic between US-395/Blue Bridge and SR-397/Cable Bridge while 6,000 vehicles turn on and off Columbia Drive at Fruitland, Benton, and Washington Streets for downtown or other southbound destinations.

Generally, Columbia Drive is capable of managing this volume and even more traffic if cross traffic turns, curb cuts, and other local access traffic are properly controlled. The median lane should be curtailed to only provide left and right turn movements at major streets or traffic controlled intersections for this purpose.

□ *Columbia Park Trail* – extends along the complete riverfront shoreline from I-182/SR-240 east under SR-240 and through Columbia Park and under US-395/Blue Bridge into the BB/RR area to Fruitland Street.

Columbia Park Trail roadway segments between I-182 and Columbia Center Boulevard are relatively heavily travelled providing access to adjacent commercial and industrial uses and the city's major arterial and highway interchange connections. The 2-lane roadway extension through Columbia Park and into the BB/RR area, however, is relatively lightly traveled except during seasonal events like the Tri-City Water Follies and Columbia Cup hydroplane races in the park.

Columbia Park Trail's alignment from the Blue Bridge to Fruitland Street was likely a matter of convenience making use of the flood levee's emergency access road bench for the roadway's alignment – particularly as the road had light traffic bound for the park. The roadway was not aligned for access or view purposes since it is separated from adjacent properties by the stormwater swale and located below the top of the levee and therefore, unable to view the riverfront.

Columbia Park Trail's alignment provides another physical and visual barrier between the BB/RR area and the riverfront and serves no local access or traffic collection purpose. The road should be relocated south of the swale to improve aesthetics and provide interior access to the large relatively landlocked properties that front on the swale.

□ *Railroad/Bruneau Avenues* – are local industrial roads that provide access to the railroad-oriented industrial activities located along the Union Pacific (UP) and Port of Kennewick rail

spurs and main lines. Portions of both roadways still retain spur tracks and some adjoining UP and Port rail right-of-way.

The west end of Bruneau Avenue ran through the Welch's Company food processing plant, which eventually developed on both sides of the road and even included an underground tunnel connection from the main plant on the south side of the road with the storage warehouse on the north side. This portion of the roadway was eventually vacated to provide the plant complete and secure control of the road through the plant's operations.

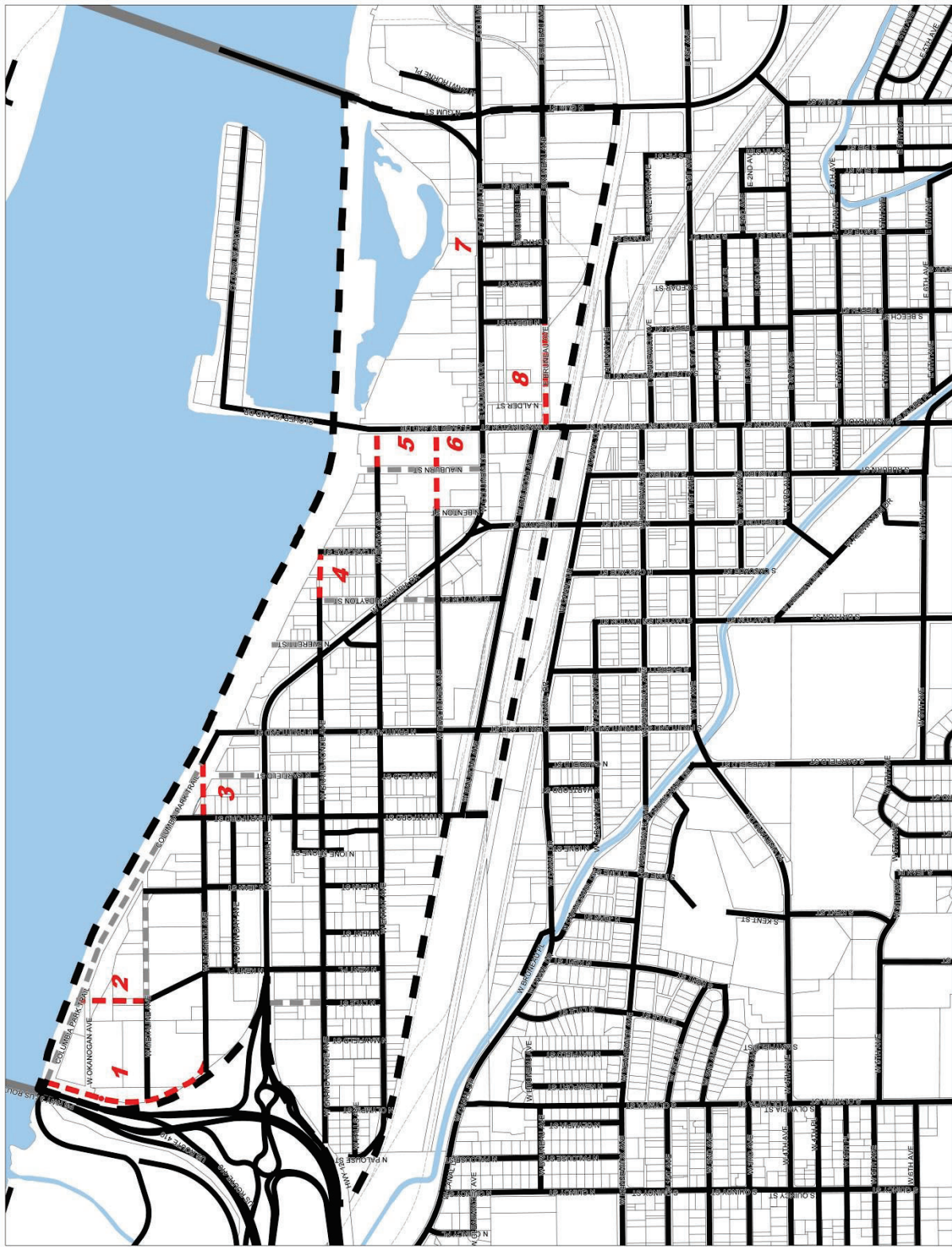
Railroad Avenue is essentially the western extension of Bruneau Avenue providing access to the warehouse and industrial activities that front onto the UP spur and mainline tracks west of Washington Street. Most of the right-of-way is bisected by the largely inactive UP rail spur and used for in-street parking and material storage by adjacent property owners.

When there is no longer a rail user of the UP and Port of Kennewick spur track, it should be removed and the roadway restored to provide functional traffic lanes and on-street parking. The road should also be extended west of Hartford Street into undeveloped and surplus BNSF property to allow additional rail or other related industrial development.

□ *Local collector roadways* – will need to be defined and required to support future developments between Columbia Drive and the swale/levee. Otherwise, future developments may create a series of dead-end or cul-de-sac access roads that depend solely on Columbia Drive for access creating congestion on Columbia Drive and lowering traffic capacity accordingly.

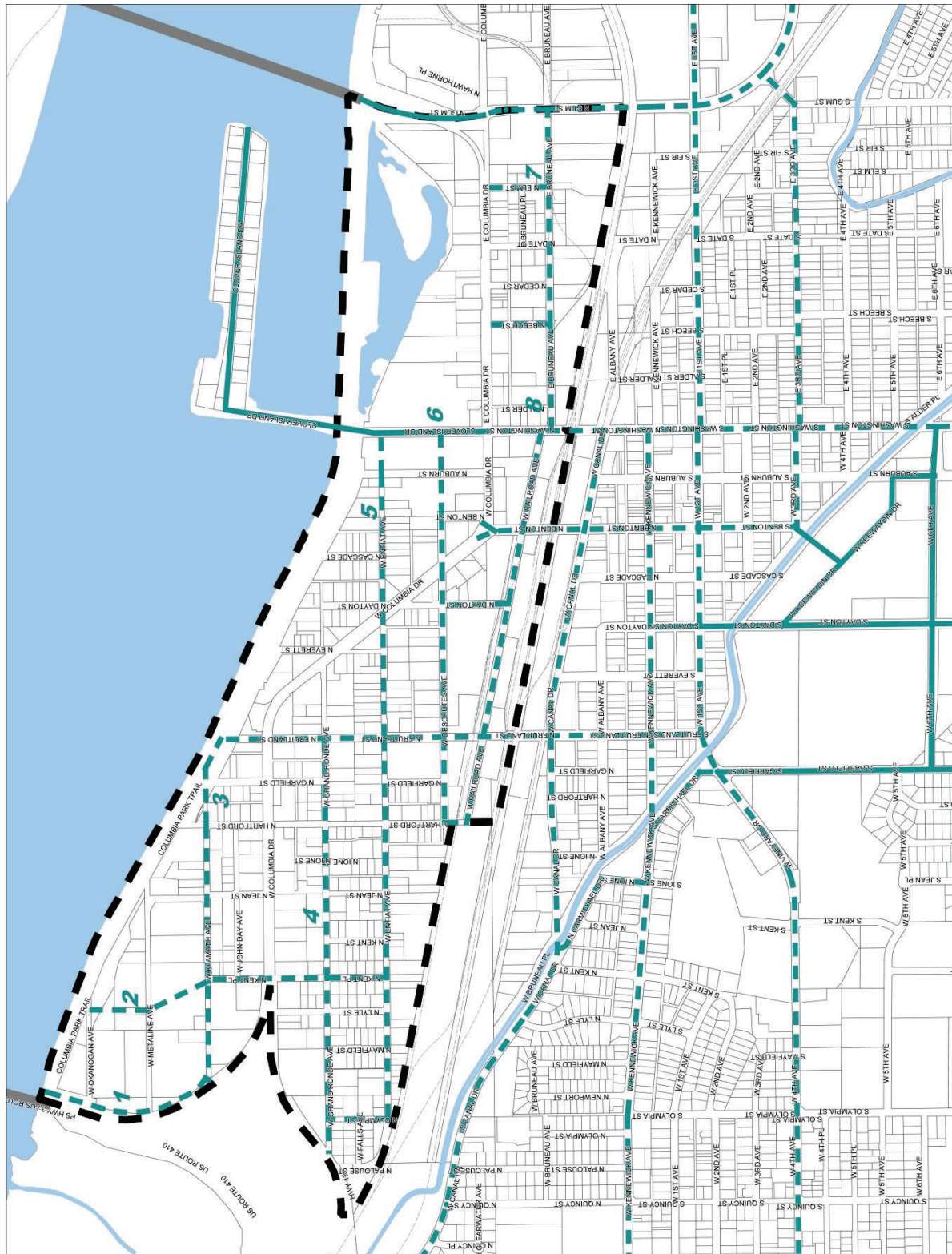
The exact location and configuration of these local collector roads will depend on future development particulars. In the meantime, the BB/RR Revitalization should designate and reserve the extension of Klamath Avenue east to allow realignment of Columbia Park Trail, the extension of Grande Ronde, Entiat, and Deschutes Avenues east to connect with Washington Street and Duffy Pond properties, and the extension of Beech and Elm Streets north across Columbia Drive to provide access into Duffy Pond properties.

Conversely, depending on future traffic volumes and congestion, the BB/RR Revitalization may designate future closure or channelization for right turn in and out of Columbia Drive on Garfield, Dayton, Cascade, and Auburn Streets to reduce congestion points.



Proposed road network

- Existing roads - retained
 - Existing roads - modified
 - Proposed roads
-
- 1 Columbia Park Trail-relocate option 1-John Day Avenue
 - 2 Columbia Park Trail-relocate option 2-Kent Place
 - 3 Klamath Avenue extension
 - 4 Grande Ronde Avenue extension
 - 5 Entiat Avenue extension
 - 6 Deshutes Avenue extension/access
 - 7 Elm Street extension/access
 - 8 Bruneau/Railroad Avenue open/alignment



Existing on-road bikeways
Proposed on-road bikeways

Proposed on-road bikeway network

- 1 Columbia Park Trail-relocate option 1-John Day Avenue
- 2 Columbia Park Trail-relocate option 2-Kent Place
- 3 Klamath Avenue extension
- 4 Grande Ronde Avenue extension
- 5 Entiat Avenue extension
- 6 Deshutes Avenue extension/access
- 7 Elm Street extension/access
- 8 Bruneau/Railroad Avenue open/alignment

Action

Therefore the Public Works Departments will:

- ☐ *Reduce and control median lane traffic turning movements on Columbia Drive* – to control right and left turn lanes at major street and traffic signal intersections to increase capacity and reduce traffic congestion with adjacent land uses.
- ☐ *Realign Columbia Park Trail* - from the flood levee emergency access road bench south into the BB/RR neighborhood possibly aligning on John Day Avenue or Kent Place south to Klamath Avenue then east to Fruitland Street.
- ☐ *Designate on the streets and roads map* – the potential extensions of Grande Ronde, Entiat, and Deschutes Avenues, and the closure or channelization of Garfield, Dayton, Cascade, and Auburn Streets to manage access to future developments along the swale/levee and control traffic movements and capacity on Columbia Drive.

Participants

Approval - City Council

Lead - Community Planning and Public Works Departments

Others -

- ☐ Port of Kennewick
- ☐ Property developers
- ☐ Property owners and residents
- ☐ Citizens at large

Funding

The realignments and reconfiguration of Columbia Drive, Columbia Park Trail, Bruneau/Railroad Avenue, and local collector access roadways will be funded with:

- ☐ Federal Aid Safety Programs (FAUS)
- ☐ Urban Arterial Trust Account (UATA) grant and loan monies
- ☐ General Fund and Road property taxes (Ptax and Rtax)
- ☐ Motor Vehicle Fuel Tax (MVFTax)
- ☐ Property developers from traffic impact fees or fees-in-lieu
- ☐ Late-comer charges of succeeding property developments

13: Construct streetscape enhancements

Downtown enhancement projects have reconfigured roadway lanes and parking areas, expanded sidewalks and inserted pavers, installed street trees, benches, and artworks on the segments of Kennewick and West 4th Avenues, Cascade, Benton, Auburn, and Washington Streets through the downtown district, and on Washington Street from Columbia Drive onto Clover Island.

The enhancements calm traffic, provide for pedestrian access, and improve visual appearances and amenities that frame and define the



downtown district and fronting retail stores and other pedestrian-oriented activities. Similar enhancements need to be provided in and between the BB/RR area, downtown, and Civic Center to integrate the districts and provide a unified image.

The realignment of Columbia Park Trail to Klamath Avenue, Columbia Drive, and West 6th Avenue define the major east-west streetscape corridors within the BB/RR area and Civic Center. Fruitland, Dayton, Benton, Auburn, and Washington Streets define the north-south connections between the BB/RR, downtown, and Civic Center. Grande Ronde, Entiat, and Deschutes Avenues will create the east-west connections to future pedestrian oriented developments along the swale/levee.

Streetscape enhancements are not expensive, and in most cases, can be achieved thorough simple and low maintenance street tree plantings along the edges of the right-of-way and in the median where turning lanes are not needed. Sidewalk areas can be expanded to the edge of the rights-of-way and abut adjacent storefronts to create suitable walking areas and space for benches, planters, and other amenities.

Action

Therefore the Economic Development, Parks, and Public Works Department will:

- ☐ *Expand sidewalks* - to the edge of the right-of-way and abutting adjacent storefronts (from 8-12 or 14 feet in width) on Columbia Drive and the other defining east-west and north-south streetscape corridors between the BB/RR, downtown, and Civic Center.
- ☐ *Upgrade transit furnishings* – including route signage, directories, transit stops, shelters, and service schedules and routings on Columbia Drive and the other routes within the proposed BB/RR, downtown, and Civic Center couplets (see task 15).
- ☐ *Improve pedestrian-friendly furnishings* – installing a coordinated system of benches, waste receptacles, newspaper stands, bike racks, directory and wayfinding signage, and other people-oriented furniture.
- ☐ *Install landscaping* – including street trees, ground cover, and seasonal flowers in swales, green strips, and planter boxes with cisterns and other stormwater collection and watering systems under a “green street” planting concept.
- ☐ *Install artworks* – using a competitive design jury process to select local artist works to display sale consignments at select places along the major pedestrian corridors for 1-2 year intervals.
- ☐ *Where appropriate* – relocate and/or underground overhead power and telecommunication lines, and relocate light and signage standards in order remove visual blight and to plant street trees in a dense walkway-covering sequence, especially along Columbia Drive.

Participants

Approval - City Council

Lead - Economic Development, Parks, and Public Works Departments

Others -

- ☐ HDKP
- ☐ Port of Kennewick
- ☐ Auto Dealers Association

- ☐ Property developers
- ☐ Property owners and residents
- ☐ Citizens at large

Funding

Sidewalk expansion and the installation of street trees and other amenities will be funded with:

- ☐ Real Estate Excise Tax (REET)
- ☐ General Fund and Road property taxes (Ptax and Rtax)
- ☐ Motor Vehicle Fuel Tax (MVFTax)
- ☐ Local Improvement District (LID) assessments
- ☐ Transportation Benefit District (TBD)
- ☐ Parking & Business Improvement Area (PBIA)
- ☐ Developer project improvements
- ☐ Late-comer charges of succeeding property developments

14: Construct sidewalks, curbs, and gutters

Large segments of existing public roadways within the BB/RR area, and especially within the single family neighborhood between Columbia Drive and the railroad tracks west of Fruitland Street, lack basic sidewalk, curb, and gutter improvements.

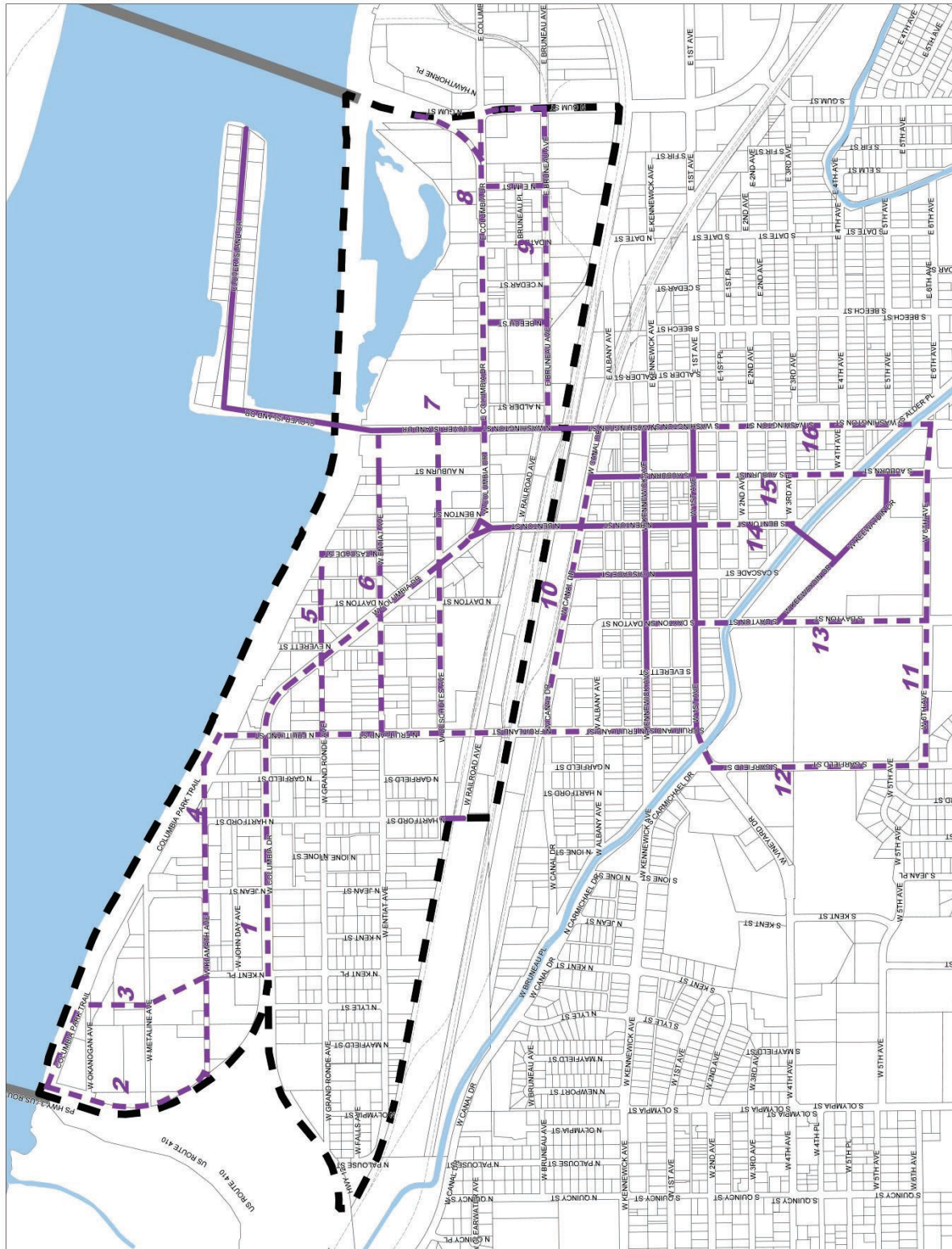
The lack of basic roadway infrastructure does not manage stormwater runoff, does not define pedestrian from vehicle areas, and creates an underdeveloped appearance that does not invite private future investments or confidence.

Where roadway infrastructure has been provided, the vehicle allocation is often over-configured providing more width for vehicle traffic lanes and parking and less accommodation for pedestrian crossings, especially at all major street intersections.

Curbs and gutters have been extended around corners in line with on-street parking aisles creating extended crosswalks requiring longer walking distances and times. This leaves pedestrians relatively invisible until they are in the middle of the street.

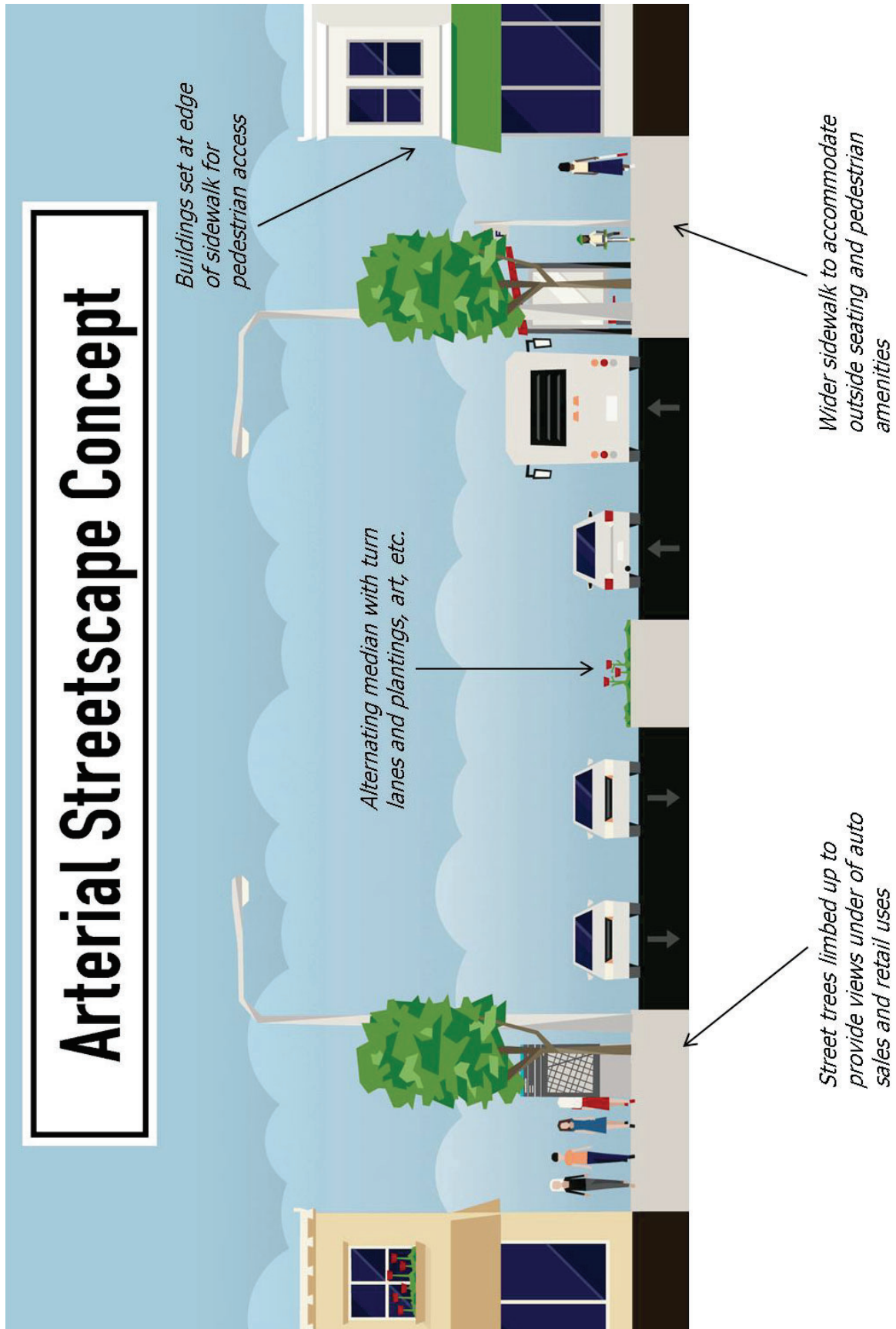
Pedestrian safety, comfort, and convenience is critical if the BB/RR area is to attract customers of ground floor retail activities, and upper floor employees and residents of more intensive use and reuse of available buildings and properties.

