

1. **CALL TO ORDER:**

- a. Roll Call/Pledge of Allegiance

2. **CONSENT AGENDA:** All matters listed within the Consent Agenda have been distributed to each member of the Kennewick Planning Commission for reading and study. They are considered routine and will be enacted by the one motion of the Commission with no separate discussion. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the regular agenda by request.

- a. Approval of Agenda
- b. Motion to enter Staff Report(s) into Record

3. **PUBLIC HEARING:**

- a. Comprehensive Plan 2017 Update – Economic Development Element
- b. Comprehensive Plan 2017 Update – Transportation Element

4. **VISITORS NOT ON AGENDA:**

5. **OLD BUSINESS:**

6. **NEW BUSINESS:**

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

8. **ADJOURNMENT:**



STAFF REPORT

COMPREHENSIVE PLAN PERIODIC REVIEW

Date: February 15, 2017

To: City of Kennewick Planning Commission

From: Community Planning Department, Anthony Muai-AICP, Planner

GROWTH MANAGEMENT ACT

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 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. The Washington State Department of Commerce's Periodic Update checklist was used during the review process to identify changes in state law and to ensure that the GMA requirements for comprehensive plans were adequately addressed.

PUBLIC OUTREACH AND PARTICIPATION

Public participation is a key component of the comprehensive plan update process. This is an opportunity to inform residents, stakeholders and community partners about the update process. It is also an opportunity to learn from the community and to receive their feedback and input on planning issues in Kennewick. The feedback received has been used to update and strengthen the comprehensive plan.

Outreach included a joint City Council-Planning Commission workshop, two open houses, two internet surveys, several meetings with community stakeholders and multiple workshop sessions with the Planning Commission. In addition to these meetings a new webpage dedicated to the Comprehensive Plan update was created. The webpage gave background on the future of Kennewick based on the changing socio-economic landscape of the city. It also gave visitors to the page a way to review the current plan, take surveys about plan elements, and submit comments on the plan. Proposed goal and policy changes were also posted on the webpage as were the survey and outreach results.

Notices of meetings and open houses were published on the Comprehensive Plan update webpage, as well as the home page of the City's website, the City's Facebook and Twitter accounts and the Tri-City Herald. Notices were also emailed to over 7,500 citizens with email addresses on file with the City as well as stakeholders who distributed the notices to their agency/group members.

In addition to what has already been done, four public hearings with the Planning Commission will give additional opportunity for the public to comment on the plan. There will also be workshop sessions with the City Council prior to adoption of the update.

UPDATING THE COMPREHENSIVE PLAN

Vision

Much of the feedback received indicated that the community was generally supportive of the concepts in the comprehensive plan's vision statement, but there were many comments on the vision statement being too lengthy and not easily understood.

The current vision statement is comprised of four paragraphs that span over half a page. Public response to the current vision statement was that it was "way too wordy", "too long", and that it had "too many buzzwords and not enough meaning".

The proposed vision statement is significantly shorter and more concise than the existing. It seeks to capture what Kennewick embodies as heard from the outreach effort that was conducted.

Proposed Vision Statement

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

Goals and Policies

Goals and policies in every element were reviewed based on feedback obtained from the public outreach effort. Many goals and policies remained unmodified because they aligned with what was heard during the public outreach effort. Several goals and policies were modified to provide strength and clarity to their respective elements. There are also several new goals and policies proposed that strengthen their respective elements and Kennewick's ability to achieve the city's vision.

Despite the proposed changes to the goals and policies of the plan, there are no major policy changes being proposed. All of the proposed changes strengthen existing goals and policies and provide clarity in how the plans vision is to be achieved.

