



**MINUTES
PLANNING COMMISSION MEETING
WEDNESDAY, JUNE 24, 2020
VIA ZOOM MEETINGS**

Call to Order:

Vice-Chair Maier called the meeting to order at 6:05 p.m. and welcomed attendees.

Attendance:

Present: Vice-Chair Maier, Commissioners Mealer, Townsend, Boring, and Smith. Chairman Palmer was excused.

Council Liaison Alvarez, Planning Manager Stevens, Public Works Director Rogalsky and Administrative Assistant II Follett were also present.

Approval of Agenda:

Vice-Chair Maier presented the meeting agenda for approval and asked for a motion to approve.

COMMISSIONER TOWNSEND MOVED AND COMMISSIONER MEALER SECONDED THE MOTION TO APPROVE THE JUNE 24, 2020 MEETING AGENDA. MOTION CARRIED 5-0.

Approval of Minutes:

Vice-Chair Maier presented the minutes of the April 8, 2020 special meeting for approval.

COMMISSIONER MEALER MOTIONED AND COMMISSIONER TOWNSEND SECONDED THE MOTION TO APPROVE THE MINUTES OF THE APRIL 8, 2020 SPECIAL MEETING. THE MOTION PASSED 5-0.

Vice-Chair Maier presented the minutes of the June 10, 2020 special meeting for approval.

COMMISSIONER MEALER MOTIONED AND COMMISSIONER TOWNSEND SECONDED THE MOTION TO APPROVE THE MINUTES OF THE JUNE 10, 2020 SPECIAL MEETING. THE MOTION PASSED 5-0.

Items of Business:

Downtown Connectivity Study

Vice-Chair Maier asked Public Works Director Rogalsky to give the presentation on the Downtown Connectivity Study.

Director Rogalsky introduced the item and the City's consultant, Spencer Montgomery from J-U-B. Mr. Montgomery presented the staff report and reviewed a Power Point presentation (attached) explaining the purpose, process and options. At the conclusion of the presentation the Commission asked questions of both Mr. Rogalsky and Mr. Montgomery. Commissioners also discussed the merits of the study and voiced opinions on the presented materials.

COMMISSIONER BORING MOVED AND COMMISSIONER SMITH SECONDED THE MOTION TO CONCUR WITH THE RECOMMENDATIONS DEVELOPED BY THE DOWNTOWN CONNECTIVITY STUDY AND RECOMMENDS THAT THE CITY COUNCIL ADOPT THE STUDY RECOMMENDATIONS.

VICE-CHAIR MAIER OPENED THE MOTION FOR DISCUSSION.

AFTER DISCUSSION, THE MOTION PASSED 4-1, COMMISSIONERS BORING, MEALER, SMITH, AND TOWNSEND IN FAVOR, VICE-CHAIR MAIER OPPOSED.

New Business – Public Hearing:

Administrative Assistant II Follett read the public hearing procedures.

Zoning Code Amendment – Parking for Recreational Clubs

Vice-Chair Maier asked Planning Manager Stevens to give the staff report.

Planning Manager Stevens outlined the requirement in the current code language and the benefits of the proposed amendment. Mr. Stevens noted no public comments were received and a DNS was issued earlier in the week.

Rick Simon, representing the applicant, Pahlisch Homes spoke in favor of the amendment. He offered details specific to how the proposed amendment would benefit the applicant's swim club development within the neighborhood.

Vice-Chair Maier opened the public hearing at 7:39 p.m. No one expressed a desire to speak so Vice-Chair Maier closed the public hearing at 7:39 p.m. and opened the item for Commission discussion. Commissioners discussed different applications of the proposed amendment and generally agreed that more flexibility was needed. After debate on the merits of different approaches the Commission deferred to Mr. Stevens for the following amendment language.

D. Off-Street Parking. All off-street parking spaces shall be located on the same site as the principal use. There shall be provided one space per ~~2,000~~ 5,000 square feet of designated and improved recreational area gross land area; ~~plus one additional space per two employees. Should the development include an indoor recreational facility or assembly area there shall be provided one additional space per 40 square feet of gross useable floor area~~; plus one space per 300 square feet of gross floor area for any building used for public assembly and/or for recreational purposes; plus one space per 300 square feet of water surface area of a pool exclusive of hot tubs; provided that 25% of vehicle parking spaces may be converted to bicycle spaces at a rate of three (3) bicycle spaces per one vehicle space.