The existing sidewalks could be extended into the street pavement at each intersection to increase pedestrian visibility to vehicle operators and thereby “calm” traffic and shorten crosswalk distances and walking times. The extensions could be planted with street trees, wayfinding signage, and other amenities without reducing traffic and on-street parking capacity or impacting street maintenance requirements.



Proposed streetscapes

- | | | | | | |
|---|---|----|-----------------------------|----|-------------------|
| 1 | Columbia Drive | 8 | Elm Street extension/access | 15 | Auburn Street |
| 2 | Columbia Park Trail-relocate option 1-John Day Avenue | 9 | Bruneau Avenue | 16 | Washington Street |
| 3 | Columbia Park Trail-relocate option 2-Kent Place | 10 | Canal Drive | | |
| 4 | Klamath Avenue extension | 11 | 6th Avenue | | |
| 5 | Grande Ronde Avenue extension | 12 | Fruitland/Garfield Streets | | |
| 6 | Entiat Avenue extension | 13 | Dayton Street | | |
| 7 | Deshutes Avenue extension/access | 14 | Benton Street | | |



Action

Therefore the Economic Development, Parks, and Public Works Departments will:

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

Participants

Approval - City Council

Lead - Economic Development, Parks, and Public Works Departments

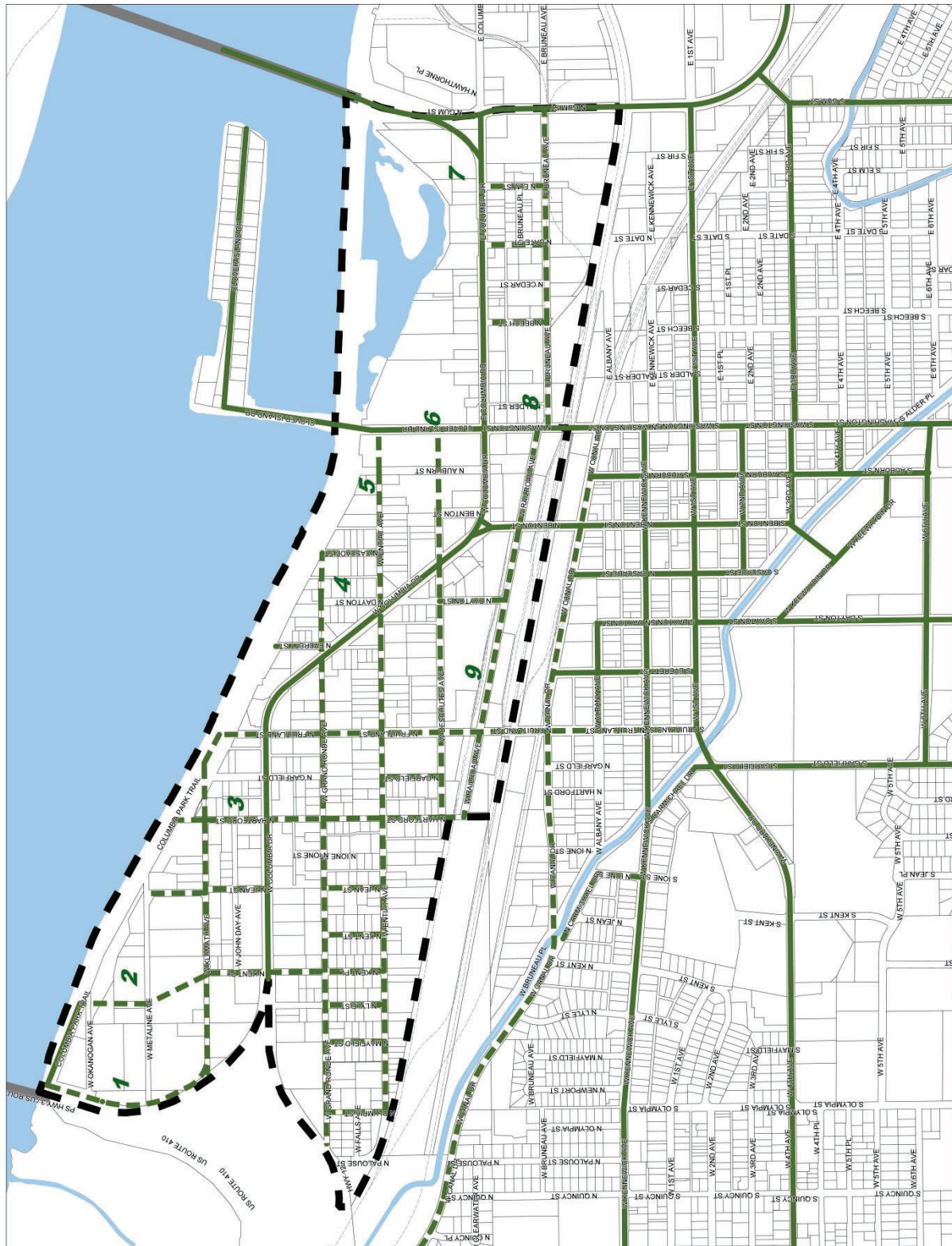
Others -

- ☐ HDKP
- ☐ Port of Kennewick
- ☐ Ben Franklin Transit
- ☐ Property developers
- ☐ Property owners and residents
- ☐ Citizens at large

Funding

Roadway infrastructure including sidewalk, curb, gutter, and transit improvements will be funded with:

- ☐ Road Fund Property Taxes (Ptax)
- ☐ Motor Vehicle Fuel Tax proceeds (MVFTax)
- ☐ Transportation Improvement Board (TIB) grants
- ☐ Community Development Block Grants (CDBG)
- ☐ Parking & Business Improvement Area (PBIA)
- ☐ Local Improvement District (LID)
- ☐ Stormwater Utility Funds
- ☐ Developer funded project improvements
- ☐ Late-comer charges of succeeding property developments



Proposed on-road walkway network

- 1 Columbia Park Trail-relocate option 1-John Day Avenue
2 Columbia Park Trail-relocate option 2-Kent Place
3 Klamath Avenue extension
4 Grande Ronde Avenue extension
5 Entiat Avenue extension
6 Deshutes Avenue extension/access
7 Elm Street extension/access
8 Bruneau/Railroad Avenue open/alignment
9 Railroad Avenue

15: Reconfigure transit routes

Ben Franklin Transit routes currently converge from cross-city routes to the Dayton Transit Center located on Dayton Street across from Kennewick High School and next to the Library using a couplet created by East 1st Avenue, Garfield and Dayton Streets, West 6th Avenue, and Auburn and Washington Streets.

Four routes in particular also provide stops on roads within the BB/RR, downtown, and Civic Center:

- ☐ *Route 46* - services the downtown and Civic Center from south Kennewick on Olympia, West Canal Drive, Fruitland Street, and East 1st Avenue.
- ☐ *Route 55* - services Columbia Park, BB/RR, the downtown, and Civic Center on Columbia Park Trail, Fruitland Street, and East 1st Avenue.
- ☐ *Route 120* - connects Kennewick with Pasco via US-395/Blue Bridge on West Canal Drive, Fruitland Street, and Columbia Drive but does not access the downtown or Dayton Transit Center.
- ☐ *Route 160* - connects Kennewick with Pasco via SR- 397/Cable Bridge on Kennewick Avenue, Washington Street, and Columbia Drive.

None of the 4 routes, however, service the entire BB/RR area or provide a shuttle or looping service between the BB/RR, downtown, and Civic Center that would facilitate resident, employee, customer, and tourist access.

Action

Therefore, the Economic/Community Development Department and HDKP will work with Ben Franklin Transit to:

- ☐ *Reconfigure route 55, 120, and/or 160* – to create a loop shuttle service between Columbia Park, BB/RR, downtown, and Civic Center using the relocated Columbia Park Trail on Klamath Avenue, Columbia Drive, Fruitland Street, East 1st Avenue, and SR-397/Gum Street.
- ☐ *Install transit improvements* – including route signage, directories, transit stops, shelters, and service schedules and routings along the reconfigured BB/RR, downtown, Civic Center shuttle corridors.

Participants

Approval - City Council

Lead - Community Planning and Public Works Departments

Others -

- ☐ Ben Franklin Transit
- ☐ HDKP
- ☐ Port of Kennewick
- ☐ Property owners and residents
- ☐ Citizens at large

Funding

Transit route configurations and improvements will be funded with:

- ☐ Ben Franklin Transit levee monies

DESIGN/DEVELOPMENT – CATALYTIC PROJECTS

16: Public Market and Excursion Train

Burlington Northern Santa Fe (BNSF) owns the vacant property between the BNSF and Union Pacific (UP) mainline and spur tracks from Fruitland east past Benton Streets including the depot which is currently used by train and yard crews for offices.

The vacant and unsightly area has long been a major barrier and visual slight between the downtown and the BB/RR area. Kennewick acquired a lease for the property fronting both sides of Benton Street but did not acquire the property from BNSF or improve the site for a public use. The City no longer has a lease on this property.



The Historic Downtown Master Plan and UDAT Study both proposed reusing the site for public activities including a farmers' market, downtown parking lot, and other special events staging. The Spirit of Washington Dinner Train originally operated an excursion train ride from the site using the UP spur track for staging and storage.

The site could be acquired, improved, and programmed to provide public activities and events on a continuous basis throughout the year of interest to local residents as well as tourists if the area is to create a destination capable of integrating the downtown and BB/RR areas.



17: Review/approve master plan for Port of Kennewick's Duffy's Pond properties

Duffy's Pond and the properties located between the pond and Columbia Park between Washington Street and the SR-397/Cable Bridge are strategically and aesthetically important to the BB/RR, downtown, and city at large.

The site may, depending on cultural inventory results, have significance to the Umatilla Tribe as a seasonal or permanent fishing, gathering, or meeting site. The site may also have been an early landing point for steamboats and other craft that hauled goods and passengers to Kennewick and surrounding communities on the Columbia River.

In recent years, however, the site, particularly the land uses directly adjacent to the pond, have declined in activity, value, and appearance. Since most of the directly adjacent properties were in private ownership, the pond has been relatively inaccessible and invisible to the public even though it directly adjoins the Sacagawea Heritage Trail and Clover Island.

The Port of Kennewick acquired the trailer parks that fronted onto Duffy's Pond and a couple of commercial properties that front onto Columbia Drive with the objective of restoring the pond's water quality, providing public access and amenities, and redeveloping the commercial properties for higher and more productive uses.

The Port completed a process that elicited possible use and activity proposals from the public, developed preliminary site plans, and drafted a report for the Port's properties and other privately-owned parcels between Columbia Drive and Duffy's Pond, and Washington Street/Clover Island Drive and SR-397/Cable Bridge. The Port reviewed the concepts and report with community organizations and City Council.



The Port's proposed site improvements for the complete site including Port and adjacent private properties include the restoration of water quality in the pond, set-aside of a buffer area around the pond with perimeter trails and access points, an amphitheater, carousel, ice skating rink/ vendor plaza, miniature golf, lawn bowling court, boat rental area, gondola ride, and pedestrian way.

In addition, depending on economic feasibility, the Port concept includes a performing arts theater, IMAX theater, condominium building, mixed-use/live-work buildings, business offices, and wine tasting rooms on Port and adjacent privately owned properties.

Action

Therefore, the Community Planning Department will work with the Port of Kennewick to:

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

Participants

Approval - City Council

Lead - Community Planning, Parks, and Public Works Departments, Planning Commission, and Port of Kennewick

Others -

- ☐ US Corps of Engineers
- ☐ Washington State Department of Fish & Wildlife (DFW)
- ☐ Washington State Department of Ecology (DOE)
- ☐ Washington State Department of Transportation (WSDOT)
- ☐ Duffy's Pond private property and business owners

- ☐ BB/RR businesses and residents
- ☐ Citizens at large

Funding

The review of the master plan's SEPA process and particulars, public hearings and resolutions will be funded with:

- ☐ General Funds Property Taxes (PTax)
- ☐ Port of Kennewick site and building plan permit fees and charges



COMMUNITY PLANNING DEPARTMENT

STAFF REPORT AND RECOMMENDATION TO
THE PLANNING COMMISSION

FILE No: DCA-2025-0007

Public Hearing Date: February 2, 2026

Proposal: Amend Kennewick Municipal Code Section 17.04.020: Definitions and create Kennewick Municipal Code Chapter 17.14 to establish development regulations for unit lot subdivisions.

Applicant: City of Kennewick

Staff Contact: Steve Donovan, Planning Manager

Background:

The Washington Legislature passed Engrossed Senate Bill 5559 which requires that the city adopt development regulations for unit lot subdivisions. The regulations are required to be adopted by the jurisdiction's next comprehensive plan update.

The proposed amendments to Kennewick Municipal Code (KMC) Section 17.04.020 are the same as what was established in Revised Code of Washington (RCW) 58.17.020.

Staff reviewed the regulations in RCW 58.17.060 and determined that the proposed Chapter 17.14 – Unit Lot Subdivision, should be similar in layout and maximum number of lots created as Chapter 17.13 – Short Plats.

Proposal and Analysis:

Staff propose the following amendments: all amendments are underlined:

Proposed amendments to 17.04.020: Definitions:

(26) *Lot, Parent:* "Lot, parent" means a residential lot that is subdivided into unit lots through the unit lot subdivision process.

(27) *Unit Lot:* "Unit lot" means a subdivided lot within a residential development as created from a parent lot and approved through the unit lot subdivision process.

(28) *Unit Lot Subdivision:* "Unit lot subdivision" means a short subdivision proposed as part of a residential development project that meets the development standards applicable to the parent lot at the time the application is vested, but which may result in development on one or more individual unit lots becoming nonconforming as to specified land use and development standards based on the analysis of the individual unit lot. All unit lot subdivisions shall require notifications to purchasers of their legal status as further described in RCW 58.17.060.

(29) *"Clear and objective design and development standards"* means locally adopted development regulations that involve no personal or subjective judgment by a public official, and are ascertainable by reference to measurable written or graphic criteria available and knowable to the permit applicant, the public, and public officials prior to submittal.

Proposed Chapter 17.14 – Unit Lot Subdivisions**CHAPTER 17.14 – Unit Lot Subdivisions****17.14.010: Applicability.**

A lot to be developed with middle housing or multiple detached single-family residences or accessory dwelling units, in which no dwelling units are stacked on another dwelling unit or other use, may be subdivided into no more than nine individual unit lots as provided herein.

17.14.020: Plat Administrator.

The Planning Director or his/her designee, shall act as the City's Plat Administrator. The Plat Administrator ("Administrator") will summarily approve, conditionally approve, or disapprove proposed final short plats. The Administrator may adopt reasonable rules to implement this Chapter.

17.14.030: Process.

Unit lot subdivisions shall follow the application, review, and approval procedures for a short subdivision in KMC Chapter 17.13, in addition to the following:

- (1) Nothing prohibits a city or town from applying public health, safety, building code, and environmental permitting requirements to a development project that is subject to or integrated with a unit lot subdivision process.
- (2) Nothing requires a city or town to authorize a development project or a unit lot subdivision in a location where development is restricted under other laws, rules or ordinances, such as in locations where development is limited as a result of physical proximity to on-site sewage system infrastructure, critical areas, or other unsuitable physical characteristics of a property.
- (3) No public pre-decision meeting or hearing, nor any design review other than administrative design review, except for those required to comply with state law, including chapter 90.58 RCW, the Shoreline Management Act, when applicable.
- (4) All property owners and the community within 250' of the unit lot subdivision shall be provided notice, consistent with RCW 36.70B.110, including through notice posted on the closest public sidewalk or roadway indicating how to provide written comments to the administrative decision maker.
- (5) The review and approval of a unit lot subdivision shall be logically integrated with the application, review and approval procedures for the underlying housing development project, to the greatest extent possible.
- (6) Review of a unit lot subdivision shall be subject to the maximum time period for local government actions as set forth in RCW 36.70B.080, unless extended pursuant to project-specific mutual agreement as permitted by RCW 36.70B.080.

17.14.040: Unit Lot Subdivision Applications.

Complete Preliminary and Final Unit Lot Subdivision Applications shall be determined as provided under KMC Sections 17.13.040 and 17.13.081.

17.14.050: Expiration.

Expiration of permits and applications under this Chapter shall be determined as provided under KMC 4.12.075.

17.014.060: Required Plat Notes:

Notes shall be prominently placed on the face of the short plat as recorded with the county auditor to state the following:

- (1) The title of the plat shall include "Unit Lot Subdivision".

- (2) Approval of the development (design and layout) on each unit lot was granted by the review of the development, as a whole, on the parent lot under file #.
- (3) Subsequent subdivision actions, additions, or modifications to the unit lot housing development, including all structures, may not create or increase any nonconformity of the parent lot as a whole, and shall conform to the approved unit lot housing development project or to the land use and development standards.
- (4) If a structure or portion of a structure within the unit lot housing development project has been damaged or destroyed, any repair, reconstruction, or replacement of any structure shall conform to the approved unit lot housing development project or to the land use and development standards in effect at the time the proposed repair, reconstruction, or replacement project's permit application becomes vested.
- (5) Additional development or redevelopment of the individual unit lots may be limited as a result of the application of development standards to the parent lot.

17.14.070: Preliminary Plat Map.

A plat map must be submitted in the format designated as provided under KMC Chapter 17.13.050.

17.14.080 Preliminary Review.

Unit lot subdivisions shall be processed in the same manner as short plats, pursuant to KMC Section 17.13.055 and the following:

- (1) Development as a whole on the parent lot, rather than individual unit lots, shall comply with applicable design and development standards.
- (2) Subsequent platting actions and additions or modifications to structure(s) may not create or increase any nonconformity of the parent lot.
- (3) Access easements, joint use and maintenance agreements, and covenants, conditions and restrictions (CC&Rs) identifying the rights and responsibilities of property owners and/or the homeowners' association shall be executed for use and maintenance of common garage, parking, and vehicle access areas; bike parking; solid waste collection areas; underground utilities; common open space; shared interior walls; exterior building facades and roofs; and other similar features shall be recorded with the county auditor.
- (4) Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots.

17.14.090: Preliminary Approval.

Preliminary approval constitutes authorization for the applicant to develop the required facilities and improvements, upon review and approval of construction drawings by the public works department. All developments shall be subject to any conditions imposed by the city on the preliminary approval.

17.14.100: Final Plat Map.

A plat map must be submitted in the format designated as provided under KMC Chapter 17.13.085.

17.14.110: Final Approval.

Final approval is subject to the requirements of KMC Section 17.13.092.

17.14.120: Construction of Improvements.

Lots created through a Unit Lot Subdivision shall be subject to all applicable requirements KMC Section 17.13.095.

17.14.130: Alteration Procedures.

Unit lot subdivisions shall be subject to the requirements of KMC Section 17.13.170.

Staff Analysis

Staff are of the opinion that the proposed amendments comply with RCW 58.17.020 and 58.17.060 and provide a clear review process of unit lot subdivisions for the public and staff.

Below are comprehensive plan goals and policies that support the proposed amendments:

RESIDENTIAL GOALS + POLICIES

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

HOUSING GOALS + POLICIES

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

Policies

3. Allow residential developments such as condominiums, zero lot lines, accessory apartments and other innovative housing techniques.

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

Policies

1. Promote affordable infill residential construction through flexibility in development techniques.

3. Promote homeownership opportunities for households of all incomes.

Regulatory Controls and Policies:

- Kennewick Municipal Code Title 17
- Kennewick Comprehensive Plan

Findings of Fact:

1. The applicant is the City of Kennewick, Community Development, 210 W 6th Avenue, Kennewick, WA 99336.
2. The application was submitted on December 18, 2025.
3. Notice of the proposed code revision was sent to the Washington State Department of Commerce on December 18, 2025, consistent with the requirements of RCW 36.70A.106.
4. The City received confirmation of starting the 60-day/Expedited review period and notice that the City has met the Growth Management Act notice to state agency requirements from the Washington State Department of Commerce on December 18, 2025.
5. The Department of Commerce granted expedited review on January 5, 2026.
6. The City is required to adopt unit lot subdivision development regulations no later than when the current comprehensive plan update is completed.
7. A Determination of Non-Significance was issued on January 6, 2026.
8. The Notice of Public Hearing was published in the Tri City Herald on January 18, 2026.

Conclusion of Law:

1. The proposed amendments will provide additional subdivision of property options for the residents of Kennewick.
2. The proposed amendments comply with the City of Kennewick Comprehensive Plan.
3. The proposed amendments comply with RCW 58.17.020 and 58.17.060.

Staff Recommendation:

Based on the above analysis, staff recommend the Planning Commission forward a recommendation of APPROVAL to City Council for the following motion.

Motion:

I move that the Planning Commission concur with the findings and conclusions in the staff report DCA-2025-0007 and recommend approval of the amendments to KMC Section 17.04.020 – Definitions and establish the new KMC Chapter 17.14 – Unit Lot Subdivisions.

Exhibits:

1. Staff Report
2. Examples of Unit Lot Subdivisions
3. Unit Lot Fact Sheet

Adding Unit Lot Subdivision

Unit lot subdivisions create new lots from a given parcel, much like a typical subdivision, except a unit lot subdivision allows flexible application of dimensional standards and fee simple homeownership options for units that share a parcel. In a unit lot subdivision, development as a whole is on the “parent lot” or parcel, which must conform to the zoning dimensional standards such as units per lot, setbacks, and height. The individual “unit lots” can be flexibly placed on the parent lot and sold individually to other households.

Kennewick has added unit lot subdivision standards that allow attached middle housing units like duplexes and townhomes, as well as accessory dwelling units, to be subdivided. For questions about the subdivision process, reach out to a City of Kennewick planner.

Definitions

Unit Lot Subdivision - the division of a parent lot into two or more unit lots within a development and approved through the unit lot subdivision process.

Parent lot - a lot which is subdivided into unit lots through the unit lot subdivision process.

Unit lot - a subdivided lot, that allows at least one dwelling unit, created from a parent lot and approved through the unit lot subdivision process.

