



Agenda
REGULAR CITY COUNCIL MEETING
Richland City Hall ~ 505 Swift Boulevard
Tuesday, December 17, 2013

City Council Pre-Meeting, 7:00 p.m.

(Discussion Only - Annex Building)

1. Executive Session for the City Manager Performance Review Per RCW 42.30.110 (1) (g) (15 minutes)
- Cindy Johnson, City Manager

City Council Regular Meeting, 7:30 p.m.

(City Hall Council Chamber)

Welcome and Roll Call:

Pledge of Allegiance:

Approval of Agenda:

(Approved by Motion)

Presentations:

1. Mayor John Fox Retirement from City Council
- Cindy Johnson, City Manager

Reception:

1. Mayor John Fox Retirement from City Council (15 minutes)

Richland Report:

(Mayor and Council Members)

Comments:

(Please Limit Public Comments to 2 Minutes)

1. Public Comments
2. Reports of Boards, Commissions, and Committees
3. Report of Visiting Officials

Consent Calendar:

(Approved in its entirety by single vote or Council may pull Consent items and transfer to Items of Business)

Minutes - Approval:

1. Council Meeting Held December 3, 2013
- Marcia Hopkins, City Clerk

Ordinances - First Reading:

2. Ordinance No. 02-14, Vacating Elliot Street and Portions of Railroad and Gillespie Streets
- Pete Rogalsky, Public Works Director
3. Ordinance No. 03-14, Repealing Ordinance No. 13-13 Establishing the Torbett-Mahan Local Improvement District No. 196
- Pete Rogalsky, Public Works Director

Ordinances - Passage:

4. Ordinance No. 40-13, Amending RMC Chapter 11.40 Traffic, Imposing On-Street Parking Restrictions on Columbia Park Trail and Truman Avenue
- Pete Rogalsky, Public Works Director
5. Ordinance No. 42-13, Amending RMC Section 12.01.060 Standards for Designating Street Names
- Rick Simon, Development Services Manager
6. Ordinance No. 44-13, Amending RMC Section 12.10.010, Sidewalk Waiver Criteria
- Pete Rogalsky, Public Works Director

Resolutions - Adoption:

7. Resolution No. 84-13, Retainining the October 15, 2013, Moratorium Prohibiting Production, Processing, and Retail Sale of Marijuana
- Heather Kintzley, City Attorney
8. Resolution No. 85-13, Rejecting Bids for Torbett / Mahan Local Improvement District (LID) No. 196 Project
- Pete Rogalsky, Public Works Director
9. Resolution No. 86-13, Appreciation to John Fox for Service on the City Council and as Mayor
- Cindy Johnson, City Manager
10. Resolution No. 88-13, Reappointment to the Personnel Committee: Joel Sorensen
- Marcia Hopkins, City Clerk
11. Resolution No. 89-13, Appointments to the Arts Commission: Yichien Cooper and Ana Rahimlou
- Marcia Hopkins, City Clerk
12. Resolution Nos. 90-13 to 93-13, Expressing Appreciation to Andrea Prignano, Albert Chang, Charles Eaton and Stephanie Ard for Service on the Arts Commission
- Marcia Hopkins, City Clerk

Items for Approval:

13. Approval of the Funding Recommendations for the 2014 Hotel/Motel Lodging Tax Fund
- Trish Herron, Communications and Marketing Manager
14. Amendment No. 2 to the Tri-Cities HOME Consortium Cooperative Agreement for 2011-2013
- Bill King, Deputy City Manager

Award of Bid - Approval:

15. Award of Bid to Ray Poland & Sons, Inc. for Delaware Local Improvement District No. 196 Project
- Pete Rogalsky, Public Works Director

Expenditures - Approval:

16. November 25, 2013 - December 6, 2013, for \$13,639,398.62, including Check Nos. 207544-207885, Wire Nos. 5505-5522, Payroll Check Nos. 99157-99170, and Payroll Wire/ACH Nos. 8292-8312
- Cathleen Koch, Administrative Services Director

Items of Business:

1. Approval of City Manager's Compensation Package
- Council Members, City Council
2. Appeal Hearing of the Planning Commission's Use Permit Decision to Allow a Second RHD Elementary School to Temporarily Operate on the Existing Sacajawea School Site (Closed Record)
- Rick Simon, Development Services Manager

Reports and Comments:

1. City Manager
2. City Council
3. Mayor

Adjournment

THIS MEETING IS BROADCAST LIVE ON CITYVIEW CHANNEL 13 AND ON WWW.CI.RICHLAND.WA.US/CITYVIEW

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Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C1

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: APPROVAL OF THE COUNCIL MEETING MINUTES

Department: Assistant City Manager

Ordinance/Resolution:

Reference:

Document Type: General Business Item

Recommended Motion:

Approve the minutes of the Council meeting held December 3, 2013.

Summary:

None.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

1) Draft 12/03/13 Council Minutes

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:43:39 GMT-0800 2013



MINUTES

RICHLAND CITY COUNCIL REGULAR MEETING

Richland City Hall ~ 505 Swift Boulevard

Tuesday, December 3, 2013

Pre-Meeting Executive Session:

Mayor Fox called the Pre-Meeting Executive Session to order at 6:00 p.m. in the City Manager's Conference Room in the Annex building.

Attendance:

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

Also present was City Manager Johnson.