COMMISSIONER TOWNSEND MOVED AND COMMISSIONERS SMITH AND BORING SECONDED THE MOTION TO CONCUR WITH THE FINDINGS AND CONCLUSIONS SET FORTH IN STAFF REPORT CA2020-102, AND RECOMMEND TO THE CITY COUNCIL ADOPTION OF A PROPOSED CODE AMENDMENT TO RMC SECTION 23.42.210(D) AS STATED BY PLANNING MANAGER STEVENS. MOTION PASSED 5-0

ANX2019-101 – 771 Shockley Road Annexation

Vice-Chair Maier asked for confirmation that all noticing requirements had been met and requested Planning Manager Stevens to give the staff report.

Planning Manager Stevens confirmed noticing requirements had been met and gave the staff report. He outlined the application and location of the proposed annexation. Mr. Stevens further explained the current zoning and what zoning would be consistent with the Comprehensive Plan and noted that surrounding properties were zoned R-1-10, which would be the most appropriate based on surrounding zoning.

Vice-Chair Maier opened the public hearing at 8:15 p.m.

Barry Long with Everstar Realty, representing the applicant and prospective buyer of the subject parcel, offered comments in support of the application.

Owner of the subject property, Bob Zinsli also spoke to support his application.

Having no other testimony, Vice-Chair Maier closed the public hearing at 8:18 p.m.

COMMISSIONER BORING MOVED AND COMMISSIONERS SMITH AND MEALER SECONDED THE MOTION TO RECOMMEND TO THE CITY COUNCIL THAT THE 8.52 ACRES OF LAND LOCATED AT 771 SHOCKLEY ROAD BE ZONED R-1-10 ONCE IT IS ANNEXED INTO THE CITY LIMITS. MOTION PASSED 5-0.

Communications:

Commissioner Boring recognized Vice-Chair Maier for a great job running her first Commission meeting and wished everyone a happy 4th of July. Several other Commissioners echoed her praise for Vice-Chair Maier.

Vice-Chair Maier urged everyone to wear a face covering.

Adjournment:

Vice-Chair Maier adjourned the meeting at 8:21 p.m.

PREPARED BY: Lynne Follett, Administrative Assistant II

REVIEWED BY: Mike Stevens, Planning Manager

Downtown Connectivity Study Overview of Presentation Planning Commission June 24, 2020

- ▶ Brief Review
 - ▶ Purpose
 - ▶ Public Process
 - ▶ Alternatives Considered
 - ▶ Evaluation Criteria
- ▶ Open House and Survey Feedback
- ▶ Reconsiderations based on community feedback
- ▶ Planning Commission Discussion/Recommendation

Downtown Connectivity Study

Study Purpose

The purpose of the Downtown Connectivity Study is to advance the City Council's vision for a pedestrian and bicycle-friendly waterfront and downtown, while preserving the needed vehicular circulation capacity through downtown.

Public Engagement Process

- ▶ Stakeholder Interviews
- ▶ Community Advisory Committee (CAC) Formation
 - ▶ CAC Process - 3 meetings with agendas on alternatives development, evaluation criteria, issues/concerns, etc.
 - ▶ 2 CAC Surveys
- ▶ Business Workshops - 3 separate meeting times
- ▶ Study Website
- ▶ General Public Outreach via Public Open House & Survey
- ▶ Additional CAC meeting to synthesize public feedback and refine alternative
- ▶ Additional outreach to Uptown
- ▶ Planning Commission
- ▶ City Council

COMMUNITY ADVISORY COMMITTEE

The Community Advisory Committee (CAC) met three times between October and December to develop a mutual understanding of the study, identify alternatives and develop criteria for alternative selection. The CAC assigned weight to each criteria and in December reviewed the preliminary results of the evaluation of alternatives. The CAC agreed with the alternative ranking created by the study method and that the process and the results it produced was fair, inclusive and collaborative.