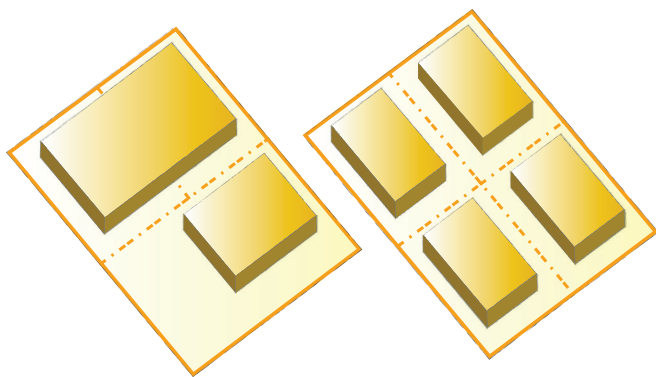


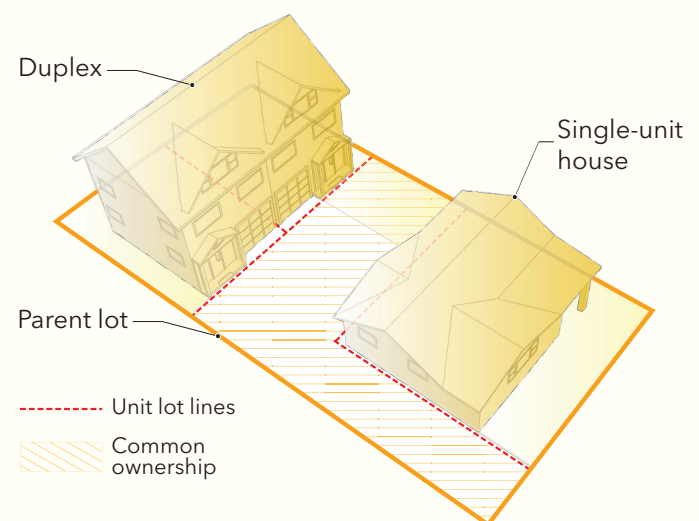
Diagram showing the same parent lot divided into different number of unit lots.

Example

In a scenario with a single family home and a duplex or townhouse building, three unit lots could be created.

Not all unit lots would be required to have equal land square footage, but all development standards are required to be met for the site as a whole.

Some shared amenities (open space, plazas, community buildings) can be owned in common, often through HOAs, and shared driveways and parking can be developed with the project.



Illustrative diagram showing unit lot subdivisions.



UNIT LOT SUBDIVISIONS FACT SHEET | JULY 2025

Unit Lot Subdivisions

State Law Requirements

In 2023, Washington State Legislature amended RCW 58.17.060 to require all cities, towns, and counties to include unit lot subdivision procedures in short plat regulations. [RCW 58.17.060](#)(3), established by Engrossed Second Substitute Senate Bill (ESSSB) 5258 (Chapter 337, 2023 Laws), states:

"All cities, towns, and counties shall include in their short plat regulations procedures for unit lot subdivisions allowing division of a parent lot into separately owned unit lots. Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots."

In 2025, the legislature amended RCW 58.17.020 to define unit lot subdivision (ULS) terms and RCW 58.17.060 to provide unit lot subdivision requirements. This factsheet provides information and recommendations for all cities and towns located in a county planning under RCW 36.70A.040, required to adopt ULS, to consider in adopting local unit lot subdivision regulations. The Resources section, at the end of this Fact Sheet, provides links to several adopted codes, a model code, and other references. Jurisdictions are encouraged to review different approaches and adopt what works best for their local context to implement land use and housing policies.

Adoption Deadlines

Jurisdictions required to submit their next comprehensive plan periodic update in 2027 must include unit lot subdivision provisions as part of their update. All other cities and towns must implement the requirements within two years of the effective date of the bill, which is July 27, 2027. After the applicable deadline, a city or town must accept, process and approve an application, consistent with RCW 58.17.060.

Agency contact

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INFILL HOUSING MANAGER

Local Government Division

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Phone: 509-606-3530

About Unit Lot Subdivisions

A ULS creates new lots much like a typical subdivision, except a ULS allows flexible application of dimensional standards. In a ULS, the development as a whole is on the “parent lot” which conforms to the zoning dimensional standards while individual “unit lots” are not required to. Unit lots (also called child lots) are individual, sellable, legal lots of record with their own tax or parcel identification number.

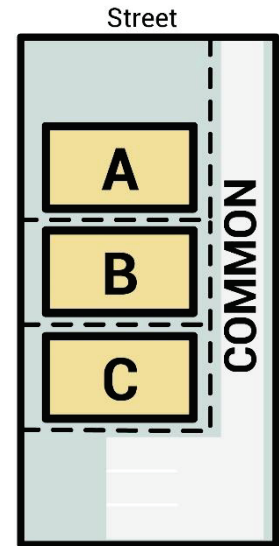
Options for ownership

The ULS bill included an intent statement to “[increase] the supply and affordability of condominium units and townhouses as an option for homeownership.” Unit lot subdivisions are one method for dividing multiple housing units on a parcel into individual unit lots for sale to individual owners, providing fee simple homeownership opportunities. This is important to allow smaller units on smaller lots, allowing for a more attainable ownership unit. Homeowners can then gain equity on the home.

Standards

State law provides that a ULS shall be included as a short plat process. This means a maximum of four to nine unit lots may be developed, depending on how many lots the jurisdiction allows in a short plat process and the number of housing units zoning permits on the parent lot. See the “Number of Unit Lots” section below for more information.

State law also provides that portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners’ association. See the “Common areas” section below for more information. While state law does not provide any additional ULS guidance, a key benefit of the unit lot subdivision concept is the flexible application of zoning dimensional standards. See the “Dimensional standards” section below for details.



Example unit lot subdivision with three unit lots and a tract held in common.

Comparison of condominium and ULS

Unit lot subdivision is different from or an alternative to condominium ownership. The primary differences between a ULS and condominium creation are described in the following table:

	Unit Lot Subdivision	Condominium
Options for ownership of underlying land	- Individual - Combination of individual and common interest	Common interest
Options for management of common area(s)	- HOA - Other formal common agreement, including plat notes	HOA
Allows separate ownership of stacked unit(s)	No	Yes
Allows separate ownership of ADUs	Yes	Yes
Warranty	Not required	Four-year implied warranty of quality
Processing	Short plat through jurisdiction	State process with notice to county auditor May require jurisdiction process*
Typical Processing Steps	City/county platting process: - Application - Notice, if applicable - Preliminary approval - Final approval - Recording	- Check with local jurisdiction for any processing requirements - Housing code inspection - Issuance of a Notice of Condominium Conversion - Public offering statement - Selling units to individual buyers - Filing a declaration with the local government

* Some jurisdictions require condominium conversions to be reviewed through a local process, such as a binding site plan. The application and review processes should be clearly defined in a jurisdiction's code.

A condominium and ULS can also be combined in cases where a unit lot has stacked units and separate unit ownership is desired.

Considerations for ULS development regulations

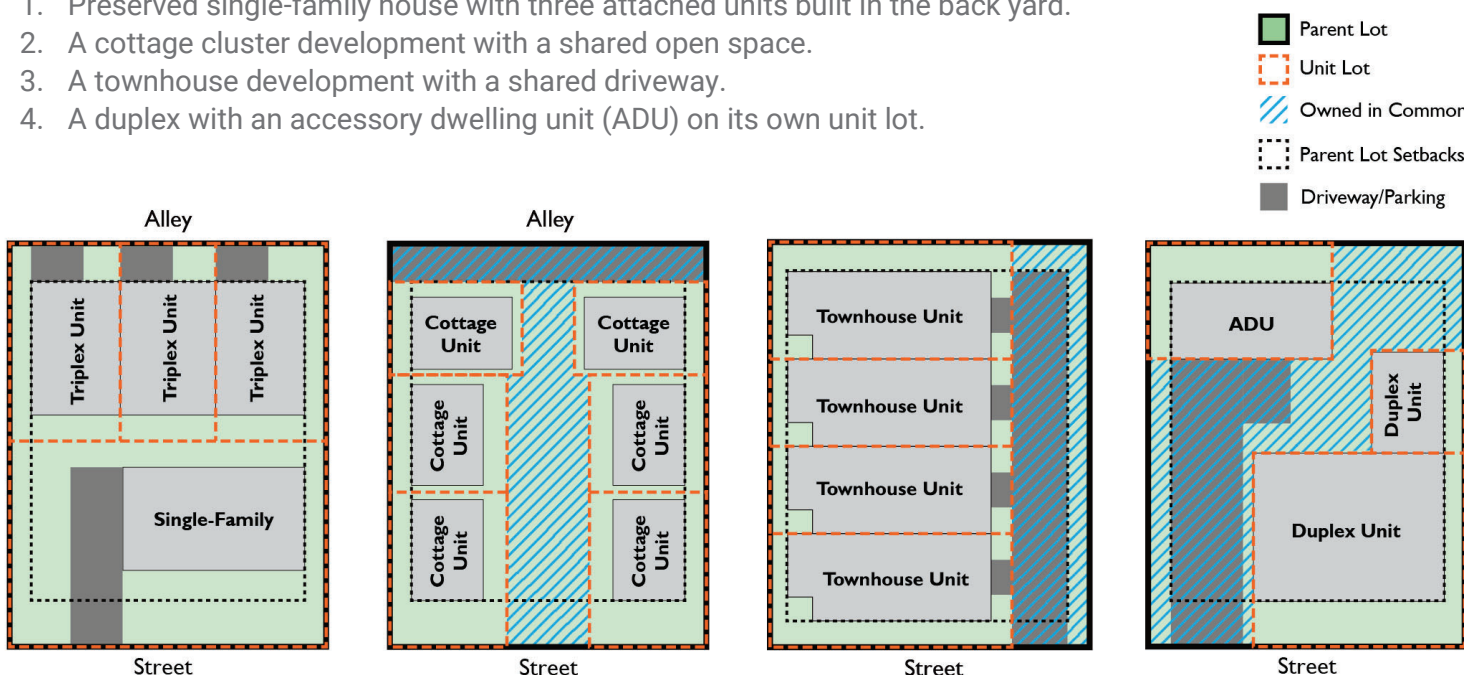
Unit lot subdivision can be used with any type of attached or detached housing. If the goal is individual ownership of each dwelling, the housing units cannot be stacked, as a ULS divides the land. Where units are stacked, a condominium arrangement is the tool that can provide for separate sale.



Left to right: Townhouses in Spokane, cottage housing in Kirkland, and a fourplex built behind an existing single-family residence in Seattle

The following examples illustrate how setbacks apply to a parent lot and unit lots.

1. Preserved single-family house with three attached units built in the back yard.
2. A cottage cluster development with a shared open space.
3. A townhouse development with a shared driveway.
4. A duplex with an accessory dwelling unit (ADU) on its own unit lot.



Special considerations for ULS with specific housing types are discussed below.

Middle housing

For jurisdictions required to allow [middle housing](#) under [RCW 36.70A.635](#), and those seeking to promote middle housing and homeownership, ULS is a valuable tool. While ULS's have been popular in Washington for townhomes and cottage housing, jurisdictions must allow a zero-lot line short subdivision where the number of lots created is equal to the unit density for middle housing. ULS is the tool for separating middle housing types including, but not limited to, townhomes, cottage housing, duplexes, triplexes, fourplexes, fiveplexes, and sixplexes.

Accessory Dwelling Units (ADUs)

Unit lot subdivisions may also be used to create individual unit lots for accessory dwelling units, in attached or detached forms. Note that [RCW 36.70A.681](#)(1)(c) requires jurisdictions to allow at least two accessory

dwelling units (ADUs) on all “lots” that are located in all zoning districts within an urban growth area that allow for single-family homes. The reference to “lots” in RCW 36.70A.681(1)(c) means parent lots that meet the minimum lot size, and not unit lots. This is further emphasized by RCW 36.70A.681(1)(e) which states that the ADU provisions apply to lots that meet the minimum lot size required for a principal housing unit.

RCW 36.70A.681(1)(k) also states that a city or county may not prohibit the sale or other conveyance of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an accessory dwelling unit. This is clear that ADUs are intended for separate sale as condominiums, and by extension, unit lot subdivisions.

Detached houses

Unit lot subdivisions can also be used for detached single-family residences. This could come in multiple forms to provide ownership opportunities, including:

- Preserving an existing home and adding infill housing (new middle housing and/or ADUs depending on zoning provisions of the jurisdiction) elsewhere on the parent lot.
- Developing a new detached home together with new middle housing and/or ADUs on the parent lot.
- Developing multiple detached units, such as cottage housing, on a parent lot, if allowed by a jurisdiction.

Dimensional standards

A key benefit of a ULS is the flexible application of zoning dimensional standards. In a ULS, the development as a whole on the parent lot must comply with applicable dimensional standards. However, individual unit lots are not subject to dimensional standards that apply to the parent lot, such as (if applicable):

- Lot area, depth, and width
- Setbacks (front, side, rear, etc.) and setback projections
- Floor area ratio (FAR)
- Lot coverage (or building coverage)
- Impervious surface coverage
- Landscaped area minimum
- Any other standard based on the size or dimensions of the lot or distance from lot lines

Other dimensional standards, such as maximum building height, not related to the lot size and lot lines continue to apply to individual unit lots. Also, note that ULS is not intended to permit land uses or densities that are not otherwise allowed in the zone in which a ULS is proposed.

Example: A cottage housing development uses ULS to accommodate ownership of individual cottage lots. The zone allows 60% maximum impervious surface coverage. The development as a whole is constructed with 55% impervious coverage on the parent lot, but some individual unit lots have impervious surface coverage of 80% or more (balanced by a large landscaped open space in the common area). Owners of individual unit lots may increase their impervious surface coverage further (for example, by expanding the unit or creating a paved patio) as long as the development’s entire impervious surface coverage does not exceed 60%. **Commerce recommends that jurisdictions require notes on the plat stating subsequent additions or modifications to structure(s) shall not create a nonconformity of the parent lot.** Covenants, conditions and restrictions (CC&Rs) and/or ULS bylaws should clearly identify procedures for property owners to address changes affecting the conformity of the parent lot.

While unit lots do not have minimum area or dimensions, some jurisdictions provide minimum standards. The City of Everett requires unit lots be “large enough” to contain a dwelling unit and accessory improvements such as decks, fences, driveways and parking, and private yard areas. The City of Spokane allows a unit lot to be as small as the footprint of the building situated upon it, subject to the requirements of the building and fire code.

Common areas

RCW 58.17.060(3) provides a standard for ownership and management of common areas: “Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners’ association comprised of the owners of the individual unit lots.” Common area lots, parcels, or tracts are also legal lots of record. Management topics for common areas include how they are used by residents, procedures for maintenance and repairs, and responsibilities for utility bills and property taxes.

Homeowner associations

Homeowner associations (HOAs) organize decision-making with formal processes. The HOA may also provide standards or oversight on new development or changes within the parent lot/plat. They are most often associated with larger residential developments or projects with common maintenance needs. Typically, an HOA requires owners to pay monthly or yearly dues to cover upkeep and insurance costs. HOAs are regulated by RCW 64.38 where the community is made up of homeowners owning individual lots and regulated by RCW 64.90 where there are condominium units on a single lot.

Common ownership

State law requires that “owned in common” arrangements be permitted as an alternative to HOAs for managing common areas. This can include condominiums (RCW 64.34), common interest communities (RCW 64.90), associations of apartment owners (RCW 64.32), retirement communities, co-ops, and timeshares. It can also mean there is no formal organization of owners and that matters of common interest are managed informally, which can be a risky arrangement when one or more owners are resistant to make decisions or pay their share of common costs.

Agreements

Access easements, joint use and maintenance agreements, and CC&Rs identify the rights and responsibilities of property owners and/or the bylaws of an ownership association may be executed for the use and maintenance of common areas and features. These may cover topics such as:

- Garages, automobile and bicycle parking, and vehicle access areas
- Common yards, courts, landscaping, and recreational elements
- Shared interior walls
- Exterior building facades and roofs
- Sheds and other accessory structures



A common area in Cully Green, a courtyard apartment development in Portland, OR. Source: MAKERS.

- Solid waste collection areas

- Mailboxes
- Utility infrastructure and payments

Commerce recommends that jurisdictions require ULS to record agreements for the ownership and management of common areas with the county auditor, along with the ULS.

Off-street parking

Within the parent lot, Commerce recommends providing the flexibility for required off-street vehicle parking to be located in a common area or on a different unit lot than the lot with the associated dwelling unit. This arrangement can be formalized with an easement. This option provides greater design flexibility, especially for infill development on small lots where it may be impractical for every dwelling unit to have an adjacent private parking space or garage. Removing off-street parking requirements for residential development can also increase design flexibility and streamline the administration of unit lot subdivisions.

Administration

Parent lot size

Unit lot subdivisions should not have a minimum parent lot size separate from the zoning minimum lot size. ULS is primarily intended for smaller site developments and individual ownership of infill housing opportunities, such as middle housing, which cannot be accomplished by another process due to site size, building configurations, or development regulations. However, ULS can also be used on large sites. It is not intended to replace land division processes or function as a type of planned unit development. These examples are when a unit lot subdivision are ideal:

- Existing lot, meeting the minimum lot size, with more than one dwelling unit attached or detached
- Existing lot, larger than the minimum lot size, but not large enough to short plat
- Existing lot, larger than the minimum lot size, but not able to short plat without removal of an existing dwelling(s)
- Existing lot, regardless of size, developed with cottage housing or townhomes meeting the local development regulations

Number of unit lots

RCW 58.17.060(3) requires that ULS regulations be adopted within “short plat” procedures. Under [RCW 58.17.020](#) “short plat” is the map or representation of a short subdivision. A “short subdivision” is defined as:

“Short subdivision” is the division or redivision of land into four or fewer lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership. However, the legislative authority of any city or town may by local ordinance increase the number of lots, tracts, or parcels to be regulated as short subdivisions to a maximum of nine. The legislative authority of any county planning under [RCW 36.70A.040](#) that has adopted a comprehensive plan and development regulations in compliance with chapter [36.70A](#) RCW may by ordinance increase the number of lots, tracts, or parcels to be regulated as short subdivisions to a maximum of nine in any urban growth area.

Setting the number of lots, tracts, or parcels to be regulated as short subdivisions to a maximum of nine, as allowed by the RCW, has the benefit of allowing more lots for residential development to be approved administratively and promote infill development in urban growth areas. Note that “Tier 1” middle housing cities subject to RCW 36.70A.635(1)(b) should allow unit lot short subdivisions of at least six unit lots to be

consistent with the number of middle housing units that must be allowed. See more information in Commerce’s [User Guide for Middle Housing Model Ordinances](#).

The requirement in RCW 58.17.060(3) is specific to including ULS procedures in short plat regulations. However, cities, towns, and counties may also, if they choose, adopt ULS procedures in their subdivision procedures, sometimes referred to as regular, major, or long subdivisions. For example, see [Wenatchee Municipal Code 11.32.080\(3\)](#) and [Anacortes Municipal Code 19.32.050\(D\)\(1\)](#).

Utilities

When developing ULS criteria, utility purveyors should be consulted for the best or preferred practices. These practices may vary if a ULS is proposed for a new development or an existing or older developed lot; regardless, it may be beneficial to include an administrative option to deviate from the preferred practice to expedite processing.

Utility purveyors (cities, special districts, and private purveyors) should consider flexible options for the design of water, sewer, electrical, and other connections to buildings in unit lot subdivisions. There are advantages and disadvantages to centralized and shared lateral connections and metering, as well as different ownership arrangements. Each option will have cost implications, and other reasons that require a variety of approaches which may be codified or administratively approved.

For example:

- A single-family dwelling with one or two accessory dwelling units should have the flexibility to record a unit lot subdivision without changing the existing utilities.
- A townhouse developer could have an option to choose between a private master meter maintained by a homeowner’s association and having separate meters for each unit.

Permit application and approval

The statute requires that unit lot subdivisions be “logically integrated with the application, review, and approval procedures that apply to the underlying unit lot housing development project to the greatest extent feasible.”

After the adoption deadlines, no city or town may decline to accept, process, or approve an application for a ULS, consistent with the procedural requirements of state statute, solely based on the city’s or town’s incomplete adoption or enactment of the state requirements.

Timing

The local code should be clear about what documents are required for a ULS and the standards of review.

Allowing flexible timing in the ULS application process, such as accepting applications both before construction begins and after completion, can benefit property owners and developers. For example, the owner of an existing detached single-family residence could use a ULS to sell their backyard to a developer who then builds an accessory dwelling unit or duplex on one unit lot, while the owner retains ownership of the existing residence on another unit lot. In another example, a townhouse development might first be developed as rental housing under single ownership and later converted to ownership units with each townhouse unit sitting on its own unit lot.

Applications

Additional items to consider requiring for ULS and with final plat applications may include:

- A site plan where each unit lot is uniquely labeled on the plat (such as Unit Lot A, Unit Lot B, etc.), showing access, utilities, parking, setbacks, as would be required for a short subdivision
- The legal description, parcel number, and/or street address (existing and modified, if applicable) of the original parent lot and for the new unit lots
- Access easements and easements for existing or new utility connections
- Joint use and maintenance agreements, and covenants, conditions and restrictions (CC&Rs) identifying the rights and responsibilities of property owners and/or an ownership association for use and maintenance of common areas and features

Processing considerations

A ULS must be noticed following RCW 36.70B.110, notice of application to the community and property owners within 250 feet of the ULS including through notice posted on the closest public sidewalk or roadway.

Comments are provided to the administrative decision maker who is tasked with making a decision based on “clear and objective design and development standards” within the time periods established for local government actions, as set forth in RCW 36.70B.080, unless extended pursuant to project-specific mutual agreement.

The administrator may apply public health, safety, building code, and environmental permitting requirements to a project development. Additionally, the Administrator may limit or prohibit a unit lot subdivision in a location where development is restricted under other laws, rules or ordinances, such as in locations where development is limited as a result of physical proximity to on-site sewage system infrastructure, critical areas, or other unsuitable physical characteristics of a property.

Finalizing and recording

Unit lot subdivisions, being a type of short plat, will follow the same approval procedures (including the same decision-maker) and recording procedures as subdivisions. Any access easements, joint use and maintenance agreements, and CC&Rs should be recorded with the county auditor. Notes on the face of the plat should be required to identify the development as a unit lot subdivision. Examples of required notes:

- *The title of the plat shall include the phrase “Unit Lot Subdivision”*
- *Approval of the development on each unit lot was granted by review of the development, as a whole, on the parent lot.*
- *Subsequent platting actions and additions or modifications to structure(s) shall not create a nonconformity of the parent lot.*
- *Unit lots are not separate buildable lots independent of the overall development on the parent lot; and additional development of individual unit lots may be limited as a result of the application of development standards to the parent lot.*

Resources

Code examples

The following list links to adopted ULS standards from Washington cities. The list is ordered roughly from least complex codes to more complex codes.

- [Shoreline Municipal Code 20.30.410\(B\)\(4\)](#) (adopted 2020) – a ULS may be used for “mixed single-family attached” development.
- Seattle Municipal Code [23.24.045 for short subdivision](#) and [23.22.062 for subdivisions](#) (adopted 2020) – ULS may be used for detached single-family residences, townhouses, rowhouses, and cottage housing.
- [Spokane Municipal Code 17G.080.065](#) (adopted 2023) – ULS may be used in any development with two or more dwelling units (including accessory dwelling units) and where the parent lot is two acres or less. Accessory dwelling units have special standards for utilities and recording. The general recording requirements provide more plat note requirements than most jurisdictions.
- Snohomish County Code [30.41B.205 for short subdivision](#) and [30.41A.205 for subdivision](#) (adopted 2017) – ULS may be used for townhouses, mixed townhouses, and cottage housing. Two separate codes depending on the number of unit lots proposed.
- [Wenatchee Municipal Code 11.32.080](#) (adopted 2023) – ULS may be used for duplexes, courtyard housing, townhouses, and cottage housing. There are clear references to short subdivisions and major subdivisions depending on the number of unit lots proposed. There are special requirements for final approval.
- [Snohomish Municipal Code 14.215.125](#) (adopted 2024) – ULS may be used for detached single-family residences, accessory dwelling units, duplexes, townhouses, cottage housing, and manufactured home parks. There are specific requirements for minimum open space and utility connections.
- [Everett Municipal Code 19.27](#) (adopted 2020) – ULS may be used for detached single-family residences, cottage housing, and townhouses. Provides special procedures for existing condominium buildings to subdivide into unit lots. Common areas may be owned in common or by a homeowner’s association.

