

Chapter 3

Population, Land Use, and Comprehensive Plan Review



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Population

The US 395 study corridor is located in the cities of Kennewick in Benton County and Pasco in Franklin County. Per the 2010 US census, the population of Benton and Franklin County was 175,177 and 78,163, respectively. The Office of Financial Management (OFM) projects Benton County’s population to exceed 223,000 by the year 2030 and Franklin County to exceed 130,000.

Kennewick and Pasco both experienced a significant increase in population in the last decade. The US census reports Kennewick’s population grew from 54,693 in 2000 to 73,917 in 2010, a 35% increase. Pasco grew from 32,066 in 2000 to 59,781 in 2010, which is an 86% increase. Figure 3-1 below shows 2010 US Census population data for each census block.

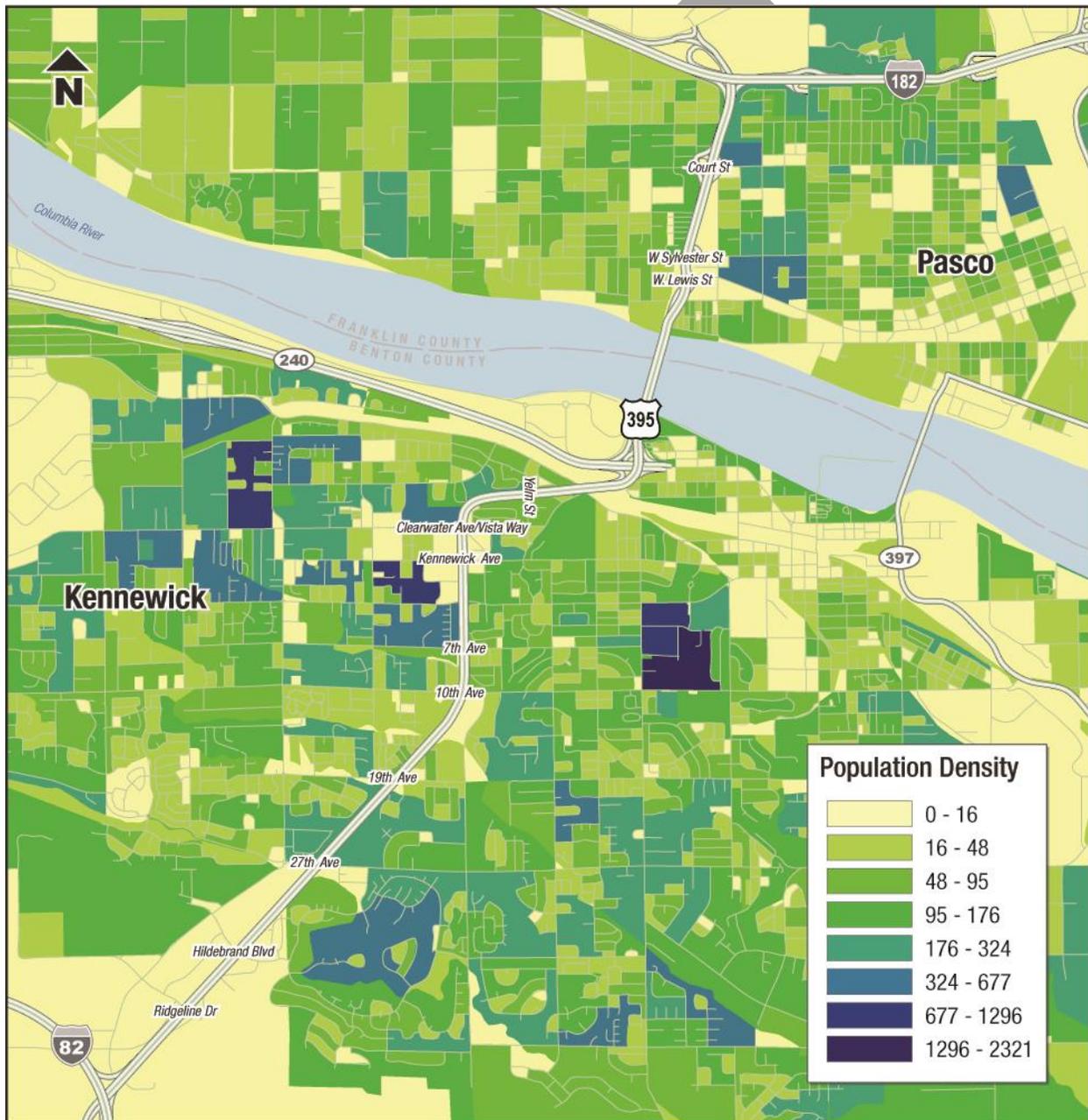


Figure 3-1 – People per census block - 2010 US Census

The more densely populated areas cause more intense use of the transportation system; however, they have more opportunity for alternative travel modes. The more densely populated areas are usually the older, more established areas (e.g., east of US 395 in Pasco and north of 10th Avenue in Kennewick). The less densely populated areas are usually more newly developed or vacant with potential for new development (e.g., the southern Kennewick area and west of US 395 in Pasco). Overall, the population densities in the US 395 corridor vicinity are low to moderate. The average population density for U.S. urbanized areas is 2,500 people per square mile.

Employment

There are over 75 major employers (over 100 employees each) in the Tri-City area accounting for 49,150 jobs. These major employment areas are concentrated in the cores of Pasco, Richland, and Kennewick and not along the US 395 corridor.

References

U.S. Census Bureau, 2010 Census data: <http://www.census.gov/population/www/cen2010/cph-t/cph-t-3.html>