CAC Membership (listed alphabetically by organization):

- 20s Plenty
- ADA Committee, City of Richland
- Alliance for a Livable Community
- Ben Franklin Transit
- Bell Furniture
- Bike Tri-Cities
- Boost Build
- Columbia Basin College
- Energy Northwest
- Economic Development Committee, City of Richland
- Emergency Services, City of Richland
- ERA Sun River Realty/ Shareldan Property Management
- Farmer's Market
- Kadlec Regional Medical Center
- Pacific Northwest National Laboratory (PNNL)
- Parks and Recreation Commission, City of Richland
- Youth representative, Parks and Recreation Commission, City of Richland
- Parkway Business Improvement District
- Planning Commission, City of Richland
- Port of Benton
- Red Lion Richland
- Richland School District
- Sterlings Restaurant
- Tri-Cities Regional Chamber
- Uptown Business Improvement District
- US Dept of Energy - Richland Office
- Washington State University
- Visit Tri-Cities
- Project team

ALTERNATIVES CONSIDERED

All alternatives include the opportunity for pedestrian crossing safety features and other amenities.

Couplet Alternative



Description of Alternative: George Washington Way and Jadwin Ave become one-way streets with three lanes each; George Washington Way lanes go North bound and Jadwin Ave lanes go Southbound.

Road Diet Alternative



Description of Alternative: George Washington Way and Jadwin Avenue are narrowed to one-lane each way with a turn lane in the middle.

Jadwin Option Alternative



Description of Alternative: Jadwin Ave becomes the main thoroughfare, with 3 lanes each way plus a turn lane in the middle; George Washington Way becomes a local road, with one lane each way and left-turn lanes at existing intersections.

No Build Alternative



Description of Alternative: No street network changes.

DOWNTOWN, PEDESTRIAN & BICYCLE AMENITIES UNDER CONSIDERATION

DOWNTOWN FEATURES



Bike lanes



Wayfinding



Improved Pedestrian Crossings



On-street parking

BICYCLE INFRASTRUCTURE FACILITIES



Bicycle signals

- ALSO:
- Increased bicycle parking
 - Tire repair stations

CROSSING FEATURES



Pedestrian islands



Curb extensions/bulb-outs



Raised speed hump crosswalks



Additional mid-block crossings



Flashing crosswalks



Wider crosswalks



Pedestrian bridge

SIDEWALK FEATURES



Grassy strips/buffer



Distinct curb



Patio seating



Sidewalk furniture

- ALSO:
- Increased trees
 - Street art
 - Wider sidewalks
 - Increased lighting
 - Increased shade

