



City Council Meeting Schedule March 2017

March 7, 2017
Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

March 14, 2017
Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Shoreline Enhancement Video
2. Diversity Commission Update
3. Inclusive Cities Resolution
4. Committee Updates
5. Comprehensive Plan Amendment Update -
Housing/Utilities Elements

March 21, 2017
Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

March 28, 2017
Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Benton-Franklin Council of Governments
2. Code Amendments
 - a. Public Works
 - b. Planning
3. Tourism & Economic Development Update
4. Comprehensive Plan Amendment Update - Capital
Facilities/Transportation Elements

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio Taped

March 2017
Updated 3/22/17

Council Workshop Coversheet



Agenda Item Number	1.	Meeting Date	03/28/2017
Agenda Item Type	Presentation		
Subject	Benton-Franklin Council of Governments		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	City Manager		

Info Only	☒
Policy Review	☐
Policy DevMnt	☐
Other	☐

Summary

Brian Malley, Executive Director and Stephanie Seamans, Community/Economic Development Manager from the Benton-Franklin Council of Governments will provide an overview of their 2016 Annual Report. Hard copies of the report were put in Council's mailboxes on March 9th.

Through

Terri Wright
Mar 17, 12:37:12 GMT-0700 2017

Attachments:

Dept Head Approval

City Mgr Approval

Marie Mosley
Mar 20, 20:57:27 GMT-0700 2017

Council Workshop Coversheet



Agenda Item Number	2.a.	Meeting Date	03/28/2017
Agenda Item Type	Presentation		
Subject	Proposed Code Amendment		
Ordinance/Reso #	N/A	Contract #	N/A
Project #	N/A	Permit #	N/A
Department	Public Works		

Info Only	☐
Policy Review	☐
Policy DevMnt	☒
Other	☐

Summary

Present proposed Code Amendment to KMC Chapter 5.56 Public Works Construction Standards that would provide a modification provision to allow flexibility in the design of public and private streets. Design flexibility parameters would include; street/lane widths, radii, grades, sidewalks, driveways & approaches and on street parking. The proposed code amendment would be consistent with the existing Planned Residential Development (PRD) standards, support in-fill development and create opportunities to promote non traditional development concepts such as the redevelopment of Vista Field.

Through

Dept Head Approval

City Mgr Approval

Attachments: Presentation

Marie Mosley
Mar 23, 08:14:23 GMT-0700 2017

Proposed Code Amendment

Public Works Construction Standards



Proposed Code Amendment

- Amend KMC Chapter 5.56 Public Works Construction Standards
- Provide modification provision to allow flexibility in the design of public and private streets
- Design flexibility would include;
 - Street widths/lanes, radii and grades
 - Sidewalks
 - Driveways and approaches
 - On-street parking
- Consistent with planned Residential Development Standards
- Supports in-fill development/redevelopment
- Creates opportunity to promote non-traditional development concepts such as Vista Field



Council Workshop Coversheet



Agenda Item Number	2.b.	Meeting Date	03/28/2017
Agenda Item Type	Presentation		
Subject	BSP Code Amendments		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Planning		

Info Only	☐
Policy Review	☐
Policy DevMnt	☒
Other	☐

Summary

A needed code amendment has been identified by staff regarding the binding site plan provisions of the Kennewick Municipal Code (KMC 17.12). The proposed amendment will provide the City and the development community additional flexibility to address or respond to unique situations in the development realm. Currently the City's Subdivision and Short Plat code (KMC 17.10 and 17.13, respectively) allow for bonding of incomplete public improvements associated with the land division; the binding site plan provisions do not explicitly allow for bonding. This proposed code revision would simply insert language into KMC 17.12, Binding Site Plans similar to KMC 17.10 and 17.13.

Staff is seeking Council input relative to the proposed amendments. Staff anticipates bringing the draft code amendments back to Council in late April or early May for consideration after the Planning Commission has held the required public hearing.

Through

Dept Head Approval

City Mgr Approval

Gregory McCormick
Mar 21, 15:29:32 GMT-0700 2017

Marie Mosley
Mar 23, 08:31:23 GMT-0700 2017

Attachments: Presentation

Proposed Code Amendment

Binding Site Plans-
Bonding Public Improvements



Proposed Code Amendment

- Amend KMC Chapter 17.12 – Binding Site Plans
- Provide option to bond unfinished public improvements
- Flexibility would include;
 - Allow final BSP's to be signed
 - Newly created lots could be sold
 - Building permits not issued until improvements completed
- Consistent with Subdivisions and Short Plat standards
- Supports in-fill development/redevelopment



Questions?



Council Workshop Coversheet



Agenda Item Number	3	Meeting Date	03/28/2017
Agenda Item Type	Presentation		
Subject	Tourism Update		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Employee & Community Relations		

Info Only	☒
Policy Review	☐
Policy DevMnt	☐
Other	☐

Summary

Staff will provide a joint presentation from Parks and Recreation and Economic Development, outlining the economic impact of tourism, current opportunity center activities (historic downtown and waterfront, Southridge and Columbia Park), Parks and Recreation Comprehensive Plan activity update, and information and ideas on potential long-term opportunities.

This presentation will also include a short Wayfinding presentation from Visit TriCities and Merje, the consultant hired to provide a consistent area-wide wayfinding recommendation.

Through

Emily Estes-Cross
Mar 21, 14:03:22 GMT-0700 2017

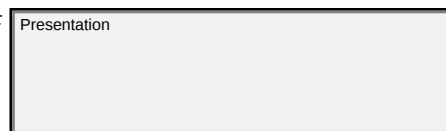
Dept Head Approval

Terry Walsh
Mar 21, 15:24:46 GMT-0700 2017

City Mgr Approval

Marie Mosley
Mar 23, 08:04:06 GMT-0700 2017

Attachments: Presentation



Tourism Update

Council Workshop
March 28, 2017



Economic Value of Tourism

The Multiplier Effect



Direct

Sales of goods & services to tourists
(restaurants, accommodations, etc.)

Indirect

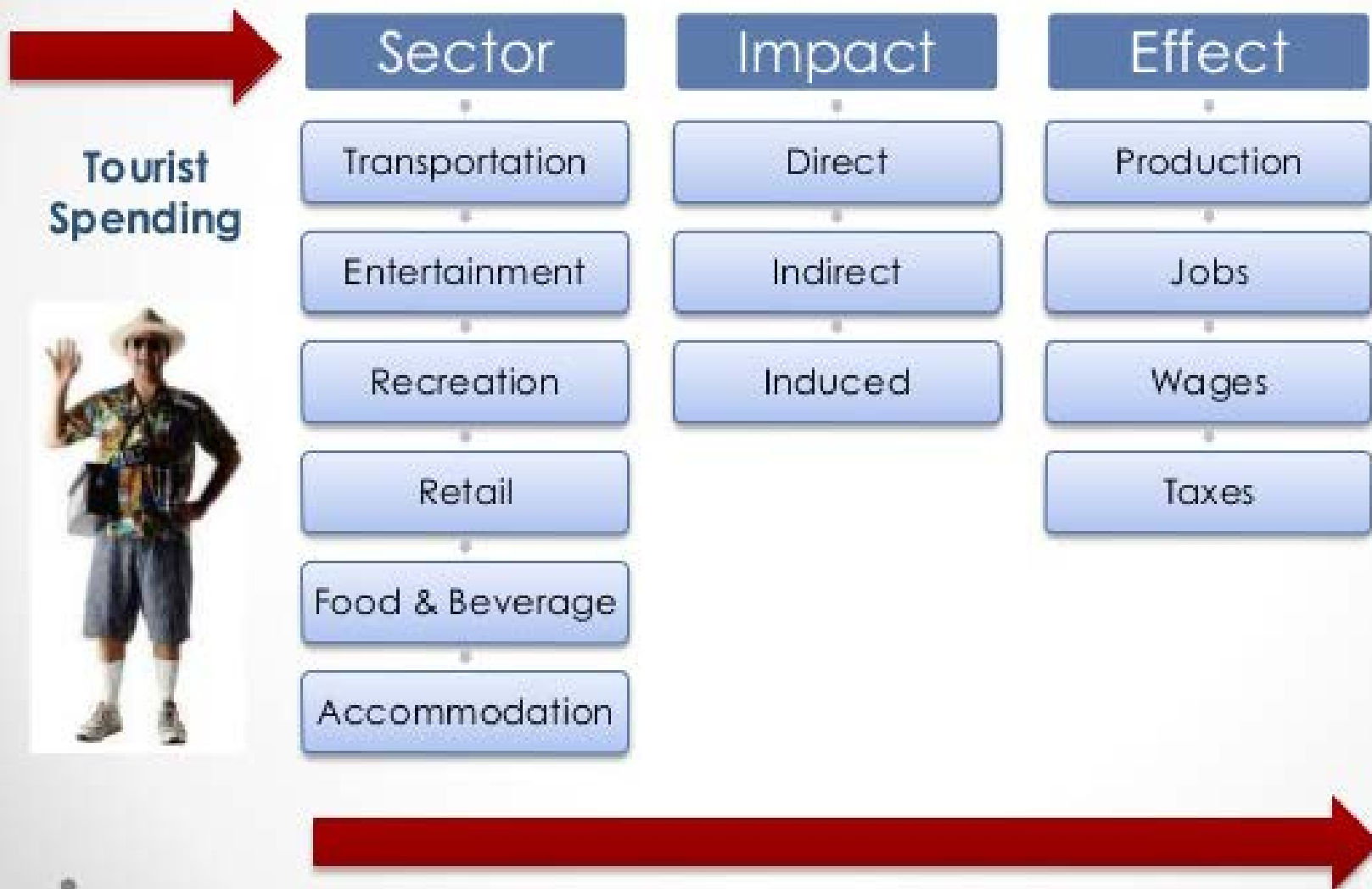
Increased demand by tourism businesses
(ie food suppliers)

Induced

Responding labor income
(shelter, food, clothing)



Tourism Economic Impact Model



Historic Downtown & Columbia Gardens

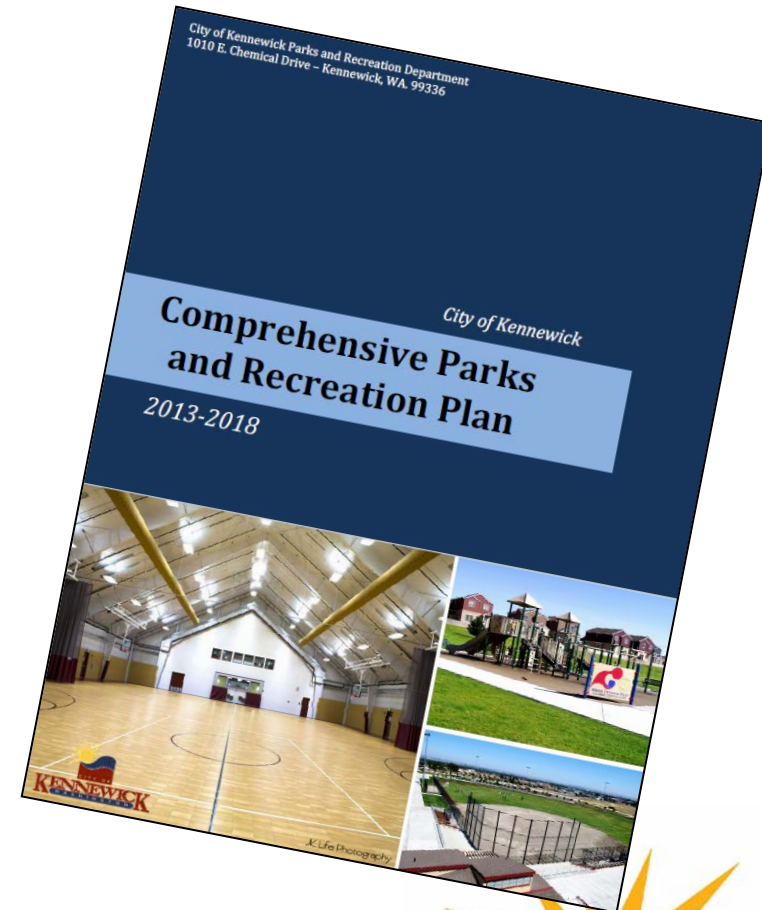


- **Holiday Campaign 2017**
 - Enhanced décor and events
 - Kickoff Small Business Saturday
- **Explore SunFest Revival 2018**
 - TRIOS – HDKP Partnership
 - District-wide, sun-up to sun-down activities for the family
- **Support HDKP Initiatives**
 - Events (i.e. Car Show, Discover the Charms)
 - Walkability and atmosphere
- **Columbia Gardens**
 - Promote and support Wine Village vibrancy
 - Pursue pedestrian trail connection



Parks & Recreation Comprehensive Plan Update

- **Tourism Component**
- **Reduction in park zones for greater tourism flexibility**
- **Columbia Park Conveyance**
- **Community Engagement Process**
- **Timeline**
 - RFP Process
 - City Council Approved plan June 2018



Southridge Sports & Events Center



- **Sports**
 - Tournament
- **Events**
 - Craft Brew Festival
 - Sunset at Southridge
- **Commercial Opportunities**
 - Neighborhood Roundtable



Columbia Park

- **Events**

- Water Follies
- Mariachi Festival
- Ye Merrie Greenwood Faire

- **Conveyance**

- Columbia Park from the US Army Corps of Engineers
- Exploration of ways to incorporate recreational retail use and a more accessible shoreline

- **Golf Course Clubhouse Improvements**

- **Playground of Dreams**



Leading the Way

- **Long-term Opportunities**
 - Connectivity
 - Irrigation Canal Trail Systems
 - Outdoor Recreation
 - Zintel Canyon
 - Water activities
 - Public Private Partnerships
 - Bike Tourism



Wayfinding

- **Joint Funded Project**
 - Kennewick
 - Pasco
 - Richland
 - West Richland
- **Merje Consulting Firm**
- **Visit Tri-Cities**



Questions?



Council Workshop Coversheet



Agenda Item Number	4	Meeting Date	03/28/2017
Agenda Item Type	Presentation		
Subject	Transportation & Capital Facilities Elements		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Planning		

Info Only	☐
Policy Review	☒
Policy DevMnt	☐
Other	☐

Summary

The Washington State Growth Management Act (GMA) requires Kennewick to review and update, if necessary, its comprehensive plan and associated development regulations by June 30, 2017. Kennewick contracted with BERK Consulting to assist with public outreach and participation and to aid city staff with reviewing the comprehensive plan for consistency with existing plans, development regulations, countywide planning policies and changes to state law and to address changes in land use and population growth.

This is the second in a series of 5 scheduled Council workshops on the required elements of the Comprehensive Plan. The March 28th workshop will cover the Transportation and Capital Facilities Elements. The Transportation Element is required to be consistent with and implement the Land Use Element. The overall vision for the Transportation Element is to provide a safe, balance and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves the anticipated growth over the next 20 years.

The Capital Facilities Element covers essential capital facilities such as potable water, sewer, surface/storm water, parks, fire and emergency medical services, and police and law enforcement services. The GMA requires the Capital Facilities Element contain: 1) An inventory of existing facilities; 2) a forecast of future needs for at least a 20 year plan horizon; 3) the proposed location and capacities of new facilities; 4) a six year financing plan; and 5) a requirement to reassess the Land Use Plan if established levels of service are not maintained. In addition to the GMA Comprehensive Plan - Capital Facilities Element, the city has adopted various functional plans including, but not necessarily limited to, the Transportation Improvement Program, Capital Improvement Program, the Transportation Systems Plan, Water Comprehensive Plan and Sewer Comprehensive Plan.

As a part of the development of the draft plan, the City conducted a significant public outreach effort which has been summarized in earlier presentations. The Planning Commission conducted numerous workshops over the past several months and conducted a series of four public hearings (1/23/17, 2/6/17, 2/15/17, 3/6/17) at the conclusion of which the Commission recommended unanimously to adopt the revised Comprehensive Plan.

Through

Dept Head Approval

City Mgr Approval

Gregory McCormick
Mar 17, 15:56:21 GMT-0700 2017

Marie Mosley
Mar 20, 21:18:17 GMT-0700 2017

Attachments:

Presentation
Transportation
Capital Facilities

City of Kennewick

City Council

10 Year Comprehensive Plan Update

Workshop - Capital Facilities & Transportation Elements

March 28, 2017



What are Capital Facilities?