1. Executive Session for the City Manager Performance Review Per RCW 42.30.110(1) (g) (60 minutes)

MAYOR PRO TEM ROSE MOVED AND COUNCIL MEMBER THOMPSON SECONDED A MOTION TO MOVE INTO EXECUTIVE SESSION AT 6:01 P.M. TO DISCUSS THE CITY MANAGER PERFORMANCE REVIEW PER RCW 42.30.110(1) (G) FOR 60 MINUTES. THE MOTION CARRIED 7-0.

MAYOR PRO TEM ROSE MOVED AND COUNCIL MEMBER THOMPSON SECONDED A MOTION TO MOVE OUT OF EXECUTIVE SESSION AT 7:01 P.M. THE MOTION CARRIED 7-0.

Pre-Meeting:

Mayor Fox called the Council pre-meeting to order at 7:03 p.m. in the City Manager's Conference Room in the City Hall Annex Building.

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

Also present were City Manager Johnson, Deputy City Manager King, City Attorney Kintzley, Public Works Director Rogalsky and City Clerk Hopkins.

Council and staff briefly reviewed the proposed agenda scheduled for the regular meeting.

Regular Meeting:

Mayor Fox called the Council meeting to order at 7:30 p.m. in the Council Chamber at City Hall.

Welcome and Roll Call:

Mayor Fox welcomed those in the audience and expressed appreciation for their attendance.

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

Also present were City Manager Johnson, Deputy City Manager King, City Attorney Kintzley, Administrative Services Director Koch, Fire and Emergency Services Director Baynes, Police Services Director Skinner, Public Works Director Rogalsky, Energy Services Business Director Edgemon, Parks and Recreation Director Schiessl, and City Clerk Hopkins.

Pledge of Allegiance:

Mayor Fox led the Council and audience in the recitation of the Pledge of Allegiance.

Approval of Agenda:

MAYOR PRO TEM ROSE MOVED AND COUNCIL MEMBER THOMPSON SECONDED A MOTION TO APPROVE THE AGENDA AMENDED BY ADDING A THIRD PRESENTATION. THE MOTION CARRIED 7-0.

Presentations:

1. CityView Video: Energy Services Jefferson Elementary Demonstration Video (5 minutes)

- Sandi Edgemon, Energy Services Business Services Manager

Ms. Edgemon introduced the video of members of the Energy Services department presenting an Electrical Safety Program to Jefferson Elementary students and gave details of the program.

2. New Employee Introduction Joyce Marsh, Finance Director for Administrative Services

- Cathleen Koch, Administrative Services Director

Ms. Koch introduced the new Finance Director for Administrative Services Joyce Marsh and gave details of her background and experience.

3. CityView Video: Foster Children Christmas Gifts

Ms. Johnson said employee Toni Fulton headed-up a gift donation program for Tri City foster children with the employees of the City. This year, 125 gifts were donated by staff members for the program. The Tri-City Herald newspaper ran a front-page article about Toni's efforts and the program and the local TV station, KNDU, aired a story about it as well. Mayor Fox thanked the KNDU staff for allowing the City to air their program.

Richland Report:

Council Member Lemley recently attended the annual Christmas Tree Lighting Ceremony in John Dam Plaza. He said it was well attended and thanked the sponsors of the event. He also attended a ribbon-cutting ceremony for the Alliance Consistent Care Program office.

Mayor Fox also attended the Christmas Tree Lighting Ceremony in John Dam Plaza and noted Miss Tri-Cities attended, the Mastersingers performed and a free performance from a variety of groups was offered at the Richland Players Theater. Mayor Fox said the lighted boat parade and entertainment in Howard Amon Park will be offered December 13 and 14.

Public Hearing:

City Clerk Hopkins read the Public Hearing and Comments procedures.

1. Public Hearing for Proposed Vacation of Elliot Street and Portions of Railroad and Gillespie Streets
- Pete Rogalsky, Public Works Director

Mr. Rogalsky said the City is developing the Stevens Drive Extension project which creates a new roadway connection between Lee Boulevard and Wellsian Way. This new alignment of Stevens Drive realigns the intersection of Gillespie Street and Stevens Drive and creates a new intersection at Railroad Street and Stevens Drive. It also eliminates the need for Elliott Street since the new Stevens Drive alignment will tie into Wellsian Way just south and parallel to Elliott Street. These changes will result in portions of these streets no longer being needed as part of the City's street network.

Mayor Fox opened the public hearing at 7:53 p.m. and closed the public hearing as there were no public comments at 7:53:15 p.m.

2. Public Hearing on Moratorium Prohibiting Production, Processing and Retail Sales of Recreational Marijuana
- Heather Kintzley, City Attorney

Ms. Kintzley gave background on Initiative 502 and said Council has adopted a six-month moratorium on the production, processing and retail sale of recreational marijuana to allow staff the time necessary to adequately address marijuana-related activity. The public hearing tonight will allow Council to receive public input to help inform their decisions on the proper path forward. The options moving forward include adopting standards to regulate the location of marijuana-related businesses, banning marijuana-related businesses, or defaulting to state regulations which require no amendments to the City's zoning code. The City must also consider its options related to taxation or fees, determine the proper conditions for the issuance of business licenses, and address other public health and safety concerns.

Mayor Fox opened the public hearing at 7:56 p.m.

Aaron Allen, 1608 McPherson, Richland, WA, said he does not approve of marijuana and it being available in the City limits. He believes people should have to leave Richland in order to acquire it.