Informational resources

Example of ULS information provided by Washington cities:

- [Tacoma – Unit Lot Subdivision Summary Sheet](#)
- [Snohomish – Unit Lot Subdivision Handout](#)
- [Seattle – Land Use / Master User Permit – Plat \(see Tip 213A\)](#)
- [Bellevue – Unit Lot Subdivision amendment information page](#)

Examples of ULS short plats for a variety of cities and housing types are [available here](#).

Model code

This model code provides an example of basic provisions for unit lot subdivisions. Modifications of this model code will be needed depending on each jurisdiction’s existing code organization, land division regulations, and desired approach to unit lot subdivisions.

- X. *Unit lot subdivisions. A lot may be divided into separately owned unit lots and common areas, provided the following standards are met.*
1. *Process. Unit lot subdivisions shall follow the application, review, and approval procedures for a short subdivision or subdivision, depending on the number of lots.*

- a. *Nothing prohibits a city or town from applying public health, safety, building code, and environmental permitting requirements to a development project that is subject to or integrated with a unit lot subdivision process.*
 - b. *Nothing requires a city or town to authorize a development project or a unit lot subdivision in a location where development is restricted under other laws, rules or ordinances, such as in locations where development is limited as a result of physical proximity to on-site sewage system infrastructure, critical areas, or other unsuitable physical characteristics of a property.*
2. *Applicability. A lot to be developed with middle housing or multiple detached single-family residences, in which no dwelling units are stacked on another dwelling unit or other use, may be subdivided into individual unit lots as provided herein.*
3. *Development as a whole on the parent lot, rather than individual unit lots, shall comply with applicable design and development standards.*
4. *Subsequent platting actions and additions or modifications to structure(s) may not create or increase any nonconformity of the parent lot.*
5. *Access easements, joint use and maintenance agreements, and covenants, conditions and restrictions (CC&Rs) identifying the rights and responsibilities of property owners and/or the homeowners' association shall be executed for use and maintenance of common garage, parking, and vehicle access areas; bike parking; solid waste collection areas; underground utilities; common open space; shared interior walls; exterior building facades and roofs; and other similar features shall be recorded with the county auditor.*
6. *Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots.*
7. *Notes shall be prominently placed on the face of the plat or short plat as recorded with the county auditor to state the following:*
 - a. *The title of the plat shall include the phrase "Unit Lot Subdivision."*
 - b. *Approval of the development (design and layout) on each unit lot was granted by the review of the development, as a whole, on the parent lot under file #_____.*
 - c. *Subsequent subdivision actions, additions, or modifications to the unit lot housing development, including all structures, may not create or increase any nonconformity of the parent lot as a whole, and shall conform to the approved unit lot housing development project or to the land use and development standards.*
 - d. *If a structure or portion of a structure within the unit lot housing development project has been damaged or destroyed, any repair, reconstruction, or replacement of any structure shall conform to the approved unit lot housing development project or to the land use and development standards in effect at the time the proposed repair, reconstruction, or replacement project's permit application becomes vested.*
 - e. *Additional development or redevelopment of the individual unit lots may be limited as a result of the application of development standards to the parent lot.*

8. *Effect of Preliminary Approval.* Preliminary approval constitutes authorization for the applicant to develop the required facilities and improvements, upon review and approval of construction drawings by the public works department. All development shall be subject to any conditions imposed by the city on the preliminary approval.
 - a. *By June 30, 2026, all unit lot subdivisions shall require notification to purchasers of their legal status as further described in RCW 58.17.060.*
9. *Revision and Expiration.* Unit lot subdivisions follow the revision and expiration procedures for a short subdivision.
10. *Definitions.*
 - a. *"Lot, parent" means a residential lot that is subdivided into unit lots through the unit lot subdivision process.*
 - b. *"Lot, unit" means a subdivided lot within a residential development as created from a parent lot and approved through the unit lot subdivision process.*
 - c. *"Unit lot subdivision" means a subdivision or short subdivision proposed as part of a residential development project that meets the development standards applicable to the parent lot at the time the application is vested, but which may result in development on one or more individual unit lots becoming nonconforming as to specified land use and development standards based on the analysis of the individual unit lot.*
 - d. *"Clear and objective design and development standards" means locally adopted development regulations that involve no personal or subjective judgment by a public official, and are ascertainable by reference to measurable written or graphic criteria available and knowable to the permit applicant, the public, and public officials prior to submittal.*
11. *Process procedures.*
 - a. *No public pre-decision meeting or hearing, nor any design review other than administrative design review, except for those required to comply with state law, including chapter 90.58 RCW, the Shoreline Management Act, when applicable.*
 - b. *All property owners and the community within 250' of the unit lot subdivision shall be provided notice, consistent with RCW 36.70B.110, including through notice posted on the closest public sidewalk or roadway indicating how to provide written comments to the administrative decision maker,*
 - c. *The review and approval of a unit lot subdivision shall be logically integrated with the application, review and approval procedures for the underlying housing development project, to the greatest extent possible.*
 - d. *Review of a unit lot subdivision shall be subject to the maximum time period for local government actions as set forth in RCW 36.70B.080, unless extended pursuant to project-specific mutual agreement as permitted by RCW 36.70B.080.*



Kennewick Comprehensive Plan Project Update

**February 2, 2026
Planning Commission**

Agenda

- **Project status update**
- **Land Use**
 - Key feedback from the community
 - Recent state law
 - General best practices
 - Kennewick observations
 - Future Land Use Map update concepts
 - Policy update concepts
- **Climate**
 - State law background
 - Regional climate plan
 - Minimum requirements for Kennewick
 - Technical analysis
 - Public outreach results
 - Cross-element alignment

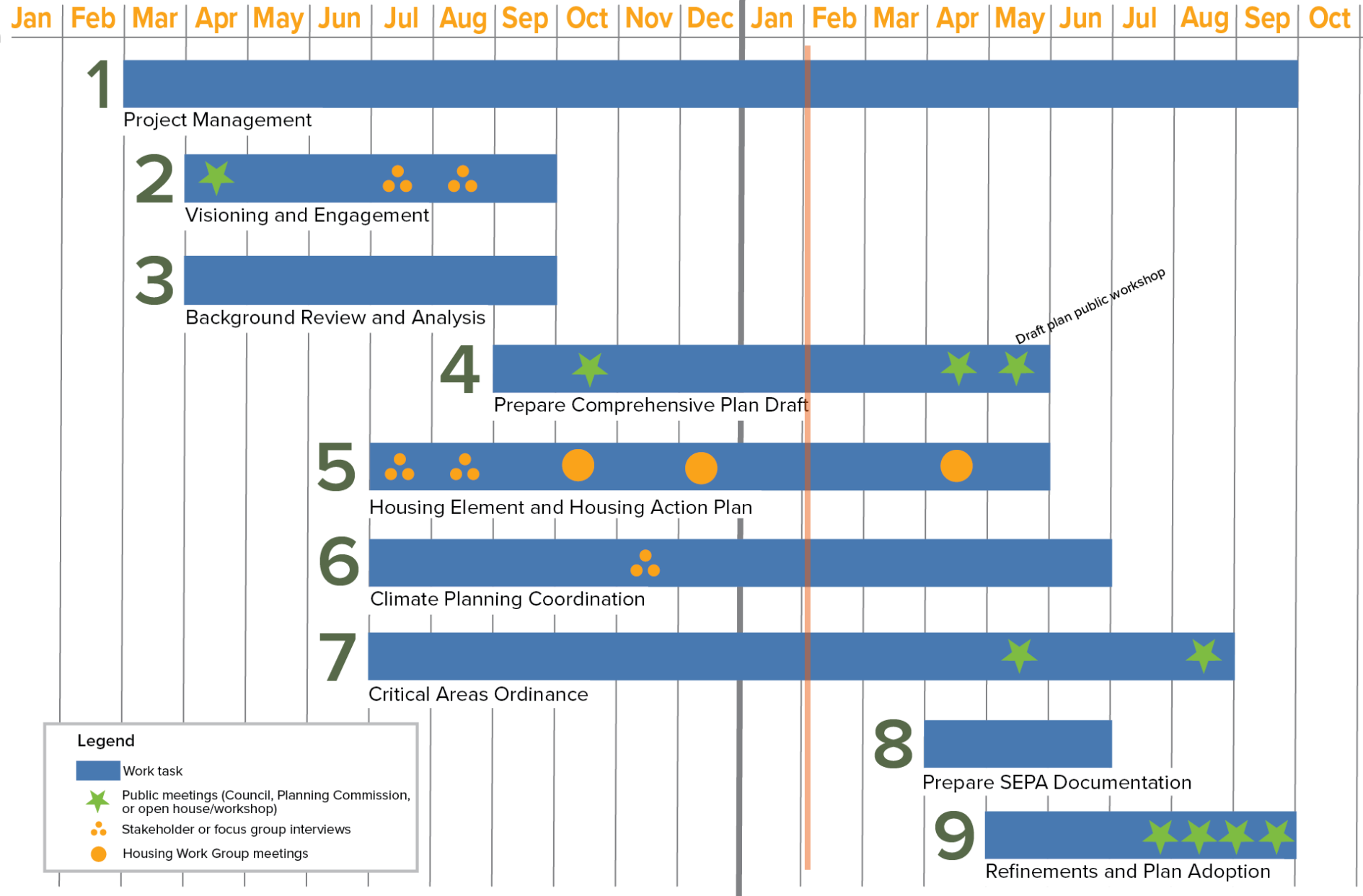


Project Overview

Schedule

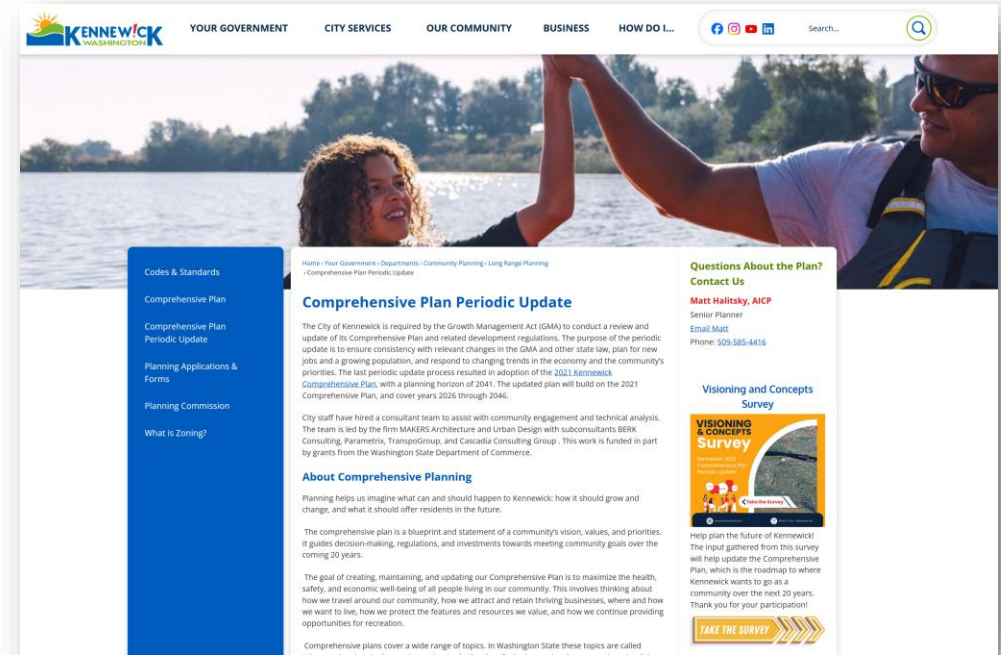
2025

2026



Work To-Date

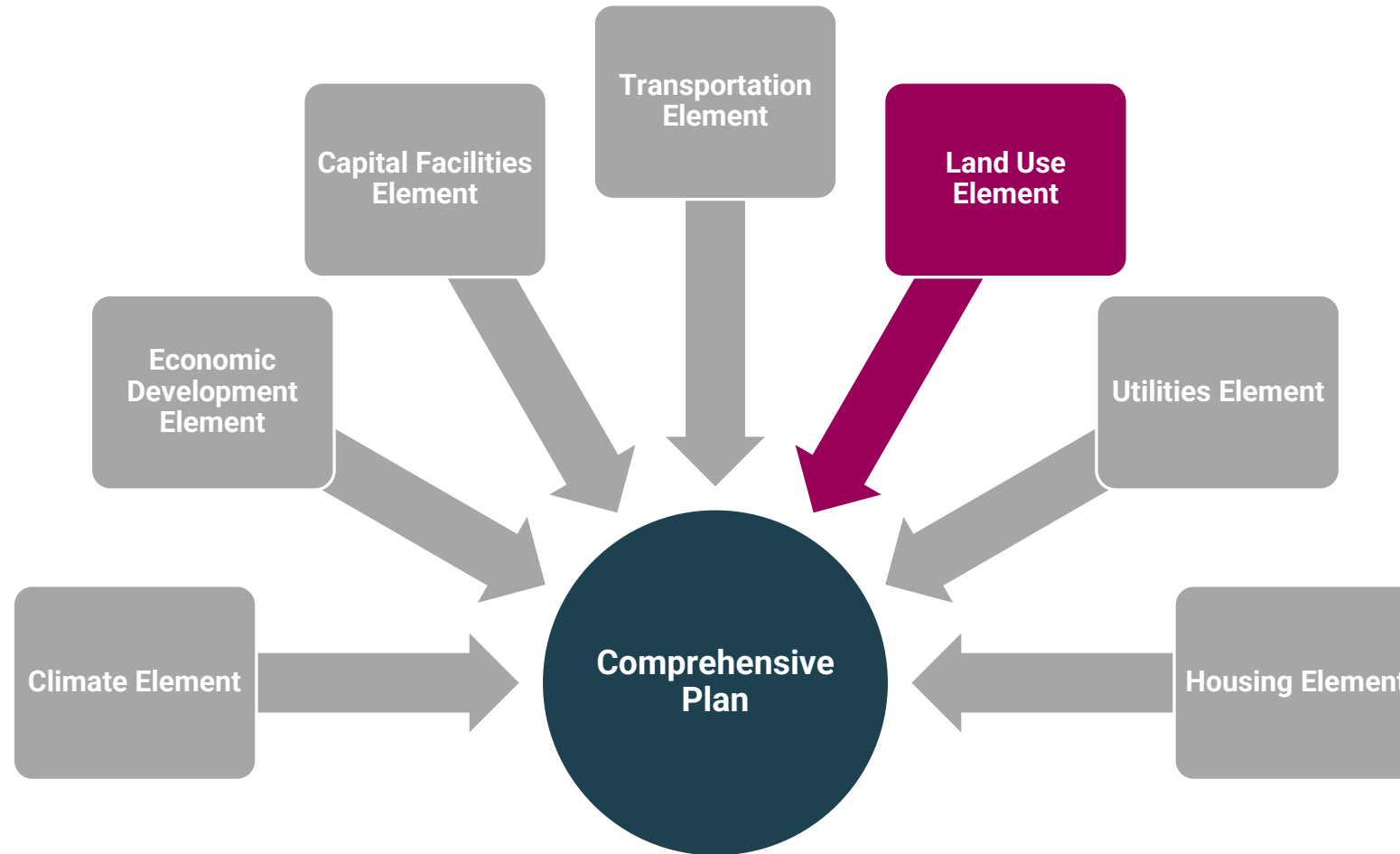
- ✓ Public participation plan
- ✓ [Project webpage](#) is live
- ✓ Plan audit and code audit
- ✓ Stakeholder interviews (ongoing)
- ✓ 802 Visioning Survey responses
- ✓ 50 targeted housing survey responses (ongoing)
- ✓ 2 Housing Work Group meetings
- ✓ Land Capacity Analysis
- ✓ Regional Tri-Cities Climate Element is published





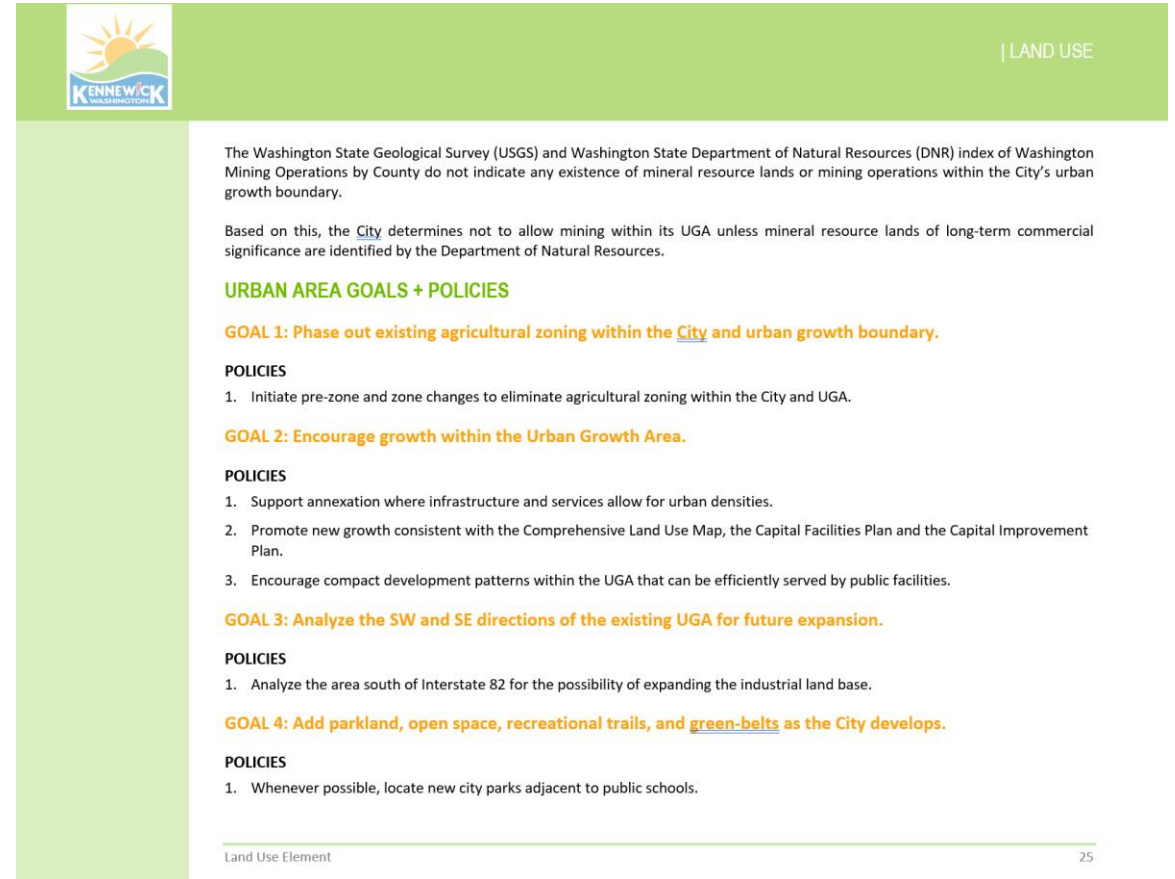
Land Use Element Concepts

Comprehensive Plan Elements



Land Use Element Audit – Key Findings

- Helpful, specific goals & policies
- Organization = room for improvement
- Element is VERY long!
- Legislative updates needed
- Future Land Use Map & designations warrant refinement



Excerpt of current Land Use Element

Recommended Land Use Element Reorganization

Volume I

- Brief introduction
- Future Land Use Map
- Goals and policies (numbered sequentially)

Volume II Appendix

- Additional maps
- Most of the existing conditions data and background information
- “Essential Public Facilities” inventory and siting policies
- Kennewick Municipal Code references (if retained)

State Law Updates

A variety of Land Use policy updates are needed be consistent with new state law:

- Reflect recent city code updates supporting **ADUs, middle housing, and co-living**
- New requirements for allowing **lot splits** and **unit lot subdivisions**
- **Impact fees** for residential uses must be proportional to the unit size
- **Religious organizations** must be offered increased development capacity if they build affordable housing (churches own some 170 acres of residential land in the city)
- **Childcare centers** must be allowed in most non-industrial zones
- **Minimum parking requirements** must be reduced or removed for most residential and commercial uses
- **Design standards** should be updated for objectivity, along with matching best practices and local construction trends
- ...and more related to wildfire, solid waste, and other miscellaneous topics

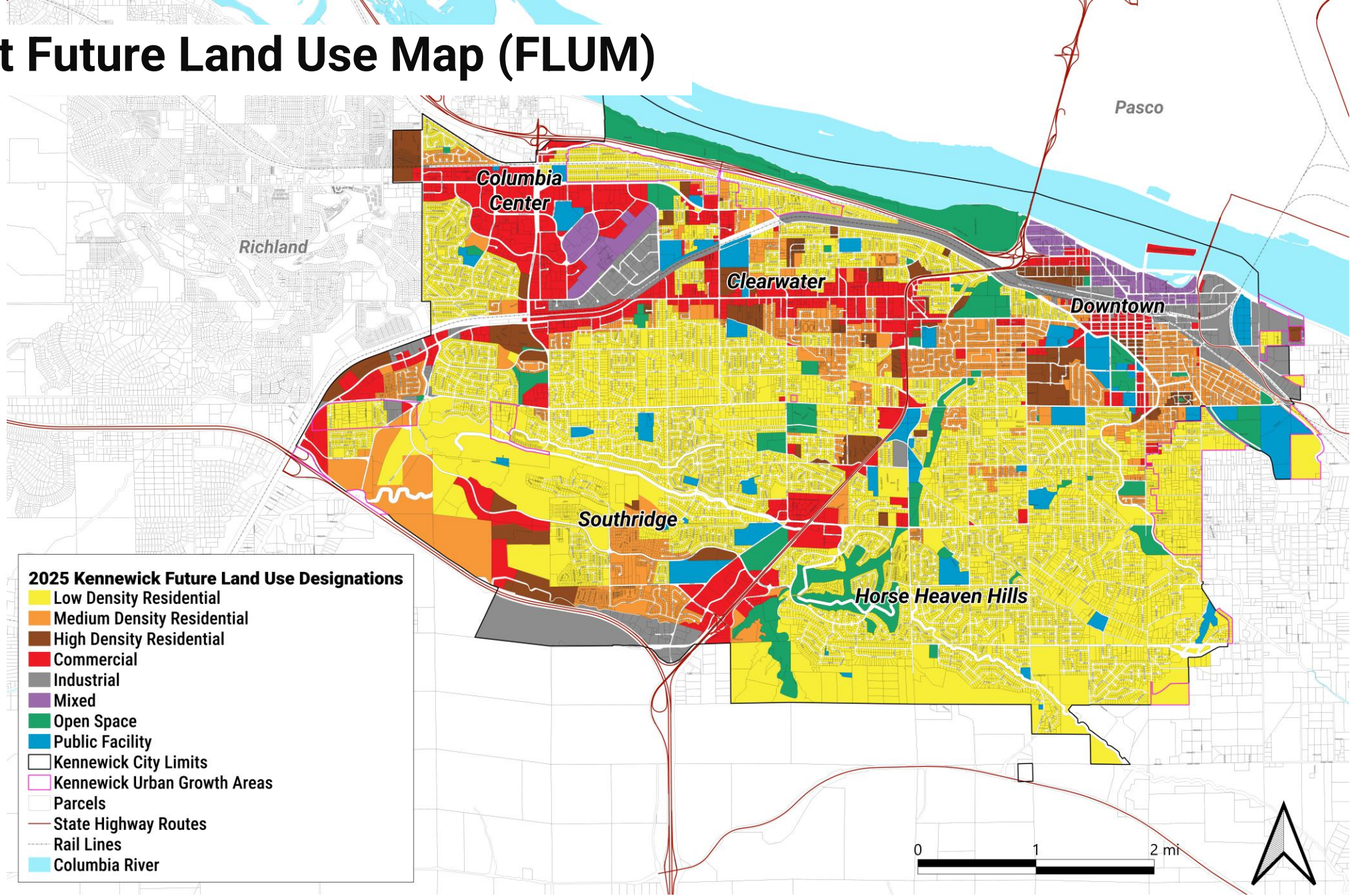
Existing Goal Sections

Goal Section Topic	# of Goals	MAKERS Comments
Urban Area	5	Consider a consolidated “Growth Management and Regional Coordination” goal at the end of the chapter
Critical Areas and Shorelines	5	Could shift to include additional general environmental topics
Residential	4	Significant overhaul to policies recommended
Commercial	3	Some good policies, but updates are needed for clarity and current economic conditions
Industrial	3	Some good policies, and could benefit from more specifics on types of industrial development, location, and infrastructure
Property Rights	1	Important, but brief and can be consolidated with another goal
Urban Design	5	Good intentions but could be better written and organized
Essential Public Facilities	3	Unusual to have an entire set of goals/policies for this topic
	29 Total	Advise max. 10 goals to keep it manageable

Potential Land Use Goal Reorganization

- Goal LU-1: Land Use Patterns
- Goal LU-2: Community Design/Urban Design
- Goal LU-3: Residential Neighborhoods
- Goal LU-4: Commercial & Mixed-Use Areas
- Goal LU-5: Industrial Areas
- Goal LU-6: Open Space & Recreation
- Goal LU-7: Environment, Critical Areas, Shorelines
- Goal LU-8: Growth Management, Property Rights, Administration

Current Future Land Use Map (FLUM)



Existing FLUM Designations

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

Current Table 1. This is a key table in the plan that translates the Land Use Element to zoning regulations.