- Potable Water
- Sanitary Sewer
- Storm Water
- Police
- Fire
- Parks
- Schools
- Solid Waste

Capital Facilities Element

Community Engagement - Results

- **Public Input Identified Priorities:**
 - Quality infrastructure is seen as a needed improvement
 - The top priority for transportation was “quality of roads and road maintenance”
 - The top priority for parks issues was “access to parks,” followed by “neighborhood and small parks.”

Current Goals

- **Provide capital facilities based on the countywide projected growth.**
- **Maintain Consistency between the Capital Facilities Plan, Land Use Element, and the Financing Plan.**
- **Provide adequate services to achieve concurrency as developments occur.**
- **Provide adequate resources for capital projects and make efficient use of fiscal and other resources**

Current Policies

- Forecast future needs based on population growth and distribution of growth as indicated in the land use plan. Locate and extend facilities only within the Urban Growth Area (UGA) in a way that is consistent with the land use plan
- Use best management practice and best available technology for all capital facilities services and operations
- Prioritize capital needs that are consistent with overall planning goals
- Reassess and update the Land Use Element periodically to ensure that capital facility needs, financing and service levels are consistent

Current Policies - continued

- **Use the Concurrency Ordinance (KMC 4.12.055) for regulatory responses and guidance in absence of concurrency in project proposals**
- **Add parkland, open space, green belt, trails and recreational facilities as growth occurs**
- **Provide a diverse range of public recreation opportunities for all citizens of the City of Kennewick**
- **Practice potable water and wastewater conservation**
- **Recover costs related to the extension of new services**

Proposed Goals & Policies

Goal 1: Provide capital facilities based on the countywide projected growth (existing Goal 1)

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

Policy 2: Ensure capital facility investments are prioritized to support growth in the locations targeted in the Land Use Element and that these facilities will be in place when development occurs (new policy)

Proposed Goals & Policies

Goal 2: Maintain Consistency between the Capital Facilities Plan, Land Use Element, and the Financing Plan (new goal)

Policy 1: Prioritize capital needs that are consistent with overall planning goals (existing Policy 3)

Policy 2: Reassess and update the Land Use Element periodically to ensure that capital facility needs, financing and service levels are consistent (existing Policy 4)

Policy 3: Ensure that level of service standards are being met within a reasonable amount of time to address impacts of development. (new policy)

Proposed Goals & Policies

Goal 3: Provide adequate facilities and services to serve new and existing development at desired service standards ~~achieve concurrency as developments occur~~ (existing Goal 3 modified)

Policy 1: Ensure adequate public facilities are in place concurrent with development. Concurrent with development shall mean the existence of adequate facilities, strategies, or services when development occurs or the existence of a financial commitment to provide adequate facilities, strategies, or services within six years of when development occurs. (new policy)

Policy 2: Add parkland, open space, green belt, trails and recreational facilities as growth occurs, consistent with the Comprehensive Parks & Recreation Plan. (existing policy 6 modified)

Policy 3: Coordinate planned capital investments across departments. (new policy)

Policy 4: Use adopted Level of Service, operating criteria or performance standards to evaluate capital facilities' needs. (new policy)

Proposed Goals & Policies

Goal 4: Provide adequate resources for capital projects and make efficient use of fiscal and other resources (existing goal 4)

Policy 1: Use best management practice and best available technology in developing and managing all capital facilities and services.(existing Policy 2)

Policy 2: Practice potable water and wastewater conservation. (existing Policy 8)

Policy 3: Recover costs related to the extension of new services.(existing Policy 9)

Policy 4: Address stormwater management consistent with Ecology manuals for Eastern Washington. Promote low-impact development techniques appropriate to site conditions and land use goals (new policy)

Policy 5: Support private/public partnerships to plan and finance infrastructure development, public uses, structured parking, and community amenities to stimulate additional private investment and produce a more urban environment (new policy)

Policy 6: Encourage development where new public facilities can be provided in an efficient manner. (new policy)

Questions?



Transportation Element

Community Engagement - Results

- **Public Input Identified Priorities:**
 - Regionally connected, multimodal transportation network
 - Bicycle and pedestrian access to open/recreational space
 - Transit connectivity and access
 - Lowering some existing speed limits

Current Goals

- **Develop a transportation system to serve the planned land use of the urban growth area and is coordinated with other jurisdictions and providers.**
- **Develop air, water, rail, pedestrian and bicycle systems to coordinate with the roadway system.**
- **Coordinate transportation system improvements and level of service standards with other jurisdictions and providers.**
- **Create and maintain a roadway system that promotes function, safety and aesthetics with minimum adverse environmental impacts.**

Current Policies

- Obtain adequate streets in conjunction with subdivisions and development to promote street connectivity between neighborhoods.
- Design multi-modal transportation systems based on regional priorities.
- Maintain a minimum of a 10-year projection of the future traffic volumes and arterial street capacity.
- Link pedestrian and bicycle paths to open space corridors, park and recreation facilities and to systems of adjacent jurisdictions.
- Encourage Homeowners Associations, citizen, and civic groups to develop and maintain neighborhood and citywide pedestrian and bicycle facilities.
- Encourage sidewalks, streets, and streetscapes to be pedestrian-friendly.
- Support the Benton County-Wide Planning Policies applicable to transportation

Current Policies

- **Maintain LOS standards & design that are regionally coordinated**
- **Encourage traffic reduction plans such as “park and ride” facilities, use of public transit, ride-sharing and staggered work hours for employees**
- **Use best management practices for transportation systems**
- **Deny land use proposals that would reduce the LOS of the adjacent streets and cannot meet concurrency or establish a strategy to follow in the absence of concurrency**

Current Policies

- **Integrate standards for handicap accessibility into pedestrian and bicycle facilities**
- **Increase aesthetics of the street environment through landscaping and streetscaping design**
- **Encourage safe aviation facilities that benefit local commerce**
- **Encourage railroad infrastructure to support current & future economic activities**

Proposed Goals & Policies

Goal 1: Develop an integrated and balanced transportation system consistent with regional transportation objectives that supports ~~to serve the planned land use of the urban growth area and is coordinated with other jurisdictions~~ vision in the Comprehensive Plan and accommodates future travel demand. (Goal 1 Modified)

Policy 1: Support Countywide Planning Policies applicable to transportation. (existing Policy 1)

Policy 2: Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, Benton County, the Benton Franklin Council of Governments, Ben Franklin Transit, the cities of Richland, Pasco, and West Richland, as well as various bicycle and pedestrian advocacy groups. (new policy)

Policy 3: Update the Transportation System Plan on a 10-year basis, developing 20-year projections of traffic volumes and arterial street capacities to provide information on the location, timing, and capacity needs of future growth. (new policy)

Policy 4: Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity. (new policy)

Proposed Goals & Policies

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

Policy 1: Use best management practices for transportation systems. (existing Policy 3)

Policy 2: Develop and implement non-motorized transportation systems, such as bicycle and pedestrian facilities and connections, which are consistent with the Regional Active Transportation Plan, as well as coordinate with adjacent jurisdictions and the City Parks Department to ensure the interconnectedness of local trail systems. (new policy)

Policy 3: Link pedestrian and bicycle ~~paths~~ networks to open space corridors, park and recreation facilities, schools, other public facilities, and to ~~systems of adjacent jurisdictions~~ the transit system. Take advantage of natural features and available public right-of-way where possible. (Policy 7 modified)

Goal 2 – Policies Con't

Policy 4: ~~Encourage~~ Design sidewalks, streets and streetscapes to be context sensitive pedestrian-friendly, and meet the requirements of the Americans with Disabilities Act (ADA). Incorporate mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young and low income populations. (existing Policy 17 modified)

Policy 5: Encourage railroad and freight infrastructure to support current & future economic activities. (existing Policy 12)

Policy 6: Coordinate with Ben Franklin Transit to improve access to transit by helping to properly locate and provide key facilities like benches and shelters, key pedestrian crossing enhancements, and park and ride facilities. (new policy)

Proposed Goals & Policies

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

Policy 1: Monitor and adjust LOS standards and concurrency management programs that promote the optimal movement of people across a multimodal transportation network in coordination with local and regional agencies.(new policy)

Policy 2: Periodically review long range transportation funding options and consider changes to LOS standards, project selection or phasing, or to the land use element if sufficient funding is not available.(new policy)

Policy 3: Encourage ~~traffic reduction plans~~ transportation demand management (TDM) strategies such as “park and ride” facilities, use of public transit improving transit level of service, ride-sharing and staggered work hours for employees and improvements to the bicycle network. (modified Policy 10)

Policy 4: Deny land use proposals that would reduce the LOS of the adjacent streets and cannot meet concurrency or establish a strategy to mitigate the transportation impacts of the proposal. (Policy 5)

Proposed Goals & Policies

Goal 4: Create and maintain a ~~roadway~~ transportation system that promotes functionality and safety while supporting measures and aesthetics ~~with minimum adverse~~ to reduce environmental impacts through context sensitive design and the support of active transportation modes.(Goal 4 modified)

Policy 1: Implement a Complete Streets Policy that emphasizes a transportation system that promotes and embraces healthy living and provides safe and balanced accommodations for all travelers including pedestrians, bicyclists, wheelchair users, public transportation users, motorists, freight haulers and emergency responders.(new policy)

Policy 2: Design major intersections and corridors with landscaping and streetscaping elements, gateway signage and plaza treatments, and other features to distinguish them as major intersections and corridors.(new policy)

Policy 3: Consider environmental impacts of transportation facilities and operations, pursuing projects and programs, consistent with noise reduction, air quality and water quality objectives. (new policy)

Next Steps

- **4/11/17 – Council Workshop: Economic Development Element**
- **4/25/17 – Council Workshop: Land Use Element**
- **5/9/17 – Council Workshop: Land Use Element 2**
- **June 2017 – Council Adoption**

Questions?



CAPITAL FACILITIES ~~PLAN~~

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

INTRODUCTION

~~The City's infrastructure is a complex system that runs the City and its civic activities. It is a complex network of roads, parks, water, sewer, phone, cable and electricity. It's efficiency makes the City operational, safe and livable. Quality of life in a community largely depends on the availability and efficiency of these facilities. Infrastructure facilities are not only strongest catalysts for growth, but important tools to guide growth in a planned manner by placing facilities where growth is expected to occur.~~

~~Strategic public investments in infrastructure are favorable for private investments and result in sound economic development. The City invests financial resources in order to offer transportation, utilities and recreational facilities to its citizens in a cost effective manner with acceptable levels of services. These facilities must be consistent with the State Growth Management Act and the community's vision.~~

~~This element of the Kennewick Comprehensive Plan addresses four basic areas of infrastructure: Capital Facilities, Transportation, Utilities, and Essential Public Facilities. Some of these facilities are offered by the City, and some others by different jurisdictions. Goals and policies in this document would mainly apply to the city-owned facilities; however, it also addresses how the City coordinates with other non-municipal service providers to achieve efficiency.~~

~~The Capital Facilities Plan (CFP) Plan (CFP) is a key component for local government planning that addresses services that are essential to a community and its ability to accommodate growth. These services are vital to the health, safety and general welfare of the community at large. Planning for these services enables Kennewick to ensure that adequate public facilities will be available consistent with the City's future land use plan, long-term vision and adopted service levels. By evaluating the need for services in conjunction with the future land use plan, Kennewick is able to make fiscally responsible decisions with the future in mind. Capital facilities generally represent the basic infrastructure and key amenities for a community and that are provided by the public agencies. It generally includes water, sanitary sewer, storm water, solid waste management, streets, parks, police, and fire. Major public projects such as convention centers, city halls, and sports arenas also fall under the capital facilities category, since they provide important civic services to the community. Quality of life in a community largely depends on the availability and adequacy of these facilities.~~

~~Kennewick's Capital Facilities Plan (CFP) is a summary of the facilities that are being planned for the next 20-year growth projection. In general, capital facilities include water, sewer, storm water, solid waste management, streets, parks, schools, police, and fire. Other facilities such as public buildings and sports arenas are included in the overall framework of this document. Demand for public facilities is primarily identified based on the population forecast. The established Level of Service is multiplied by the projected population in order to quantify the demand. Availability of land and financing are the two major variables for public facilities. The City has been historically successful in securing resources in order to meet the major capital facilities need for the community. Kennewick plans to provide capital facilities based on the projected growth and adopted service levels.~~

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

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

~~The overall requirement of facilities to support the forecasted growth, such as water, and sewer are discussed in the following sections. The purpose of this Capital Facilities Plan is to integrate the City's Capital Improvement Plan (CIP) and capital budget decision process into one document in order to implement the Comprehensive Plan.~~

~~Kennewick's population is expected to grow from 74,665 in 2011 within the City limits to 93,286 by the year 2029 within the Urban Growth Area (UGA). This will be challenging for Kennewick for two reasons; accommodation of the additional growth within the City's available land area, and the provision of adequate services for the expected growth.~~

~~The Capital Facilities Plan is to be updated every two years with the biennial budget in order to ensure financial resources are consistent with the Plan. Major revisions will be done in 6 year cycles using sound fiscal policies to provide adequate public facilities consistent with the City's land use plan and long term vision.~~

PURPOSE

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

STATUTORY REQUIREMENTSGROWTH MANAGEMENT ACT **DEFINING CAPITAL FACILITIES**

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

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

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

TEXT – Original text from Technical Document
TEXT – Original text from Executive Document

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

~~Within the GMA framework (RCW 36.70A.070), this document discusses the following: The Washington State Growth Management Act (RCW 36.70A.070) requires that comprehensive plans address capital facilities in the following manner:~~

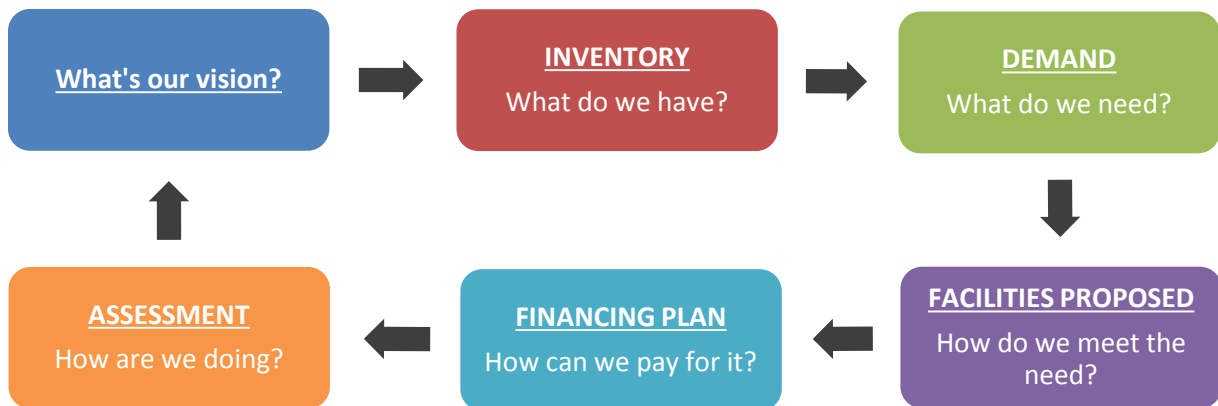
- Inventory of the existing facilities
- Forecast of the future needs for at least 20 year planning period
- Proposed location and capacities of the future needs
- Six-year financing plan, and
- Reassessment of the land use plan

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

COUNTYWIDE PLANNING POLICIES

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

CAPITAL FACILITIES PLANNING CYCLE



CAPITAL FACILITIES ANALYSIS OF INVENTORY

~~This section discusses the capital facilities currently being that are provided within by the City limits of Kennewick, with the exception of public educational facilities. It describes the locations of the facilities, their existing capacities and conditions. The capital facilities that are provided by the City have their own specific comprehensive plans that examine the particular service in great detail. They include locations, capacities and future improvements for the~~

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

WATER

Water and sewer services are provided by the City of Kennewick provides drinking water to approximately 80,986 the residents within the City city limits, and outside of City limits for areas that are included in the City's Urban Growth Area (UGA). Current service area includes the City limits and portions of the Urban Growth Area. Approximately 76,191 residents, City and non-City, were served by this water utility in 2010. Kennewick is the sole provider of drinking water with the exception of some private and community wells. The source of this drinking water comes from two (2) Ranney collectors and the Columbia River which is then treated at the City's Water Treatment Plant. Kennewick's water utility distributes water from these sources through a system twelve (12) storage facilities, 409 miles of pipe, ten (10) booster pump stations serving six (6) water pressure zones with over 23,800 connections to the system.