Inventories and Future Facilities

Previous editions of the Comprehensive Plan have included substantial inventories of all public facilities, proposed new facilities to meet the demands of growth, and funding sources to build the facilities. These same inventories, plans and funding strategies are contained within functional and operational plans that have already been adopted by City Council and that are updated regularly. Rather than reproducing this information and updating it annually with the city's annual update to the comprehensive plan, these plans are being incorporated and by reference to meet the requirements of GMA for capital facilities. This ensures consistency between plans and reduces the chance of error by

eliminating the need to update the same information in two different places. This change also removed many pages of technical data that are already contained in the functional plans allowing the elements of the comprehensive plan to focus more on the purpose of the elements as it relates to growth and planning.

The specific plans that are being incorporated by reference are:

- 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

Format of the Plan

There are two major formatting changes to Kennewick's comprehensive plan. The first change is the layout. Previous editions of the comprehensive plan were comprised of two volumes: the Executive Document and the Technical Document. During this update the two volumes were consolidated into one with the goal of streamlining the plan and focusing more on the desired outcomes of the plan rather than the technical details, all of which are contained in operational and functional plans that have already been adopted by the City Council.

The second major change to the plan was the aligning of goals with policies. The previous plans contained goals and policies for each element with no indication of how the goals and policies were related to each other. This alignment sets forth specific goals and establishes policies, specific to the goals, which guide the development of implementation measures to achieve the goal. Several new goals and policies have been drafted to strengthen each element and the plan as a whole.

In addition to the major changes listed above, several images have been replaced and facts and figures have been updated to keep the plan current.

Development Regulations

Because there was no major change in policy direction with this plan update, no development regulations are proposed to be added, modified or removed. The existing development regulations adequately address the goals and policies of the plan and fulfill the requirements set forth in GMA including requirements to protect shorelines and critical areas.

CONCLUSION

The proposed updates are minimal in nature with regards to content and substance. The vision for Kennewick, as envisioned by the community, has been revised to capture the essence of the city's potential and path into the future. Goals and policies have been modified to strengthen the plan. Staff finds that the proposed updates to the Comprehensive Plan effectively address requirements set forth in the Growth Management Act and the Benton County Countywide Planning Policies.

Staff will provide a report for each element of the Comprehensive Plan to the Planning Commission during a series of public hearings. This staff report will be used at each hearing to provide background on the plan update. Specific elements of the plan will be attached for review and comment at each hearing. At the conclusion of these hearings on each element, a final hearing will be held for the

Planning Commission to make a recommendation to the City Council based on the proposed draft plan and testimony given during the public hearing.

RECOMMENDATION

Planning Staff recommends that the Planning Commission formulate a recommendation on the Comprehensive Plan based on the proposed draft and additional testimony provided during the public hearings.

EXHIBITS

Draft Economic Development Element
Draft Transportation Element

ECONOMIC DEVELOPMENT

RCW 36.70A.020; RCW 36.70A.~~080070~~; WAC 365-~~195-345~~196-435

INTRODUCTION

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

The economic well-being of a community is vital to its success in a competitive world. Numerous factors contribute to a successful formula that achieves both economic stability and economic growth for a community.

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

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

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

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

STATUTORY REQUIREMENTS UNDER GMA

Economic Development is not a mandated element of GMA planning. At this time it is an optional element pursuant to WAC 365-~~195-345~~196-435 and RCW 36.70A.~~080-070~~ since no state monies have been appropriated to include it. ~~It is a topic important to the state's vitality and financial stability and it will eventually become a mandated element for comprehensive plans.~~

STATEWIDE PLANNING GOALS

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

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

COMPREHENSIVE PLANS – MANDATORY ELEMENTS

RCW 36.70A.070

(7) An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include:

(a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;

(b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and

(c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of this subsection.