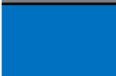
FLUM Designation Descriptions

- Add purpose statements for each designation
- Identify appropriate locations and desired characteristics
- Focus more on expected intended housing types and form
- Avoid zoning code regulations

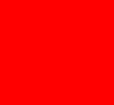
Example

Future Land Use Designation	Description	Zones
Medium-High Density Residential	<u>Purpose:</u> This designation provides for medium to high-density residential development on lands now characterized by multifamily development or within walking distance of public transit, commercial services, employment areas, or community facilities. <u>Expected uses & form:</u> All residential uses, including middle housing forms and low to mid-rise apartment buildings. Small neighborhood commercial uses are also permitted in strategic areas, provided they conform to special compatibility standards.	RMD, RHD, RTP, PRD

Recommended Designation Updates

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

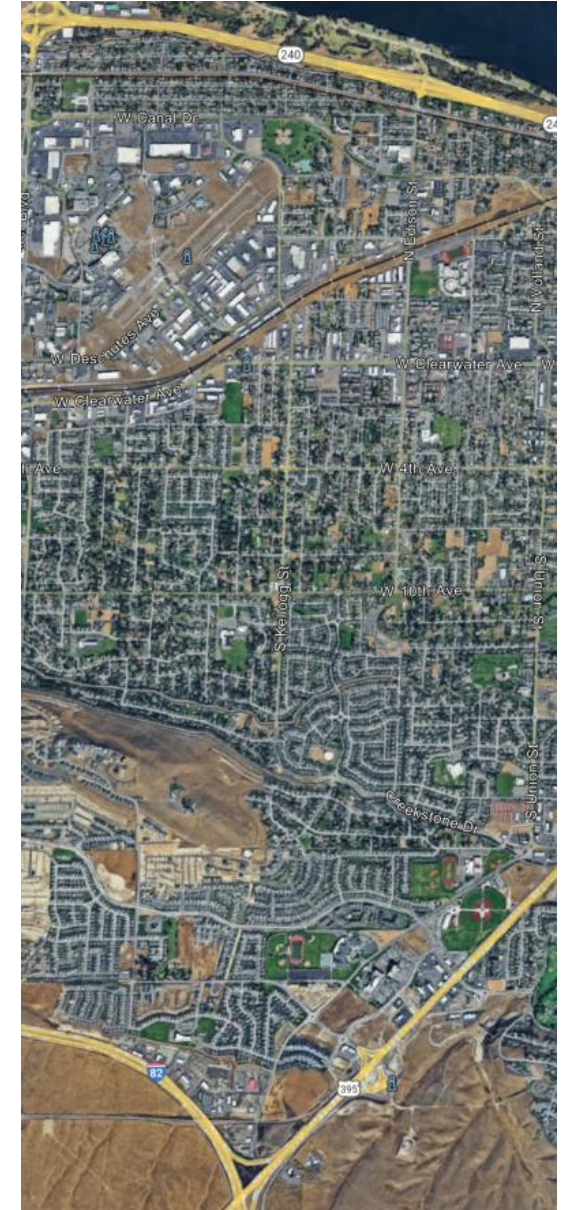
Recommended Designation Updates

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

Multifamily Housing Supply

Kennewick Context

- Much of Kennewick is already built-out
- Recent middle housing ordinance
- **State legislation and growth targets will require an increase in supply of affordable housing (for people earning $\leq 80\%$ area median income)**
- Reinforce climate goals on zoning and development



Multifamily Housing Supply

Recommended Plan Concepts

- Strategic residential zoning adjustments
- Establish a Multifamily Housing Tax Exemption (MFTE) program
- Identify surplus public property or capital facility co-location opportunities
- Support development of ADU's, e.g. pre-approved plans, fee waivers, revolving loan fund



Multifamily Housing Supply

Recommended Plan Concepts

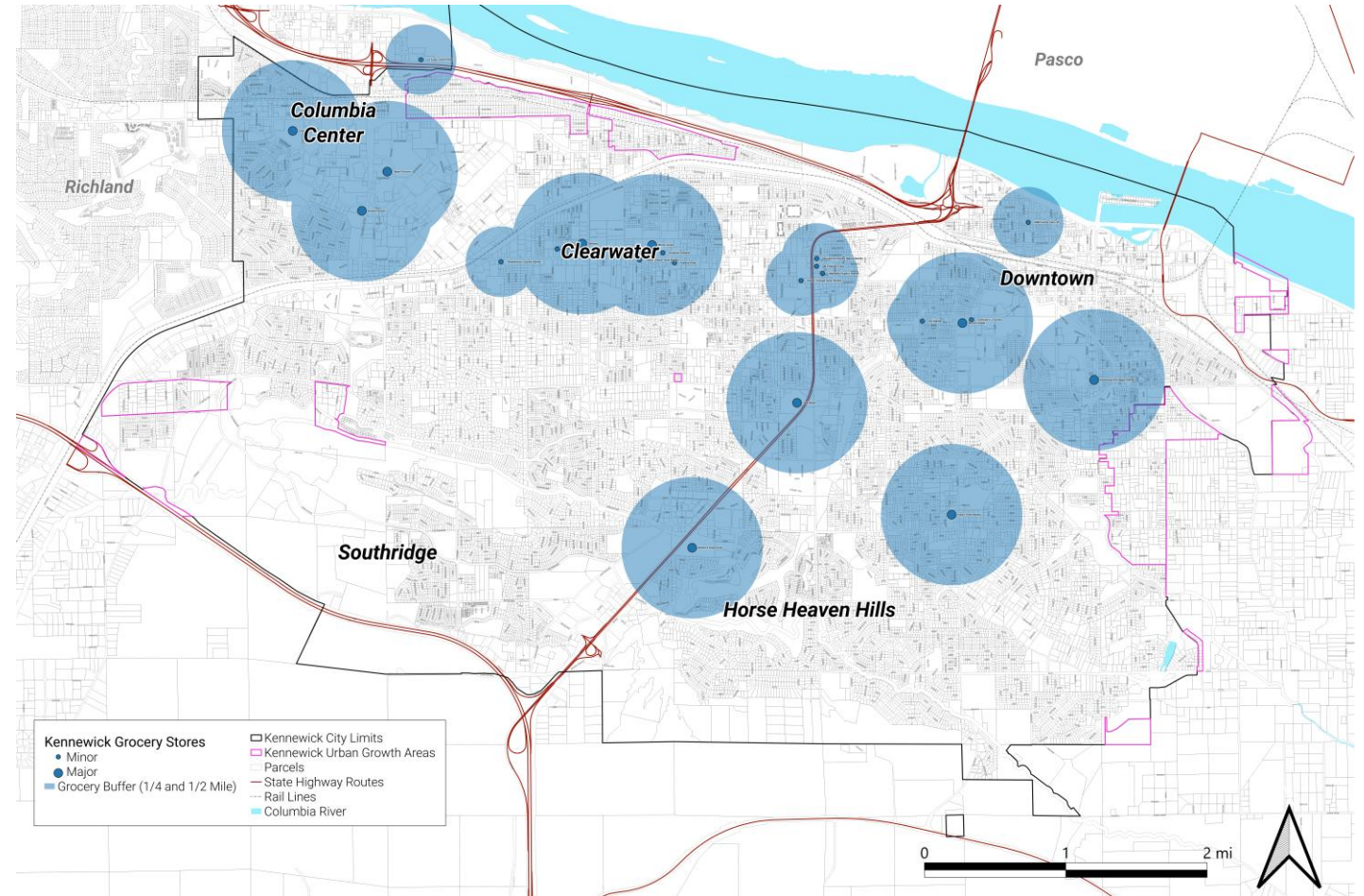
- Encouraging more housing in commercial zones
- Redevelopment of older commercial properties



Neighborhood Groceries and Services

Background

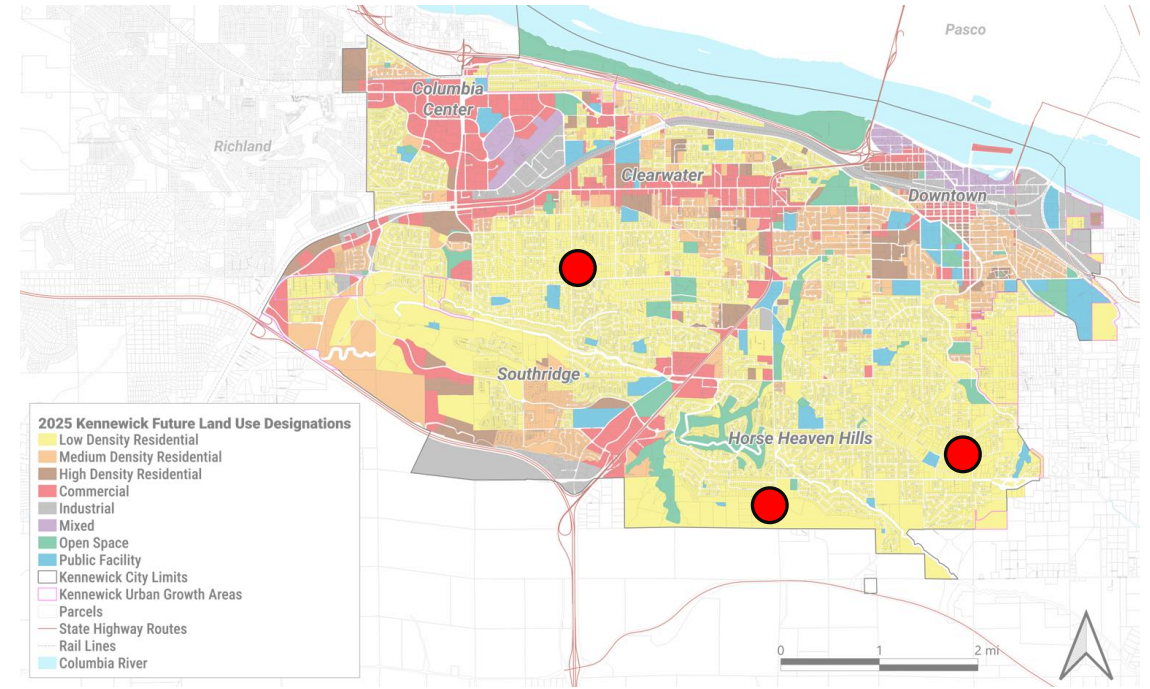
- Access to groceries, cafes, and other daily shopping was a key theme of survey feedback
- Notable gap in grocery stores, especially in southern parts of city
- Market trends unfavorable for small grocery stores



Neighborhood Groceries and Services

Plan Concept/Options

- Southridge: Incentivize or designate land for a major grocery store in this area
- Citywide approach 1: Update residential zoning to allow small neighborhood stores everywhere (*may be required by pending state law update*)
- Citywide approach 2: Designate new, small commercial nodes in key locations with available land and drive-by traffic
- Where needed, update development regulations to promote compatibility with residential areas



Concept of how “Citywide approach 2” might update the map



Neighborhood restaurant in Boise, ID



Neighborhood grocery store in Hoquiam, WA

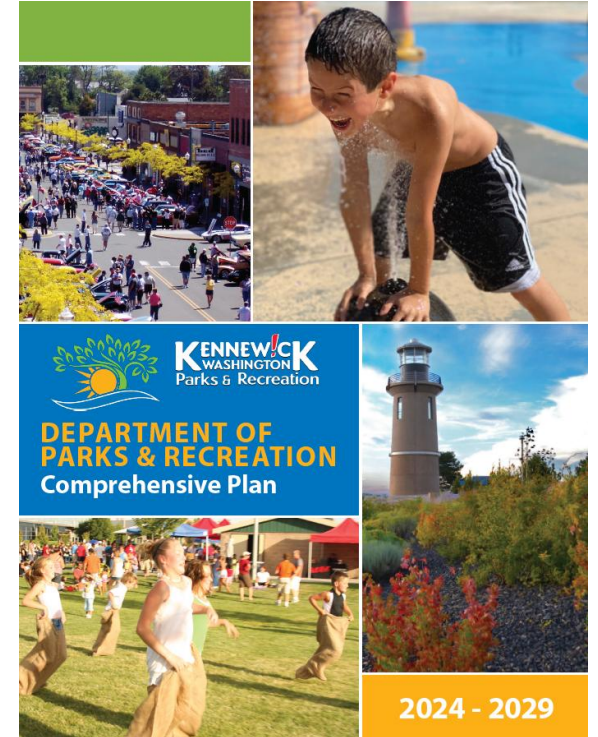
Neighborhood Recreation Access

Kennewick's planning context

- More recreation opportunities is a key theme of public feedback
- Kennewick Parks & Recreation Comprehensive Plan in 2024
- Land Use and Capital Facilities Elements contains limited park-supportive policies
- Parks planning is a key component of land use growth planning, shaping livable neighborhoods, and promoting physical activity

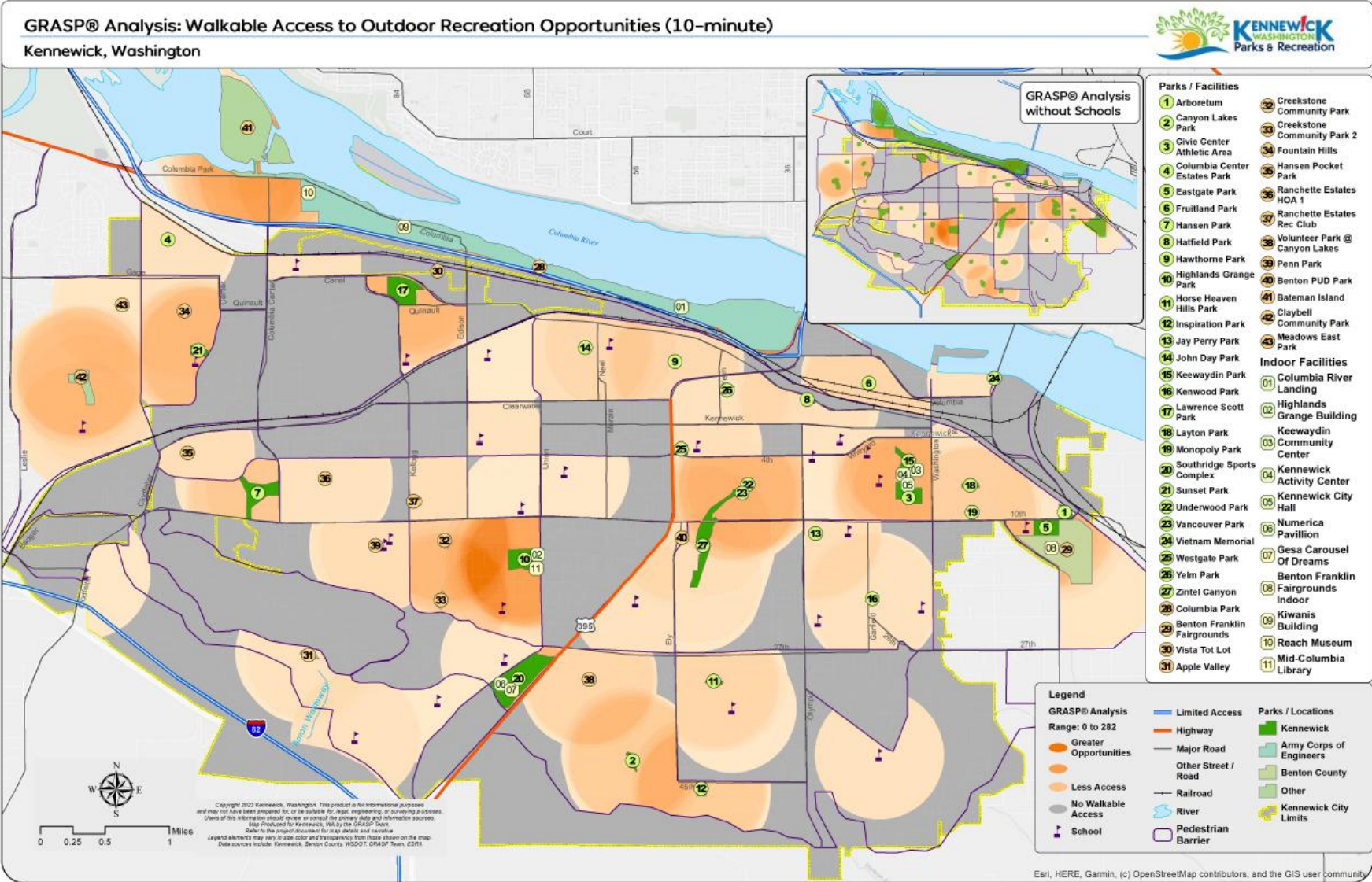
Plan Concept

- Revised or added goal in Land Use Element supporting adequate supply of parkland and housing options near parks
- 3-5 new policies with ideas on implementation



Kennewick Parks & Recreation Comprehensive Plan

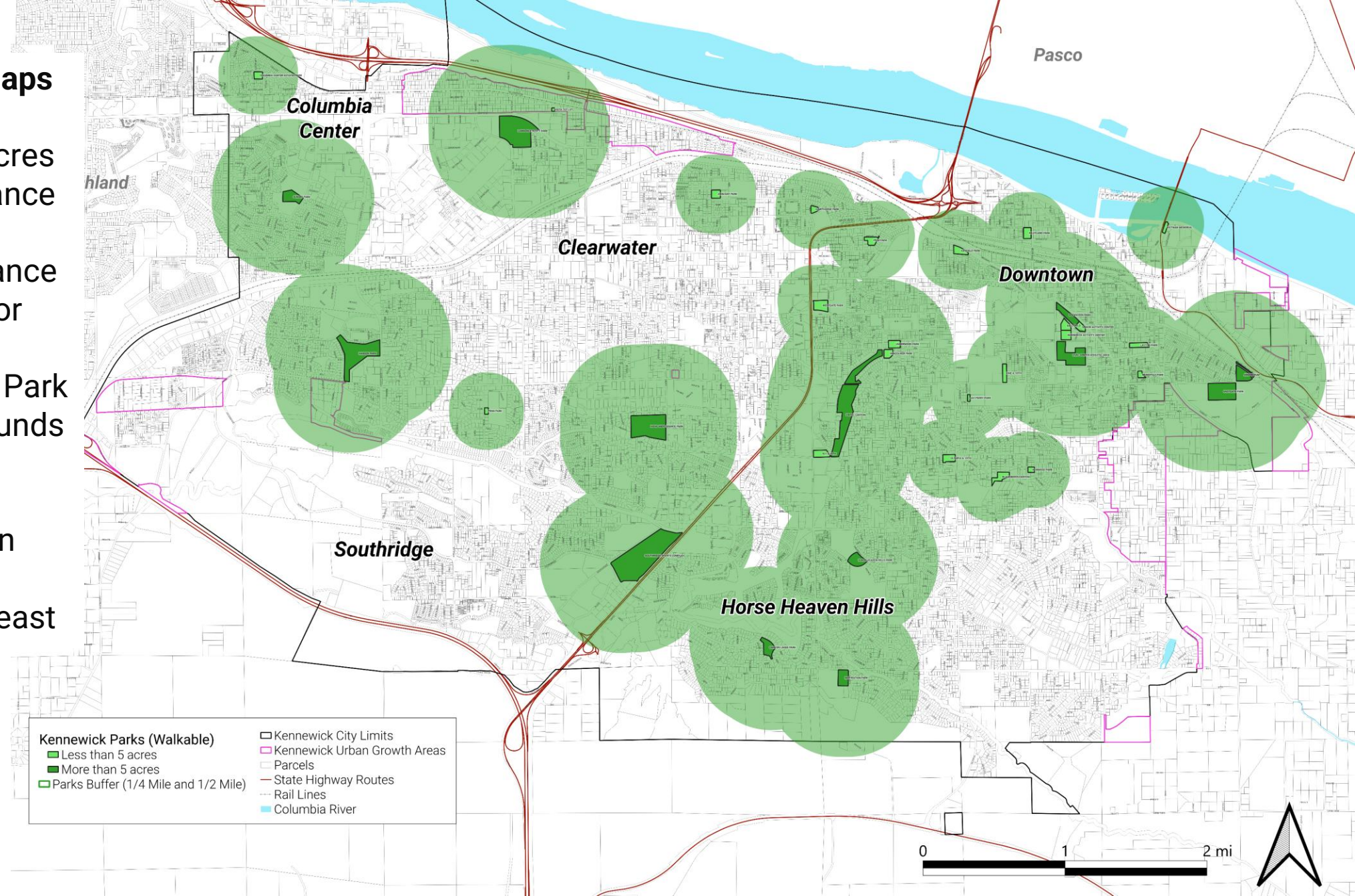
Walkability Analysis



Another way to view gaps in access:

- Parks less than 5 acres show a ¼ mile distance
- Parks over 5 acres show a ½ mile distance
- Does not account for roadway barriers
- Excludes Columbia Park and County Fairgrounds
- Excludes schools

