



MINUTES

CITY COUNCIL WORKSHOP

Richland City Hall ~ 505 Swift Boulevard

Tuesday, September 23, 2014

Call to Order:

Mayor Rose called the Council workshop to order at 6:00 p.m. in the Council Chamber.

Attendance:

Mayor Rose, Mayor Pro Tem Lemley, Council Members Anderson, Christensen, Jones, Kent and Thompson present.

Also present were City Manager Johnson, Deputy City Manager King, Assistant City Manager Amundson, City Attorney Kintzley, Public Works Director Rogalsky, Human Resources Director Jubb, Parks and Public Facility Director Schiessl, Redevelopment Project Supervisor Moore, Transportation and Development Manager Peters and City Clerk Hopkins.

Workshop Items:

1. Presentation by Kadlec Regional Medical Center (15 minutes)
 - Bill King, Deputy City Manager

Rand Wortman, Kadlec's President and CEO, discussed in detail what their new partnership with Providence means for their projects, programs and the future of healthcare in the Tri-Cities. He reviewed Kadlec's master planning efforts to lay out the future of Richland's downtown medical district by implementing projects such as the vacation of Goethals Drive, the new medical office building at 1100 Goethals Drive and the medical campus parking and circulation plan. He said Kadlec has continued its expansion and investment in Richland's Central Business District and plan to build Richland's first multi-story parking structure. He detailed the expansion of the hospital tower and a partnership with Columbia Basin College for a teaching facility that will house CBC's new paramedic training program, Kadlec's new residency program, and potentially collocate a replacement of Richland's downtown fire station.

2. Duportail Street Reconstruction Project (15 minutes)
 - Pete Rogalsky, Public Works Director

Mr. Rogalsky previewed the public outreach program related to the Duportail Street Reconstruction project that will make street improvements to Duportail Street between Wright Avenue and Thayer Drive. He said staff is preparing open-house public meetings later this fall that will seek input on design features such as sidewalk placement, bicycle lanes, on-street parking, street lighting, and intersection design. He reviewed the alternative approaches for the Wright Avenue and Thayer Drive intersections and the recommendation to use roundabouts, as well as the other street design features.

3. Street Lighting Standards (15 minutes)
- Pete Rogalsky, Public Works Director

Mr. Rogalsky provided a report on the recent analysis of the City's street lighting standards that supports a need for a revision. Over the past few years, staff and Council members have received numerous solicitations aimed at retrofitting the City's street lighting system with different technology lighting fixtures. The proposals include a promise of cost savings, either in the form of reduced energy usage or reduced maintenance effort, or both. State and federal grant programs have been launched to support conversion of street lighting systems.

Staff analysis suggested that the earlier proposals may not have provided significant value to Richland, but that several of the promoted lighting technologies warranted more detailed analysis. One was a pilot street lighting project completed in the first new subdivision in the Badger Mountain South development. The City, through its Electric Utility energy conservation program, invested funds to support installation of an engineered Light Emitting Diode (LED) technology lighting system that included a remote monitoring and control system. The system was energized in November 2013, and has since provided empirical experience with this technology including the control system.

Another effort involved an engineering review of the City's most recent lighting standards document used to direct the design of new lighting in new development and City street improvements. This review revealed that the City's current standards are out of date with more recent state and federal guidance.

The engineering review suggests new light level standards conforming to state and federal guidance. In addition, the review evaluates the ability of LED lighting technology to satisfy the recommended light levels and the cost of LED lighting technology when compared to the City's current high pressure sodium lighting technology.

A third effort involves a public outreach program to solicit public input comparing several available lighting technologies currently in use in the Tri-Cities. The outreach program has involved presentations to the Tri-Cities Homebuilders Association, the City's Planning Commission, and the City's Utility Advisory Committee. In addition, a volunteer team was assembled to observe various street lighting systems in operation and provide qualitative input on their performance.

Staff proposes that updated standards be adopted that require use of LED lighting technology as indicated by the engineering analysis, pending supporting input from Council and the volunteer evaluation.

4. Joint Port Projects (30 minutes)
- Bill King, Deputy City Manager

Mr. King said the City of Richland is served by two Port Districts. The Port of Kennewick (POK) serves a large area from Plymouth to West Richland, including the portion of Richland south of the Yakima River. The Port of Benton (POB) serves the rest of

Benton County, including all of Richland north of the Yakima River. The City has worked well with both Port Districts, but as the City's goals change, it is important to redefine the partnerships with the Ports. Staff has been in recent discussions with each of the Ports about opportunities to maximize collective efforts and develop useful partnerships.