Washington State Office of Financial Management – Growth Management Population Projections for Counties BFCG – 2014 Major Employers Report

Land Use

Typical for cities of this size, the adjacent land uses consist of residential, business, commercial and light industrial activities adjacent to the corridor. There is a diverse mix of commercial land uses including retail, restaurants and lodging, concentrated between 10th and Clearwater Avenues in Kennewick (see Figure 3-2). The area between 10th Avenue and the SR 240 interchange is built out. Established residential neighborhoods abut the entire corridor. The southern section of the Kennewick study area was formerly agricultural land, but has been rezoned for commercial, light industrial, multi-use, and residential uses. In 2000, the Kennewick Southridge sub-area development created a 2,530 acre area in south Kennewick. This sub-area plan includes a future hospital, a large number of single and multi-family residences, retail businesses, and general offices. Access to this sub-area is proposed from US 395 at Hildebrand Boulevard and Ridgeline Drive. These changes in land use have substantially increased traffic volumes on US 395.

Now, all new developments along US 395 must access the highway through a city street. The City of Kennewick 2007 Comprehensive Plan outlines how new developments need to establish improvement plans to control any capacity issues to the existing facilities.

Pasco's land use along the corridor is built out with well-established commercial, light industrial and residential properties. There is a concentration of businesses between Lewis Street and Court Street in the vicinity of US 395. Access to US 395 is provided only at the existing interchanges. Land use has and will continue to develop with that consideration.

References

City of Pasco Comprehensive Plan, 2008
City of Kennewick Comprehensive Plan 2008
Southridge Sub-Area Development, 2005
City of Kennewick Zoning, January 2013
City of Pasco Zoning, January 2013
The Transpo Group study of South-Ridge Village Master Plan, 2007