Notable access gaps in Clearwater area, Southridge, and southeast



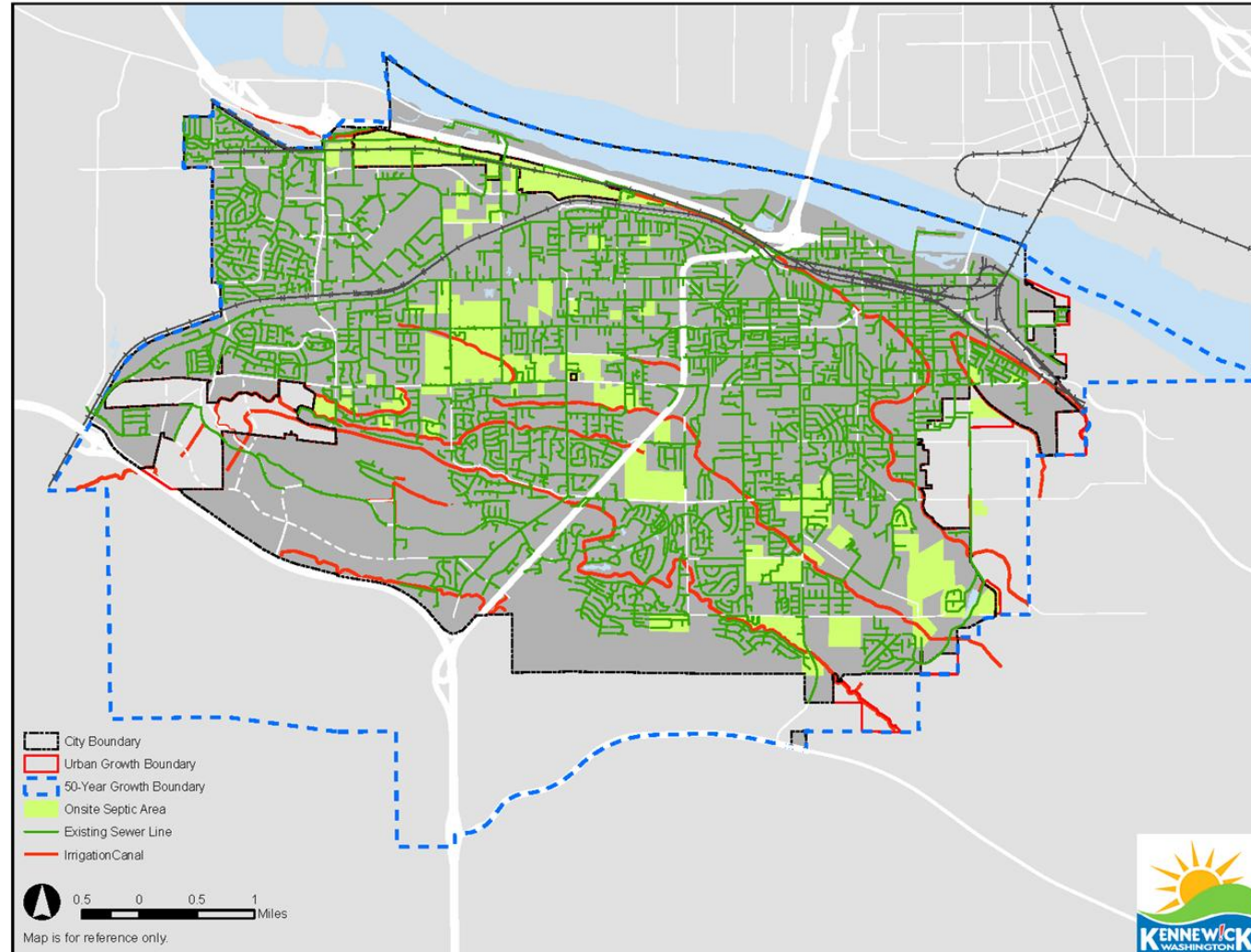
Transitioning to Public Sewer

Background

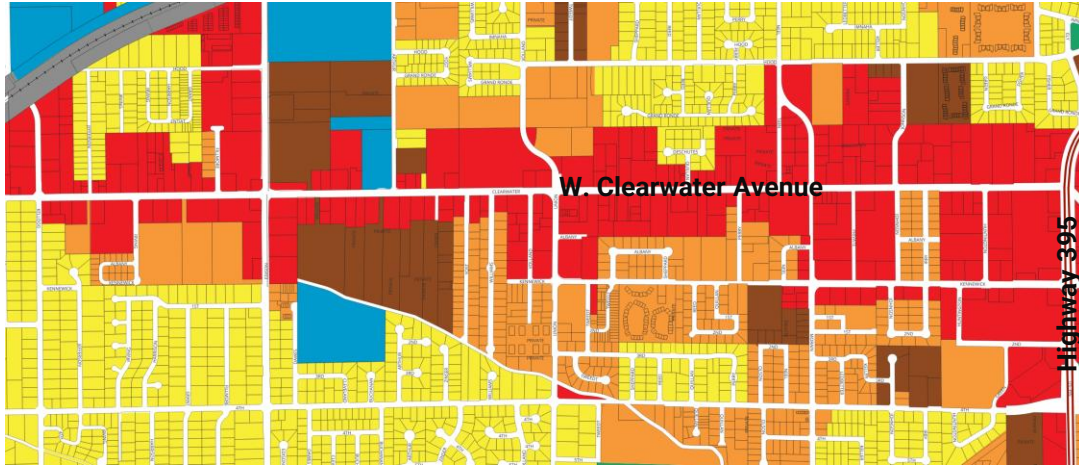
- An estimated 10,500 residents in the UGA use on-site septic systems
- State laws require local jurisdictions to plan for sewer services as part of land use and capital facility planning

Concept

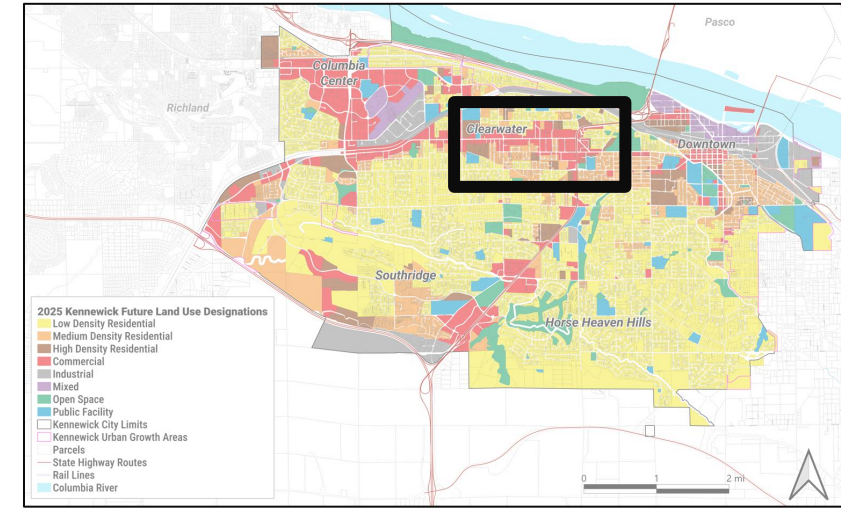
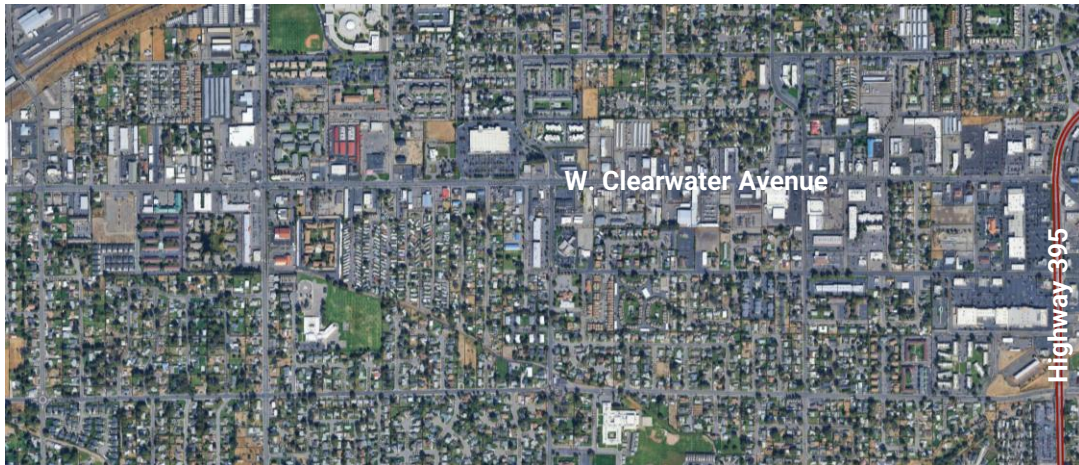
- New Utilities element goal on facilitating transition to public sewer
- New Land Use element policy on reviewing zoning as properties are connected to sewer and when located near transit, schools, and parks



Options for FLUM Changes



Clearwater Avenue corridor



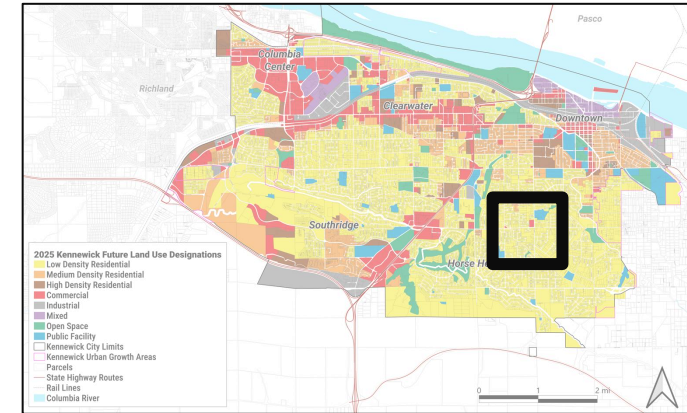
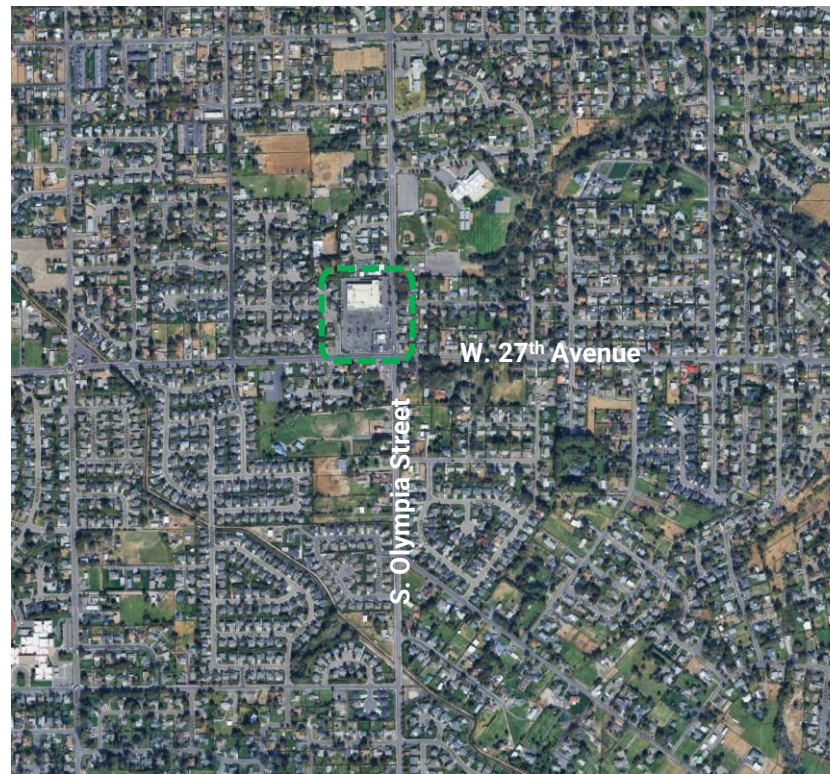
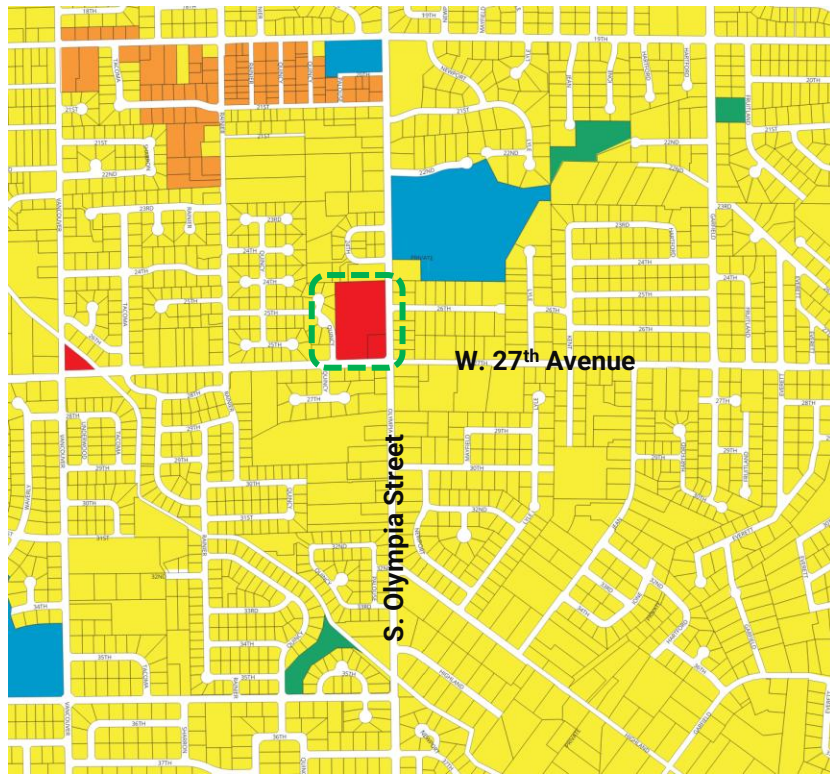
Considerations

- Multiple schools, grocery stores, and transit routes
- Policies to incentivize more mixed-use residential and commercial development in commercial zones
- Quality of existing streetscape and design character could make it difficult to attract development
- Could be targeted for infrastructure improvements



Options for FLUM Changes

**Vicinity of Yoke's Fresh Market and Canyon View Elementary School
(S. Olympia St and W. 27th Ave)**



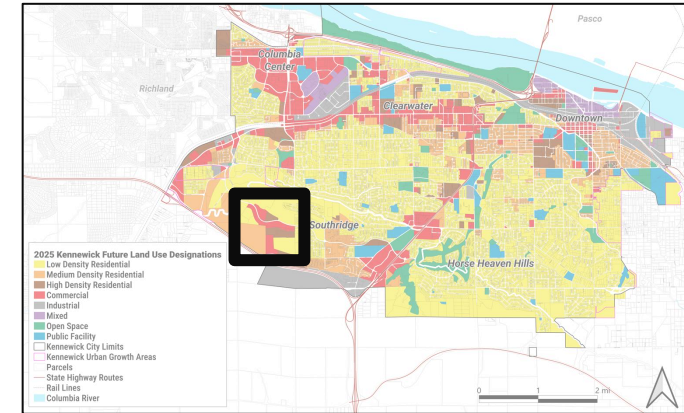
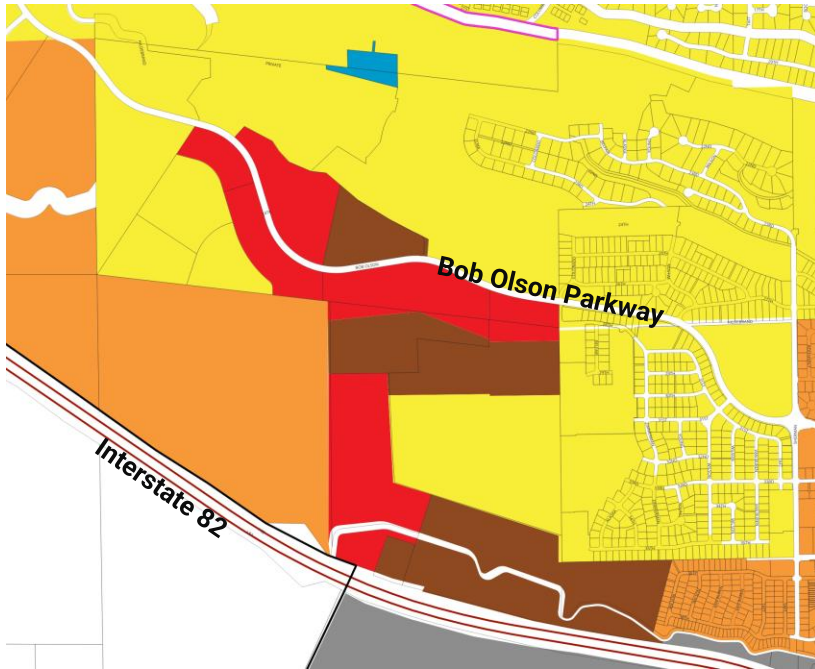
Considerations

- Change some larger lots from Low to new Medium-High Density Residential
- May require coordination with public sewer extensions
- Largely built and would see slow changes, but has large lot infill opportunities



Options for FLUM Changes

Southridge (Bob Olson Parkway corridor)



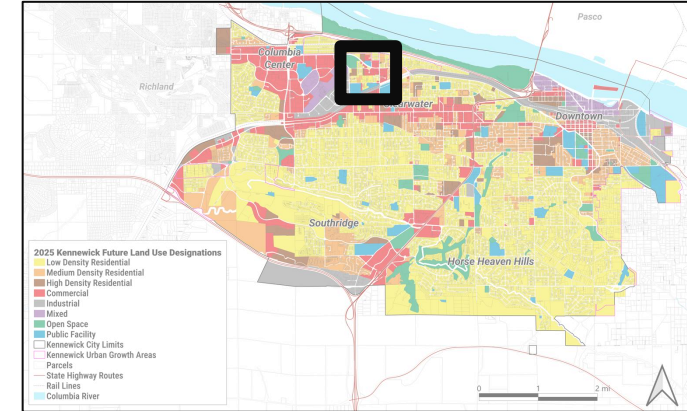
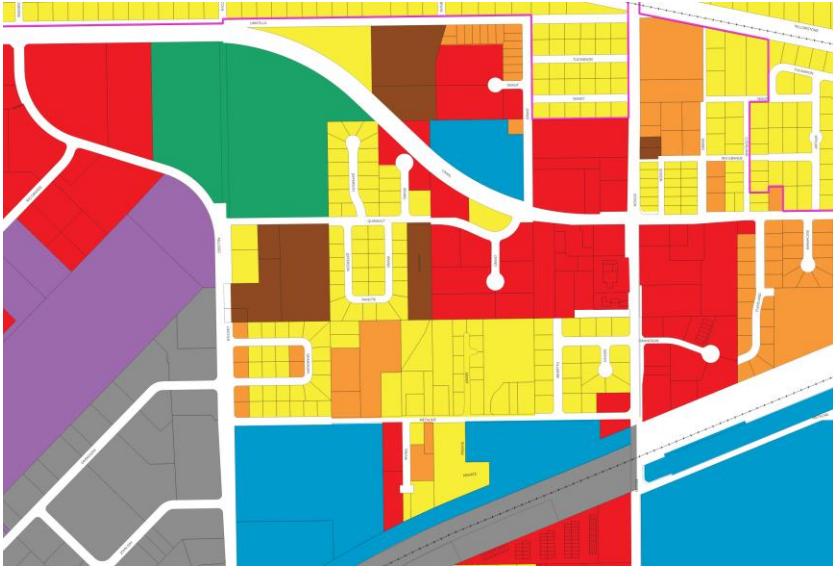
Considerations

- Consider swapping some Low Density and Medium-High Density designations
- Consider grocery store incentives, or an overlay, in the commercial area



Options for FLUM Changes

Lawrence Scott park and Tri-Tech vicinity



Considerations

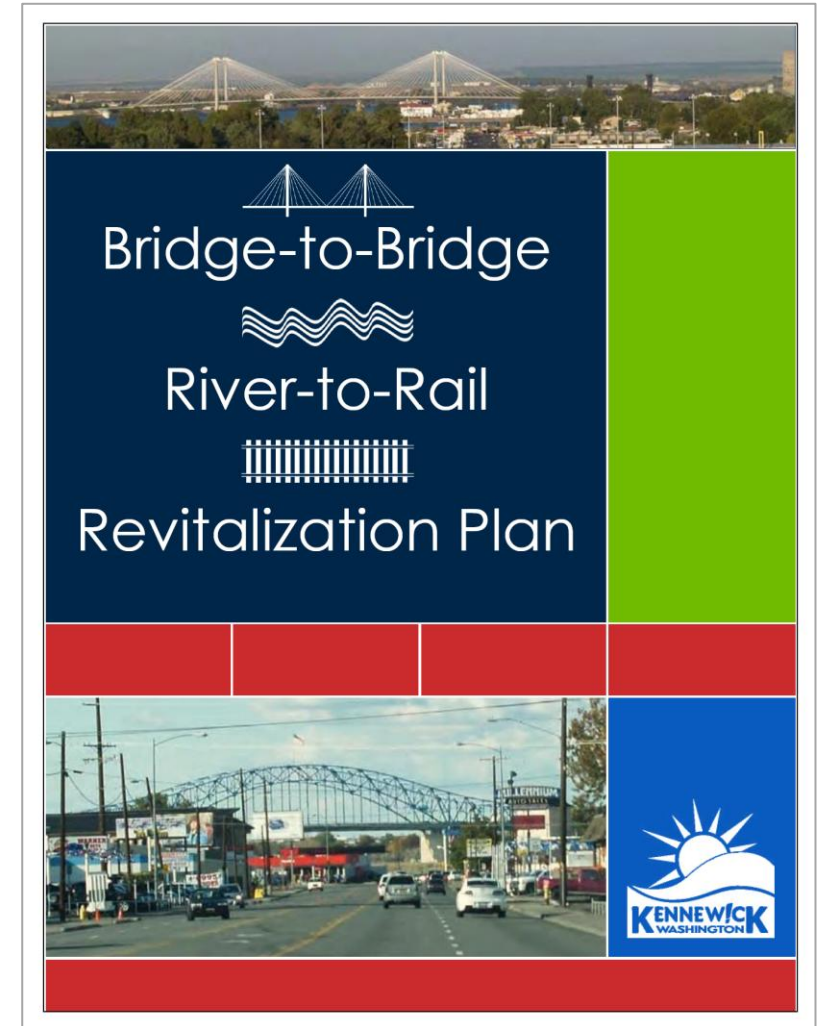
- Patchwork of designations and variety of vacant or underutilized parcels
- Proximity to large park and Vista Field



Subarea/Neighborhood Plans

Background

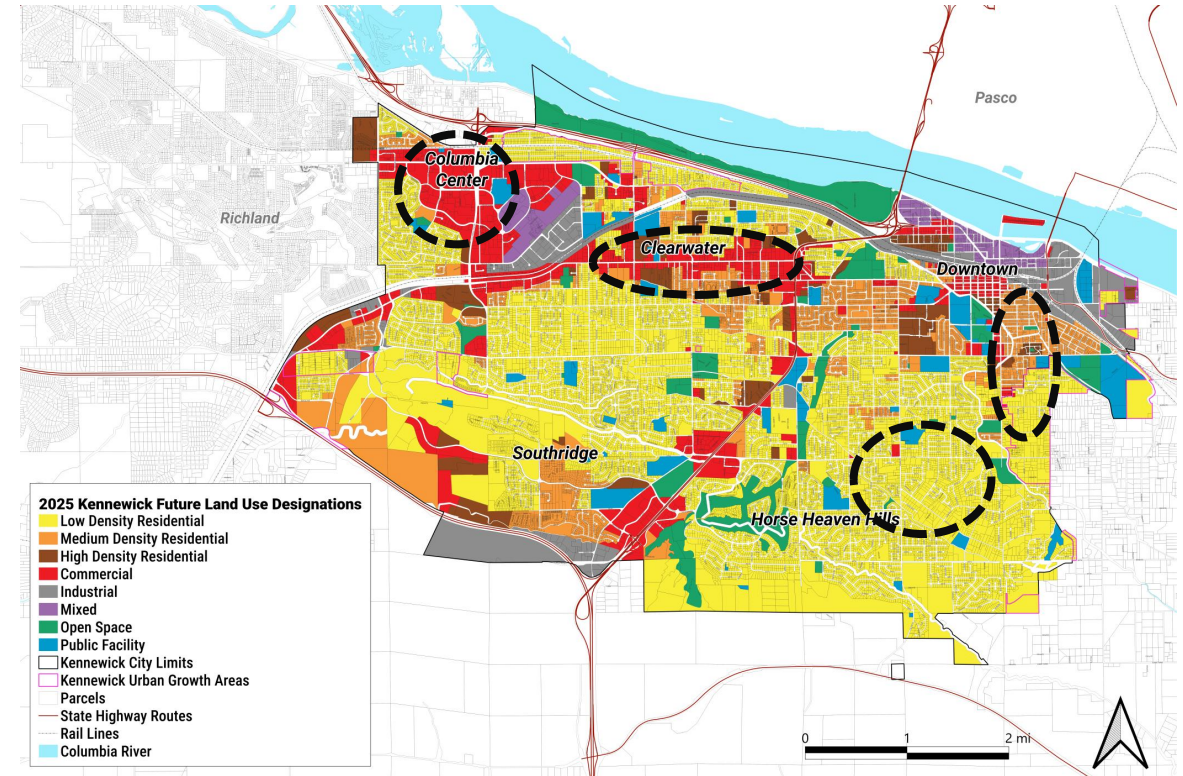
- Kennewick has adopted a subarea plan for Bridge-to-Bridge and is working on plans for downtown and the civic campus vicinity
- A Southridge subarea plan was drafted but not fully implemented
- Existing land use policy supports more subarea planning to achieve quality development



Subarea/Neighborhood Plans

Concept

- Consider formally or informally mapping neighborhood names
- Consider new subarea plans to be completed in the next 5-10 years:
 - Columbia Mall/Convention Center area
 - Clearwater Avenue
 - East Kennewick



Other Land Use Policy Ideas

Housing: Prohibit new single-family development in the RH zone to preserve limited available land for workforce and affordable housing.