EXISTING SERVICES

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

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

Source

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

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

Table 2: Existing Sources of Supply

KENNEWICK WATER SYSTEM SUMMARY OF SOURCES OF SUPPLY			
Names	Locations	Maximum Capacity (mgd)	Condition
Layton Park Wells	6th and Date	0.46	Transferred water rights to surface water at Columbia River sources
Aquifer Storage	W. 36th in	2.0	No water rights assigned,

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Reservoir (ASR)	Southridge Area		aquifer testing ongoing with DOE
Ranney Collectors			
Nos. 1, 2, 3	Clover Island	N/A	Abandoned
No. 4	Columbia Park	1.2	
No. 5	Columbia Park	13.8	Rehabilitation completed 2009
Water treatment plant	615 E Columbia Dr.	15.0	Plant expansion to 15 mgd was completed in 2007
TOTAL		32.46	

(Source: Kennewick Water System Plan 2002)

Distribution and Storage

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

Table 3: Existing Booster Stations

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

(Source: Kennewick Water System Plan 2009)

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

Table 4: Existing Reservoirs

KENNEWICK WATER SYSTEM SUMMARY OF EXISTING RESERVOIRS			
Reservoir Location	Capacity (mg)	Pressure Zone Served	Type of Reservoir
19th & Olympia	6.0	1	Ground Level
47th & Olympia	5.0	2	Ground Level
18th & Kellogg	10.5 [*]	2	Ground Level
54th & Olympia	1.0	3	Ground Level
28th & Irving	1.0	3	Ground Level
S. Kansas	4.0	3	Ground Level
47th & Olson	1.0	4	Ground Level

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Thompson Hill (in construction 2014)	3.0	4	Ground Level
[*] -10 mg concrete reservoir and 0.5 mg steel reservoir ^{**} -Service elevation limited to 876 ft elevation			

Existing Water Right and Other Sources

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

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

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

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

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

SANITARY SEWER SYSTEM

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

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

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

EXISTING SEWER SYSTEM

~~City statistics indicate that the average amount of wastewater generated per capita for residential use in 2013 was 75 gallons per day. Presently, the average daily amount of wastewater generated by Kennewick is 5.05 million gallons per day. The wastewater~~

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~~treatment plant has a design capacity for the maximum month average daily flow of 12.2 million gallons per day (mgd). Effluent from the plant is discharged to the Columbia River.~~

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

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

~~Existing wastewater treatment facilities are shown in the following table.~~

Table 5: Wastewater Treatment Facilities

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

~~RELATIONSHIP BETWEEN WATER SYSTEM AND SEWER SYSTEM~~

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

~~Water uses can have detrimental effects on the operation of the wastewater system. The Water Treatment Plant has the potential to discharge high levels of solids directly to the Wastewater Plant from its filter backwashing operations. This process is monitored closely to minimize the solids loading. Draining of pools and reservoirs into wastewater facilities has the potential to increase chlorine and other potentially harmful chemical levels in the waste stream~~

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~~to the point of affecting biological activity in the Sewer Lagoons. Industrial water discharges also have the potential to increase solids, metals, BOD and chemical concentrations in the waste stream to harmful levels.~~

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

SURFACE AND STORM WATER FACILITIES

~~SUMMARY OF THE DRAINAGE SYSTEM~~

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

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

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

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

Benton County also operates Elliot Lake detention facility ~~that is currently within the City's UGA located in Southeast Kennewick.~~

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

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

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

CONDITION

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

FIRE & EMERGENCY MEDICAL SERVICES

The City of Kennewick Fire Department (KFD) is City-owned and operated, and employ's ~~7984~~ personnel. ~~(54.75 funded by the general fund, 21.75 funded by the medical services fund, 1 funded by the building safety fund, 1 funded by the Kennewick School District and .5 from multiple agencies by the medical program director funding).~~ The Kennewick Fire Department ~~KFD~~ is responsible for delivering provides fire protection suppression services, Emergency Medical Services (EMS) and fire prevention, investigation and code enforcement services for the City of Kennewick. KFD also provides and Advanced Life Support (ALS) EMS services to a 300 square mile area of rural Benton County Fire District #1. -Additionally, KFD provides mutual and automatic-aid assistance in support of community emergency response needs with other adjacent departments and fire districts including Richland Fire Department, Pasco Fire Department, Benton County Fire Protection District #1 (comprised of areas located between Finley and Badger Canyon), and Benton County Fire Protection District #6 (stretching roughly 30 miles south of Kennewick, near the Washington-Oregon border). Other adjacent cities and fire districts such as the cities of Richland, Pasco and Benton County Fire Protection District #1 provide mutual and automatic aid in support of the community emergency response needs. In ~~2013~~ 2015, the Department ~~KFD~~ responded to a total of 8,186,365 calls (3,535 Advanced Life Support, 6,278,154 Basic Life Support, 1,081 Other EMS, and 187-2,595 Fire, and 1,721 other calls for service).

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

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

INVENTORY OF FIRE FACILITIES

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

FACILITY NAME	YEAR BUILT	APPARATUS BAYS	EQUIPMENT IN SERVICE	NORMAL STAFFING
Station #61	1977	4	2-Type 1 Engines 1-ALS Medic Unit 1-Type 6 EngineUtility Pick-up	53
Station #62	1994	4	1-Type 1 Quint 2-ALS Medic Units 1-Type 3 Engine 1-Command Vehicle	6
Station #63	1979	3	1-Type 1 Engine 1-ALS Medic Unit	3
Station #64	1994	2	1-Type 1 Engine 1-ALS Medic Unit	3
Station #5	2016	4	1-Type 1 Engine 1-ALS Medic Unit	3
Fire Training Center	2004	None	None2 – Command Vehicles	1, 40-Hour Staff3
Fire Prevention Division (City Hall)	2015	None	3 - Command Vehicles	5
Fire Administration CenterOffices (KPD)	Leased2015	None	32 - Command Vehicles	4.5, 40-Hour Staff3

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

POLICE AND LAW ENFORCEMENT

The City of Kennewick's Police Department is City-owned and operated. There are ~~93~~ 97 commissioned officers and 14 support personnel. The Department covers the corporate City limits with all areas beyond served by the Benton County Sheriff's office. The three county islands within Kennewick City limits are also served by the Sheriff's office.

The Police Department is located south of City Hall at 211 W. 6th Ave. This new building was opened in May of 2008. The building contains offices and meeting rooms only, with court services provided by the County facility. Police calls for service decreased from 109,555 in 2008 to 97,677~~89,971~~ in 2013~~2015~~. During the same time period the City's population has grown to 76,410~~79,120~~.

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SCHOOLS

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

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

Table 9: School Inventory

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

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Kennewick	1951 ('81, '91)	235,530	27.0
Tri-Tech	1981 ('07)	66,033	10.5
Southridge	1996	254,542	50.0
TOTAL			117.5

CAPITAL FACILITIES PLANNING

LAND-USE AND POPULATION GROWTH PROJECTIONS

The population of Kennewick's 20-year Urban Growth Area is expected to reach ~~102,529~~112,044 by the year ~~2034~~2037. This would be a ~~244~~1% increase of the City's existing population of ~~77,700~~79,120. The combined population within the City limits, and population receiving City utilities within the UGA is currently 76,191. It is important to ensure that Kennewick has adequate land inventory to accommodate the additional ~~24,829~~32,924 people (~~102,259~~77,700) in terms of both land use and infrastructure needs. Providing adequate infrastructure begins with public facilities and ensuring that they are in place at the time of development or there is a financial commitment in place to provide them, and that they provide adequate service to the new and existing residents and businesses. This is referred to in GMA as "concurrency" and "level of service" (LOS).

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

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

Table 13: Land Availability for Residential Use

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

POSSIBLE DISTRIBUTION OF GROWTH

~~Out of the additional 26,119 people projected by the year 2034, the adopted Southridge Sub-Area to the southwest of the City is anticipated to accommodate approximately 17,300 people in the next 25 years. The Southridge Sub-Area Capital Facilities Plan details out the facilities required for this area. Water and sewer facilities are planned for this area and are discussed in the Water and Sewer sub-sections in the Capital Facilities Plan. The rest of the growth for a population of 8,819 (26,119 – 17,300) would be accommodated in the vacant, and undeveloped lands throughout the City; some growth already exist in the City's UGA that is~~

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~~currently outside the City limits. Areas that are most likely to accommodate this future growth are, Hansen Park, Inspiration Estate, Southridge Estates, Sage Crest, Southcliffe and Canyon Ranch. Growth would also occur as infill developments throughout the City.~~

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

~~Table 14: Per Capita Land for Capital Facilities~~

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

~~Table 15: Land Availability for Capital Facilities~~

Increased Population (102,529-76,410)	Per Capita Land Use: Developed Acres	Additional CFP Land Required by 2034	Available	Surplus
26,119	.0069	180	40	0(-140)

CONCURRENCY

~~WAC 365-195-510~~

INTRODUCTION

~~Local governments are responsible for ensuring that adequate public facilities are in place to serve new growth. These public facilities must be able to provide an acceptable level of service to new growth without diminishing service to existing users below acceptable levels. should provide public facilities based on the concurrency requirements. "Concurrency" according to WAC 365-195-210 means that adequate public facilities are available without decreasing the levels of services when the impacts of development occur. This is referred to as "concurrency" in GMA. GMA Concurrency is mandated requires concurrency for transportation facilities and encourages local governments to . Other public facilities should also be considered for concurrency requirements for other public facilities. The list of such additional facilities should be locally defined (WAC 365-195-070 (3)). It is recommended under the GMA guidelines that at least domestic water and sanitary sewer systems be added to the concurrency list and be applicable within the urban growth areas. Existence of adequate supply of potable water is also required before issuing a building permit according to WAC 365-195-825.~~

~~Two options describe are available to meet the concurrency and LOS requirements:~~

- ~~1) Facilities facilities must be in place at the time of development; or -~~
- ~~2) a financial commitment Facilities must be is in place to complete the improvements or strategies within six-years of the development.~~

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

Category 1 - Definition

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

Category 1 capital facilities are:

- Sewer
- Streets
- Water

Category 2 - Definition

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

Category 2 capital facilities are:

- Emergency medical services
- Fire protection services
- Parks
- Police services
- Stormwater facilities.

Table 1: Category Table

<u>Category 1</u> <u>Locally provided GMA concurrent facilities/</u> <u>LOS required</u>	<u>Category 2</u> <u>Locally provided, GMA concurrency not required/</u> <u>LOS or Planning Assumptions</u>
<u>Concurrency at the time the impact occurs;</u> <u>6-year plan for transportation.</u>	<u>General financing plan/ commitment must be in</u> <u>place; City monitors.</u>
• <u>Streets, roads</u> • <u>Water</u> • <u>Sewer</u> • <u></u>	• <u>Parks</u> • <u>Storm water facilities</u> • <u>Solid waste management</u> • <u>Police</u> • <u>Fire</u> • <u></u>

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

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

~~Category 2 – Definition~~

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

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

Other Services

~~Public schools~~ ~~Other non-city owned facilities such as irrigation water (KID & CID), telephone, cable, electricity and natural gas services are discussed in the Utility section of the Comprehensive Plan. The City has been and will be working with these service providers to ensure that the residents receive acceptable levels of services as growth occurs., although~~ Although an important factor for growth, these utilities have not been included in the capital facilities list for concurrency. ~~However, and~~ no level of service standards have been established for them. The City has ~~been,~~ and will continue to be working with these service providers to ensure that the residents receive acceptable levels of services as growth occurs.

Schools

~~The Kennewick School District (KSD) operates under their own specific state guidelines for serving the community. Similar to the city, School district KSD operates with a maintains a five-year capital improvement plan facilities plan in order to be eligible to secure state funding that inventories existing facilities, projects future needs and identifies funding to serve growth.-~~

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

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

~~STANDARD FOR CONCURRENCY~~

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

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

~~Table 1: LOS For Transportation~~

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

~~Table 2: LOS For Water & Sewer~~

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

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

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

~~OPTION FOR TRANSPORTATION CONCURRENCY~~

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

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

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

~~LOCAL IMPLEMENTATION~~

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

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

~~SEPA & MITIGATION~~

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

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

~~CONCURRENCY~~

LEVEL OF SERVICE (LOS)

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

~~"Concurrency" according to WAC 365-195-210 means that adequate public facilities are available without decreasing the levels of services when the impacts of development occur. Concurrency is mandated for transportation facilities. It is also recommended under the GMA guidelines that at least domestic water systems and sanitary sewer systems be added to the concurrency list and be applicable within the urban growth areas.~~ The City has established mandatory LOS for "category one" facilities. This includes transportation, water and sewer. Transportation LOS is discussed into greater detail under the ~~transportation~~ Transportation subsection in the Infrastructure Element. The City's LOS standards for "category two" facilities serve as a tool to monitor the existing service and forecast future needs. This includes fire response, EMS, law enforcement, parks, schools and stormwater.

BEST MANAGEMENT PRACTICE

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

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

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

Table 10: Level of Service

Facility or Service	Level of Service
Domestic Water	170 gallons per capita per day
Domestic Sewer	120 gallons per capita per day
Commercial or Industrial Water & Sewer	Per Water & Sewer System Plan
Stormwater Detention	25 year storm
Transportation	Signalized Intersections (Existing) -- Level of Service "D", Level of Service "E" for intersections along Columbia Center Blvd. Unsignalized Intersections or Driveways (Minor Street Approach) - Level of Service "E" Signalized or Unsignalized Intersection with Second Site Access Point within ¼ mile having a LOS "D" or better" - Level of Service "F"
Fire Response	6 minutes response time for 90% of events
Emergency Medical Response	5 minutes response time for 90% of events
Law Enforcement	1.381.30 officers per 1000 population
Parks and Recreation Park Land	3 acres of parkland per 1,000 population
Schools	As established by the Kennewick School District Capital Facilities Plan: - Elementary School (K-3): 102 square feet/student; 22 Students/Class - Elementary School (4-5): 102 square feet/student; 25 Students/Class - Middle School (6-8): 116 square feet/student; 28 Students/Class - High School (9-12): 141 square feet/student; 28 Students/Class

WATER

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

Existing and proposed land designations determine the activities and the resulting required water needs that must be available to accommodate growth and allow development to occur. Water needs vary based on the types of residential development, and are different for commercial and industrial areas, schools and public facilities. Approximately 53% of the Kennewick Water Utility service area is residential development, 10% is designated as commercial and 3% is designated as industrial. Parks, schools, other public facilities, open space, agriculture, and right-of-ways compose the remaining 34%. The demands in residential areas are based on the type of housing; single family or multi-family, with an important variable

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being if irrigation service is provided to the customer. Needs for commercial, industrial, schools, and other public facilities are determined using a formula of gallons per day per 1,000 square feet of building size. Park demands are determined using the size of the park in acres. These figures are influenced by the seasons, with summer water usage almost consistently double that of winter.

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

Table 16: Projected Annual Demand for Water

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

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

PROPOSED FACILITIES

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

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

Table 17: Proposed Storage and Distribution System Improvements

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

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

Water Conservation

Goals and policies in the Kennewick Comprehensive Plan calls for best management practice in terms of water use which incorporates water conservation measures. Water conservation can help reduce overall water usage and peak production needs. The City has implemented a conservation program since 1994. The program is a combination of maintenance and awareness. It includes leak detection, routine reservoir leak testing program, large meter testing program, unmetered water reporting, and meter repair/ replacement program. This program has been very effective in reducing overall water use and as of 2010 has saved a total of 51.9 Mcf. Reduction in water usage can also be attributed to heightened water

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conservation awareness through local publicity of Endangered Species Act listings and related environmental efforts on the Columbia River. The 2001 and 2005 drought in this area could also have forced many people to be more aware of how they use water and to use it more wisely. The City continues to raise awareness through outreach and education programs such as distributing brochures and using the web page.