BIKE LANE FEATURES



Painted bike lanes



Bike lane buffer - raised barrier



Bike lane buffer - landscaping



Bike lane buffer - designated space

EVALUATION CRITERIA

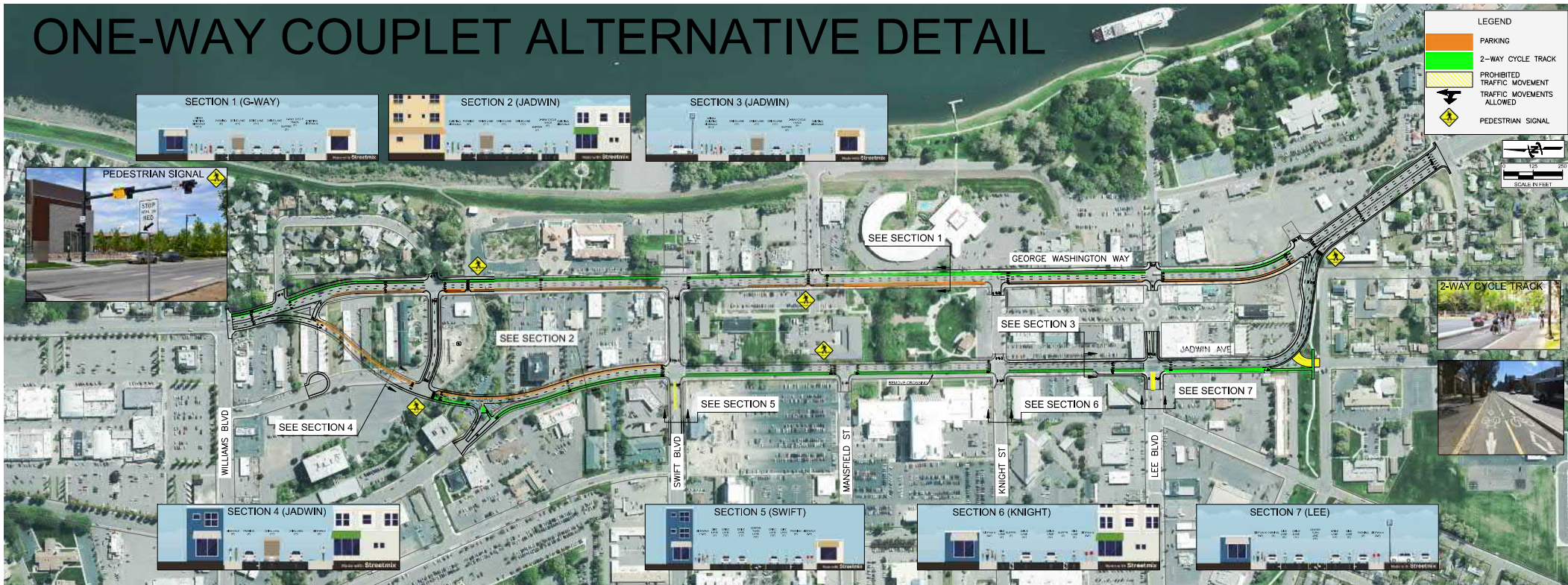
Criteria	Definition	Considerations in the Scoring Process	Weight
Safety	Allows for the safe movement of people in all forms (automobiles, bicycle, pedestrian, transit, disability aid) considering conflict points.	Number of thru/left turn vehicular conflicts; G Way characteristics (number of lanes + speed limit); Pedestrian crossing score (based off lanes to cross); Jadwin characteristics; Jadwin pedestrian crossing score; Bike lane characteristics (number of lanes).	10
Improves Appeal	Attracts visitors, new residents and businesses to the downtown and the adjacent waterfront in support of tourism, small businesses, and residents' experience in the urban environment with natural features (Columbia River).	Area gained for potential alternate modes; Changes in travel patterns; Congestion.	8
Mobility and Connectivity for Alternate Modes	Focus on moving "people" in all forms (bicycle, pedestrian, disabled, transit, etc.), in all directions, in support of the economic vitality, healthy living and healthy environment considering the context of the environment, specifically the ability for residents to safely connect on foot or with disability aid from nearby neighborhoods to the downtown and from downtown to the waterfront.	Potential number of bike lanes; Potential for additional mid-block crossings; Potential for pedestrian refuge; Potential for bulb-outs at intersections (bulb-out = extension of curb at intersection); Potential for wider sidewalks.	8
Property Acquisition Impacts	Number of properties fully and/or partially acquired.	Number of full parcels impacted; Number of partial parcels impacted.	5
Cost	Easier to implement considering right-of-way, engineering and construction of roadway changes.	Low and high range construction cost + right-of-way acquisition cost = total average cost.	4
Move Traffic/ Reduce Commute Time	Accommodates the efficient movement of north-south automobile traffic through Richland.	Intersections with a level of service (LOS, ability to move traffic score) of E or F, considered a poor score; movements within intersections with LOS of E or F.	4
Parking	Provides opportunity for additional on-street parking and wayfinding signs to existing available parking lots.	Linear feet gained for potential parking on G Way; Traffic influence on G Way (implies ease of parking use); Linear feet gained for potential parking on Jadwin; Traffic influence on Jadwin.	3
Construction Impacts	Severity of inconvenienced activities during construction.	End point treatments; Impacts on G Way; Impacts on Jadwin Ave.	3

ALTERNATIVES RANKING & RECOMMENDATION

CRITERION	Criteria Weight	ALTERNATIVE							
		A		B		C		D	
		No-Build		Couplet		Jadwin		Road Diet*	
		Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw	Wt.
Cost	4	10.0	40.0	4.6	18.4	0.0	0.0	8.4	33.6
Improves Appeal	8	4.0	32.0	7.5	60.0	7.7	61.6	8.0	64.0
Move Traffic / Reduce Commute Time	4	9.0	36.0	7.5	30.0	8.8	35.0	0.0	0*
Mobility and Connectivity for Alternate Modes	8	3.0	24.0	8.5	68.0	7.5	60.0	10.0	80.0
Parking	3	0.0	0.0	8.0	24.0	4.5	13.5	7.0	21.0
Property Acquisition	5	10.0	50.0	6.5	32.5	0.5	2.5	10.0	50.0
Construction Impacts	4	10.0	40.0	3.0	12.0	1.0	4.0	6.0	24.0
Safety	10	0.5	5.0	8.0	80.0	3.0	30.0	5.0	50.0
TOTAL SCORE		47	227	54	325	33	207	54	323
ALTERNATIVE RANK		4		1		3		2	