Kent Madsen, 1621 Venus Circle, Richland, WA, said there are many federal employees in the City of Richland and that the Federal government considers it a criminal offense. He is opposed to marijuana sales in the City limits.

Mayor Fox closed the public hearing as there were no further comments, at 7:59 p.m.

Comments:

1. Public Comments
No comments.
2. Reports of Board and Commission Representatives:
No comments.
3. Reports of Visiting Officials:
No comments.

Consent Calendar:

City Clerk Hopkins read the Consent items.

Minutes - Approval:

1. Council Meeting Held November 19, 2013
- Marcia Hopkins, City Clerk

Ordinances - First Reading:

2. Ordinance 40-13, Amending RMC Chapter 11.40 Traffic, Imposing On-Street Parking Restrictions on Columbia Park Trail and Truman Avenue
- Pete Rogalsky, Public Works Director
3. Ordinance No. 42-13, Amending RMC Section 12.01.060 Standards for Designating Street Names
- Rick Simon, Development Services Manager
4. Ordinance 44-13, Amending RMC Section 12.10.010, Sidewalk Waiver Criteria
- Pete Rogalsky, Public Works Director

Ordinances - Passage:

5. Ordinance No. 41-13, Amendment to RMC Section 13.06.400: Medical and Ambulance Service Utility, Charges - Ambulance Utility Rate Increase
- Grant Baynes, Fire and Emergency Services Director

Resolutions - Adoption:

6. Resolution No. 83-13, Water Facilities Latecomer Agreement with Nor Am Investment, LLC
- Pete Rogalsky, Public Works Director

Items for Approval:

7. Capital Improvement Plan Amendment for Sewer Improvements at the Hanford Reach Interpretive Center
- Pete Rogalsky, Public Works Director
8. Purchase and Sale Agreement with Milo Bauder for a Water Storage Facility
- Pete Rogalsky, Public Works Director
9. Approval of Contract Amendment with Efficiency Solutions for Commercial Energy Efficiency Professional Services
- Bob Hammond, Energy Services Director
10. Approval of Contract Amendment with Energy Incentives for Residential Energy Efficiency Professional Services
- Bob Hammond, Energy Services Director

Award of Bid - Approval:

11. Award of Bid to Sierra Electric, Inc. for City Wide Safety Improvements Project
- Pete Rogalsky, Public Works Director

Expenditures - Approval:

12. November 11, 2013 - November 22, 2013, for \$4,610,165.46, including Check Nos. 207108-207543, Wire Nos. 5496-5504, Payroll Check Nos. 99142-99156, and Payroll Wire/ACH Nos. 8279-8291
- Cathleen Koch, Administrative Services Director

Mayor Fox noted Ordinance No. 42-13 was not on the printed agenda. City Clerk Hopkins explained that the electronic and published agenda is correct; the printed agenda had the omission. She read Ordinance No. 42-13, Amending RMC Section 12.01.060 Standards for Designating Street Names by title only, for the first reading.

Mayor Fox pulled Ordinance No. 42-13 from the Consent Calendar and moved it to Items of Business.

COUNCIL MEMBER KENT MOVED AND COUNCIL MEMBER LEMLEY SECONDED A MOTION TO APPROVE THE CONSENT CALENDAR, LESS ITEM NO. 3. ORDINANCE NO. 42-13 THAT WAS MOVED TO THE ITEMS OF BUSINESS. THE MOTION CARRIED 7-0.

Items of Business:

4. Ordinance No. 42-13, Amending RMC Section 12.01.060 Standards for Designating Street Names
- Rick Simon, Development Services Manager

Mayor Fox said he opposes eliminating the option to name new streets "boulevards" and would like that put back in.

COUNCIL MEMBER THOMPSON MOVED AND COUNCIL MEMBER KENT SECONDED A MOTION TO APROVE THE FIRST READING OF ORDINANCE NO. 42-13. THE MOTION CARRIED 5-2. MAYOR FOX AND MAYOR PRO TEM ROSE OPPOSED.

Reports and Comments:

1. City Manager Johnson said the last Council meeting of the year is on December 17 and will include a reception for Mayor Fox's retirement from City Council.
2. Council Members:

Council Member Anderson thanked the public for attending the meeting and complimented the lighted trees in John Dam Plaza.

Council Member Kent also thanked the public for attending the meeting and encouraged public comments.

Council Member Lemley said the gift shop in the Senior Center needs knick-knack donations to sell and said the Tri City Food Bank needs food donations.

Council Member Thompson also encouraged the public to make comments to the Council.

3. Mayor Fox said he and Mr. Rogalsky drove to Olympia to testify at a State Senate Committee Hearing for a State Senate Coalition Transportation Package using a gas tax. The City is in favor of this package to help fund the Duportail Bridge.

Adjournment:

Mayor Fox adjourned the meeting at 8:25 p.m.

Respectfully Submitted,

Marcia Hopkins
City Clerk

FORM APPROVED:

John Fox
Mayor

DATE APPROVED:



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C2

Key Element: Key 2 - Infrastructure & Facilities

Subject: ORDINANCE NO. 02-14, VACATING PORTIONS OF GILLESPIE, RAILROAD, AND ELLIOTT STREETS

Department: Public Works

Ordinance/Resolution: 02-14

Reference:

Document Type: Ordinance

Recommended Motion:

Give first reading by title only to Ordinance No. 02-14, vacating portions of Gillespie Street, Railroad Street and Elliott Street in conjunction with the Stevens Drive Extension project.