SEWER

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

Table 18: Comparison of Water Demand to Wastewater Flow Projections

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

The existing sewered population is estimated at 85 percent of the Service Area population. The sewered population percentage is projected as 88 percent in 2015 and 100 percent in 2055. The Service Area population is projected to grow at 1.01 percent per annum for the period 2025 to 2055. Build-Out population anticipates that all land area within the 50-year Service Area would be fully developed. Build-Out is not anticipated to occur until the year 2085 or later.

Table 19: Planning Area Population Projections for Sewer System

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

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

STORM WATER

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

Areas of water quality concerns identifies high risk areas and methods for retrofitting and decommissioning existing drywells. Recommendations for Best Management Practice include: source control, infiltration facilities, retention facilities, filtration, catch basins, detention

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~~facilities, and oil/water separator. Source control includes policies in the Storm Water Plan to raise awareness, public involvement and public education. Industrial and commercial property owners should be required to protect potential pollutant sources from rainfall and stormwater runoff. Other recommended updates include overall management, cleaning frequency of the infiltration facilities in the aquifer zone and street cleaning program.~~

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

~~Following is a list identifying required improvement programs:~~

~~Conveyance Improvement~~

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

~~Water Quality Improvement~~

- ~~• Aquifer recharge Zone Drywell Retrofit~~
- ~~• W. Columbia Dr. Drywell Retrofit~~
- ~~• W. Kennewick Ave. Drywell Removal~~
- ~~• S. Vancouver St. and W. 10th Ave. Drywell Removal~~
- ~~• S. Ely St. & W. 10th Ave. Drywell Removal~~
- ~~• Vista Way Drywell Removal~~
- ~~• W. 27th Ave. & Hwy 395 Drywell Removal & Facility~~

FIRE AND EMERGENCY RESPONSE

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

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

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

Personnel needs are dictated by the tasks involved to safely fight fires, perform rescues, and run ambulances. The current preferred staffing level is 18 personnel across 4 stations, with a

minimum staffing level of 17. When Station 5 opens in August 2016, the preferred staffing level will move to 19, with a minimum of 18 personnel across the 5 stations. The station housing the ladder truck will have a minimum of 5 personnel; all other stations will have 3. The on-duty Battalion Chief adds one additional person per shift. There is a direct correlation between the number of stations and personnel required to operate them. As more stations are added within the department, additional personnel will be required as well.

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

~~a. Improve the transportation system (especially in the least served areas). The transportation system has a direct effect on the LOS of Fire and Emergency Medical Services (EMS), and in order to keep response times to a minimum, the Department depends on an efficient and well-maintained transportation system.~~

~~b. Evaluate existing fire station's locations and add new fire stations. This will help to reduce and optimize the service distance between each, and will allow the Department the means to meet the Council's service delivery goals for fire and emergency medical service that were set in 2007.~~

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

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

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

The availability of an adequate water system is critical in determining a community's firefighting ability. If an uninterrupted supply of water cannot be maintained on a fire, complete structures may be lost, or the fire may extend beyond the capabilities of the emergency personnel to control it. Consequently, the~~The~~City's water supply capability also plays a large role in the cost of annual insurance premiums for residential and business owners. Some basic factors in evaluating a city's water system include: locations of fire hydrants, types and styles of hydrants, water pressure, size and age of water mains, pumping capability, requirements for pumping versus gravity feed, water storage capability, and the overall maintenance and reliability of the system.~~The Washington State insurance grading system evaluates our municipal water system pertaining to sustained capacity and storage quantities available for suppressing fires (known as "fire flow"). The availability of an adequate water system is critical in determining the capability of a community's firefighting ability. Fire insurance ratings are determined by a quasi-state agency known as the~~

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

Additionally, as the City maintains a focus on economic development, infrastructure and growth, the need and demand for fire prevention, code enforcement and public education continues. In March 2015, KFD established its Fire Prevention, Investigation and Code Enforcement Division. Since that time, this team of Certified Fire Inspectors has conducted hundreds of new and existing business inspections throughout the City, as well as performed hundreds of plan reviews and inspections related to construction projects. As more and more businesses come into the City, the need to ensure safety by inspecting for code compliance will continue to grow. KFD's Fire Prevention Division has also been instrumental in assisting hundreds of our local elderly community members with smoke alarm and battery replacement, as well as handling numerous public education events throughout the community and schools. As the population grows, the need for fire prevention services and public education will also continue to increase.

Firefighting apparatus and equipment are traditionally composed of pumping engines, aerial ladders, and rescue vehicles. The Kennewick Fire Department currently has four fire engines, one quint (pumper/aerial), two reserve engines, one wildland engine, six ambulances and eight command/support vehicles. Funding must be available for necessary replacement, repairs and maintenance of existing apparatus and equipment, as well as for the purchase of new engines, medic units and equipment required to open and operate additional stations. Some basic factors in evaluating a water system are the style and type of hydrant, location of the hydrant, water pressures, size and age of water mains, pumping capability, and requirements for pumping versus gravity feed, water storage capability, and the overall maintenance and reliability of the system.

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

PROPOSED FACILITIES

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

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

- ~~The City Council has approved funding to purchase property for a new fire station Bob Olson Parkway and Sherman St. (land purchased in 2016)~~

- ~~at 6004 W 10th Ave. A new fire station at this site should be considered for construction before the end of 2014. Over the next 5 to 10 years, the City should be looking at two additional stations; one in the Southridge area near the proposed Center Park Way and Hildebrand roads on land to be obtained through a developers agreement and one at the sSEoutheast end of the city somewhere Kennewick between 27th Ave, Gum St, Oak St. and 45th Ave.~~

It would also be wise for the city to secure land ~~for~~ near Ridge Line Drive and 10th Ave for future city facilities. ~~This would to~~ include 2 acres for future fire department needs.

~~Several Benton County Fire District 1 fire stations will be closing, due to annexation of County lands within the UGA over the next few years, which will put a significant service demand on the City Fire Department. Land should also be jointly secured between City of Kennewick and BCGFPD#1 within the area of 27th and Gum St. for a future jointly operated fire station.~~

POLICE AND LAW ENFORCEMENT

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

There are several methods to determine the ideal number of commissioned personnel to most effectively service a community, but the ratio method is the most common. In 2015 the state-wide average was 1.24 officers per thousand. Currently, the ratio of commissioned law personnel ~~per 1,000 population in Kennewick is 1.221.23 to 1,000per thousand population. In 2013 the state wide average was 1.53 officers per thousand. Kennewick has a level of service standards of 1.30 commissioned officers per thousand population. Eight (8) will need to hire 25 additional officers~~ s will need to be hireds to achieve the 1.531.30-average per thousand population average.

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

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

SEWER/STORMWATER/WATER

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

SCHOOL

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

Table 21: School Enrollment

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

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

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

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

FINANCING PLAN

CAPITAL FACILITIES BUDGET

OVERALL BUDGET

Like most cities in Washington State, the City of Kennewick continues to deal with significant ongoing budgetary challenges. The recent national recession, coupled with the ongoing impacts of citizen initiatives and unfunded mandates resulted in a challenging 2011/2012 biennial budget process. In response to these challenges, During the 2011-2012 the city began the process of implementing a “budgeting by priorities” model designed to better focus its limited resources on priority programs. As a result, there is a strong emphasis on economic development efforts and Council's involvement in capital projects are prioritization prioritized in order to assure the resources are focused on achieving the Council's and the community's vision and goals. The Capital Improvement Program for 2015/2017-2020/2022 has been prepared in conjunction with the 2015/2017/2016/2018 Biennial Budget and is reflected in the budget document.

BUDGET REVENUE SOURCES

The City of Kennewick's total adopted budget for 2015/2016 biennium is approximately \$276 million. The revenue for the City comes from various taxes, license and permit fees, intergovernmental revenues, charges for services, fines and forfeitures, miscellaneous revenues, and other financing sources (i.e. interfund transfers). Tax revenue includes sales and use tax, property tax, utility tax, gambling excise tax, gas tax, admission and leasehold tax, and real estate excise tax.

Sales tax is the single largest revenue source for the City's total and operating budgets. Most retail sales within the City of Kennewick are subject to an 8.60% sales tax. The majority of this tax goes to the state (6.50%) with the remainder being distributed to the City of Kennewick (0.85%), Benton County (0.25%), Ben Franklin Transit Authority (0.60%), Criminal Justice (0.10%), and Public Safety (.30%). The projected sales tax receipts for the City during the 2015/2016 biennium are \$39.4 million. Of this amount, \$29.4 million is used to support operating fund services with the remainder being used to fund capital improvements.

Property taxes levied on Kennewick residents are actually distributed between several governmental entities. In fact, only 19 cents of every dollar city residents pay in property taxes comes back to the City as revenue. The majority of the property taxes paid by residents go to support public schools (43%). The general operating budget receives 93% of the property tax revenue with the remaining 7% being allocated to the Debt Service Fund to service the 1996 Library Construction Bonds, the Local Revitalization Program for capital projects in the City's Southridge area and the Firemen's Pension Fund to support pre-LEOFF firefighters' retirement.

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2015/2016 Adjusted Budget

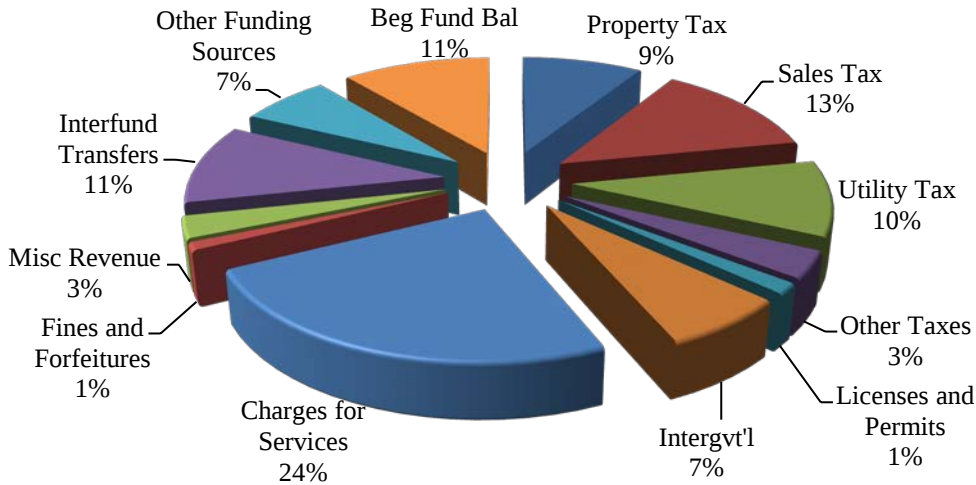


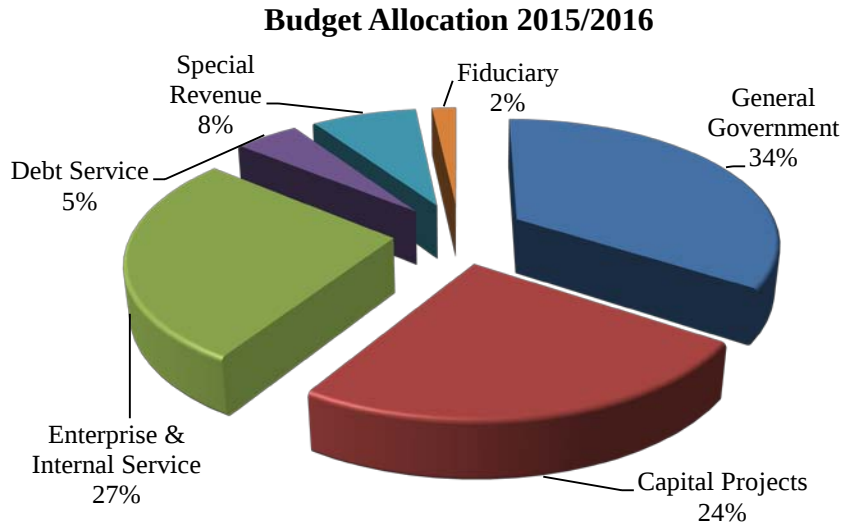
Table 22: Revenue Sources for 2015/2016

<i>Revenue Sources</i>	<i>Amount</i>	<i>Percentage of Total Adjusted Budget</i>
Property Tax	\$24,916,506	9%
Sales Tax	35,645,700	13%
Utility Tax	27,552,358	10%
Other Taxes	9,768,001	3%
Licenses and Permits	3,834,500	1%
Intergovernmental	18,658,827	7%
Charges for Services	67,213,168	24%
Fines and Forfeitures	2,780,600	1%
Miscellaneous Revenues	7,845,062	3%
Interfund Transfers	29,220,343	11%
Other Funding Sources	18,670,229	7%
Subtotal Revenues:	246,105,294	89%
Beginning Fund Balance	30,670,542	11%
TOTAL	276,775,836	100%

BUDGET ALLOCATIONS

The 2015/2016 budget allocates \$68,069,396 for capital projects, which is about 24.59% of the City's total budget. This total includes the Arterial Street Fund, Urban Arterial Street Fund, and the Capital Improvement Fund. The total general operating fund is \$94,916,285, which is 34.29% of the total budget for the biennium.

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—Table 23: Budget Allocations for 2015/2016

<i>Allocated Area</i>	<i>Adjusted Budget</i>	<i>Percentage</i>
<i>General Governmental</i>	<i>94,916,285</i>	<i>34%</i>
<i>Capital Projects</i>	<i>68,069,396</i>	<i>24%</i>
<i>Enterprise and Internal Service</i>	<i>74,833,488</i>	<i>27%</i>
<i>Debt Service</i>	<i>12,855,100</i>	<i>5%</i>
<i>Special Revenue</i>	<i>21,227,400</i>	<i>8%</i>
<i>Fiduciary Trust</i>	<i>-4,874,167</i>	<i>2%</i>
<i>TOTAL</i>	<i>276,775,836</i>	<i>100%</i>

SOURCES OF REVENUE

Kennewick finances capital improvements using a variety of funding sources. Sources that have greater potential to fund the capital projects in Kennewick are discussed in the following section. The Primary funding sources for capital projects are can be categorized into two (2) categories: Unrestricted Revenue and Restricted Revenue.

Unrestricted Revenue

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

Restricted Revenue

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

Local Revitalization Financing

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

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

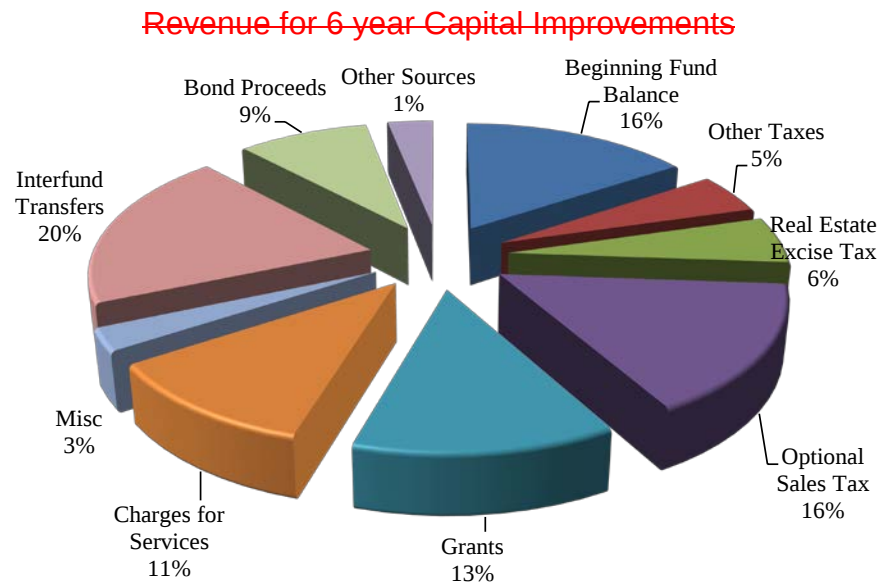


Table 24: Revenue for 6-yr Capital Improvements

	Actual	Projection					
	2013/2014	2015	2016	2017	2018	2019	2020
Beginning Fund Balance	\$ 16,493,394	\$ 8,259,245	\$ 5,562,843	\$ 5,973,989	\$ 5,300,255	\$ 2,228,319	\$ 2,686,039
Taxes	14,094,425	6,954,500	6,989,469	7,098,500	7,095,500	7,247,500	7,381,500
Intergovernmental	13,859,171	6,744,507	-	1,953,700	937,500	437,500	437,500
Charges for Services	7,443,851	2,979,463	2,946,818	4,256,237	4,302,652	4,602,639	4,637,238
Miscellaneous	3,128,075	972,674	485,076	791,046	494,047	297,078	300,139
Interfund Transfers	14,144,680	6,220,340	4,146,491	5,313,800	5,248,700	5,119,000	5,105,000
Other Sources	6,259,380	6,085,860	251,750	11,088,780	2,245,779	14,542,748	7,239,687
Total Revenue	58,929,582	29,957,344	14,819,604	30,502,063	20,324,178	32,246,465	25,101,064
Total w/ Beg Fund Balance	\$75,422,976	\$38,216,589	\$20,382,447	\$36,476,052	\$25,624,433	\$34,474,784	\$27,787,103

FUND DETAILS

The 2015/2016 Budget summarizes the allocation and expenditure of capital projects fund in five major areas:

Table 25: Allocations of Capital Facilities Fund

Fund area	Allocation	Percentage of the total
Arterial Street	\$ 1,600,000	3%
Urban Arterial Street	11,450,000	22%
Capital Improvement	29,615,898	56%
Stormwater	2,712,103	5%
Water & Sewer	7,658,192	14%
Total	\$53,036,193	100.0%

Arterial Street Fund

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

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

Urban Arterial Street Fund

~~Urban Arterial Program (UAP)~~ — This is a State grant program through the Transportation Improvement Board. Priority is given to projects that score well in safety, mobility and/or economic development. The Olympia Street, Edison Street Widening, S. Gum Street, and Steptoe Phase 3 Projects are all partially funded by UAP grants. ~~STP competitive~~ — same as Arterial Street Fund above. Steptoe Street Phase 2 and Olympia Street are funded by a combination of STP and UAP funds. Other STP Grants include Metaline Widening, Clearwater, and Columbia Center Blvd. Overlay.