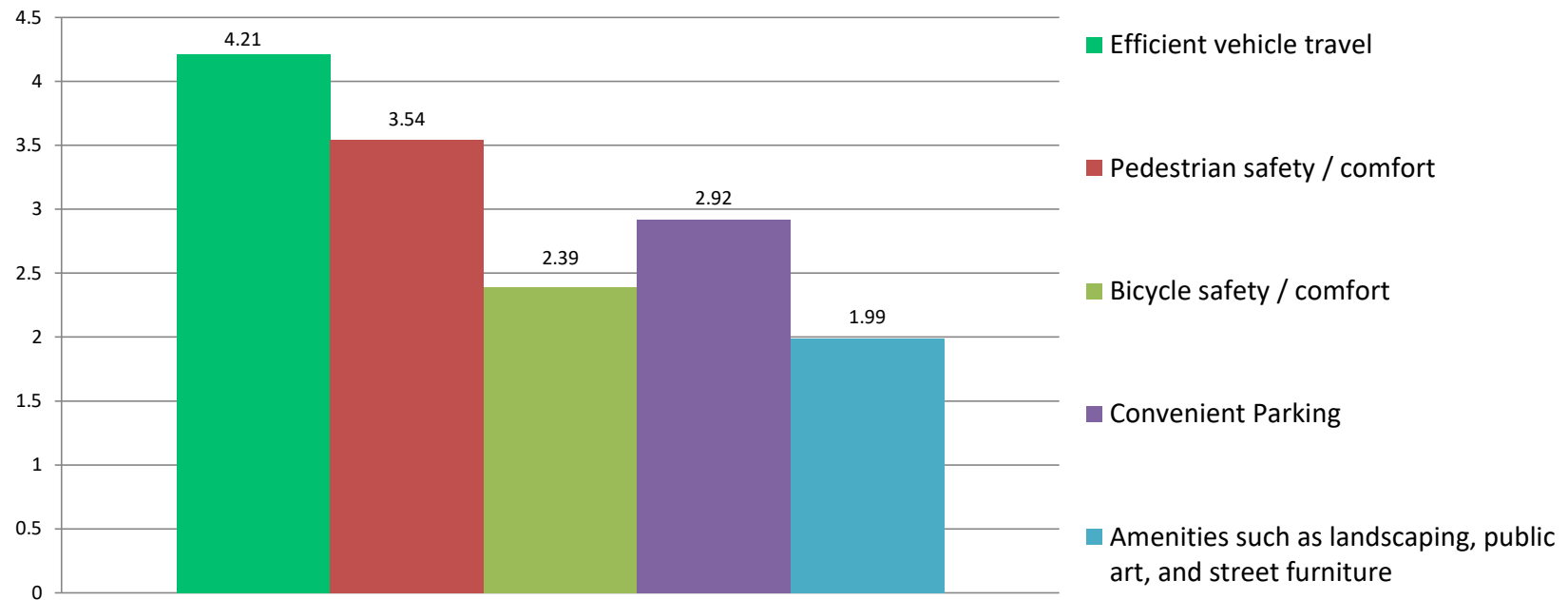
* Note: The Road Diet Scores 0 under the Moves Traffic/Reduce Commute Time due to the failure of 7 intersections that do not meet the Level of Service Standard. This is a fatal flaw of this alternative which goes against one of the main objectives of the study which was to "advance the City Council's vision for a pedestrian-friendly waterfront and downtown, while maintaining or enhancing the vehicular travel flow through downtown". As much as the Road Diet would advance many of the desired bicycle and pedestrian mobility aspects of the study, that alternative cannot be recommended.