- Existing homes could remain and be remodeled or expanded
- Expand idea to commercial zones where mixed-use multifamily is encouraged?

Housing: Focus new multifamily and mixed-use development in areas with key amenities and services like large public parks, public schools, grocery stores, healthcare facilities, and transit service.

Land: Promote the development of vacant lots and underused surface parking lots. Consider financial incentives, such as a land-value tax.

Other Land Use Policy Ideas

Industry: Develop infrastructure that makes industrial sites attractive and ready to develop, including transportation facilities and utilities at industrial parks. For example, proactively increase the capacity of utility lines.

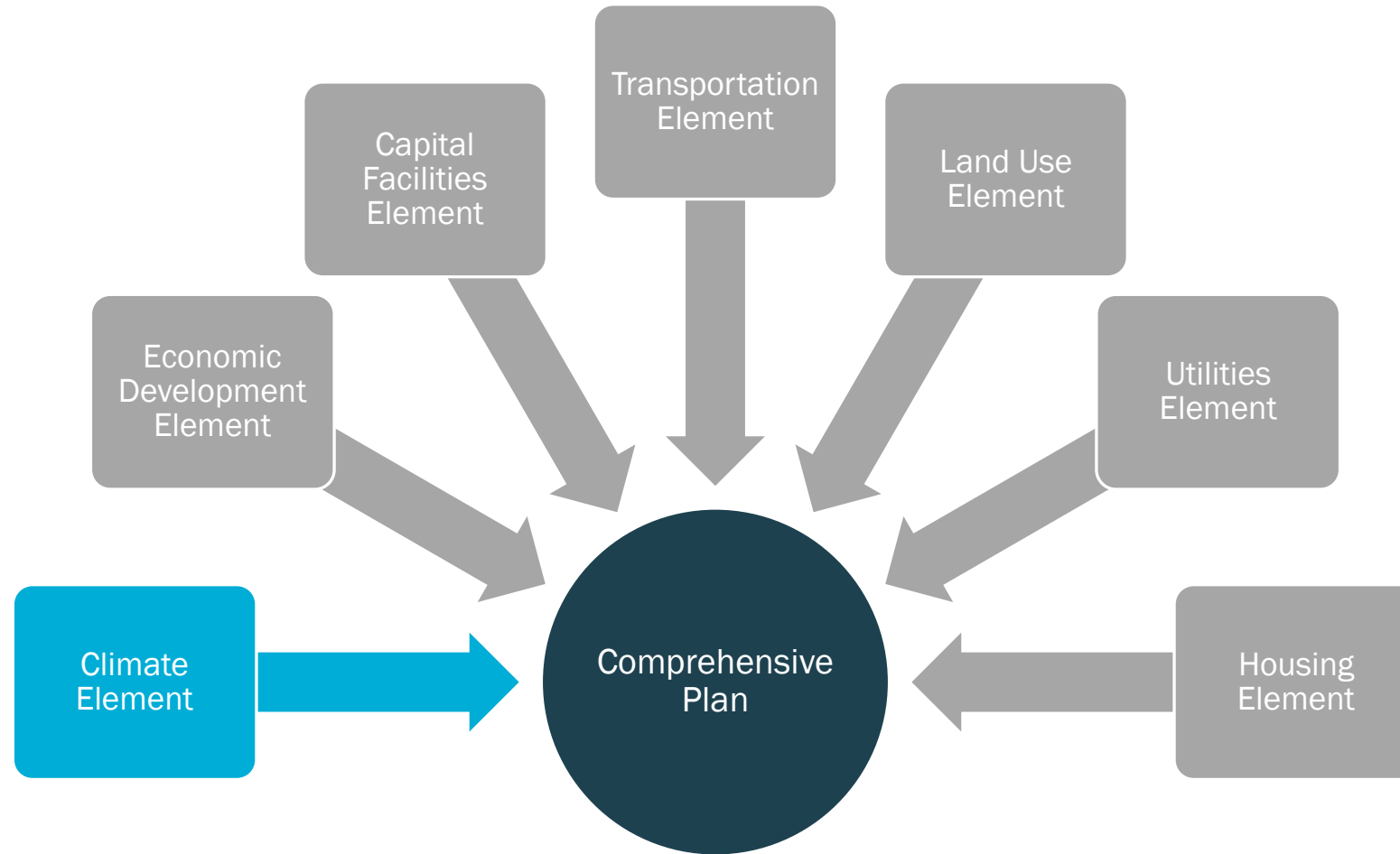
Public Space: Preserve, develop, and program inviting and distinctive public gathering spaces in Downtown and commercial areas.

Streets: Design streets to support and strengthen Kennewick's urban design character, public safety, community identity, and economic vitality. For example, consider pedestrianizing one or more streets in Downtown, converting four-lane streets to three-streets where feasible, enhancing pedestrian crossing safety on high-traffic streets, and integrating more landscaping features into streets.

An aerial photograph showing a wide river on the left, a bridge crossing it, and a city with a highway and railroad tracks running parallel to the river. The sky is blue with some clouds in the distance.

Climate Element

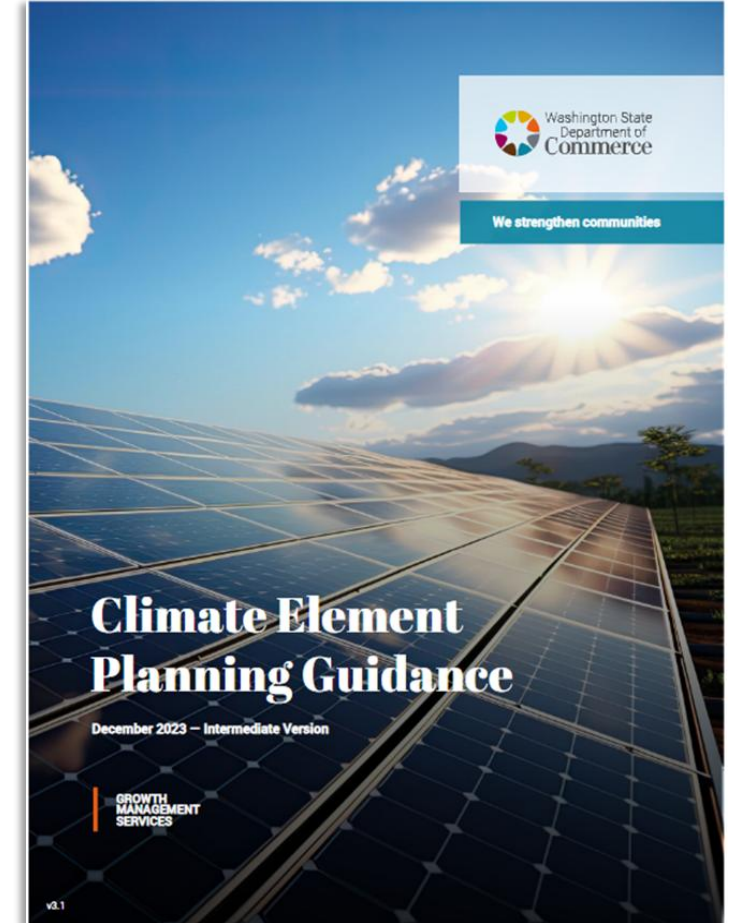
Comprehensive Plan Elements



What is the Climate Element?

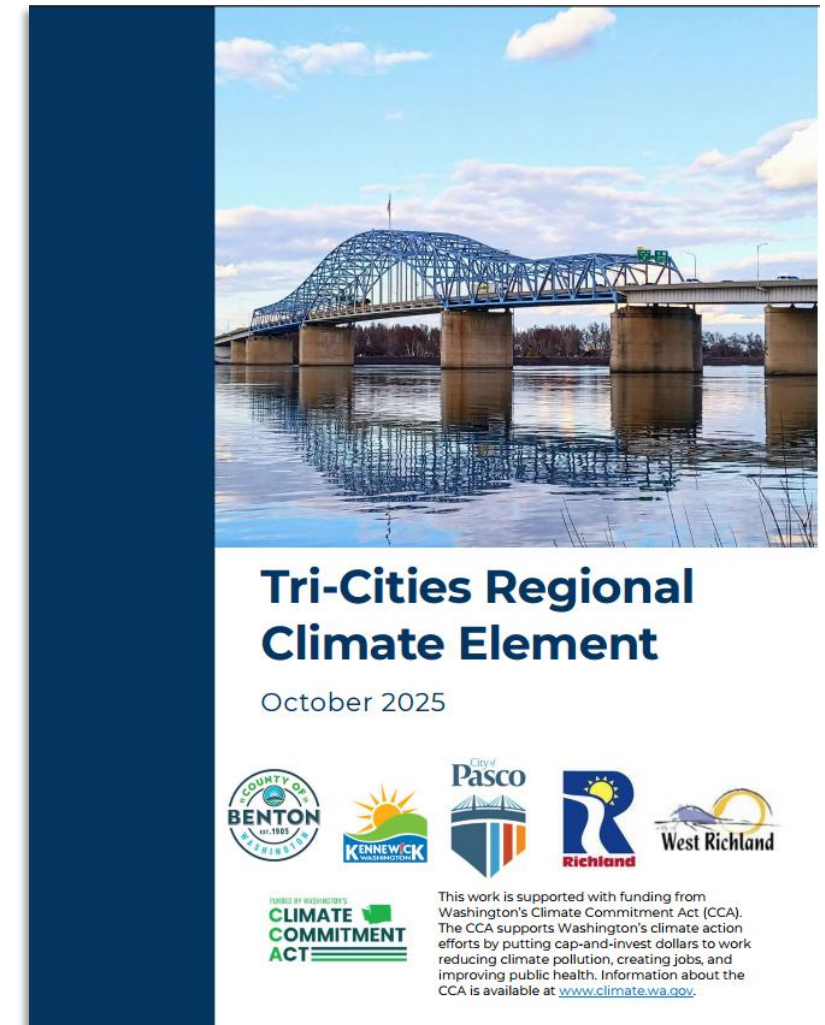
State Requirements

- This work fulfills the Growth Management Act requirements of RCW 36.70A.070(9) and RCW 36.70A.095 and helps jurisdictions meet new state requirements to address climate in their long-range plans for growth and development.
- Under **HB 1181**, each jurisdiction must integrate a climate element into its comprehensive plan, including:
 - A **resilience sub-element** that includes goals and policies to improve climate preparedness, response and recovery efforts.
 - Required for all cities and counties.
 - A **greenhouse gas (GHG) emissions sub-element** that includes goals and policies to reduce emissions and vehicle miles traveled.
 - Required for cities over 6,000 residents in 11 largest and fastest growing counties.



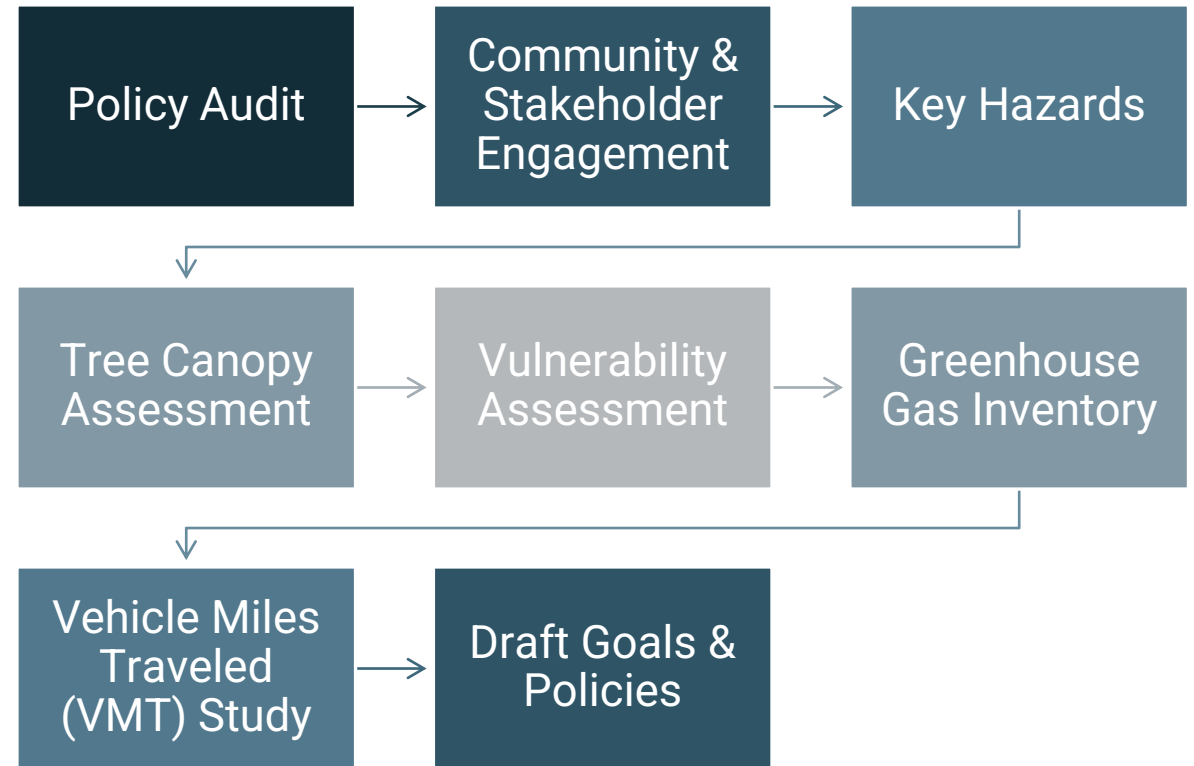
Regional Climate Change Approach

- In 2025, Kennewick partnered with other local jurisdictions to develop the Tri-Cities Regional Climate Element to address natural hazards related to climate and to reduce emissions.
 - Benton County
 - Pasco
 - Richland
 - West Richland
- The objective was to develop policies that support jurisdiction priorities and advance regional collaboration and shared objectives.



Regional Approach → Kennewick

- We're building off the Regional Climate Element to develop the Kennewick Climate Element that is:
 - Compliant with GMA and HB-1181 requirements.
 - Utilizing Kennewick-specific sections of Regional technical reports to tailor goals and policies.
 - Informed by data and community engagement.
 - Integrated with other plans & other comp plan elements.
 - Supported by community, city staff, and decision-makers.
 - Clear, feasible, and provides path to implement

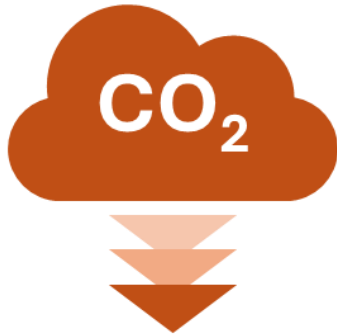


An **emissions reduction sub-element** is required for 11 of the state's largest and fastest-growing counties and their cities, and includes:



A **resilience sub-element** is required for all jurisdictions planning fully under the Growth Management Act, and includes:

Emissions Reduction Measures to reduce GHG emissions and per-capita vehicle miles traveled



Adaptation Measures to improve resilience to climate impacts like flooding, heat, smoke, & wildfires



Attention to Vulnerable Populations including but not limited to: racial or ethnic minorities; low-income populations; populations disproportionately impacted by environmental harms; and populations of workers experiencing environmental harms. [RCW 70A.02.010 \(14\)\(a\)\(b\)](#).

Resilience Sub-Element

Minimum Requirements



- Develop at least one climate resilience goal and policy:
 - For each climate-exacerbated hazard that is relevant Kennewick
 - Within each of the 11 of Commerce-identified priority sectors:
 - Zoning & Development
 - Water Resources
 - Ecosystems
 - Transportation
 - Emergency Management
 - Health and Well-being
 - Buildings & Energy
 - Cultural Resources & Practices
 - Economic Development
 - Agriculture & Food Systems
 - Waste Management

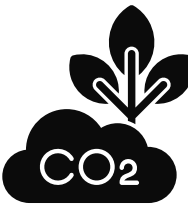
Requirement 1: **Address natural hazards** created or aggravated by climate change (flooding, drought, heat, smoke, wildfire, etc.).

Requirement 2: **Identify, protect, and enhance natural areas** to foster climate resilience, as well as areas of vital habitat for safe species migration.

Requirement 3: Identify, protect, and enhance **community resilience** to climate impacts, including social, economic, and built-environment factors.

GHG Emissions Reduction Sub-Element

Minimum Requirements



- Develop goals and policies to:
 - Reduce emissions (both total and per-capita emissions)
 - Utilize mitigation strategies to address the following sectors: Transportation, Buildings & Energy, Zoning & Development
 - Mitigation Strategies:
 - VMT reduction
 - Multimodal transportation/TOD
 - GHG Emission Reduction Crosscutting
 - Building decarbonization
 - Carbon Sequestration
 - Waste reduction/diversion

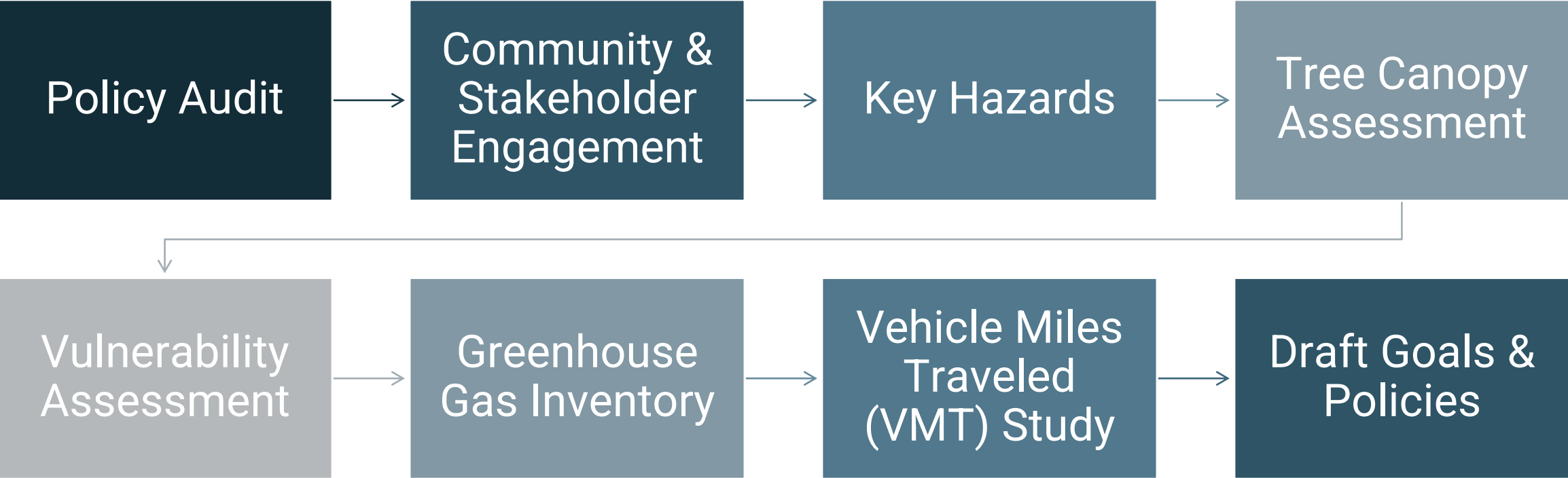
Requirement 1: Reduce **overall GHG emissions** within jurisdictions without increasing emissions elsewhere in WA

Requirement 2: Reduce **per-capita VMT** without increasing emissions elsewhere in WA

Requirement 3: Prioritize reductions that **benefit overburdened communities** to maximize co-benefits

Climate Element – Key Findings

Process Steps & Key Findings



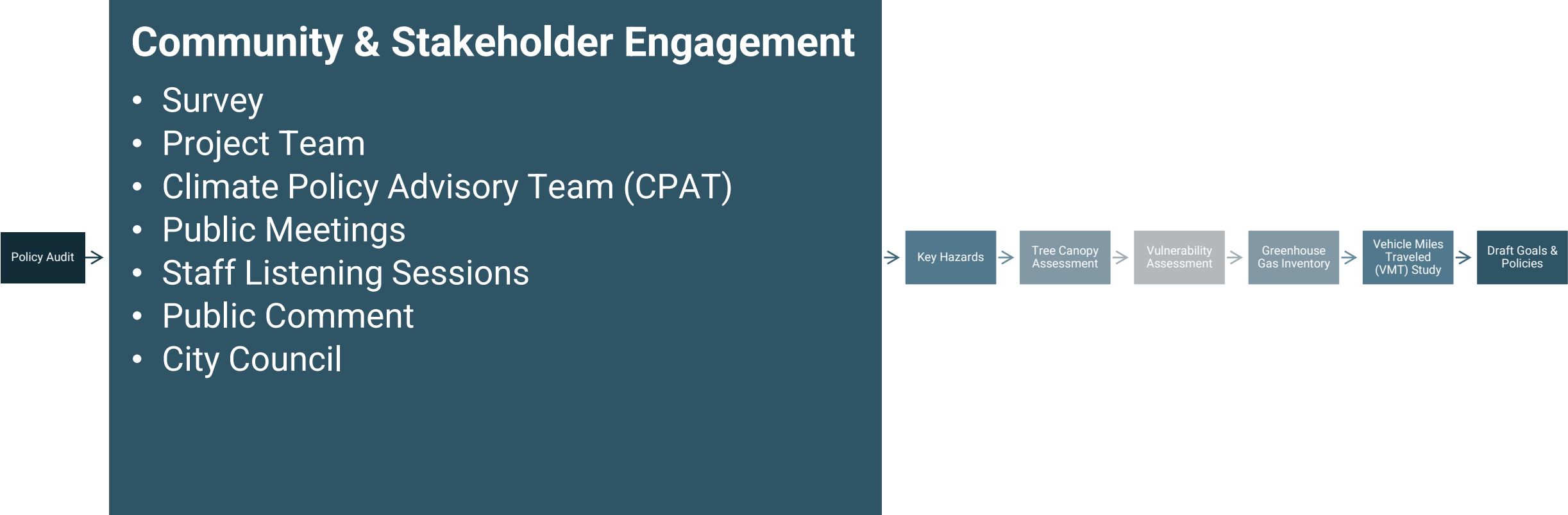
Process Steps & Key Findings

Policy Audit

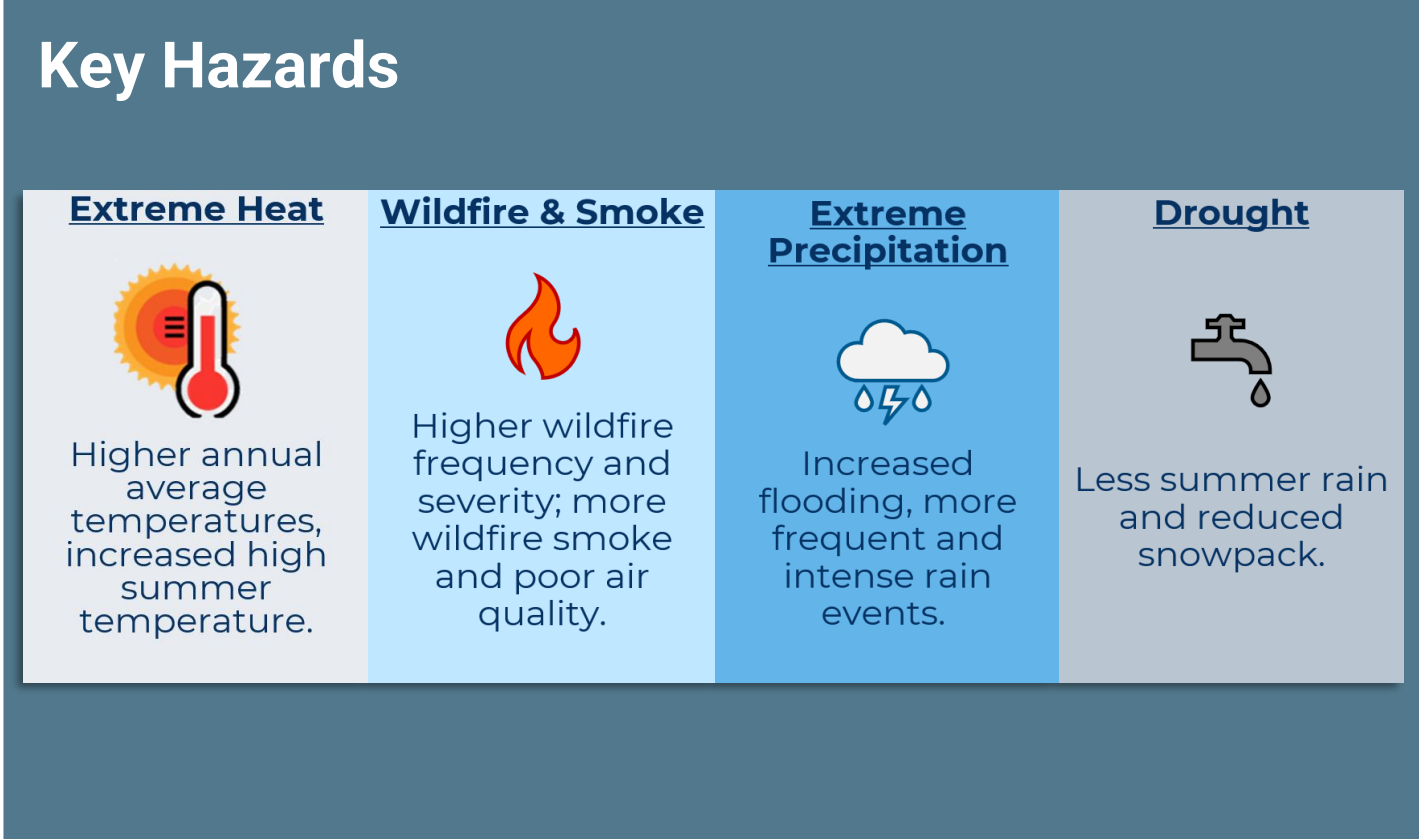
- **Policy trends:**
 - Protect critical areas, shorelines, and endangered species.
 - Support worker training programs so employment pool is adequate and prepared for future job opportunities.
 - Redevelop the downtown for a positive economic climate and cultural inclusivity.
- **Policy gaps:**
 - Water management especially during droughts.
 - Energy efficiency in housing and buildings.