The Capital Improvement Fund

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

~~Optional Sales Tax~~ is locally levied and distributed by the state to each city on the basis of collection in each jurisdiction. State law authorizes up to 1/2 of 1%. If both the County and the City are levying the optional sales tax, the City must allocate 15% of the amount it receives to the County. The Kennewick City Council has designated a major portion of the City's optional sales tax proceeds to the Capital Improvement Fund for its capital improvement program. Approximately \$4,400,000 per year of optional sales tax is projected. A portion of this amount has been dedicated to pay for debt service on Public Work Trust Fund Loans, bonds issued for the City's Police Station, the City's 2003B Bond Issue, the City's Limited Tax GO Bonds for the Local Revitalization Funding and the City's new Fire Station GO Bond. Additionally, a portion is allocated under Council policy to fund public safety vehicle and apparatus replacements and

~~Public Works equipment and vehicle replacements. The remaining amount is dedicated for priority projects from the city's capital improvement program.~~

~~*Real Estate Excise Tax:* The state authorizes a tax of 1.28% on the sale of all real estate. In addition, RCW 82.46 authorizes cities, to assess an additional tax on real estate sales of 1/2%. The first 1/4% tax must be spent for capital projects listed in their Capital Facilities Plan. A second 1/4% may also be levied by cities planning under GMA and must be used for capital projects as defined in RCW 83.46.035.~~

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

~~*The Washington State Public Works Trust Fund (PWTF)* offers low interest loans to eligible local governments for public works projects. The City has used this program for projects water line improvements, and comprehensive street system improvements. The annual debt service on these loans is approximately \$470,000.~~

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

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

~~The Stormwater Fund~~

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

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

~~The Water and Sewer Fund~~

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

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

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

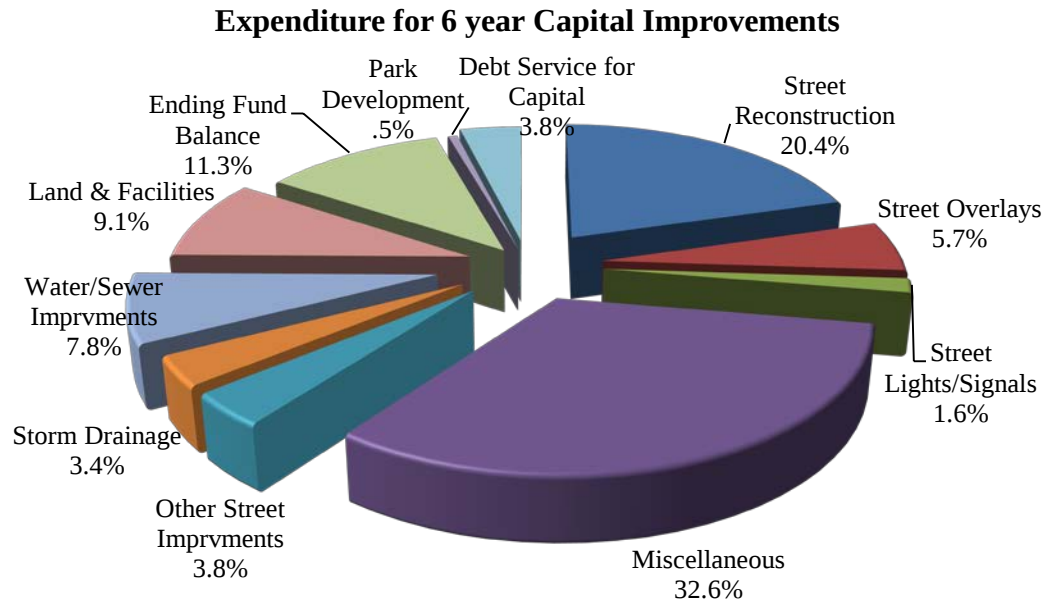


Table 26: Expenditure for 6-yr Capital Improvements

	Actual	Projection					
	2013/2014	2015	2016	2017	2018	2019	2020
Street Reconstruction	\$16,366,709	\$10,462,000	\$350,000	\$ 2,527,000	\$ 675,000	\$ 675,000	\$ 650,000
Street Overlays	1,880,000	1,251,900	1,751,900	1,916,900	1,916,900	2,001,700	2,001,700
Street Lights/Signals	2,032,170	451,800	401,800	403,900	463,900	463,900	463,900
Other Street Imprvments	1,817,851	1,931,801	75,000	100,600	100,600	115,000	364,400
Storm Drainage	659,408	1,780,000	-	150,000	150,000	150,000	150,000
Water/Sewer Imprvments	21,729,592	2,705,400	1,442,000	15,791,875	9,576,875	11,626,875	11,926,875
Land & Facilities	1,803,706	4,145,200	695,423	225,400	496,100	7,247,200	258,800
Park Development	364,884	264,000	30,000	730,000	760,000	30,000	30,000
Debt Service for Capital	1,342,956	1,002,806	1,040,045	908,296	901,179	691,402	247,115
Miscellaneous	19,166,455	8,658,839	8,622,290	8,421,826	8,355,560	8,787,668	8,767,068
Total Expenses	67,163,731	32,653,746	14,408,458	31,175,797	23,396,114	31,788,745	24,859,858
Ending Fund Balance	8,259,245	5,562,843	5,973,989	5,300,255	2,228,319	2,686,039	2,927,245
Grand Total	\$75,422,976	\$38,216,589	\$20,382,447	\$36,476,052	\$25,624,433	\$34,474,784	\$27,787,103

MAJOR FACILITIES PROPOSED

In this section, major capital projects have been listed based on their long-term impacts on the growth and economy of the community. This listing mainly includes projects planned within ~~2015~~2017/2020-2022 that are conducive of new developments such as availability of water, sewer, parks and recreation, police, and fire facilities. This project list does not include street projects. All street projects are discussed in a greater detail in the “Transportation” ~~Element~~section ~~under~~ Infrastructure ~~of~~ the ~~Comprehensive~~ Plan.

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Table 27: ~~Major~~ Facilities Proposed for ~~2015~~2017- ~~2020~~2022

	<u>ACTUAL</u>	<u>ADJUSTED</u> <u>BUDGET</u>	<u>PROJECTION</u>					
	<u>2013/2014</u>	<u>2015/2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<u>BEGINNING FUND BALANCE</u>								
Arterial Street	\$133,972	\$8,595	\$-	\$-	\$-	\$-	\$-	\$-
Urban Arterial Street	924,157	1,030,967	-	-	-	-	-	-
Capital Improvement Fund	7,168,880	7,425,888	4,361,749	3,476,961	3,064,856	2,205,842	1,707,080	2,327,176
Stormwater Fund	395,121	718,120	189,784	159,891	127,083	74,663	32,017	22,017
Water and Sewer Fund	7,871,255	3,791,412	229,325	4,528,436	9,310,307	4,420,552	8,771,622	4,167,919
Total Beginning Fund Balance	16,493,385	12,974,982	4,780,858	8,165,288	12,502,246	6,701,057	10,510,719	6,517,112
<u>REVENUES</u>								
TAXES	13,954,368	17,661,614	8,716,500	8,796,500	8,894,500	9,113,500	9,335,500	9,556,500
INTERGOVERNMENTAL - GRANTS	10,212,896	12,010,085	3,147,000	1,271,189	437,500	437,500	437,500	437,500
<u>CHARGES FOR SERVICES:</u>								
Water/Sewer Revenue for Capital from Rates	5,319,533	4,459,723	8,345,436	8,345,436	8,974,519	8,974,519	9,691,797	9,691,797
Stormwater Revenue for Capital from Rates	191,792	218,524	188,558	176,653	142,041	-	-	-
Water Area Charges	153,053	244,750	126,642	112,500	112,500	112,500	112,500	112,500
Sewer Area Charges	439,243	564,200	282,110	282,109	210,000	210,000	210,000	210,000
Subtotal Charges for Services	6,103,621	5,487,197	8,942,746	8,916,698	9,439,060	9,297,019	10,014,297	10,014,297
MISCELLANEOUS	2,215,820	2,243,708	782,034	234,726	237,696	240,597	242,978	246,039
INTERFUND TRANSFERS	10,396,967	24,726,787	8,620,308	7,684,705	7,266,600	7,171,200	6,519,400	7,672,800
<u>OTHER FINANCING SOURCES:</u>								
Interfund Loan Principal & Interest	80,623	475,452	254,692	251,750	248,780	179,604	5,022	1,961
Bond Proceeds	-	14,827,162	-	-	14,300,000	10,000,000	-	-
State Revolving Loan Fund Proceeds	725,057	7,559,541	2,000,000	2,000,000	3,150,000	-	3,250,000	-
Biosolids Reserve	-	-	-	-	-	-	-	-
Rural County Funds	-	-	1,600,000	700,000	700,000	700,000	700,000	700,000
Transportation Impact Fees	-	489,134	322,500	395,000	395,000	395,000	395,000	395,000
Capital Lease Proceeds	380,000	-	-	-	2,000,000	-	-	-
Public Works Trust Fund Loan Proceeds	4,250,000	-	-	-	-	-	-	-
Subtotal Other Financing Sources	5,435,680	23,351,289	4,177,192	3,346,750	20,793,780	11,274,604	4,350,022	1,096,961
Total Revenues	48,319,352	85,480,680	34,385,780	30,250,568	47,069,136	37,534,420	30,899,697	29,024,097
TOTAL	\$64,812,737	\$98,455,662	\$39,166,638	\$38,415,856	\$59,571,382	\$44,235,477	\$41,410,416	\$35,541,209
<u>EXPENDITURES</u>								
<u>STREET CONSTRUCTION/RECONSTRUCTION</u>								
<u>Urban Arterial Street Fund:</u>								
Edison Widening	\$149,116	\$2,831,579	\$-	\$-	\$-	\$-	\$-	\$-
Columbia Center Blvd Safety Project	760,776	27	-	-	-	-	-	-
Columbia Drive Streetscape	-	575,000	-	-	-	-	-	-
Columbia Park East - Bike/Ped Improvements	-	355,000	-	-	-	-	-	-
Steptoe Street - Phase II	2,108,472	-	-	-	-	-	-	-
Steptoe Street - Phase III	1,972,685	3,342,315	-	-	-	-	-	-

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<u>Olympia - SR397 to 27th</u>	<u>4,365,050</u>	<u>229,324</u>	-	-	-	-	-	-	-
<u>Hildebrand Blvd. - 10th to City Limits</u>	<u>416,424</u>	-	-	-	-	-	-	-	-
<u>Hildebrand Blvd. - City Limits to Sherman</u>	-	<u>6,326,573</u>	-	-	-	-	-	-	-
<u>Hildebrand Blvd. - Outside Lanes/Other Improve</u>	-	<u>2,170,000</u>	-	-	-	-	-	-	-
<u>Southridge Blvd/Christianson Road Improvements</u>	-	<u>1,070,000</u>	-	-	-	-	-	-	-
<u>Dayton - CID Bridge Replacement</u>	<u>705,889</u>	<u>45,118</u>	-	-	-	-	-	-	-
<u>Citywide Safety Project</u>	<u>84,138</u>	<u>264,841</u>	-	-	-	-	-	-	-
<u>Clearwater - Leslie to US395</u>	<u>402,594</u>	<u>1,717,144</u>	-	-	-	-	-	-	-
<u>Underground Utility Lines</u>	<u>26,933</u>	-	-	-	-	-	-	-	-
<u>US395/Ridgeline Intersection Revision</u>	-	<u>750,231</u>	<u>1,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>1,000,000</u>	-	-	-
<u>45th Avenue</u>	<u>126,629</u>	-	-	-	-	-	-	-	-
<u>Metaline Widening</u>	<u>51,174</u>	<u>405,473</u>	-	<u>1,662,000</u>	-	-	-	-	-
<u>10th Avenue Widening</u>	-	-	<u>2,745,000</u>	-	-	-	-	-	-
<u>Columbia Gardens Phase II/Willows</u>	-	-	<u>2,000,000</u>	-	-	-	-	-	-
<u>Canal Dr and Edison Interchange</u>	-	-	-	-	<u>288,000</u>	<u>1,137,000</u>	-	-	-
<u>North/South (Deschutes Pl) Vista Field</u>	-	-	<u>1,100,000</u>	<u>550,000</u>	-	-	-	-	-
<u>Vista Field Transportation Improvement Projects</u>	-	-	-	<u>150,000</u>	<u>700,000</u>	<u>700,000</u>	<u>700,000</u>	<u>700,000</u>	<u>700,000</u>
<u>Center Parkway - Bob Olson to Ridgeline</u>	-	-	-	-	-	-	<u>2,528,800</u>	-	-
<u>Ridgeline Drive - Center Parkway to Sherman</u>	-	-	-	-	-	-	-	-	<u>3,625,000</u>
<u>Ridgeline Drive - Sherman to Southridge</u>	-	-	-	-	<u>1,120,000</u>	<u>1,120,000</u>	-	-	-
<u>Capital Improvement Fund:</u>									
<u>Hildebrand Blvd. - Sherman to SR395</u>	<u>30,554</u>	-	-	-	-	-	-	-	-
<u>Plaza Way - Ridgeline north to existing</u>	<u>2,808</u>	-	-	-	-	-	-	-	-
<u>Ridgeline Dr - Plaza Way to Southridge</u>	<u>400,912</u>	-	-	-	-	-	-	-	-
<u>Ridgeline Dr - US395 to Plaza Way</u>	<u>88,499</u>	-	-	-	-	-	-	-	-
<u>Ridgeline Dr - Southridge to 36th</u>	<u>151,691</u>	-	-	-	-	-	-	-	-
<u>W 7th Extension</u>	-	<u>685,000</u>	-	-	-	-	-	-	-
<u>W. 5th</u>	-	<u>303,305</u>	-	-	-	-	-	-	-
<u>Hood/Jefferson</u>	-	<u>10,000</u>	-	-	-	-	-	-	-
<u>Subtotal Street Reconstruction</u>	<u>11,844,344</u>	<u>21,080,930</u>	<u>6,845,000</u>	<u>4,362,000</u>	<u>4,108,000</u>	<u>3,957,000</u>	<u>3,228,800</u>	<u>4,325,000</u>	

STREET OVERLAYS

Arterial Street Fund:

<u>Pavement Preservation Program</u>	<u>1,676,768</u>	<u>1,008,595</u>	<u>1,696,000</u>	<u>1,696,000</u>	-	-	-	-	-
<u>Columbia Dr - SR395 to Hartford</u>	<u>3,375</u>	-	-	-	-	-	-	-	-

Urban Arterial Street Fund:

<u>Columbia Center Blvd Overlay</u>	-	<u>1,140,000</u>	-	-	-	-	-	-	-
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Capital Improvement Fund:

<u>Miscellaneous Street Projects</u>	<u>84,148</u>	<u>193,050</u>	<u>109,000</u>	<u>109,000</u>	<u>109,000</u>	<u>109,000</u>	<u>109,000</u>	<u>109,000</u>	<u>109,000</u>
<u>Crack Sealing</u>	-	<u>116,600</u>	<u>123,600</u>	<u>123,600</u>	<u>129,500</u>	<u>129,500</u>	<u>136,000</u>	<u>136,000</u>	
<u>Subtotal Street Overlays</u>	<u>1,764,291</u>	<u>2,458,245</u>	<u>1,928,600</u>	<u>1,928,600</u>	<u>238,500</u>	<u>238,500</u>	<u>245,000</u>	<u>245,000</u>	

STORM DRAINAGE

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Stormwater Fund:

<u>Drywell Storm Systems (misc locations)</u>	<u>76,280</u>	<u>33,720</u>	<u>25,000</u>	<u>25,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>
<u>Decant Facility</u>	-	<u>800,000</u>	-	-	-	-	-	-
<u>UGA Stormwater Facility</u>	-	<u>980,000</u>	-	-	-	-	-	-
<u>Wellhead Area Retrofit</u>	<u>265,179</u>	-	-	-	-	-	-	-
<u>Zintel Canyon Project</u>	-	<u>401,200</u>	-	-	-	-	-	-
<u>Low Impact Development Project</u>	<u>55,375</u>	<u>213,950</u>	-	-	-	-	-	-
<u>Subtotal Storm Drainage</u>	<u>396,834</u>	<u>2,428,870</u>	<u>25,000</u>	<u>25,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>

STREET LIGHTS/SIGNALS

Urban Arterial Street Fund:

<u>Energy Savings Program</u>	<u>229,430</u>	-	-	-	-	-	-	-
<u>Grandridge and Young Roundabout</u>	<u>606,526</u>	<u>70,973</u>	-	-	-	-	-	-

Capital Improvement Fund:

<u>Flashing School Beacon</u>	<u>14,738</u>	<u>55,000</u>	-	-	-	-	-	-
<u>Traffic Sign Inventory</u>	<u>18,557</u>	-	-	-	-	-	-	-
<u>Traffic Volume Counts</u>	-	<u>25,000</u>	-	-	-	-	-	-
<u>Miscellaneous ADA Improvements</u>	<u>39,270</u>	-	-	-	-	-	-	-
<u>St. Lts. Misc. Locations (Arterials)</u>	<u>421</u>	<u>206,646</u>	<u>125,000</u>	<u>125,000</u>	<u>125,000</u>	<u>125,000</u>	<u>125,000</u>	<u>125,000</u>
<u>Misc Traffic Signals or Roundabouts</u>	<u>233,306</u>	<u>386,834</u>	<u>153,900</u>	<u>213,900</u>	<u>213,900</u>	<u>213,900</u>	<u>213,900</u>	<u>213,900</u>
<u>Subtotal Street Lights/Signals</u>	<u>1,142,248</u>	<u>744,453</u>	<u>278,900</u>	<u>338,900</u>	<u>338,900</u>	<u>338,900</u>	<u>338,900</u>	<u>338,900</u>

SIDEWALKS

Urban Arterial Street Fund:

<u>Gum Street Sidewalk</u>	<u>238,717</u>	-	-	-	-	-	-	-
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Capital Improvement Fund:

<u>ADA Transition Program</u>	<u>654,560</u>	<u>172,931</u>	<u>374,000</u>	<u>125,000</u>	<u>125,000</u>	<u>125,000</u>	<u>125,000</u>	<u>125,000</u>
<u>Sidewalk Program</u>	<u>90,932</u>	<u>150,000</u>	<u>75,000</u>	<u>75,000</u>	<u>75,000</u>	<u>75,000</u>	<u>75,000</u>	<u>75,000</u>
<u>Subtotal Storm Drainage</u>	<u>984,209</u>	<u>322,931</u>	<u>449,000</u>	<u>200,000</u>	<u>200,000</u>	<u>200,000</u>	<u>200,000</u>	<u>200,000</u>

WATER/SEWER SYSTEM IMPROVEMENTS

Water/Sewer Fund:

WATER SYSTEM IMPROVEMENTS

<u>Water System Improvements</u>	<u>\$97,881</u>	<u>\$-</u>	<u>\$-</u>	<u>\$-</u>	<u>\$-</u>	<u>\$-</u>	<u>\$-</u>	<u>\$-</u>
<u>Water Source - Filter Plant, Wells</u>	-	-	-	-	-	-	-	-
<u>Water Distribution</u>	-	-	-	-	-	-	-	-
<u>Pump Station/Reservoirs</u>	-	-	-	-	-	-	-	-
<u>ASR</u>	<u>3,123,418</u>	<u>268,397</u>	-	-	-	-	-	-
<u>Automated Meter Reading</u>	-	-	-	-	-	<u>3,000,000</u>	<u>3,000,000</u>	-
<u>Filter Plant Improvements *</u>	-	<u>541,200</u>	-	-	-	-	-	-
<u>WTP Intake Structure Permitting</u>	-	-	-	<u>200,000</u>	-	-	-	-
<u>WTP Intake Structure Improvements</u>	-	-	-	-	<u>800,000</u>	-	-	-
<u>Hildebrand - 10th to Southridge</u>	<u>91,845</u>	<u>1,320,306</u>	-	-	-	-	-	-
<u>W. Metaline</u>	-	<u>355,200</u>	-	-	-	-	-	-
<u>S. Irving Water Main WM 3.5 Upsize</u>	-	-	-	-	<u>315,000</u>	-	-	-
<u>Edison St Widening</u>	-	<u>60,000</u>	-	-	-	-	-	-
<u>Olympia St - CR397 to 27th</u>	<u>314,141</u>	<u>35,909</u>	-	-	-	-	-	-
<u>Re-Roof Water Treatment Plant</u>	-	-	<u>320,000</u>	-	-	-	-	-
<u>Southridge LRF</u>	<u>33,104</u>	-	-	-	-	-	-	-
<u>Southridge Zone 5 Water Main</u>	<u>3,257</u>	-	-	-	-	-	-	-
<u>Elliot Lake</u>	-	<u>1,138,315</u>	-	-	-	-	-	-

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Vista Field Improvements Phase 1	-	-	<u>300,000</u>	-	-	-	-	-
Vista Field Improvements Phase 2	-	-	-	-	<u>1,117,000</u>	-	-	-
Vista Field Improvements Phase 3	-	-	-	-	<u>2,557,000</u>	-	-	-
Steptoe - Phase III	<u>39,020</u>	-	-	-	-	-	-	-
Thompson Hill Zone 6 Booster	<u>767,164</u>	-	-	-	-	-	-	-
UGA Utility Expansion	-	<u>262,500</u>	-	-	-	-	-	-
W 5th Ave - Rainier to Quincy	-	<u>60,000</u>	-	-	-	-	-	-
Waterline - Renewals & Replacement	<u>880,428</u>	<u>407,551</u>	-	-	-	-	-	-
Fire Flow Deficiencies per 2015 Comp Plan	-	-	<u>750,000</u>	<u>750,000</u>	<u>750,000</u>	<u>750,000</u>	<u>750,000</u>	<u>750,000</u>
Deficient Wtr Main Rplcmnt per 2015 Comp Plan	-	-	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>
Water Main Replacement Non-Std Material	-	-	-	-	<u>175,000</u>	<u>175,000</u>	<u>362,500</u>	<u>362,500</u>
W. Hildebrand & Ridgeline Dr. Looping - WM5	-	-	-	<u>598,000</u>	-	-	-	-
Entiat to Canal Water Mains	-	-	-	<u>950,000</u>	-	-	-	-
W. 10th Ave. (west of Steptoe)	-	-	-	<u>835,000</u>	-	-	-	-
Ridgeline Dr. @ Hwy. 395 Crossing - WM4	-	-	-	-	<u>416,000</u>	-	-	-
Ridgeline Dr. Ext. Phase 3	-	-	-	-	<u>700,000</u>	<u>700,000</u>	-	-
Ridgeline Dr. Ext. Phase 4	-	-	-	-	<u>700,000</u>	<u>700,000</u>	-	-
Montana St (W 10th to W 19th)	-	-	-	-	<u>500,000</u>	<u>500,000</u>	-	-
Morain St Ext. (W 10th to W 19th)	-	-	-	-	-	-	<u>262,500</u>	<u>262,500</u>
W. 20th - Zone 3 Connection	-	-	-	-	-	-	<u>175,000</u>	-
18th & Kellogg Reservoir Improvements	-	-	-	-	-	-	<u>1,125,000</u>	<u>1,125,000</u>
W. 45th Ave (Ely & Olympia)	-	-	-	-	-	-	<u>355,000</u>	<u>355,000</u>
Cascade St. (Highland to 45th)	-	-	-	-	-	-	<u>82,500</u>	<u>82,500</u>
W. Kennewick Ave. (Morain to Union)	-	-	-	-	-	-	<u>300,000</u>	<u>300,000</u>
Zone 2 Transmission Main	<u>14,463</u>	<u>135,537</u>	-	-	-	-	-	-
Zone 4 Reservoir - Thompson Hill	<u>4,714,849</u>	<u>690,151</u>	-	-	-	-	-	-
Zone 4 Reservoir Transmission Main	<u>236,974</u>	<u>31,446</u>	-	-	-	-	-	-
Zone 5 Reservoir Transmission Main	<u>293,943</u>	<u>550,000</u>	-	-	-	-	-	-
	<u>10,610,487</u>	<u>5,856,512</u>	<u>1,720,000</u>	<u>3,683,000</u>	<u>8,380,000</u>	<u>6,175,000</u>	<u>6,762,500</u>	<u>3,587,500</u>
SEWER SYSTEM IMPROVEMENTS								
Sewer System Improvements	<u>1,841</u>	-	-	-	<u>130,000</u>	<u>130,000</u>	<u>130,000</u>	<u>130,000</u>
Beech St - 8th to Bruneau	<u>2,107,371</u>	<u>35,000</u>	-	-	-	-	-	-
Columbia Gardens	<u>102,016</u>	<u>697,984</u>	-	-	-	-	-	-
Easement Acquisition	-	<u>1,100,000</u>	-	-	-	-	-	-
W. Metaline	-	<u>484,000</u>	-	-	-	-	-	-
W. 5th	-	<u>6,000</u>	-	-	-	-	-	-
Edison St. Widening	-	<u>20,000</u>	-	-	-	-	-	-
Hildebrand - 10th to Southridge	<u>539,041</u>	<u>2,246,179</u>	-	-	-	-	-	-
Lift Station Improvements	<u>444,169</u>	<u>625,000</u>	<u>130,000</u>	<u>130,000</u>	-	-	-	-
Olympia St - CR397 to 27th	<u>244,979</u>	<u>60,021</u>	-	-	-	-	-	-
Sewerline Renewals and Replacements	<u>808,963</u>	<u>644,000</u>	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>
Southridge LRF	<u>4,815</u>	-	-	-	-	-	-	-
UPRR 24" Trunk Line Replacement	-	-	<u>1,250,000</u>	<u>1,250,000</u>	-	-	-	-
Headworks Bypass & Upgrade to Influent Pump Sta	-	<u>400,000</u>	-	-	-	-	-	-

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<u>Rehabilitation of Final Clarifiers 1 & 2</u>	-	<u>600,000</u>	-	-	-	-	-	-
<u>Replace UV System</u>	-	<u>1,300,000</u>	<u>1,000,000</u>	-	-	-	-	-
<u>Emergency Backup Generator</u>	-	<u>200,000</u>	-	-	-	-	-	-
<u>Aerated Sludge Lagoon Effluent Lift Station</u>	-	<u>200,000</u>	-	-	-	-	-	-
<u>32nd & Ione Lift Station</u>	-	-	-	-	-	-	-	<u>317,000</u>
<u>Columbia Dr. Interceptor</u>	-	-	-	-	-	-	<u>1,477,000</u>	-
<u>Union St. Collector</u>	-	-	-	-	<u>252,000</u>	-	-	-
<u>WAS Thickening & Anaerobic Digestion</u>	-	-	-	-	<u>4,725,000</u>	<u>4,725,000</u>	<u>4,725,000</u>	<u>4,725,000</u>
<u>Mechanical Dewatering of Digested Solids</u>	-	-	-	-	<u>2,425,000</u>	<u>2,425,000</u>	<u>1,775,000</u>	<u>1,775,000</u>
<u>Ridgeline Dr. Ext. Phase 3</u>	-	-	-	-	<u>500,000</u>	<u>500,000</u>	-	-
<u>Ridgeline Dr. Ext. Phase 4</u>	-	-	-	-	<u>500,000</u>	<u>500,000</u>	-	-
<u>Montana St (W 10th to W 19th)</u>	-	-	-	-	<u>500,000</u>	<u>500,000</u>	-	-
<u>Morain St Ext. (W 10th to W 19th)</u>	-	-	-	-	-	-	<u>150,000</u>	-
<u>Canyon Interceptor Crossing I-82</u>	-	-	-	-	-	-	<u>811,000</u>	<u>811,000</u>
<u>Wastewater Treatment Plant Upgrade</u>	<u>383,453</u>	<u>1,563,547</u>	<u>1,900,000</u>	-	-	-	<u>1,875,000</u>	<u>1,875,000</u>
<u>UGA Utility Expansion</u>	-	<u>125,000</u>	-	-	-	-	-	-
	<u>4,636,648</u>	<u>10,306,731</u>	<u>4,780,000</u>	<u>1,880,000</u>	<u>9,532,000</u>	<u>9,280,000</u>	<u>11,443,000</u>	<u>10,133,000</u>
<u>Combined Utility Improvements</u>	<u>703,090</u>	<u>515,700</u>	<u>732,900</u>	<u>732,900</u>	<u>250,000</u>	<u>250,000</u>	<u>250,000</u>	<u>250,000</u>
<u>Subtotal W/S Improvements</u>	<u>15,950,225</u>	<u>16,678,943</u>	<u>7,232,900</u>	<u>6,295,900</u>	<u>18,162,000</u>	<u>15,705,000</u>	<u>18,455,500</u>	<u>13,970,500</u>
<u>LAND & FACILITIES</u>								
<u>Capital Improvement Fund:</u>								
<u>Facilities Maintenance Program</u>	<u>159,016</u>	<u>5,090,184</u>	<u>32,400</u>	<u>33,400</u>	<u>325,700</u>	<u>341,300</u>	<u>357,700</u>	<u>374,900</u>
<u>Tree Removal</u>	<u>3,791</u>	<u>60,000</u>	<u>20,000</u>	<u>20,000</u>	-	-	-	-
<u>City Hall</u>	<u>318,690</u>	<u>188,000</u>	-	-	-	-	-	-
<u>Fire Station #61</u>	-	-	-	-	<u>2,600,000</u>	-	-	-
<u>Fire Station #62</u>	<u>938</u>	-	<u>33,030</u>	-	-	-	-	-
<u>Fire Station #63</u>	-	-	-	-	<u>5,500,000</u>	-	-	-
<u>Fire Station #65</u>	<u>33,183</u>	<u>4,355,182</u>	-	-	-	-	-	-
<u>Fire Station #66</u>	-	-	-	-	<u>5,100,000</u>	-	-	-
<u>Building Demolition</u>	-	<u>265,600</u>	-	-	-	-	-	-
<u>Hildebrand/395 - KID Irrigation</u>	<u>64,910</u>	-	-	-	-	-	-	-
<u>KSD Parking Lot</u>	-	-	<u>80,000</u>	<u>80,000</u>	-	-	-	-
<u>Library</u>	-	-	-	<u>37,250</u>	-	-	-	-
<u>Columbia Park Aquatic Center</u>	-	-	-	<u>25,000</u>	-	-	-	-
<u>Frost Facility</u>	<u>3,962</u>	-	<u>39,550</u>	<u>38,450</u>	-	-	-	-
<u>Parks Restrooms</u>	-	-	<u>25,000</u>	<u>25,000</u>	-	-	-	-
<u>Land Acquisition</u>	<u>711,718</u>	<u>3,300,000</u>	-	-	-	-	-	-
<u>Subtotal Land & Facilities</u>	<u>1,296,208</u>	<u>13,258,966</u>	<u>229,980</u>	<u>259,100</u>	<u>13,525,700</u>	<u>341,300</u>	<u>357,700</u>	<u>374,900</u>
<u>OTHER IMPROVEMENTS</u>								
<u>Capital Improvement Fund:</u>								
<u>Other Improvements</u>	<u>1,407,527</u>	<u>1,709,583</u>	<u>845,581</u>	<u>345,572</u>	<u>3,480,900</u>	<u>380,900</u>	<u>399,900</u>	<u>399,900</u>
<u>PARK IMPROVEMENTS</u>								
<u>Capital Improvement Fund:</u>								
<u>Park Development/Construction:</u>								
<u>Civic Center Athletic Area</u>	-	<u>80,000</u>	-	-	-	-	-	-
<u>Columbia Park Improvements</u>	<u>327</u>	<u>30,000</u>	<u>325,000</u>	-	-	-	-	-