ONE-WAY COUPLET ALTERNATIVE DETAIL



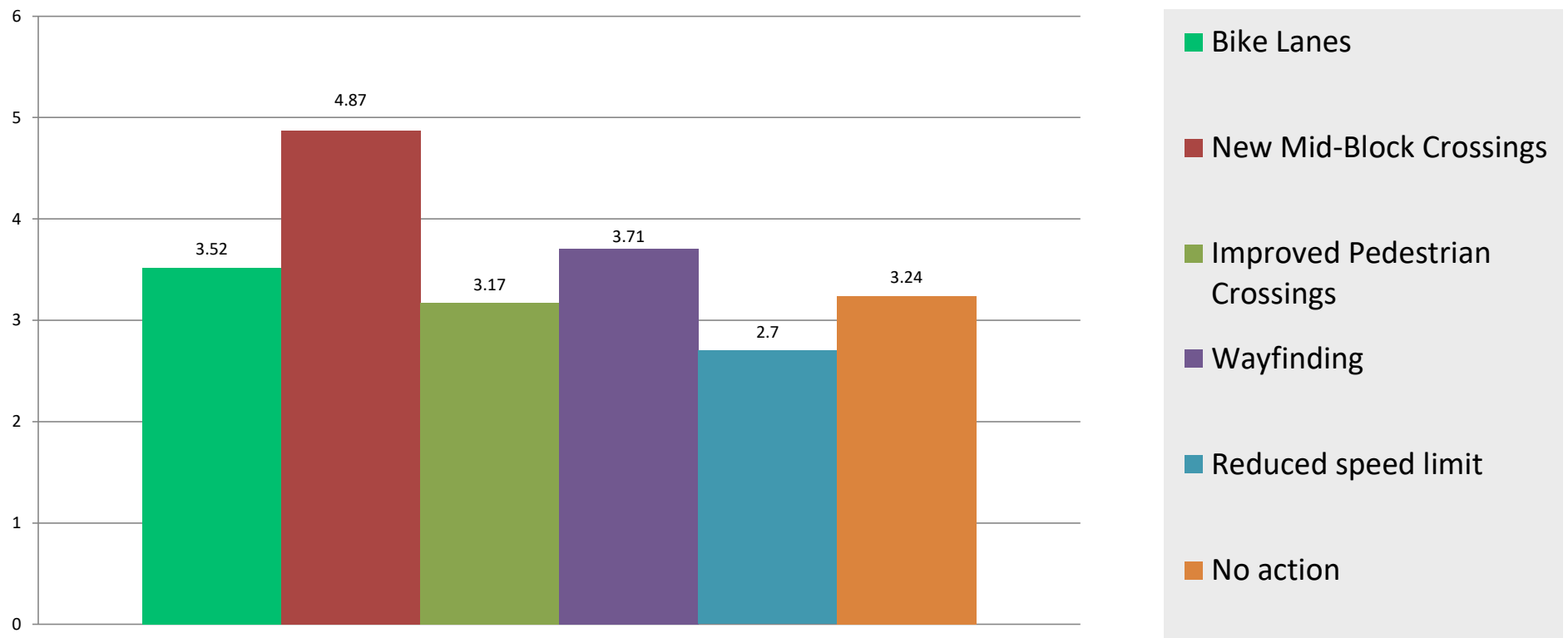
Public Input Overview: Survey Data - Qualities for Downtown

Q4: Respondents Ranked Priorities for the qualities desired for the Downtown Street System.



Public Input Overview: Survey Data - Downtown Features

Q7: Respondents Ranked Importance for Different Downtown Features.



Public Input Overview: Key Takeaways from Survey and Open House



Overall: Couplet can provide a means toward a more walkable, vibrant downtown.