Summary:

The City is currently developing the Stevens Drive Extension project which will extend Stevens Drive from Lee Boulevard to Wellsian Way. The final alignment for Stevens Drive has been established and right-of-way plans have been prepared and approved by the Washington State Department of Transportation (WSDOT).

As a result, portions of existing Gillespie Street and Railroad Street are no longer needed as roadway due to their realignment. Elliott Street is no longer needed at all due to its close proximity with the new Stevens Drive connection to Wellsian Way. A small portion of the Elliott Street right-of-way will be retained where the new Stevens Drive alignment crosses over the existing Elliott Street.

During the project design, it was determined that utility easements will need to be retained on the vacated portions of Gillespie Street and Railroad Street. A utility easement will also need to be retained on the portion of Elliott Street east of where the new Stevens Drive crosses to allow utilities to connect to Goethals Drive.

Staff has proposed vacating portions of these street rights of way in accordance with the Revised Code of Washington (RCW) Section 35.79. Required notifications were completed and a public hearing was held on December 3, 2013 at the regular City Council meeting. No testimony has been received regarding the proposed vacation.

RCW 35.79.030 allows that vacated rights of way may not be vacated until and unless the adjacent property owners compensate the City in an amount equal to the full appraised fair market value of the vacated area. Staff is recommending that this provision of state law be exercised in this vacation because the City's Stevens Drive Extension project will be acquiring property for the new right of way in the same area and from the same property owners. Conditioning the vacation with this provision allows for the property owners and the City to fashion the most desirable outcomes from the change in road alignment and adjacent property boundaries.

Fiscal Impact?

☒ Yes ☐ No

Revenue will be generated if and when the adjacent property owners purchase the vacated areas. Revenue will likely offset some right-of-way acquisition costs needed for the Stevens Drive Extension project. Since the appraisals for the City's right of way are not complete and the intentions of the adjacent owners aren't known it is difficult at this point to estimate the revenue that will be realized from this action.

Attachments:

1) ORD 02-14 Stevens Drive Extension Street Vacations

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:43:17 GMT-0800 2013

WHEN RECORDED RETURN TO:

Richland City Clerk
P.O. Box 190
Richland, WA 99352

ORDINANCE NO. 02-14

AN ORDINANCE of the City of Richland vacating portions of Elliott Street, Railroad Street and Gillespie Street.

WHEREAS, in April 1956 the Plat of Richland was recorded and dedicated a public right-of-way varying in width from 60 feet to 80 feet between Blocks 401, 404 and 405, known as Elliott Street, lying easterly of Wellsian Way and westerly of Duane Avenue, now known as Goethals Drive; and

WHEREAS, in April 1956, the Plat of Richland was recorded and dedicated a 60-foot public right-of-way between Blocks 403, 404 and 405 lying easterly of Wellsian Way and westerly of Gillespie Street, known as Railroad Street; and

WHEREAS, in April 1956, the Plat of Richland was recorded and dedicated a 60-foot public right-of-way between Blocks 403, 402 and 405, known as Gillespie Street, lying southerly of Lee Boulevard and westerly of Duane Avenue, now known as Goethals Drive; and

WHEREAS, the City desires to extend Stevens Drive southerly from Lee Boulevard to Wellsian Way in a project known as the Stevens Drive Extension project; and

WHEREAS, when the extension of Stevens Drive is completed, the alignments of Railroad Street and Gillespie Street will be adjusted and Elliott Street will no longer be needed; and

WHEREAS, RCW 35.79 provides the authority and process for the City to vacate portions of Elliott Street, Railroad Street, and Gillespie Street rights-of-way; and

WHEREAS, the City Engineer has reviewed the new alignment for the Stevens Drive Extension and the associated impacts to Elliott Street, Railroad Street and Gillespie Street rights-of-way and has determined that the City does not need those portions of the Elliott Street, Railroad Street and Gillespie Street rights-of-way for use as City streets; and

WHEREAS, the City Engineer has determined that utility easements will need to be retained on the vacated portions of Railroad Street, Gillespie Street and the portion of Elliott Street east of the new Stevens Drive alignment; and

WHEREAS, at a regularly scheduled Council meeting on November 5, 2013, the Richland City Council, by Resolution 77-13, set the time and place of a hearing thereon for the 3rd day of December, 2013, at the hour of 7:30 p.m., local time, in the City Hall Council Chambers, located at 505 Swift Boulevard in Richland, Washington; and

WHEREAS, at the time and place fixed and designated in the notice, a hearing was held by the City Council to receive public testimony. There was no public testimony received at the hearing.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Richland as follows:

Section 1.01 The portion of Elliott Street right-of-way, as described and shown in Exhibit A is hereby ordered to be vacated, subject to the provisions of RCW 35.79.

Section 1.02 The portions of Railroad Street right-of-way, as described and shown in Exhibit B is hereby ordered to be vacated, subject to the provisions of RCW 35.79.

Section 1.03 The portion of Gillespie Street right-of-way, as described and shown in Exhibit C is hereby ordered to be vacated, subject to the provisions of RCW 35.79.

Section 1.04 Utility easements will be retained on vacated parcels as determined by the City Engineer.

Section 1.05 The vacated portions of Elliott Street right of way, Railroad Street right of way, and Gillespie Street right of way will be vacated and transferred to private ownership only after the Stevens Drive Extension improvements are completed and the Stevens Drive Extension right of way is dedicated as public street right of way by ordinance.