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

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<i>Facilities</i>	<i>Description</i>	<i>Funding Sources</i>	<i>Timeframe</i>
Water and Sewer			
UGA Water & Sanitary Sewer Extensions	Provides for design and development of the routing of water and sanitary sewer lines to the UGA Expansion area south of I-82.	Capital Improvement Fund	2015-2016
E. 23rd Ave & Gum St Sewer Lift Station Improvement	This project will replace the existing wet/dry lift station built in 1976 with a more efficient submersible style pump lift station and monitoring system.	Water and Sewer Fund – PWTF Loan	2015-2017
Zone 2 Transmission Main	This project will install a water transmission main between the Golf Course Booster Station and the 10 million gallon Kellogg water reservoir.	Water and Sewer Fund	2015-2016
W. Metaline Water & Sewer Improvements	Replace existing undersized 6" AC water main and add sanitary sewer main to serve areas currently without sewer.	Water and Sewer Fund	2015-2016
Wastewater Treatment Plant Upgrades	Replacement of UV disinfection system, add backup power for UV system, effluent lift station for lagoon sludge, headworks bypass and aeration upgrade to HRT.	Water and Sewer Fund	2015-2020
Zone 5 Reservoir Transmission Main	Complete the transmission main between Canyon Lakes Zone 5 Reservoir and Thompson Hill Zone 5 Booster Station. The pipe provides redundancy and capacity in our water system to support water services to the Southridge & Canyon Lakes development areas and the future UGA growth are south of I-82.	Water and Sewer Fund	2015
Biosolids Removal	Remove biosolids from lagoon #2 which is at capacity requiring removal of biosolids to return it to proper operation.	Water and Sewer Fund	2017
Parks			
Hansen Park	Improvements to the newly development Hansen Park.	Capital Improvement Fund	2015
Fire			
New Fire Station 65 6400 W. 10th.	Design and construction of a new Fire station.	GO Bond	2015-2016
Replace Fire Station 63	Design and construction of a new Fire station.	Bonding or Capital Improvement	2019
Remodel Fire Station 61	Design and construction	Bonding or Capital Improvement	2019
Future Fire Station 66 Southeast Kennewick	Design and construction of a new Joint Agency Fire station.	Bonding or Capital Improvement	2021
Future Fire Station 67 Southridge area of Kennewick	Design and construction of a new Fire station	Bonding or Capital Improvement	2022

~~IMPLEMENTATION~~IMPLEMENTING THE PLAN

ESTABLISHING PRIORITIES AND PHASING

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

REASSESSMENT

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

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

The Following measures are used for monitoring and reassessment:

- o Re-evaluate the land use plan in the annual Comprehensive Plan Amendment process
- o Periodic GMA Comprehensive Plan update every 7-8 years
- o The biennial CIP and budget process
- o Annual CIP budget monitoring reports with quarterly updates
- o The Transportation Improvement Program (TIP)
- o Periodic Water, ~~and~~ Sewer and Stormwater Plans update
- o Concurrency requirement in the development review process

Strategy for 20-year includes:

- o Establishing the 20 year UGA
- o Plan to serve the UGA in the next 20 years
- o Revisit the Capital Facilities Plan every 7-8 yrs

GOALS AND POLICIES

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

Policies

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

TEXT – Original text from Technical Document
TEXT – Original text from Executive Document

- ~~1.2.~~ Ensure capital facility investments are prioritized to support growth in the locations targeted in the Land Use Element and that these facilities will be in place when development occurs.

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

Policies

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

Goal 3: Provide adequate facilities and services to ~~achieve concurrency as developments occur~~ serve new and existing development at desired service levels.

Policies

- ~~1. Use the Concurrency Ordinance (KMC 4.12.055) for regulatory responses and guidance in absence of concurrency in project proposals. Ensure adequate public facilities are in place concurrent with development. Concurrent with development shall mean the existence of adequate facilities, strategies, or services when development occurs or the existence of a financial commitment to provide adequate facilities, strategies, or services within six years of when development occurs.~~
2. Add parkland, open space, green belt, trails and recreational facilities as growth occurs, consistent with the City's Parks and Recreation plan. Include consideration of neighborhood scale facilities to provide more local, convenient access to nearby residents.
- ~~3. Provide a diverse range of public recreation opportunities for all citizens of the City of Kennewick.~~
3. Coordinate planned capital investments across departments and with non-city-managed service providers.
4. Use adopted Level of Service, operating criteria or performance standards to evaluate capital facilities' needs.

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

Policies

1. Use best management practice and best available technology in developing and managing all capital facilities and services.
2. Practice potable water and wastewater conservation.
3. Recover costs related to the extension of new services.
4. Address stormwater management consistent with Ecology manuals for Eastern Washington. Promote low-impact development techniques appropriate to site conditions and land use goals.
5. Support private/public partnerships to plan and finance infrastructure development, public uses, structured parking, and community amenities to stimulate additional private investment and produce a more urban environment.
6. Encourage development in areas where new facilities can be provided in an efficient manner.

TEXT – Original text from Technical Document

TEXT – Original text from Executive Document

CAPITAL FACILITIES PLANNING REFERENCES

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

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

IMPLEMENTATION

- Annual Budget – appropriation of Capital Projects
- KMC 4.12.055
- Resolution No. 02-21 – establishing conditions for water and sewer extensions and connections in the County
- Water System Plan - 2002
- Sewer and Storm Water Management Plan - 2006
- Parks and Recreation Plan - 2000
- Park Fees – KMC 17.100.010
- Interlocal Agreement – Water Intertie with City of Richland, March 5, 1975
- Benton Countywide Planning Policies # 5, 6, and 21
- Local Improvement Districts
- Latecomers Agreements

TRANSPORTATION

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

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

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

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

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

INTRODUCTION

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

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

CONSISTENT WITH GMA GROWTH MANAGEMENT ACT CWPP

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

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

- (6) A transportation element that implements, and is consistent with, the land use element.
- (a) The transportation element shall include the following subelements:
 - (i) Land use assumptions used in estimating travel;

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

(iii) Facilities and services needs, including:

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

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

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

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

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

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

Benton COUNTYWIDE PLANNING POLICIES

The policies within the transportation section element of the Comprehensive Plan are consistent with the applicable County-Wide Planning Policies as shown in the following table.

Table 1: Consistency Comparison

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

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

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

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

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

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

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

INVENTORY OF AIR, WATER, & LAND TRANSPORTATION

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

AIR TRANSPORTATION

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

Kennewick closed airport operations at Vista Field on December 31, 2013. The Port commenced a master planning process for the redevelopment of Vista Field and the surrounding properties in the summer of 2014 and ~~is expected to~~ concluded the process in 2015.

WATER TRANSPORTATION

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

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

LAND TRANSPORTATION

Rail

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

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

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

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

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

Public Transit

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

Fixed-route buses operate Monday through Friday from 6:00 am to 6:00 pm and Saturday from 8:00 am to 6:00 pm. Dial-A-Ride (DAR) is specialized door-to-door transportation for people whose disabilities limit their ability to use the fixed-route bus system. BFT exceeds requirements set forth in the Americans with Disabilities Act (ADA) by providing Paratransit service within the PTBA. Service provided outside the ¾ mile of fixed routes requires a premium fare. Operating hours for Paratransit services are the same as fixed route.

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

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

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

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

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

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

Trucks

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

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

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

Streets

Federal requirements determine that all public roads in the United States are to be uniformly classified by function. For balance, the criteria identified percentages of roads for each

classification level. KMC 13.04 *Classification of Public Streets* identifies the four major types of public streets. They are classified and described in the following table.

Table 3: Functional Street Classification

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

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

Table 4: Miles of City Streets

	Total Miles	Kennewick	Federal Guidelines
1. State Highways	7.96	3.02 .3%	None
2. Principal Arterials	172.79 27	45.15 45%	5-10%
3. Minor Arterials	432.39 57	124.94 80%	10-15%
4. Collectors	2432.84 03	89.80 36%	5-10%
5. Local Access	24108.21 92	72.40 12%	65-85%

LEVEL OF SERVICE STANDARDS

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

Table 5: LOS Definitions

CATEGORY	
LOS A	Describes a condition of free flow with low volumes and higher speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely

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

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

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

Table 6: Levels of Service

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

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

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

- Prepare and update a transportation plan for the region.

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

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

Specific guidelines for meeting the requirements of regional consistency and certification process is contained in Appendix C of the ~~2006~~2011-2032 ~~2025~~ *Regional Transportation Plan for the Tri-Cities Metropolitan Area and the Benton-Franklin-Walla Walla RTPO*.

HIGHWAYS OF STATEWIDE SIGNIFICANCE

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

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

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

POLICY FOR TRANSPORTATION CONCURRENCY

Concurrency is defined by GMA to mean that needed improvements for water, sewer, and transportation for development proposals are in place at the time of development or that a financial commitment exists to complete the improvements within six years. Pursuant to WAC

365-195-510(1), land use proposals that would reduce service of the adjacent streets below adopted levels and cannot meet concurrency must be denied unless the applicant does one, or both, of the following:

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

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

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

Table 7: Level of Service for Transportation Concurrency

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

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

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

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

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

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

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

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

LAND USE ASSUMPTIONS IN ESTIMATING TRAVEL

Numerous assumptions are used in evaluating prospective impacts to the existing transportation system and facilities. The City uses a household size of 3.0 for low- density residential development by unit, 2.2-2.4 by unit for medium-density residential development, and 1.8-1.9 per unit for high-density residential development.

Additional land use assumptions used in Kennewick to determine transportation impacts are contained in the three-document “*Trip Generation*”, 9th Edition, Institute of Transportation Engineers, 2008-2012. ~~This document is available in the City of Kennewick’s Municipal Services Division.~~

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

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

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

The *Regional Transportation Plan for the Tri-Cities Metropolitan Area, 2011-2030~~2~~* was prepared by the Benton-Franklin Council of Governments. Land use data provided by each jurisdiction was used for modeling purposes using Traffic Analysis Zones (TAZ).

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

Table 9: Land Use Categories – TAZ (Kennewick)

Land Use Code	Land Use Type	Unit of Measure
LU1	Single-family	Dwelling Units
LU2	Multi-family	Dwelling Units
LU3	Industrial/Manufacturing	Employees
LU4	Retail	Employees

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

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

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

Table 10: Kennewick Land Use by Acres - ~~2013~~2016

	Total Acres*
<u>Residential</u>	<u>10,477.5</u> (66%)
<i>Low Density Residential</i>	<u>8,733</u> <u>8,206.1</u> (55%)
<i>Medium Density Residential</i>	<u>1,796</u> <u>1,842.7</u> (11%)
<i>High Density Residential</i>	<u>648</u> <u>428.6</u> (4%)
Commercial	<u>2,166</u> <u>1,982.1</u> (14 <u>12</u> %)
Industrial	<u>844</u> <u>787.5</u> (5%)
Open Space	<u>1,266</u> <u>1,564.1</u> (8 <u>10</u> %)
Public Facility <u>Facilities</u>	<u>524</u> — <u>324.5</u> (3 <u>2</u> %)
<u>Schools</u>	<u>237.5</u> (1%)
<u>Parks and Recreation</u>	<u>241.9</u> (2%)
<u>Public Service</u>	<u>77.2</u> (>1%)
<u>Critical Areas</u>	<u>259.0</u> (2%)
Total	<u>15,978</u> <u>15,951</u> (100.0%)

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

Residential development is traditionally the largest land use in urban areas, and Kennewick is no exception. Residential land in Kennewick is ~~70~~66% of the total land use.

The next largest land use is commercial at ~~14~~12% of the total. The largest concentration of commercial and retail use is in the northwestern part of Kennewick, from Columbia Center Boulevard east and west; south from W. Canal Drive; and north and south from W. Gage Boulevard. Other commercial nodes and strips occur throughout the City. They are centered on Hwy. 395, Clearwater Avenue, Columbia Drive, the Southridge area and W. 27th Avenue; and N. Edison Street from Clearwater Avenue to Canal Drive.

Industrial land uses comprise 5% of the total. These areas are primarily located in the Vista Field region, north of W. Clearwater from Columbia Center Boulevard to Leslie Road, east and northeast of the historic downtown area and the railroad tracks, and at the southern tip of the newly annexed Southridge area.

Population projections are forecast in order to provide direction for planning and financing of required infrastructure. The ~~2013~~2016 official population for Kennewick is ~~76,410~~79,120. Population estimates for 2024~~7~~ indicates an increase to ~~89,408~~98,288. This is a ~~+15~~24.2% increase in 10 years. The population estimate for 2034~~7~~ is ~~102,529~~112,044. The projected population increase from 201~~46~~ (~~76,410~~79,120) to 203~~74~~ (~~102,529~~112,044) is ~~26,119~~32,924 people, or ~~+25.5~~41.6% increase.

Table 11: City of Kennewick Projected Population Growth

YEAR	201 36		202 74		203 74
		INCREASE		INCREASE	
POPULATION	76,410 79,120	+12,998 19,168(+15 24%)	89,408 98,288	+13,121 756 (+13 4%)	102,529 112,044

Growth throughout the entire region will also affect transportation planning for Kennewick and the greater Tri-Cities region. The population increase for Benton County in the twenty years from 201~~64~~ (~~186,500~~190,500) to 2034-2037 (~~269,813~~280,109) is projected by the Washington State Office of Financial Management ~~in Olympia~~ to be ~~83,313~~89,609 people, or a ~~31~~47% increase.

Table 12: Benton County Projected Population Growth

YEAR	2014 201 <u>6</u>		2024 202 <u>7</u>		2034 203 <u>7</u>
		<u>2016-2027</u> INCREASE		<u>2016-2037</u> INCREASE	
POPULATION	186,500 <u>190,500</u>	+48,785 (+21%) <u>+55,067</u> (+29%)	235,285 <u>245,567</u>	+34,528 (+13%) <u>+89,609</u> (+47%)	269,813 <u>280,109</u>

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

FINANCE

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

- Ensure Kennewick's land use and infrastructure elements are internally consistent.
- Reassess Kennewick's land use plan periodically to ensure consistency between capital facility needs and financing.
- Use adopted level of service standards, operating criteria and/or performance standards to evaluate capital facility needs.
- Base capital facility needs on employment and population projections developed by the City in conjunction with County and State estimates.

- Update the CIP in conjunction with the annual Comprehensive Plan process.
- Ensure that necessary capital facilities are provided as required by the City's concurrency ordinance.

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

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

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

ARTERIAL STREET FUND

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

Table 13: Arterial Street Fund

Motor Vehicle Fuel Tax	Cities receive approximately 3/4 of one cent of the 23-cent/gallon gas tax based on population. It is reserved for street construction and cannot be used for maintenance, but is designated for construction, improvement, and repair of arterial highways and streets. Approximately \$400,000 per year is projected for the next five years.
Hazard Elimination Safety Program (HES) <u>Highway Safety Improvement Program (HSIP)</u>	Makes federal dollars available to the state Department of Transportation for projects on a competitive basis (priority and available funds) to eliminate hazards or safety problems. Will pay 90- 100% of total cost to maximum amount of \$300,000 .
STP Competitive	Funded from 1993 ISTEA 1998 TEA 21 and 2005 SAFETEA-LU, <u>2013 MAP-21 and 2015 FAST Act</u> . Available on a competitive basis through the local MPO and various statewide competitive programs. Last used for the Gage Boulevard Widening/Center Parkway Extension <u>Columbia Center Boulevard Overlay</u> project. This program provides funding for the Steptoe Street Extension—Phase 1 project <u>transportation projects on functionally classified streets</u> .