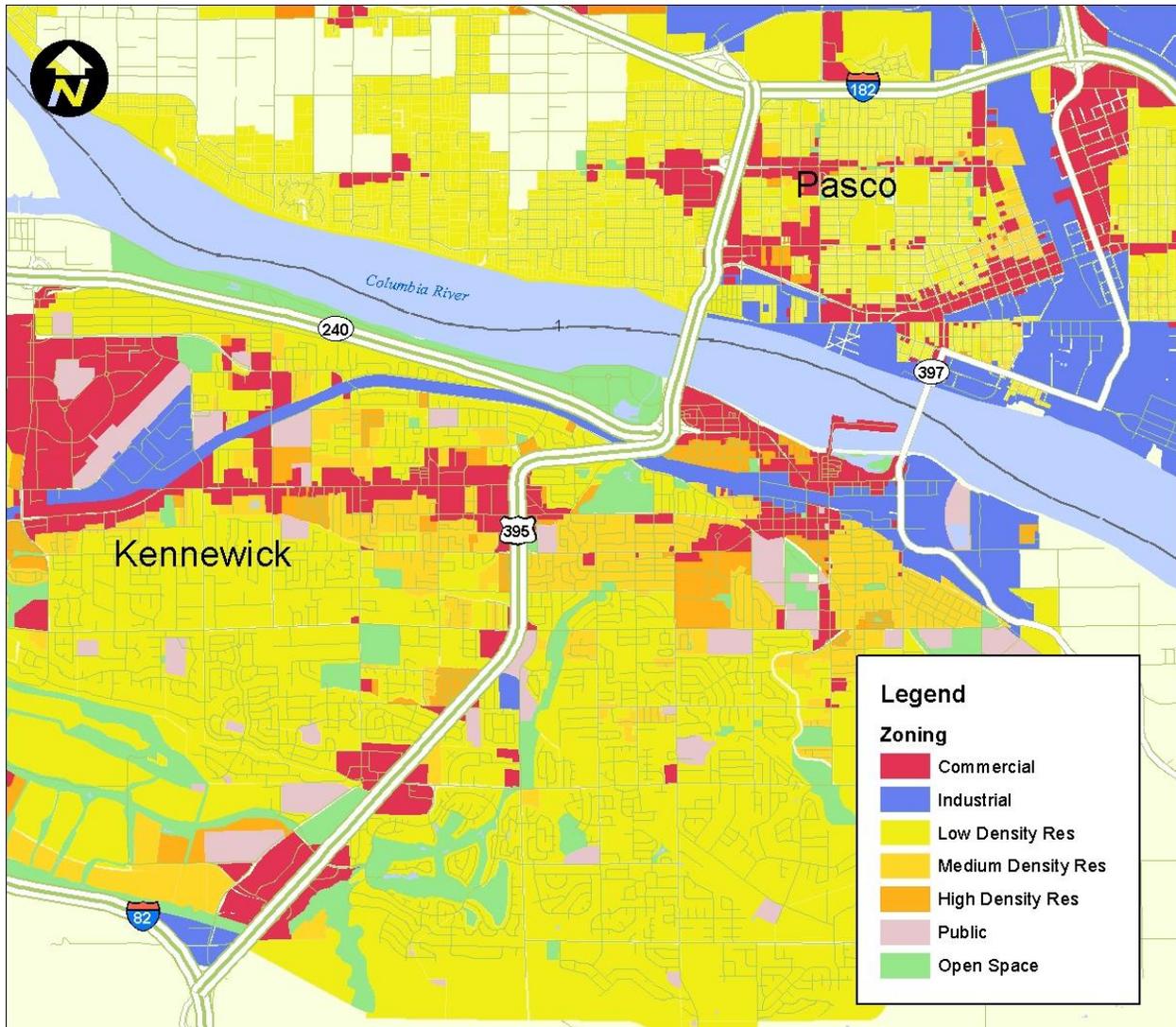


Figure 3-2 – Zoning in Kennewick and Pasco

Population and Land Use Assumptions

There are current and planned commercial and residential developments at the south end of the US 395 corridor. Significant population growth and intensified land use development to the south of the corridor is expected to occur over the next 20 years. This will increase land use densities and may be similar to those in Kennewick’s northern section.

The commercial corridor between 10th and Clearwater Avenues is older and more established. This area is expected to remain a viable commercial area, though the primary commercial area in Kennewick will probably continue to be the Columbia Center Boulevard corridor. The City of Kennewick recently studied the potential for redevelopment of properties between the US 395 and SR 397 bridges and near the Columbia River (Bridge-to-Bridge/River-to-Rail Revitalization Plan). Some of these properties could be redeveloped along with other older sites in northern Kennewick. It was assumed the area from 10th Avenue to the Columbia River will see moderate, but sustained growth.

The major growth area in Pasco over the next 20 years is likely to be the I-182 corridor west of US 395. The US 395 corridor in Pasco will probably see moderate growth.

References

Bridge-to-Bridge/River-to-Rail Revitalization Plan, December 2010
City of Kennewick Zoning, January 2013
City of Pasco Zoning, January 2013

Local Comprehensive Plans

In accordance with the Growth Management Act, local jurisdictions are responsible for land use planning and are required to develop and periodically update a comprehensive plan. As part of the comprehensive plan, the transportation element is a key component of the local plan and identifies the goals and policies for each local jurisdiction. Local Governments must include the following transportation items in their comprehensive plans.

- An inventory of state-owned transportation facilities in their boundaries
- An estimate of traffic impacts to state-owned facilities resulting from their land-use assumptions
- A list of state transportation system improvements needed to meet demand
- The adopted level of service standards for state-owned highways

However, as part of the transportation element, local jurisdictions are not required to mitigate land-use impacts to Highways of Statewide Significance, such as US 395.

Listed below are reviews of each of the city's comprehensive plan as it pertains to the US 395 corridor.