Process Steps & Key Findings



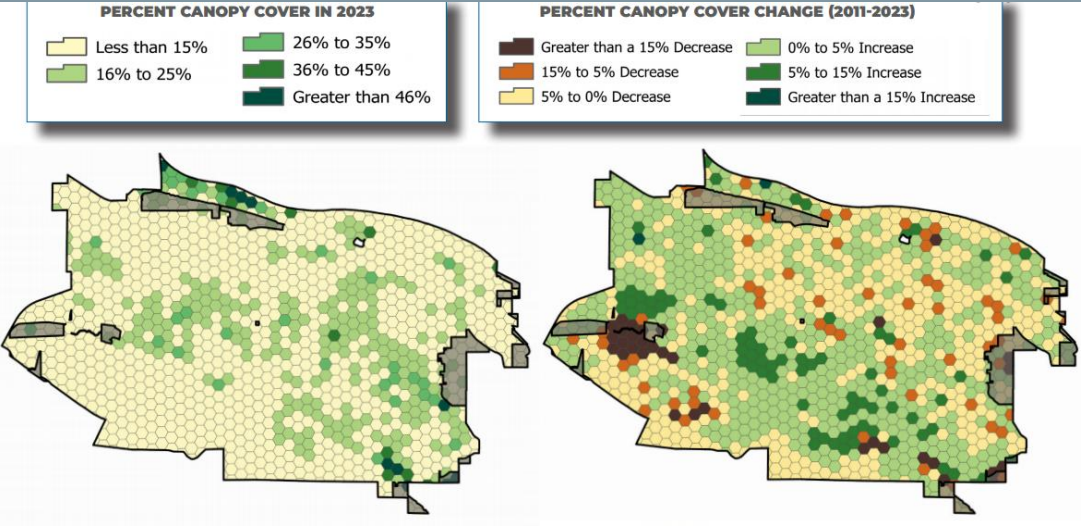
Process Steps & Key Findings



Process Steps & Key Findings

Tree Canopy Assessment

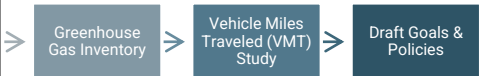
- 10% of Kennewick is covered by urban tree canopy
- Tree canopy leads to lower air temperatures, better air quality, enhanced soil stability, increased groundwater recharge, and greater carbon storage



Process Steps & Key Findings

Vulnerability Assessment

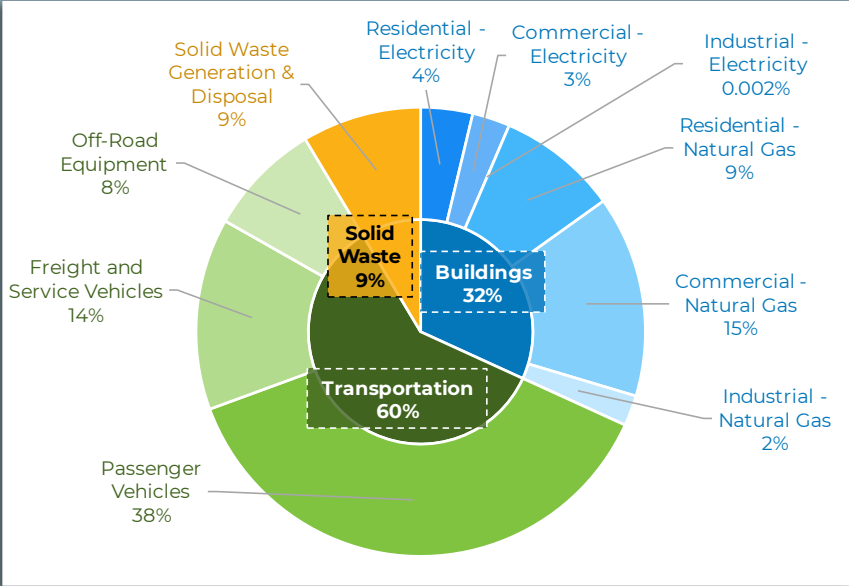
- **Wildfire**
 - Wildland-Urban Interface areas include Zintel Canyon and Blackberry Canyon.
- **Flooding**
 - Summer drought and heavy precipitation increases flooding in wetlands, channels, and low-lying areas.
- **Extreme heat**
 - Riparian areas and their ecological functions are highly vulnerable to extreme heat events.



Process Steps & Key Findings

Greenhouse Gas Inventory

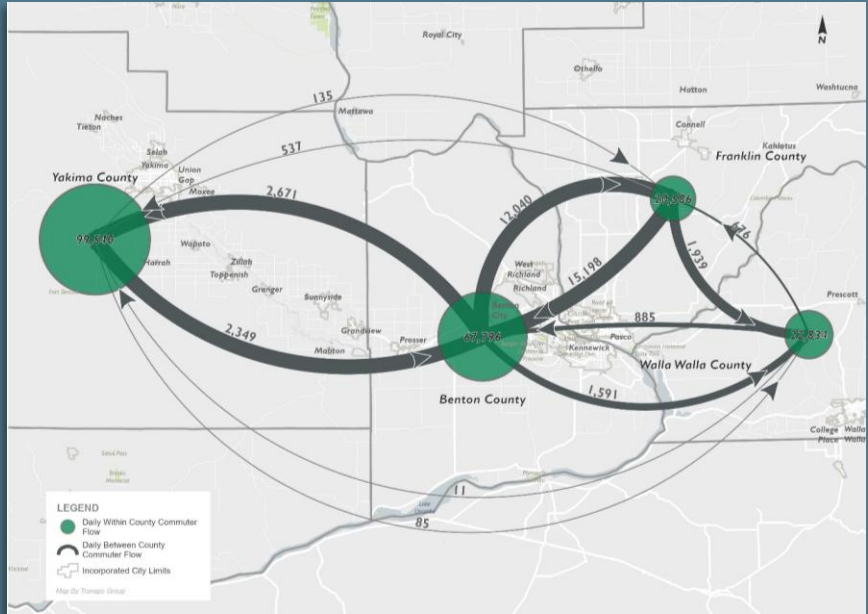
- Largest sources of emissions:
 - On-road passenger vehicles
 - Commercial-Natural Gas



Process Steps & Key Findings

Vehicle Miles Traveled (VMT) Study

- 14% increase in VMT by 2045.
- Job and housing growth will increase the number of car trips.
- Commute Trips
 - 75% of commute trips are less than 25 minutes.



Draft Goals & Policy Themes

Overarching Climate Element Goal

Goal CE-1: Integrate climate resilience and GHG emissions reduction into planning, resource allocation, and overall strategy to ensure compliance with state guidelines and meaningful alignment with current and future priorities

Policy themes:

- Grow staff skills and experience to implement Climate Element policies.
- Implement policies in alignment with defensible science.
- Regional collaboration and progress tracking.

Transportation, Buildings, Energy, and Land Use



Goal CE-2: Ensure policies and development regulations result in land use patterns and built environments that support resilience to extreme weather and climate-related impacts.

Policy themes:

- Expand wildfire and drought mitigation practices with utilities and fire departments.
- Expand multimodal and active transportation.
- Increase energy efficiency in homes, especially low-cost cooling solutions.

Water Resources and Ecosystems



Goal CE-3: Protect the viability of Kennewick's water resources and ecosystems, by promoting resilience to extreme weather and climate-related hazards, while balancing regional water needs and ecosystem health.

Policy themes:

- Promote water storage and conservation practices in commercial, industrial, and residential uses.
- Protect ecosystems from extreme heat, drought, and wildfire.

Economic Development, Cultural Resources, and Food Systems



Goal CE-4: Ensure that Kennewick's economy, cultural resources, and cultural traditions are resilient to extreme weather and climate-related impacts.

Policy themes:

- Expand entry level job opportunities in low-emission industries.
- Grow coordination with Tribal governments to increase climate resilience and adaptation.

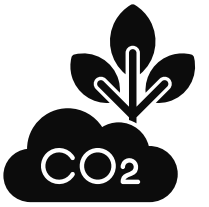
Health and Wellbeing and Emergency Management

Goal CE-5: Protect community health and well-being and enhance emergency preparedness, response, and recovery from the impacts of climate-related hazards, focusing resources on the people and places most at risk to these hazards.

Policy themes:

- Utilize updated data including floodplain maps to guide development code updates.
- Support the expansion of programs that provide cooling and warming centers and other emergency shelter.
- Expand public outreach and education on emergency preparedness.

Buildings and Energy

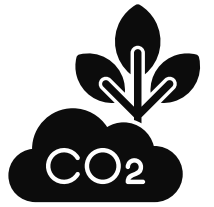


Goal CE-6: Improve building performance and energy resilience by reducing energy use, supporting cleaner energy choices, and making energy-saving upgrades more accessible and affordable.

Policy themes:

- Reduce building energy consumption and improve energy efficiency.
- Support the use of sustainable building materials.
- Provide resources and support for increasing building energy efficiency.

Transportation, Zoning & Development, and Land Use

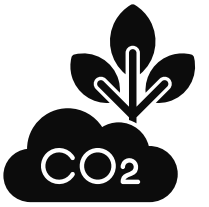


Goal CE-7: Promote transportation and land use patterns such as dense, mixed-use, and multimodal development that support reductions in emissions and Vehicle Miles Traveled (VMT), aiming to reduce regional VMT by at least 5% below 2022 levels by 2050.

Policy themes:

- Mixed-use land uses to integrate housing, transit, and amenities.
- Reduce commute times with higher-density and infill developments.
- Increase bike and pedestrian transportation networks.
- Consider converting City vehicles to low-emissions vehicles when feasible

Waste Management



Goal CE-8: Ensure that Kennewick residents and businesses can reduce, reuse, and recycle waste materials sustainably.

Policy themes:

- Consider ways to reduce waste and expand recycling programs.
- Explore opportunities for regional collaboration on waste management.

Discussion

- Are there any major gaps in the goals or policy themes? Is there something important that's not addressed?
- Are there groups of people that would be most benefited or burdened by a particular policy theme?
- Other questions or clarifications?

An aerial photograph showing a wide river on the left with a large bridge crossing it. A highway runs parallel to the river, with a green park area between them. The city of St. Louis is visible in the background under a clear blue sky.

Wrapping Up

Next Steps

- ☐ **March 2** Planning Commission meeting on the housing element and low-income housing capacity
- ☐ Additional Housing Work Group meetings(s)
- ☐ Additional interviews with climate stakeholders
- ☐ First draft plan aimed for release in April
- ☐ Public workshop on first draft plan in April or May
- ☐ Critical areas ordinance update, with Planning Commission briefing in July
- ☐ Additional Planning Commission briefings and discussions as needed
- ☐ Adoption meetings starting in late summer

Thank You

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City of Kennewick Comprehensive Plan Update

Preliminary Plan Concepts

January 27, 2026

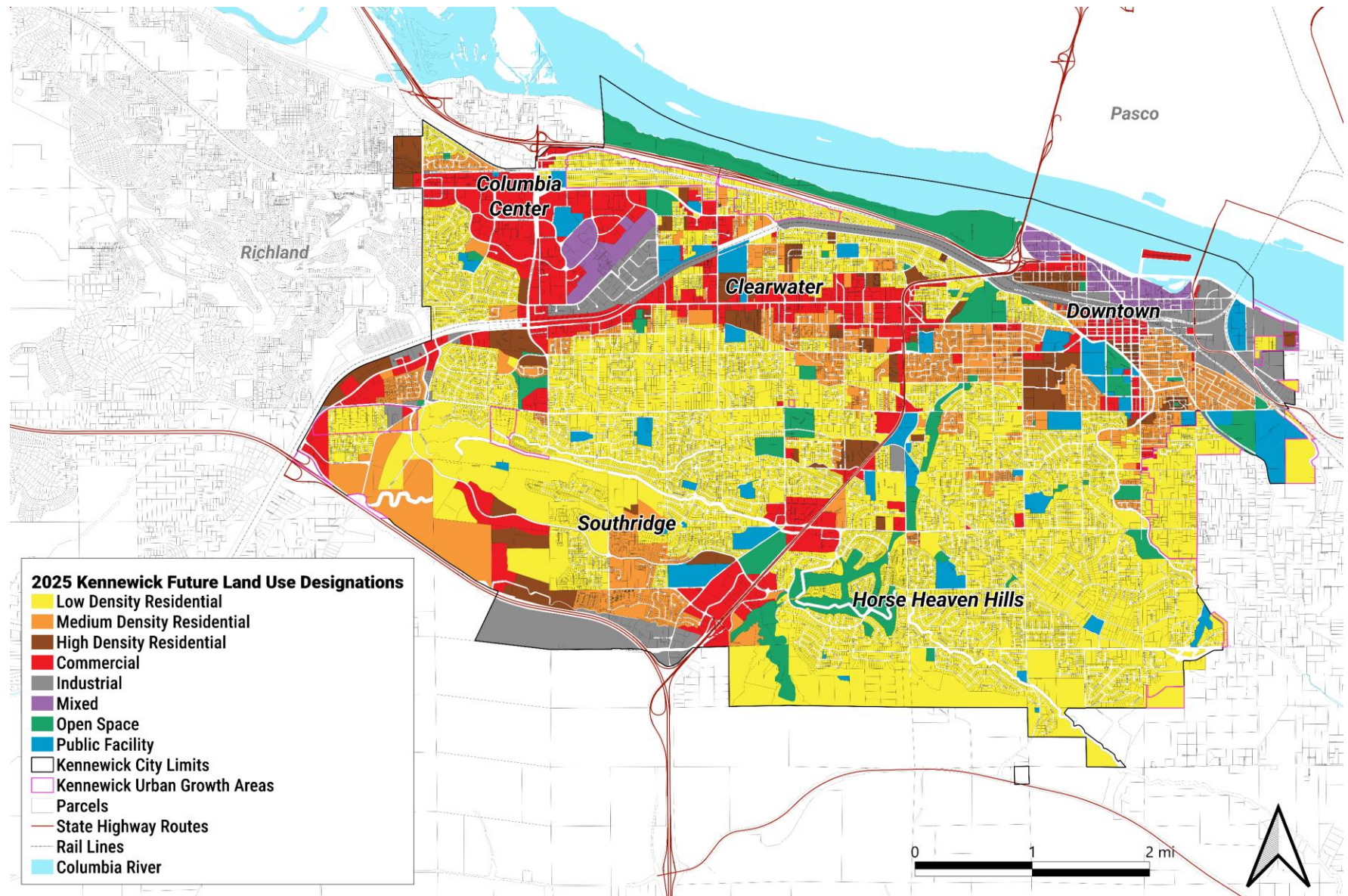
The comprehensive plan and zoning code audits identified a number of possible changes to Kennewick's Future Land Use Map (FLUM) designations and zoning provisions. After further analysis, below are our recommendations. MAKERS workshopped these concepts with the BERK team and some growth assumptions may be updated based on these concepts.

Current Future Land Use Designations

Below is a copy of the current Table 1. This is a key table in the plan that translates the Land Use Element to zoning regulations.

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

Current Future Land Use Map



Future Land Use Map Concepts

1. Consolidate the 3 residential designations into 2 designations. Rationale and additional recommendations:

- The middle housing ordinance blurs the lines between the low and medium-density residential designations and zones
- Consolidation will simplify the map and accommodate greater administrative flexibility in applying residential zones.
- Various approach options, such as:
 - 1) Consolidate the Medium and High Density Residential designations into one designation
 - 2) Consolidate the Low and Medium Density Residential designations into one designation
 - 3) Add more options for implementing zones
- Avoid referencing the maximum density in the names, as this limits the flexibility in implementing zoning.
- Add more criteria for locations of the designations, and add form-based descriptions like allowed housing types and form (e.g., middle housing types, low-rise apartments, walkup or garden apartments, mid-rise buildings).

2. Reference the opportunity for allowing small scale “neighborhood commercial” in residential areas.

- Such options allow opportunities to provide more neighborhood-scaled shopping options within walking distance of residents.
- Zoning and design provisions can ensure that the use is within scale of neighborhood and minimize impacts to adjacent uses.
- Such flexibility is a growing trend in the State and there’s been increasing interest in the Legislature to require such flexibility.
- Various approach options, such as:
 - 1) Allow neighborhood commercial throughout residential-designated areas
 - 2) Create new small commercial designations in key locations.
- See related zoning recommendations below.

Residential Zone Concepts

1. Eliminate the RMH zone and revert properties to the RL zone.

These areas are single-family subdivisions with manufactured homes. They meet all the other lot size and setback requirements of the current RL and RM zones (with 4,000 square feet lot size minimum).

2. RM zone. Options:

- 1) Stick with current density approach (recently updated with the middle housing ordinance).
- 2) Remove density limit in favor of form-based approach below. Retain the 4,000 square feet minimum lot size and 35 feet height limit, but remove the existing density limit (13 dwelling units per acre) in favor of a form-based approach as long as developments comply with height limit, parking, setbacks, design guidelines and any other particular standards.

3. RH zone recommendations.

- Retain the 3,500 square feet minimum lot size and current side and rear setbacks (5 feet and 15 feet respectively).
- Retain the base 45' height limit, but increase to 55' for those lots abutting commercial zones, abutting RM and RH-zoned properties, and portions of RH zoned lands more than 100' from an RL zoned property. This allows greater development capacity for those very few vacant sites and greater redevelopment potential for those existing under-developed RH zoned sites.
- Consider an increase to 55' for developments containing a minimum amount of income-restricted housing units, to incentivize more affordable housing.
- Remove the existing density limit (27du/acre) in favor of a form-based approach (as long as they comply with height limit, parking, setbacks, design guidelines and any other particular standards). The current limit basically prohibits elevator-based low-rise apartment buildings with tuck-under forms of parking in favor of walk-up garden apartments with surface parking lots.
- Again, couple this with recommended minimum usable open space standards noted above.

4. Adjust open space requirements for multifamily development with 7+ units in certain zones.

Commercial Zone Concepts

The zoning code audit emphasized that Kennewick has more commercial zones than necessary. Some consolidation of zones would simplify zoning and perhaps help encourage desired development.

- 1. Allow light industrial/manufacturing uses in some commercial zones** provided the use occurs entirely indoors and does not meet thresholds for general or heavy industrial/manufacturing. This can help facilitate a variety of industrial jobs and businesses that may not require as much land area. This change would be focused on the more intense commercial zones.

- 2. Eliminate the CO zone.** There is a very limited number of these zones (only two clusters near the mall and west of downtown). The sites could be rezoned to other adjacent commercial or mixed-use zones. For example, the sites near the mall could be rezoned to CC or CR, due to development content and similar form and use provisions. The cluster of CO zones west of downtown could be rezoned to CBD (for those sites adjacent to CBD zone), CC (those sites abutting the Fruitland/Kennewick intersection), and HMU zones (remaining sites, which are surrounded by the HMU zone).
- 3. Eliminate the CG zone.** There is significant overlap in the use and development standards. All sites could be rezoned to other zones. Specifically:
- The clusters of CG zones along Clearwater Avenue and Gage Boulevard could be rezoned to CC, particularly if recommendation (1) above is included regarding flexibility for indoor light industrial uses.
 - The cluster near Columbia Center could be rezoned to match the adjacent CR zone. The current uses match provisions in the CR zone.
 - The cluster around the Ely/27th intersection should be rezoned to IL to match the current uses there.
- 4. Rezone the CAR zone to CC.**
- The current uses within the zone match those in the CC zone. If there is still strong interest in promoting the retention and development of car dealerships in this area, consider other actions/investments outside of zoning that might better achieve that goal.

Industrial Zone Concepts

The zoning code audit identified some minor options for consideration.

- 1. Consider eliminating the BP and consolidating with other zones.** An early review of such zones appears that a consolidation may be possible. A closer examination on the details is still needed.
- 2. Consider eliminating the IP zone.** This zone was created to apply to modern and large scale research institutions, labs, and/or manufacturing complexes. However, use of this zone has not been applied to the map.

Other Zoning Recommendations

1. **Adjust landscaping** to ensure requirements are tailored to Kennewick's climate and appropriately balanced with other community needs (like water conservation). Consider ways to incorporate standards for xeriscaping or desert landscaping appropriate for Kennewick's climate.
2. **Add emergency and permanent supportive housing as separate use types in the code.** Allow emergency, transitional, and permanent supportive housing by right in all zones that allow hotels and permanent supportive housing by right in all zones that allow residential.