LOCAL PLANNING – ECONOMIC DEVELOPMENT

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

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

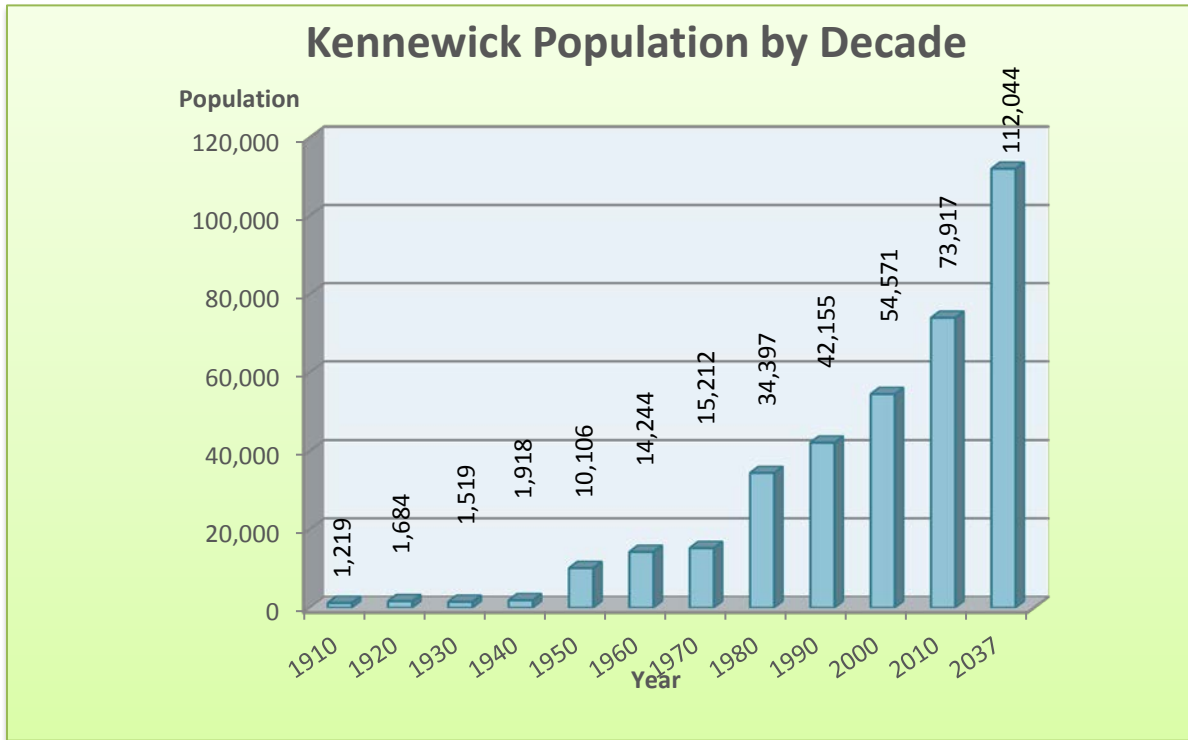
programmatic devotion of staff resources to basic economic development and growth issues, a community wide commitment to a high level of customer service and a proactive marketing program.

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

POPULATION

Growth in population usually indicates growth in the available work force. The population of Kennewick has increased significantly since its incorporation as a city in 1904. At the time of the 1910 census, the Kennewick population was 1,219 people. In 2016¹ the population is 74,665². The following table shows this growth in 10-year increments from 1910 to 2010, using data from the U.S. Census Bureau. Kennewick is planning for a population of 93,286³ by 2029-2037⁴.

Table 1: Population Chart



LABOR FORCE

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

Table 2: 2015 High School Graduation Rates

HIGH SCHOOL	PERCENT	NUMBER OF GRADUATES
Kamiakin	87.1%	34653
Kennewick	87.69%	28122
Southridge	83.78%	315297
Total District	86.76%	957872
State of Washington*	78.7%	N/A

*Office of the Superintendent of Public Instruction

According to the Bureau of Labor Statistics, unemployment rates in the United States are directly tied to educational levels. In 2010-2015, the unemployment rate in the U.S. for a high school dropout was 13.98.0%; the rate for persons with high school diplomas was 10.15.4%, and 4.52.1% for those with a Bachelor's, Master's or Doctoral Degree. The following table shows the number of employed in Kennewick who are 16 or over. There were 4.56.9% unemployed in the entire Kennewick work force in 2000-2015.