Section 1.06 In accordance with RCW 35.79.030 the vacated portions of Elliott Street right of way, Railroad Street right of way, and Gillespie Street right of way shall not be vacated until the owner of the adjacent property compensates the City in an amount equal to the full appraised fair market value of the vacated area.

Section 1.07 The City Clerk is directed to file with the Auditor of Benton County, Washington a copy of this ordinance and the attached exhibits, duly certified by the Clerk as a true copy.

Section 1.08 This ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland, at a regular meeting on the 7th day of January, 2014.

DAVID ROSE
Mayor Pro Tem

ATTEST:

APPROVED AS TO FORM:

DEBRA C. BARHAM, CMC
Chief Deputy City Clerk

HEATHER KINTZLEY
City Attorney

Date Published: _____

**City of Richland
No PID # ROW
Parcel 2-8
To be vacated**

A portion of the Southwest ¼ of Section 11, Township 9 North, Range 28 East, W.M., and a portion of the Northwest ¼ of Section 14, Township 9 North, Range 28 East, W.M., The City of Richland, Benton County, Washington, described as follows:

That portion of Elliott Street lying between the Easterly right-of-way of Wellsian Way, and the Westerly right-of-way of Goethals Drive, as shown on the Plat of Richland as recorded in Volumes 6 & 7 of Plats, records of said County and State.

Except the following described portion:

Beginning at the Northwest corner of Lot 1 of Short Plat No. 2502, as recorded in Volume 1 of Surveys on Page 2502, records of said County and State; Thence South 88°21'00" East a distance of 349.57 feet along the Southerly right-of-way of said Elliott Street, and the Northerly lines of Lots 1 and 2 of said Short Plat No. 2502, to the Northeast corner of said Lot 2; Thence continuing South 88°21'00" East a distance of 1.54 feet along the Southerly right-of-way, to a point being located at SD-Line Station 26+57.14 at 35.00 feet left, as shown on City of Richland Stevens Drive Extension right-of-way map filed under C3-078, (CRR) City of Richland Records, and the **TRUE POINT of BEGINNING**; and the beginning of a 315.00 foot radius non-tangent curve, having a radial bearing of North 49°00'55" West; Northeasterly a distance of 72.09 feet along the arc of said curve, through a central angle of 13°06'44", leaving said Southerly right-of-way, to a point on the Northerly right-of-way of said Elliott Street; Thence South 89°56'22" East a distance of 77.23 feet, along said Northerly right-of-way, to the beginning of a 385.00 foot radius non-tangent curve, (having a common radius point with the aforementioned 315.00 foot radius curve); Thence Southwesterly a distance of 67.72 feet along the arc of said curve, through a central angle of 10°04'40", to a point being located at SD-Line Station 27+08.49 at 35.00 feet right, leaving said Northerly right-of-way, to a point on said Southerly right-of-way of said Elliott Street; Thence North 89°56'22" West a distance of 64.05 feet, leaving said curve, along said Southerly right-of-way; Thence North 88°21'00" West a distance of 22.59 feet, along said Southerly right-of-way of said Elliott Street, back to the true point of beginning.

Together with and subject to easements, covenants, restrictions and reservations of record and in view.

Containing 38,521.90 square feet, more or less, according to the bearings and distances listed above and as depicted on the attached **Exhibit "A"**.

13-121
Drpjrpls

Grant Land Company
Portion of 1-1198-302-0405-008
Parcel 3-8
To be vacated

A portion of the Southwest ¼ of Section 11, Township 9 North, Range 28 East, W.M., The City of Richland, Benton County, Washington, described as follows:

A portion of Railroad Street right-of-way located adjacent to a portion of Lot 8 of Block 405 of the Plat of Richland, as recorded in Volumes 6 & 7 of Plats, records of said County and State, more particularly described as follows:

Beginning at the Southeast corner of said Lot 8; Thence North 21°32'25" East a distance of 234.22 feet along the Easterly line of said Lot 8 to the Northeast corner of said Lot, and a point on the Southerly right-of-way of Gillespie Street as shown on said Plat of Richland, said point being located at GL-line Station 71+52.92 at 29.56 feet right, as shown on City of Richland Stevens Drive Extension right-of-way map filed under C3-078, (CRR) City of Richland Records; Thence South 21°32'25" West a distance of 0.44 feet, along said Easterly line of said Lot 8, leaving said Southerly right-of-way; Thence North 68°26'24" West a distance of 46.31 feet, leaving said Easterly line; to the beginning of a 320.00 foot radius tangent curve to the left; Thence Northwesterly a distance of 9.48 feet along the arc of said curve, through a central angle of 01°41'53", and the beginning of a 50.00 foot radius tangent compound curve to the left; Thence Westerly a distance of 31.28 feet along the arc of said curve, through a central angle of 35°50'31", to a point being located at, SD-Line Station 37+82.07 at 59.44 feet right, and the **TRUE POINT of BEGINNING**, said point is also on the Easterly right-of-way of Railroad Street, and the Westerly line of said Lot 8; Thence continuing along said tangent compound curve; Thence Southwesterly a distance of 49.10 feet, along the arc of said curve, through a central angle of 56°15'54", to the beginning of a 368.00 foot radius tangent reverse curve to the right; Thence Southwesterly a distance of 18.45 feet along the arc of said curve, through a central angle of 02°52'24", to a point being located at, SD-line Station 37+30.02 at 35.00 feet right, leaving said curve; to a point on said Easterly right-of-way of Railroad Street, to the beginning of a 271.56 foot radius non-tangent curve, having a radial bearing of South 58°05'24" East; Thence Northeasterly a distance of 52.50 feet along the arc of said curve, and said right-of-way through a central angle of 11°04'34"; Thence North 42°59'10" East a distance of 11.80 feet leaving said curve, along said Easterly right-of-way of Railroad Street back to the true point of beginning.