The majority of the POK jurisdiction within Richland is being successfully developed by the private sector. South Richland, City View, and Gage all continue to grow and maintain strong rents and valuations. Staff met with POK to discuss potential projects that would receive the greatest benefit from the combined efforts of the City and the POK. The Port has agreed to help with expansion of parking at Trailhead Park, but City and port staffs agree the greatest challenge and greatest long-term benefit will come from a focus on the Island View area. This part of Richland remains underdeveloped due to a poor mix of uses, challenging lot sizes, and inefficient infrastructure, yet this area along with Columbia Park West represents some of the best riverfront development potential in Richland. Staff believes that coordinated efforts between COR and POK is the best strategy to affect change. Staff recommends a partnership with the POK to develop a long range (20 years) strategy for the redevelopment of this area and establishing a development authority to be responsible for managing the implementation of the plan. This represents a long-term commitment between the two agencies to help improve the tax base and improve land values within our shared jurisdiction.

Richland and POB have enjoyed a successful partnership in the development and growth of the Tri-Cities Research District and Horn Rapids. The two agencies continue to work together to recruit new businesses and developers to Richland. As the City focuses more on the Riverfront District, there may be new partnership opportunities with the Port. This might take any of several forms:

- Investment in tourism infrastructure in the Riverfront District;
- Improvements to the Columbia Point Marina and other maritime activities;
- Partnerships to develop Columbia Point South and/or the City's property south of the Shilo Inn;
- Improvements to wayfinding, streetscapes and trail linkages between the Research and Riverfront Districts of the City; and/or
- The Port assuming a larger role in marketing and developing the Horn Rapids Industrial Park so the City can focus on the Riverfront District.

The specifics of our partnership with the Ports are still under discussion and may be influenced by the reorganization of the City's Community and Development Services Department.

5. Proposed Hillside Regulations (20 minutes)
- Bill King, Deputy City Manager

Mr. King said on October 30, 2012, Council held a joint workshop with the Planning Commission to discuss hillside development regulations. At that time, the Commission had worked with staff to prepare an early draft of a set of regulations that was intended to lessen the impact of development on steep slopes. Since then, work on these standards has progressed slowly. In part, this is because other work priorities have

limited the time available for this project and in part because staff has struggled with finding the right balance between regulations that adequately protects public safety and the aesthetics of the City's most visible hillsides and respecting the private property rights of landowners.

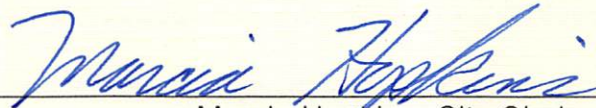
Following the 2012 workshop, staff was invited to a Home Builders Association meeting to discuss the draft regulations. They voiced objections and questioned the constitutionality of the proposed regulations. Following this meeting, staff reasoned that the draft ordinance should be reviewed by a land-use attorney to ensure that adoption of these regulations would not exceed the City's authority. In fact, the attorney's review of the draft regulations raised significant issues. Many of the standards included in the original draft were vague and needed to be better defined. After additional consideration and further research into standards adopted by other communities and work sessions with the Planning Commission, staff is now suggesting that a much simplified version of the hillside regulations be pursued.

The current draft is focused on two primary objectives: The first is the preservation of the natural ridge line. New homes constructed on the hillside would have to be built far enough below the ridge line so as not break the silhouette as view from a distance. The second objective is to limit the height of retaining walls. Walls over 3 feet in height would need to be benched and landscaped. Other provisions establish standards for future commercial development. The Badger Mountain Subarea plan calls for a neighborhood commercial center located at the intersection of the future Queensgate extension and the future road that is planned to extend northward from the Badger Mountain South community. Other features of the regulation include a relaxation of setback standards for homes built into the hillside to potentially reduce the amount of cutting and filling needed to create building pads on hillside lots.

Adjournment:

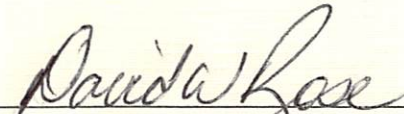
Mayor Rose adjourned the workshop at 7:38 p.m.

Respectfully Submitted,



Marcia Hopkins, City Clerk

FORM APPROVED:



David W. Rose, Mayor

DATE APPROVED:

October 7, 2014