Table 3: Kennewick Employment Status – ~~2000~~2015*

	NUMBER	PERCENT OF WORKFORCE
Population 16 years and over	<u>40,505</u> <u>57,670</u>	100.0
In labor force	<u>27,631</u> <u>36,212</u>	<u>68.2</u> <u>62.8</u>
Civilian labor force	<u>27,603</u> <u>36,174</u>	<u>68.1</u> <u>62.7</u>
Employed	<u>25,783</u> <u>33,669</u>	<u>63.7</u> <u>58.4</u>
Unemployed	<u>1,820</u> <u>2,505</u>	<u>4.5</u> <u>4.3</u>
Armed Forces	<u>283</u> <u>8</u>	<u>0.1</u>
Not in labor force	<u>12,874</u> <u>21,458</u>	<u>31.8</u> <u>37.2</u>

*U.S. Census Bureau

Educational levels also affect the income of the labor force. In 1996, those without a high school diploma or equivalency earned 60% less than those with some college, and significantly less than those with a Bachelor's Degree. For all college degrees from an Associates of Art's Degree to a Doctoral degree, earnings exceed the median wage. In ~~2000–2015~~ Kennewick's median household ~~wage~~ income was \$41,21351,661.

Knowing where workers are employed will help in understanding the local environment as economic development strategies are designed. The attached table shows the top ten (~~610~~) employment categories for ~~2002–2011~~ for the Kennewick, Richland, and Pasco Metropolitan Statistical Area (MSA). The data is from the U.S. Census Bureau. Numbers of employees are shown in descending order from the highest to the lowest.

Table 4: Top ~~Six~~ Ten Employment Groups in the Tri-Cities (~~2011~~)

DESCRIPTION	ESTABLISHMENT	PAID EMPLOYEES
Retail trade	<u>771</u> <u>763</u>	<u>10,262</u> <u>12,063</u>
<u>Health care & social assistance</u>	<u>637</u>	<u>11,626</u>
Professional, scientific, & technical services	<u>401</u> <u>522</u>	<u>9,210</u> <u>10,484</u>
Administrative, support, waste management & remediation service	<u>210</u> <u>285</u>	<u>9,151</u> <u>8,520</u>
<u>Health care & social assistance</u>	<u>562</u>	<u>8,018</u>
<u>Accommodation & food services</u>	<u>472</u>	<u>7,407</u>
Manufacturing	<u>167</u> <u>186</u>	<u>7,319</u> <u>5,768</u>
<u>Accommodation & food services</u>	<u>381</u>	<u>5,835</u>
<u>Construction</u>	<u>699</u>	<u>5,567</u>
<u>Other services (except public administration)</u>	<u>475</u>	<u>3,406</u>
<u>Wholesale trade</u>	<u>238</u>	<u>2,538</u>
<u>Finance and insurance</u>	<u>286</u>	<u>2026</u>

The remaining employment categories of utilities; ~~and wholesale trade~~, arts, entertainment, and recreation; ~~insurance~~; real estate and rental and leasing; ~~and information~~ transportation and warehousing; Information services; Educational services; Agriculture, forestry, fishing and hunting; all have fewer than 2,000 employees each throughout the MSA. These are not shown on the above table.