Together with and subject to easements, covenants, restrictions and reservations of record and in view.

Containing 307.84 square feet, more or less, according to the bearings and distances listed above and as depicted on the attached **Exhibit "A"**.

City of Richland
No PID# ROW
Parcel 3-2
To be vacated

A portion of the Southwest ¼ of Section 11, Township 9 North, Range 28 East, W.M., The City of Richland, Benton County, Washington, described as follows:

A portion of Railroad Street right-of-way located adjacent to a portion of Lot 5 of Block 403, of the Plat of Richland as recorded in Volumes 6 & 7 of Plats, records of said County and State, more particularly described as follows:

Beginning at the Southwest corner of said Lot 5, said corner is lying on the Northerly right-of-way of Railroad Street, said corner being located at RR-Line Station 60+00.30 at 30.00 feet left as shown on City of Richland Stevens Drive Extension right-of-way map filed under C3-078, (CRR) City of Richland Records, and the **TRUE POINT of BEGINNING**; Thence North 88°31'32" East a distance of 99.27 feet, along said Northerly right-of-way of Railroad Street, to the beginning of a 133.71 foot radius tangent curve to the left; Thence Northeasterly a distance of 121.13 feet along the arc of said curve, and Northwesterly right-of-way, through a central angle of 51°54'16", to a point being located at SD-line Station 35+03.61 at 35.00 feet left, and a point on the Westerly right-of-way of said Railroad Street; Thence South 20°54'10" West a distance of 47.43 feet, leaving said curve along the Westerly right-of-way of proposed Stevens Drive Extension, to the beginning of a 50.00 foot radius tangent curve to the right; Thence Southwesterly a distance of 75.66 feet along the arc of said curve, and the new proposed Northerly right-of-way of Railroad Street, through a central angle of 86°41'56", to the beginning of a 380.00 foot radius tangent reverse curve to the left; Thence Northwesterly a distance of 126.52 feet along the arc of said curve, and said new proposed Northerly right-of-way of Railroad Street, through a central angle of 19°04'34"; Thence North 88°31'32" East a distance of 0.33 feet, back to the true point of beginning.

Together with and subject to easements, covenants, restrictions and reservations of record and in view.

Containing 3,023.30 square feet, more or less, according to the bearings and distances listed above and as depicted on the attached **Exhibit "A"**.

13-122
Drpjrpls

**City of Richland
No PID# ROW
Parcel 3-7
To be vacated**

A portion of the Southwest $\frac{1}{4}$ of Section 11, Township 9 North, Range 28 East, W.M., The City of Richland, Benton County, Washington, described as follows:

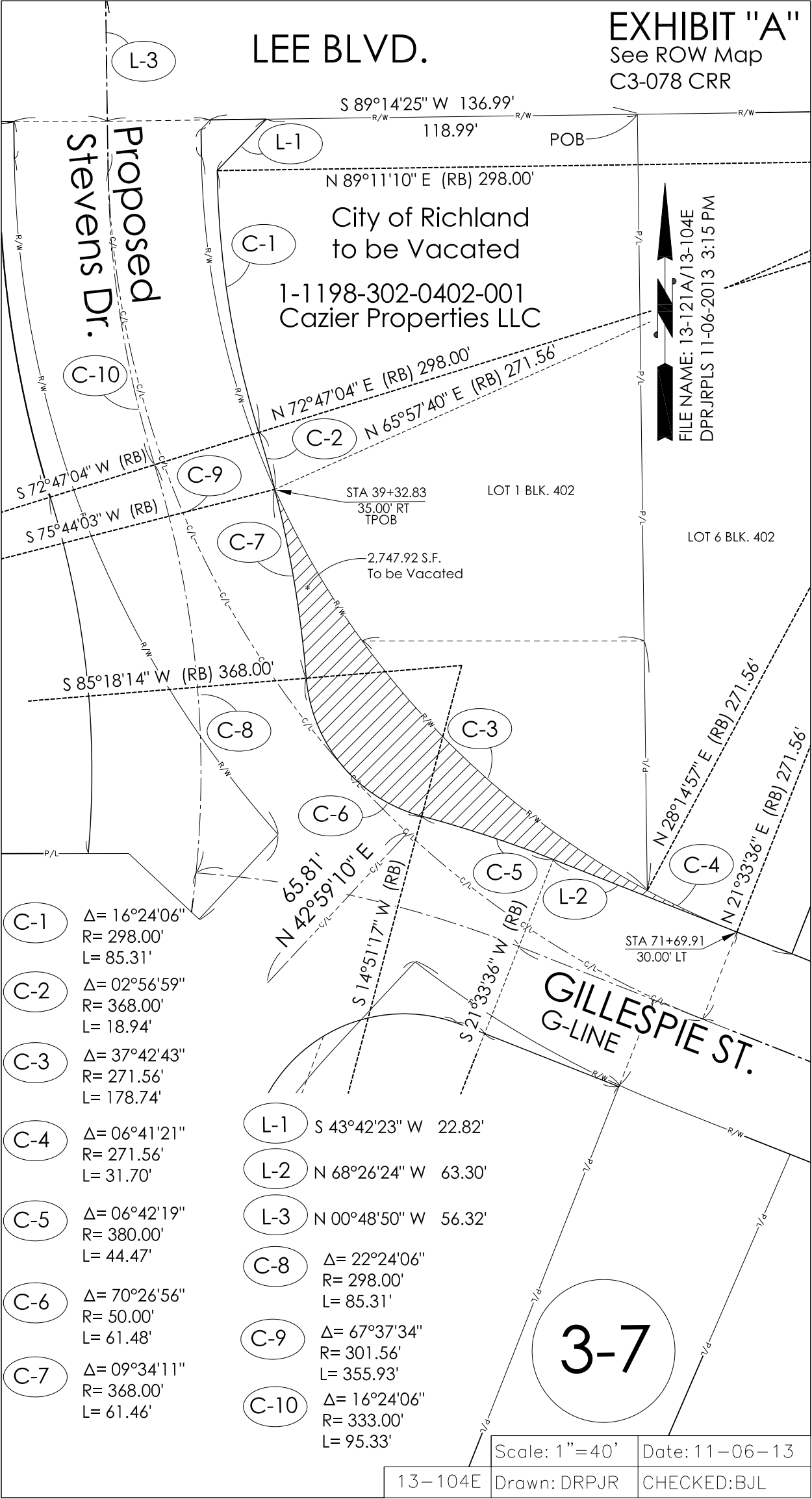
A portion of Gillespie Street right-of-way located adjacent to a portion of Lots 1 and 6 of Block 402, of the Plat of Richland as recorded in Volumes 6 & 7 of Plats, records of said County and State, more particularly described as follows:

Beginning at the Northeast corner of said Lot 1; Thence South $89^{\circ}14'25''$ West a distance of 118.99 feet, along the Northerly line of said Lot 1, and the Southerly right-of-way of Lee Boulevard; Thence South $43^{\circ}42'23''$ West a distance of 22.82 feet, to the beginning of a 298.00 foot radius non-tangent curve, having a radial bearing of North $89^{\circ}11'10''$ East; Thence Southeasterly a distance of 85.31 feet along the arc of said curve, through a central angle of $16^{\circ}24'06''$, to the beginning a 368.00 foot tangent reverse curve to the right; Thence Southeasterly a distance of 18.94 feet along the arc of said curve, through a central angle of $02^{\circ}56'59''$, to a point on the Northeasterly right-of-way of Gillespie Street, as shown on said Plat of Richland, to a point being located at SD-line Station 39+32.83 at 35.00 feet right as shown on City of Richland Stevens Drive Extension right-of-way map filed under C-078, (CRR) City of Richland Records, and the **TRUE POINT of BEGINNING**, to the beginning of a 271.56 foot radius non-tangent reverse curve, having a radial bearing of North $65^{\circ}57'40''$ East; Thence Southeasterly a distance of 178.74 feet along the arc of said curve, through a central angle of $37^{\circ}42'43''$, along said Easterly right-of-way of Gillespie Street to the Southeast corner of said Lot 1, Thence continuing Southeasterly a distance of 31.70 feet along the arc of said curve, through a central angle of $06^{\circ}41'21''$, along said Easterly right-of-way of Gillespie Street to a point being located at G-line Station 71+69.91 at 30.00 feet left; Thence North $68^{\circ}26'24''$ West a distance of 63.30 feet, leaving said Easterly right-of-way of Gillespie Street, to the beginning of a 380.00 foot radius tangent curve to the left; Thence Southwesterly a distance of 44.47 feet along the arc of said curve, through a central angle of $06^{\circ}42'19''$, to the beginning of a 50.00 foot radius tangent reverse curve to the right; Thence Northwesterly a distance of 61.48 feet along the arc of said curve, through a central angle of $70^{\circ}26'56''$, to the beginning of a 368.00 foot radius tangent reverse curve to the left; Thence Northwesterly a distance of 61.46 feet along the arc of said curve, through a central angle of $09^{\circ}34'11''$, back to the true point of beginning.

Together with and subject to easements, covenants, restrictions and reservations of record and in view.

Containing 2,747.92 square feet, more or less, according to the bearings and distances listed above and as depicted on the attached **Exhibit "A"**.

13-104
Drpjrp1s





Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C3

Key Element: Key 2 - Infrastructure & Facilities

Subject: ORDINANCE NO. 03-14, REPEALING TORBETT/MAHAN LOCAL IMPROVEMENT DISTRICT #196

Department: Public Works

Ordinance/Resolution: 03-14

Reference:

Document Type: Ordinance

Recommended Motion:

Give first reading, by title only, to Ordinance No. 03-14, repealing Ordinance No. 13-13 establishing the Torbett/Mahan Local Improvement District #196, and authorize staff to make the appropriate budget adjustments.

Summary:

On May 21, 2013 the City Council passed Ordinance 13-13 establishing the Torbett/Mahan Local Improvement District (LID) #196. The LID was supported by 59% of property owners signing a petition requesting construction of street improvements including curb, gutter, sidewalk, street reconstruction, street lights and storm drainage improvements. Based on project cost estimates for the preliminary assessment roll, per lot costs would be approximately \$6,200.