Concerns with Implementation of couplet



Interest to lessen any perceived negative effects

Public Input Overview - Responses Received

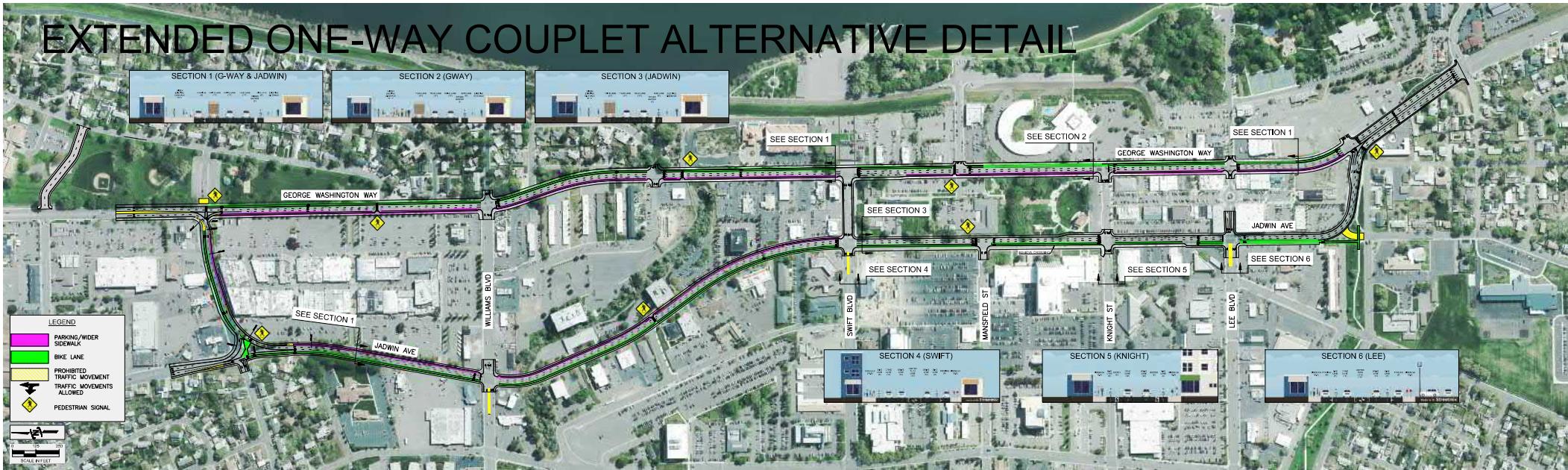
- ▶ Public input data is an aggregate of 1342 comments
- ▶ Survey responses: 1,155
- ▶ Survey Question #6 - Open-ended responses: 650
- ▶ Survey Question #12 - Open-ended responses: 657
- ▶ Open House attendees: 81
- ▶ Open House comments: 33

Public Input Overview: Comment Themes

Downtown Related Comments:

- ▶ Couplet Design:
 - ▶ Congestion downtown
 - ▶ Begin couplet further North
 - ▶ Social impacts and effects on low-income housing
 - ▶ On-street parking
 - ▶ Bicycle and car interaction
 - ▶ Ability to adjust to a couplet
- ▶ Access to businesses/ public spaces
- ▶ Preference for vision of road diet
- ▶ Prefer downtown as commuter corridor
- ▶ Parking as a priority

EXTENDED ONE-WAY COUPLET ALTERNATIVE DETAIL



Bicycle Lane CAC Recommendations

- ▶ One-way
- ▶ including barrier

On-Street Parking and Wider Sidewalks

CAC Recommendation

Recommendation:

Segments	On-street Parking	Wider Sidewalks
GW Way: Jadwin to Knight	On-Street Parking	Widen by 6 feet*
GW Way: Knight to Swift	None	Extra wide sidewalks by 14 feet*
GW Way: Swift to Symons	On-Street Parking	Widen by 6 feet*
Jadwin: GW Way to Swift	None	Widen by 3 feet*
Jadwin: Swift to Symons	On-Street Parking	Wider by 6 feet*

Considerations:

- Separates safety conflicts that could arise from bicycle and parked car interaction.
- Allows new on street parking to orient to the Parkway.
- Parking design keeps future options open around the Uptown.
- Jadwin from GW Way to Swift has the least amount of extra room.
- Decisions can be implemented parcel by parcel.
- *To be modified in detailed design.

Additional Public Outreach on Extended One-Way Couplet Alternative

- ▶ Reached out to the Uptown BID via email with a flyer
- ▶ Direct mailing to building owners.
- ▶ Discussed it at one of the board meetings with the BID
- ▶ A few follow-up phone conversations to discuss additional details and provide project understanding

Questions?

Comments/Discussion

Recommendation to City Council for
their Consideration July 7, 2020