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

QUALITY OF LIFE

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

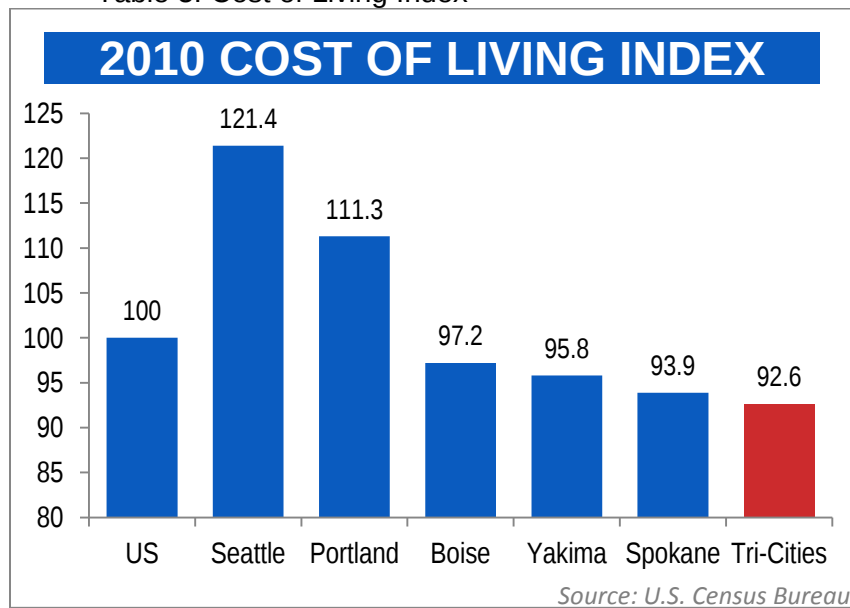
Aesthetics – The physical appearance of a town or city is often mentioned when defining quality of life. Aesthetically pleasing surroundings entice visitors and residents alike to public areas that are accessible, stimulating, and encourage them to feel they are a part of a unique community. The Downtown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

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

Sub-area plans such as the ~~Vista Entertainment District~~[Bridge-to-Bridge/River-to-Railroad Revitalization Plan](#) and the ~~Southridge Area Master Plan~~ include design standards to protect and enhance the unique qualities of each area.

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

Table 5: Cost of Living Index



Climate – Kennewick is known as having a mild climate with over 300 days of sunshine per year. The average maximum temperature is 65.9 degrees Fahrenheit. The average minimum temperature is 42.3 degrees Fahrenheit. Combining this with an average total precipitation of 7.1 inches provides a perfect environment for golf, water sports, and other outdoor recreation.

Schools – Kennewick School District #17 provides 13 elementary schools, 4 middle schools, 3 high schools, and one skills center (Tri-Tech). The ~~2005~~2012-2006-2013 enrollment ~~is~~ was ~~15,786~~17,022. The average cost to educate each student ~~is~~ was ~~\$7,694~~\$7,694,938, compared with the state average of ~~\$9,454~~\$9,454,886 per student during this same period.

Medical Care – The Tri-Cities provides ~~3-4~~ hospitals with a full range of medical care. ~~Kennewick General Hospital~~Trios Women's & Children's Hospital at 900 S. Auburn is a ~~71~~37-bed specialty hospital. ~~Trios Southridge Hospital is an~~ acute care hospital, built in ~~1952~~2014. Both are owned and operated by the Kennewick Public Hospital District. Kadlec Regional Medical Center at 888 Swift in Richland is a ~~153~~270-bed hospital. Our Lady of Lourdes Health Center, 520 N. Fourth in Pasco, is sponsored by the Sisters of St. Joseph of Carondelet and has ~~100~~35 acute care beds. Additional medical care is provided at the Tri-Cities Cancer Center, 7350 W. Deschutes, Kennewick, and numerous other medical, dental, and eye clinics.