City of Kennewick

The City of Kennewick's adopted a transportation plan in 2009 identifies US 395 as the major north-south arterial and truck route. There are several goals and strategies to note regarding the City's vision and desire for the US 395 corridor, some of which may not be compatible with WSDOT goals, and are identified here to present the City's position. Compatibility with WSDOT's vision for the corridor will be discussed later in Chapter 5.

- Reduce speeds: Kennewick seeks to reduce the speed of traffic from Hildebrand Boulevard to 10th Avenue. The City identifies safety and environmental concerns associated with high truck traffic volumes and high traffic speeds as issues with US 395, and coupled with their desire to create an urban feel.
- Re-route trucks: The City would prefer to re-route truck traffic off of US 395 within the signalized corridor. Some suggested methods to discourage trucks include additional signals and adjusting signal timing sequencing to slow traffic. Over time, trucks will reroute themselves, to find a faster more efficient route.
- Enhance landscaping: The City of Kennewick would like to improve the aesthetic appearance of the US 395 corridor. Improvements could include landscaping in the US 395 median and outside the shoulder of the highway, decorative fencing at the right-of-way boundary, and low-wall artwork in the median. Landscaping may include seed grasses, shrubbery, and trees. Fences should be screened at the property line by shrubs or trees.

- Urban Growth Area expansion and development: Kennewick’s Urban Growth Area has been expanded at the south end. US 395 is expected to serve as the major north-south arterial accommodating added volumes of future growth from the expanding Southridge Subarea community. The plan stresses that new traffic controls or interchanges are needed to serve the Southridge Subarea growth. Improvements are needed at almost every major existing intersection in the Kennewick portion of the US 395 Corridor to accommodate the projected growth.
- Road diets: Road diets on city arterials would reduce them from four lanes to three lanes. These include portions of Fruitland Street, Kennewick Avenue, 4th Avenue, 10th Avenue, Canal Drive, and Washington Street. 10th Avenue would be reduced from four lanes to three from US 395 west to Union Street.
- Non-motorized: The City seeks to improve bicycle and pedestrian facilities throughout the US 395 corridor.
- Identified projects on US 395: Turn lanes and signal upgrades are planned for:
 - Yelm Street (project 328)
 - Clearwater Avenue (project 329)
 - 10th Avenue (project 324)

City of Pasco

The City of Pasco adopted their comprehensive plan in 2007. US 395 forms the western boundary of Pasco’s central core area and the eastern boundary of the west Pasco area. The majority of the land in the central core is developed.

There are no projects on or within the vicinity of US 395 identified in Pasco’s comprehensive plan. The plan identifies the connection from US 395 to eastbound I-182 at 20th Avenue as an area of concern, which is outside the US 395 Corridor Study area.

The City has expressed interest in signs and minor landscaping at the gateways into their city. Among the locations Pasco has identified as gateways suitable for landscaping and signage are the Lewis Street and the Court Street Interchanges on US 395. The plan indicates the City will coordinate implementation of the gateway treatments with WSDOT.

Benton-Franklin Council of Governments

The Benton Franklin Council of Governments (BFCG) adopted their Metropolitan and Regional Transportation Plan (RTP) in 2011. The RTP is a compilation of coordinated city, county, and state planning efforts for the Tri-Cities Urban Area (MPO) and the Benton-Franklin-Walla Walla Counties region (RTPO).

The sole planned local project identified in the RTP is a new interchange at Christensen Road (Ridgeline Drive) and US 395. Unmet needs along the US 395 corridor, according to the plan, are improvements to the US 395/Lewis Street Interchange and reconstruction of the US 395/Court Street Interchange.

The RTP includes a deficiency analysis for the MPO which confirms the US 395 corridor is forecasted to experience severe congestion by the year 2030. The plan goes on to elaborate, current planned projects will help to alleviate congestion; however, “. . . not all congestion problems can be solved through the limited resources available at the local level”.

References

The City of Kennewick Comprehensive Plan 2011
The City of Kennewick Transportation Systems Plan 2009

The Southridge Sub Area Plan 2005

The City of Kennewick – US 395 Corridor Study 2007 (revised 2009)

City of Pasco Comprehensive Plan 2007 to 2027

City of Pasco, Corridor Gateway Plan, Nov 2008

Benton-Franklin Council of Governments 2011 – 2032 Regional/Metropolitan Transportation Plan

BFCG Transportation Plan, Appendix H – RTP Twenty-Year Project Listings for Urban and Rural Jurisdictions

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