URBAN ARTERIAL STREET FUND

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

Table 14: Urban Arterial Street Fund

UAP (Urban Arterial Program)	Funded from the Urban Arterial Trust Account for projects that improve <u>support of growth and development, maintain physical condition of roads, improve</u> mobility and <u>enhance</u> safety. Funds are distributed across five regions statewide
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	based on arterial lane miles and population. <u>The program is administered by the Transportation Improvement Board.</u>
UCP (Urban Corridor Program)	Funded from the Transportation Improvement Account for large multi-jurisdictional projects. Funds are distributed across three regions statewide based on arterial lane miles and population. This program has been combined with the UAP.
STP Competitive	Funded from 1993 ISTEA 1998 TEA 21 2005 SAFETEA-LU, 2013 MAP-21 and 2015 FAST Act. Available on a competitive basis through the local MPO and various statewide competitive programs. Last used for the Columbia Center Boulevard Overlay project and the US395/Ridgeline Drive Grade Separation preliminary design. This program provides funding for transportation projects on functionally classified streets. Funded from 1993 ISTEA, 1998 TEA 21 and 2005 SAFETEA-LU. Available on a competitive basis through the local MPO and various statewide competitive programs. Last used for the Gage Boulevard Widening/Center Parkway Extension project. This program provides funding for the Steptoe Street Extension Phase 1 project.
SP (Sidewalk Program)	Established by the Legislature in 1995 to provide funding for pedestrian projects. Funds are distributed across five regions statewide based on arterial lane miles and population. <u>This program is administered by the Transportation Improvement Board.</u>

CAPITAL IMPROVEMENT FUND

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

Table 15: Capital Improvement Fund

Optional sales tax	Locally levied and distributed by state to each city on basis of collections within the jurisdiction. State law authorizes up to ½ of 1%. If both county & city are levying local sales tax, the city must allocate 15% of the amount it receives to the county. Proceeds from optional sales tax shall be used to fund City Council's priority Capital Improvement Program "CIP", capital debt service and contributions to safety service vehicles.
Public Works Trust Fund	Established in 1985 for low interest loans to eligible local governments for public works projects. City has received ten loans for street projects, water line improvements, and the Comprehensive Street System Improvements II. Annual debt service on these loans is Declining as the various loans are retired. The Washington State Legislature has not funded this program since the 2011-2012 state fiscal biennium.

The Capital Improvement Plan has been reviewed for consistency with the City of Kennewick's Comprehensive Plan. All projects with identified funding are located within the urban growth boundary and have funding sources identified for the six-year period from ~~2011-2017~~ through ~~2016-2022~~ of the CIP.

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

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

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

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

IDENTIFICATION OF SYSTEM EXPANSION TO MEET CURRENT & FUTURE DEMANDS

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

The following ~~seven~~ Capital Improvements are identified as Major Transportation Projects in the Capital Improvement Program ~~2009-2016~~-~~2014-21~~ for the City of Kennewick.

Table 16: Major Projects

Project	Description	Funding	Project Time
10th Avenue Reconstruction - Clearwater Avenue to Steptoe Street (Clodfelter)	Street reconstruction - one travel lane each direction & TWLTL. Curb, gutter, sidewalk, storm drainage and illumination. Clearwater widening for left turn storage. Roundabout @ Clearwater & 10th Avenue	TIB, STP, EDA, LID's, development contribution	2016-2017 2017-2018

TRANSPORTATION INFRASTRUCTURE

		ns	
10th Avenue Widening - Montana to Columbia Center Blvd.	Widening south side of the 10th Avenue. Bike lane, curb, gutter, illumination, sidewalk, center turn-lane, HMA Overlay of existing.	TIB, STP, EDA, LID's, development contributions	2016-2017 <u>2017-2018</u>
45th Avenue Widening - Ely Street to Olympia Street	Reconstruction: roadway, curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage. Project includes curb, gutter & sidewalk construction on one side of Ely Street from 45th to KID Canal.	TIB, STP, EDA, LID's, development contributions	2017-2018 <u>2020-2021</u>
Canal Drive & Edison Street Intersection Improvements	Roadway and storage lanes for turning motions, channelization modifications, access reconstructions sidewalk improvements, frontage improvements, signal modification, APS and ADA improvements.	TIB, STP, EDA, LID's, development contributions	2017-2018 <u>2019-2020</u>
Canal Drive Sidewalks - US 395 to Hartford Street	Construct new sidewalks. Minor widening & curb construction.	TIB	2016 <u>2021</u>
Cascade Street - W. 45th Avenue to 27th and Washington	City standard street, curb, gutter, sidewalk, illumination, storm drainage. Includes new construction from Highland Drive to 45th Avenue. Also, roundabouts at 45th & Cascade, 27th and Washington and Cascade and Highland.	TIB, STP, EDA, LID's, development contributions	2018-2019 <u>2021-2022</u>
Center Parkway & Deschutes Ave. Roundabout	Construction of a small diameter roundabout at Center Parkway and Deschutes Avenue.	TIB, STP, EDA, LID's, development contributions	2018-2019
Center Parkway Interchange – Between Clearwater & US 395	On/off ramps to a structure constructed under a separate project, traffic control devices, channelization, signage.	TIB, STP, EDA, LID's, development contributions	2018-2019 <u>2020-2021</u>
City Arterial Pavement Preservation - City Wide to City Wide	Infrastructure preservation on city arterials.	TBD, CIP	2016 <u>Annually</u>
Citywide Channelization Improvements – Various	Channelization improvements at priority intersections.	CIP, HSIP	2017 <u>2016</u>

Locations			
Citywide Safety Improvements – Various Locations	Provide signal timing, coordination, communication equipment and computer programming/equipment.	HSIP	2016- 2021
Clearwater Avenue - Huntington Street to US395	Roadway and channelization modifications, access reconstruction, sidewalk improvements, frontage improvements, signal modification, APS and ADA improvements.	TIB, STP, EDA, LID's, HSIP, development contributions	2016-2017 ⁸
Clearwater Avenue - Utah Street Intersection	Construct widening for right turn lane, modify permanent pavement markings, permanent traffic control signing, and storm drainage modifications.	TIB, STP, EDA, LID's, development contributions	2019- 2020
Clearwater Avenue & Union Street Access Improvements**	Roadway and channelization modifications, access reconstruction, sidewalk improvements, frontage improvements, utility relocations, signal modifications, APS and ADA improvement.	TIB, STP, EDA, LID's, development contributions	2016- 2018 ⁷
Clearwater Avenue, Leslie Rd. to US 395	Develop and implement an access management plan. Work includes driveway consolidation, intersection improvements, medians, tapers, and turn pockets. PHASE 1 CLEARWATER AVE/ARTHUR ST. INTERSECTION; construct mid-block pedestrian crossing, pedestrian activated rapid flash beacon, median & bus pullout. No RW required for this phase. PHASE 2 - OTHER IDENTIFIED INTERSECTION IMPROVEMENTS; intersection improvements, medians, tapers, signal modifications, channelization modifications and turn pockets (intersections at Union, Johnson, Huntington, Edison, Columbia Center Blvd.); ROW required for these improvements.	HSIP	2016
Clearwater/Kellogg Intersection Improvements **	Construct additional storage lanes for increased turning motions. Signal modifications. Channelization	HSIP, CIP	2017-2018 2019-2020
Columbia Center Boulevard Widening - Quinault Avenue to Deschutes Avenue**	Street reconstruction and widening. Construct an additional travel lane in each direction, curb & gutter, sidewalk, storm drainage, illumination, signal modifications.	TIB, STP, EDA, LID's, development	2019-2021

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

		nt contributio ns	
Ridgeline Drive Extension Phase 3 - Center Parkway to Sherman Street	New alignment, gutter, sidewalks, illumination, storm drainage and controlled intersection. Right-of-way by developer donation.	TIB, STP, EDA, LID's, developme nt contributio ns	2019-2020
Ridgeline Drive Extension Phase 4 - Clodfelter Rd. to Center Parkway	New alignment. Curb, gutter, sidewalk, storm drainage, illumination and controlled intersection. Right-of-way by developer donation.	TIB, STP, EDA, LID's, developme nt contributio ns	2018-2019 <u>2019-2020</u>
Ridgeline Drive <u>Realignment</u> <u>Reconstruction</u> - Southridge Blvd. to Sherman St.	New construction: roadway, curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage.	TIB, STP, EDA, LID's, developme nt contributio ns	2016-2017 <u>2017-2018</u>
Sherman Street - Ridgeline Drive to Hildebrand Blvd.	Reconstruction, curb, gutter, sidewalk, illumination and intersection control. Right-of- way by developer donation.	TIB, STP, EDA, LID's, developme nt contributio ns	2017-2018 <u>2018-2019</u>
Southridge Center Parkway Extension - Hildebrand Rd. to Ridgeline Drive	New construction. City standard street, curb, gutter, sidewalk, illumination. Roundabouts at Hildebrand Blvd. and Ridgeline Drive.	TIB, STP, EDA, LID's, Commerce , developme nt contributio ns	2019-2021
US 395/Ridgeline Drive Intersection Improvements **	Construction of a grade separated intersection at US395 and Ridgeline Drive. Includes improvements on US 395. Prior PE \$786,000	TIB, STP, EDA, LID's, developme nt contributio ns & Connecting Washingto n Account	2016- 2018 <u>2021</u>

Zintel Way/Ridgeline Drive/Bofer Canyon - Zintel Way to US 395**	Zintel Way new street construction - Ridgeline Drive reconstruction - Bofer Canyon realignment. All roadways - sidewalks, curb and gutter, illumination, storm drainage, roundabout. (Right-of-way by developer donation).	TIB, EDA, STP, LID's, Connecting Washington Account	2018 2021
**TIF Eligible Projects			

Also included in the Capital Improvement Program ~~2009-2017-2014-2022~~ are future public works projects and funding sources for the years ~~2012-2017~~ to 2037. The future projects and funding are constantly being reviewed and updated and are site specific. They include:

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

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

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

PEDESTRIAN AND BICYCLE COMPONENT

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

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

The Benton-Franklin Council of Governments has identified ~~benefits and impediments to bicycle and pedestrian transportation in the 2006-2025 Regional Transportation Plan~~ key regional goals, identified the system weaknesses and key resources for the pedestrian and bicycle system in the 2016 Regional Active Transportation Plan.

~~Table 17: Benefits and Impediments~~

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

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

TRANSPORTATION DEMAND MANAGEMENT

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

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

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

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

There are ~~eight~~ seven Transportation Demand Management strategies identified by the Benton-Franklin Council of Governments in the ~~2001-2011-2032~~ 2020 *Regional Transportation Plan*. Strategy ~~no. number~~ 43 has been adopted by the City of Kennewick. The City may adopt additional strategies if travel demands exceed level-of-service standards.

Table 18: Action Strategies

	Action Strategy
1.	<u>Work with WSDOT, Ben Franklin Transit, urban jurisdictions, and major employers to develop and implement a voluntary Commute Trip Reduction program for the Tri-Cities to reduce single occupancy vehicle use, vehicle miles traveled, and minimize trip length during peak periods. Overall benefits will be reduced congestion and delay, cleaner air and less fuel consumption.</u> Develop programs to reduce single occupancy vehicle use, vehicle miles traveled, and minimize trip length during peak periods.
2.	Encourage employers to develop & implement transportation demand management plans

	that reduce single occupancy vehicle use and travel during peak periods.
32.	Continue to work with decision-makers, jurisdictions, and other agencies to encourage the Department of Energy (DOE) to implement the Federal Employees Commute Trip Subsidy Program.
43.	Encourage employers to offer flexible work schedules (flex time), telecommuting, 4-day workweek, and other incentives that reduce peak period travel and lessen the need for roadway capacity.
54.	Encourage commercial drivers to make deliveries and the shipping of freight during off-peak hours.
65.	Investigate ways in which parking can be managed to decrease drive alone commuters.
76.	Explore land use strategies that can reduce the use of single occupancy vehicles.
87.	Continue facilitation of the urban Transportation Demand Management Committee. Gather support from jurisdictions and decision-makers to promote the adoption of the Commute Trip Reduction (CTR) Law.

ENVIRONMENTAL IMPACTS OF TRANSPORTATION

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

PROCESS OF REVIEW

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

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

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

ACTION STRATEGIES FOR ENVIRONMENTAL AWARENESS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GOALS and POLICIES

Goal 1: Develop an integrated and balanced transportation system consistent with regional transportation objectives that supports to serve the planned land use vision in the comprehensive plan and accommodates future travel demand of the urban growth area and is coordinated with other jurisdictions and providers.

POLICIES

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

Goal 2: Provide a multimodal transportation system that encourages, supports, and enhances the safe, efficient, and reliable movement of people, vehicles, and goods. Develop air, water, rail, pedestrian and bicycle systems to coordinate with the roadway system.

POLICIES

1. Use best management practices for transportation systems.
2. Develop and implement non-motorized transportation systems, such as bicycle and pedestrian facilities and connections, which are consistent with the Regional Active Transportation Plan, as well as coordinate with adjacent jurisdictions and the City Parks Department to ensure the interconnectedness of local trail systems.
3. Link pedestrian and bicycle paths networks to open space corridors, park and recreation facilities, schools, and other public facilities and to systems of adjacent jurisdictions, the transit system. Take advantage of natural features and available public right-of-way where possible.
4. Encourage Design sidewalks, streets and streetscapes to be context sensitive.

pedestrian-friendly and meet requirements of the Americans with Disabilities Act (ADA). Incorporate mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young and low income populations.

5. Encourage railroad infrastructure to support current & future economic activities.

6. Coordinate with Ben Franklin Transit to improve access to transit by helping to properly locate and provide key facilities like benches and shelters, key pedestrian crossing enhancements, and park and ride facilities.

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

POLICIES

1. Monitor and adjust LOS standards and concurrency management programs that promote the optimal movement of people across a multimodal transportation network in coordination with local and regional agencies

1.2. Periodically review long range transportation funding options and consider changes to LOS standards, project selection or phasing, or to the land use element if sufficient funding is not available.

2.3. Encourage traffic reduction plans Transportation Demand Management (TDM) strategies such as "park and ride" facilities, use of public transit, improving transit level of service, ride-sharing, and staggered work hours for employees and improvements to the bicycle network.

3.4. Deny land use proposals that would reduce the LOS of the adjacent streets and cannot meet concurrency or establish a strategy to mitigate the transportation impacts of the proposal.

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

POLICIES

1. Implement a Complete Streets Policy that emphasizes a transportation system that promotes and embraces healthy living and provides safe and balanced accommodations for all travelers including pedestrians, bicyclists, wheelchair users, public transportation users, motorists, freight haulers and emergency responders.

2. Design major intersections and corridors with landscaping and streetscaping elements, gateway signage and plaza treatments, and other features to distinguish them as major intersections and corridors.

3. Consider environmental impacts of transportation facilities and operations, pursuing projects and programs, consistent with noise reduction, air quality and water quality objectives.

IMPLEMENTATION

Design Standards & Safety

- KMC 5.56 Public Works Construction Standards
- KMC 13.12. Traffic Obstructions
- KMC 17.20 Design & Construction
- KMC 4.12.055 Project Concurrency
- KAC 13046 Highway Access Management



City Council Meeting Schedule April 2017

April 4, 2017

Tuesday, 5:00 p.m.

WORKSHOP MEETING

Tour of Potholes (Transportation provided)

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

April 11, 2017

Tuesday, 6:30 p.m.

WORKSHOP MEETING - RESCHEDULED

April 18, 2017

Tuesday, 6:30 p.m.

WORKSHOP MEETING - RESCHEDULED FROM 4.11.17
2016 Fire Department Annual Report

Tuesday, TBD*

REGULAR COUNCIL MEETING *(to begin immediately
following conclusion of the workshop).

April 25, 2017

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Visit Tri-Cities Annual Report
2. Chamber Update - Top of the Box - Tentative
3. Open Public Union Negotiation Contracts
4. Year-End Financial Update
5. Comprehensive Plan Amendment Update -
Economic Development

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio Taped

April 2017
Updated 3/21/17