Cultural Opportunities – The Tri-Cities offers various cultural venues such as the Mid-Columbia Symphony, the Mid-Columbia Ballet, the Richland Players Theatre, and numerous art galleries and exhibitions. There are 5 public libraries. The City of Kennewick has formed an Arts Commission that is responsible for reviewing proposed gifts or loans of art for aesthetic quality, site appropriateness, public safety and maintenance. Through the Arts Commission, the City supports providing art work in public places. ~~The adoption of the Vista Entertainment District Concept Plan will increase opportunities in this area to complement the Three Rivers Convention Center and the Toyota Center Arena.~~

Personal Safety – Personal safety is an important quality of life component. In 2005, Farmers Insurance rated the Tri-Cities as the most secure mid-sized city in the U.S. In 2010, Kiplinger rated the Tri-Cities among the one of the top-ten places in the country to raise a family. In 2015, Safewise named Kennewick as one of the 50 safest cities in Washington. the same year, Forbes rated it as the 6th safest place to live in the U.S.

PARTNERSHIPS

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

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

~~The Vista Entertainment District Plan was developed by the City, KID, Port of Kennewick, and the Transit Authority to be a civic and economic center. Using the Plan as leverage for additional public and private money will increase the commercial tax base, create primary and secondary jobs, and enhance the "Kennewick experience." The Vista Entertainment District contains the Three Rivers Convention Center and the Toyota Center Arena.~~

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

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

Table 6: Local Organizations

ORGANIZATION	WEB SITE
Benton – Franklin Council of Governments	http://bfcog.us/http://benton-franklin.cog.wa.us
City of Richland – Economic Development	https://www.ci.richland.wa.us/departments/community-development-services/economic-development http://ci.richland.wa.us/Richland/EconomicDevelopment/
City of Kennewick – Economic Development	http://ci.kennewick.wa.us/economic_development www.go2kennewick.com/business
Historic Downtown Kennewick Partnership	http://www.historickennewick.org
Pacific Northwest National Laboratory – Economic Development Office (also Tri-Cities Small Business Development Center)	http://www.pnl.gov/edo
Port of Benton	http://portofbenton.com
Port of Kennewick	http://www.portofkennewick.org
Port of Pasco	http://portofpasco.org
Three Rivers Convention Center & Coliseum	http://threeiversconventioncenter.com
Three Rivers Entrepreneur Network	http://www.my3ivers.org
TRAC (Trade Recreation Agriculture Center)	http://www.traconline.com/
Tri-Cities Hispanic Chamber of Commerce	http://www.tricityshcc.org/
Tri-City Area Chamber of Commerce	http://www.tricityregionalchamber.com/http://www.tcacc.com
Tri-Cities Visitor Bureau Tri-Cities & Convention	http://www.visittri-cities.com
TRIDEC (Tri-City Industrial Development Council)	http://www.tridec.org
WorkSource Columbia Basin	https://www.worksourcewa.com/

PRIMARY AND SECONDARY JOBS

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

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

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

REDEVELOPMENT & REVITALIZATION

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

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

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

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

GOALS and POLICIES

Goal 1: Improve the business climate in Kennewick.

Policy 1: Create incentives to attract target industries to Kennewick.

Policy 2: Ensure timely and coordinated permitting and regulations.

Goal 2: ~~Support~~ ~~insure that the~~ educational institutions and workforce development ~~to~~ ~~prepare residents and workers for jobs in target industries, and improve Kennewick's ability to attract workers who can fill in target industries.~~ ~~systems in Kennewick prepare workers for jobs in target industries.~~

Policy 1: ~~Establish a~~ Support the Tri-Cities Young Professionals Network.

Policy 2: Partner with education and employment organizations and businesses to help ensure an adequate and trained labor pool.

Policy 3: Support efforts of businesses and institutions to train workers for today's and tomorrow's jobs, and support continuing education in the region.

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

Policy 1: Support Downtown Kennewick redevelopment efforts through regulatory incentives, infrastructure investments, urban design standards, and other tools.

Policy 2: Encourage redevelopment in appropriate areas on the Columbia River.

Policy 3: ~~Establish a defined business and~~ Support the new entertainment center district in the Vista Field/Three Rivers Convention Center area, through zoning, urban design, infrastructure investments, and other tools.

Policy 4: Support the Port of Kennewick's goals of creating a new mixed-use neighborhood at Vista Field, through infrastructure improvements, urban design tools, and other actions.

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

Policy 1: Increase the number of "shovel ready" commercial and industrial sites in Kennewick.

Policy 2: Continue to provide high quality and cost efficient city services and facilities consistent with the community's priorities and growth.

Policy 3: Continue to identify, construct and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate.

Goal 5: Support regional efforts to attract and retain target industries to ~~market~~ the Tri-City region. ~~in efforts that make the City more attractive to target industries.~~

Policy 1: Expand Kennewick's commitment to TRIDEC.

Policy 2: Support the Tri-Cities Research District. ~~the research district of the Pacific Northwest National Laboratory.~~

Policy 3: Focus recruitment efforts on target industries that raise the overall wage levels in Kennewick.

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

Policy 1: Regularly assess market needs and available land for office, commercial, and industrial development.

Policy 2: Maintain an adequate supply of land to support economic development goals.

Policy 3: Encourage retail development. Activities could include: analysis of supply and demand, expanding areas with targeted retail designations, infrastructure investments, or urban design standards.

IMPLEMENTATION

Economic Development Strategy

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

County-Wide Planning Policies

- Policy #~~201~~ – ~~Economic Development~~
- [Policy #18](#)
- [Policy #19](#)

Design Standards

- KMC 18.75 and 18.78 Design Standards

Sub-Area Plans

- Hansen Park Master Plan
- Southridge Sub-Area Plan
- Columbia Park Master Plan
- [Clearwater Park Master Plan](#)
- US 395 Corridor Plan

Capital Improvement Program

- CIP ~~2011-2016~~[2017-2022](#)

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 GM 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

<u>BENTON COUNTY-WIDE PLANNING POLICIES FOR TRANSPORTATION</u>	<u>KENNEWICK COMPREHENSIVE PLAN</u>
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 RTPPO 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 (RTPPO), 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 Plan~~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 ~~20092016-201421~~ 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- 201 <u>7</u> 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	2016-201 <u>8</u> 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 <u>2019-2020</u>
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 of Kennewick

Planning Commission – Special Meeting

10 Year Comprehensive Plan Update

Public Hearings: Transportation & Economic Development Elements

February 15, 2017



Transportation Element Review

i 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

- i Develop a transportation system to serve the planned land use of the urban growth area and is coordinated with other jurisdictions and providers.**
- i Develop air, water, rail, pedestrian and bicycle systems to coordinate with the roadway system.**
- i Coordinate transportation system improvements and level of service standards with other jurisdictions and providers.**
- i 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

- i **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. (new goal)**
 - § **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

- i 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

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

- i **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

- i 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)

Questions?



Economic Development Element Review

- i Public Input Identified Priorities:**
 - § More variety of retail and other businesses.**
 - § More entertainment options.**
 - § More job opportunities in manufacturing and light industry, arts and culture, tourism, professional services, and high-tech industry.**
 - § Stronger gathering areas and walkable districts, to attract tourists.**
 - § More skilled construction workers.**

Current Goals

- i Improve the business climate in Kennewick.**
- i Insure that the educational institutions and workforce development systems in Kennewick prepare workers for jobs in target industries**
- i Improve the community's ability to attract young professionals and workers who can fill jobs in target industries**
- i Maintain the areas infrastructure so that it meets the needs of existing employers and targeted industries**
- i Support efforts to market the Tri-City region in efforts that make the City more attractive to target industries**

Current Policies

- § Create incentives to attract target industries to Kennewick
- § Establish a Tri-Cities Young Professionals Network.
- § Support Downtown Kennewick redevelopment efforts
- § Encourage redevelopment in appropriate areas on the Columbia River
- § Improve existing and proposed office parks in Kennewick
- § Increase the number of “shovel ready” commercial and industrial sites in Kennewick

Current Policies

- § Establish a defined business and entertainment center in the Vista Field/Three Rivers Convention Center area
- § Market the Vista Field area as an innovative mixed-use development center
- § Expand Kennewick's commitment to TRIDEC
- § Support the research district of the Pacific Northwest National Laboratory
- § Focus recruitment efforts on target industries that raise the overall wage levels in Kennewick

Proposed Goals & Policies

- i **Goal 1: Improve the business climate in Kennewick. (Existing)**
 - § **Policy 1: Create incentives to attract target industries to Kennewick. (Existing Policy 1)**
 - § **Policy 2: Ensure timely and coordinated permitting and regulations. (new)**

Proposed Goals & Policies

- i **Goal 2: Support education and workforce development to prepare residents and workers for jobs in target industries, and improve Kennewick's ability to attract workers who can fill jobs in target industries. (combines existing 2 & 3)**
 - § **Policy 1: ~~Establish a~~ Support the Tri-Cities Young Professionals Network. (Existing Policy 2 modified)**
 - § **Policy 2: Partner with education and employment organizations and businesses to help ensure an adequate and trained labor pool.(new)**
 - § **Policy 3: Support efforts of businesses and institutions to train workers for today's and tomorrow's jobs, and support continuing education in the region. (new)**

Proposed Goals & Policies

- i **Goal 3: Support the development and redevelopment of walkable, mixed-use neighborhoods as attractive locations for employment, tourism, arts and culture, entertainment, and residents.(new)**
 - § **Policy 1: Support Downtown Kennewick redevelopment efforts through regulatory incentives, infrastructure investments, urban design standards, and other tools.(existing policy 3)**
 - § **Policy 2: Encourage redevelopment in appropriate areas on the Columbia River.(existing policy 4)**
 - § **Policy 3: Support the new entertainment district in the Vista Field/ Three Rivers Convention Center area, through zoning, urban design, infrastructure investments, and other tools . (existing policy 7)**
 - § **Policy 4: Support the Port of Kennewick's goals of creating a new mixed-use neighborhood at Vista Field, through infrastructure improvements, urban design tools, and other actions. (new)**

Proposed Goals & Policies

- i Goal 4: Maintain the area's infrastructure so that it meets the needs of existing employers and targeted industries.(existing Goal 4)**
 - § Policy 1: Increase the number of “shovel ready” commercial and industrial sites in Kennewick.(existing policy 6)**
 - § Policy 2: Continue to provide high quality and cost efficient city services and facilities consistent with the community's priorities and growth.(new)**
 - § Policy 3: Continue to identify, construct and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate. (existing policy 7)**

Proposed Goals & Policies

- i Goal 5: Support regional efforts to attract and retain target industries to market the Tri-City region. ~~in efforts that make the City more attractive to target industries.~~(existing Goal 5 modified)
 - § Policy 1: Expand Kennewick's commitment to TRIDEC.(existing policy 9)
 - § Policy 2: Support the Tri-Cities Research District.~~of the Pacific Northwest National Laboratory.~~(existing Policy 10 modified)
 - § Policy 3: Focus recruitment efforts on target industries that raise the overall wage levels in Kennewick. (existing policy 11)

Proposed Goals & Policies

- i **Goal 6: Ensure sufficient land is available to support development of industrial, office, and retail development.(new)**
- § **Policy 1: Regularly assess market needs and available land for office, commercial, and industrial development.(new)**
- § **Policy 2: Maintain an adequate supply of land to support economic development goals.(new)**
- § **Policy 3: Encourage retail development. Activities could include: analysis of supply and demand, expanding areas with targeted retail designations, infrastructure investments, or urban design standards. (new)**

Next Steps

- i 2/15/17 – Public Hearing: Transportation/E.D.**
- i 3/6/17 – Final Public Hearing & Deliberations**
- i March/April - City Council workshops**
- i May/June 2017 - Council Adoption**

Questions?