On August 12, 2013 and again on November 12, 2013, the City received bids for this project. Both times the bids received were significantly higher than the assessment roll estimates. Staff believes there is no possibility of revising the project design to accomplish the intent of Ordinance No. 13-13 at costs near the assessment roll estimates. Also, continuing to implement Ordinance No. 13-13 with the knowledge that the costs to complete the work will significantly exceed the preliminary assessment estimates would be a disservice to the affected property owners.

Staff recommends that the City Council approve this ordinance and repeal Ordinance No. 13-13 which established the Torbett/Mahan LID #196.

Budget amendments are needed to account for the staff effort and administrative costs associated with administering the LID. Engineering staff effort totaling approximately \$18,300 and advertising and postage costs of approximately \$1,500 were accumulated in the LID project. These costs will not be recovered from LID participants and will need to be absorbed in the Public Works Administration and Engineering division budget. The staff resources used on this project are fully funded in the operating budget for the Administration and Engineering budget. The LID would have resulted in a portion of the budgeted expenses being carried by the LID participants through their assessments. Returning these costs to the Administration and Engineering budget does not result in overspending that division's budget.

Fiscal Impact?

☒ Yes ☐ No

The total cost spent preparing the LID for construction is \$19,800. The Public Works Administration and Engineering Division will not be able to recover that sum from the LID assessments and thus will spend these costs from approved budgeted funds. The Public Works Administration and Engineering budget has sufficient funds to absorb the advertising and postage costs spent to date as well as the expense of engineering staff effort.

Attachments:

1) ORD 03-14 Repealing Torbett-Mahan LID 196

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:42:53 GMT-0800 2013

ORDINANCE NO. 03-14

AN ORDINANCE OF THE CITY OF RICHLAND repealing Ordinance No. 13-13 passed by the City Council of the City of Richland at a regular meeting on the 21st day of May, 2013, which Ordinance ordered the improvements, including construction of curb, gutter, sidewalk, street reconstruction and storm drainage improvements; establishing the Torbett-Mahan Local Improvement District No. 196; providing the method of assessment in said district; providing that the cost of the improvement be paid by special assessments on property specially benefitted thereby and providing for the issuance and sale of local improvement district warrants redeemable in cash or other short-term financing and local improvement district bonds, commercial loans or interfund loans.

WHEREAS, by Ordinance No. 13-13, the City Council of the City of Richland, on May 21, 2013, ordered the construction of curb, gutter, sidewalk, street reconstruction and storm drainage improvements on Torbett Street from Stevens Drive to Marshall Avenue, and on Mahan Avenue between Torbett Street and 1511 Mahan Street; established Local Improvement District (LID) No. 196, to be known as Torbett-Mahan LID No. 196; provided that the cost of the improvements be paid by special assessments on property specially benefitted thereby; and providing for the issuance and sale of local improvement district warrants redeemable in cash or other short-term financing and local improvement district bonds, commercial loans or interfund loans; and

WHEREAS, the City's Public Works Department has completed the engineering design of the proposed improvements and twice solicited bid prices for construction; and

WHEREAS, four bids were received on August 12, 2013. The City Council, based on input from effected property owners and City staff, approved Resolution No. 55-13 rejecting all bids because the prices received from the lowest responsible bidder would have resulted in dramatically higher assessments than were estimated in Ordinance No. 13-13; and

WHEREAS, six bids were received on November 12, 2013. The City Council, based on input from effected property owners and City staff, approved Resolution No. 85-13 rejecting all bids because the prices received from the lowest responsible bidder would have resulted in dramatically higher assessments than were estimated in Ordinance no. 13-13; and

WHEREAS, City staff believes there is no possibility of revising the project design to accomplish the intent of Ordinance No. 13-13 at costs near those contemplated in Ordinance 13-13; and

WHEREAS, continuing to implement Ordinance No. 13-13 with the knowledge that the costs to complete the work will significantly exceed the preliminary assessment estimates would be a disservice to the affected property owners.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Richland as follows:

Section 1.01 Ordinance No. 13-13, passed by the City Council of the City of Richland on May 21, 2013, ordering the construction of curb, gutter, sidewalk, street reconstruction and storm drainage improvements on Torbett Street from Stevens Drive to Marshall Avenue, and on Mahan Avenue between Torbett Street and 1511 Mahan Street; established Local Improvement District (LID) No. 196, to be known as Torbett-Mahan LID No. 196; provided that the cost of the improvements be paid by special assessments on property specially benefitted thereby; and providing for the issuance and sale of local improvement district warrants redeemable in cash or other short-term financing and local improvement district bonds, commercial loans or interfund loans should be, and hereby is, repealed.

Section 1.02 This ordinance shall take effect the day following the date of its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 7th day of January 2014.

DAVID ROSE
Mayor Pro Tem

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Date Published: _____



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C4

Key Element: Key 7 - Housing and Neighborhoods

Subject: ORD NO. 40-13, AMENDING RMC TITLE 11; TRAFFIC, IMPOSING ON-STREET PARKING RESTRICTIONS

Department: Public Works

Ordinance/Resolution: 40-13

Reference:

Document Type: Ordinance

Recommended Motion:

Give second reading and pass Ordinance No. 40-13 amending the Richland Municipal Code (RMC) Title 11: Traffic, imposing on-street parking restrictions on Columbia Park Trail and Truman Avenue.

Summary:

Columbia Park Trail, east of Columbia Center Boulevard, has a segment of roadway with a wide shoulder adjacent to a rock retaining wall. The rock wall is interrupted in the area of a commercial driveway. Apartment management and tenants who use the driveway have expressed concerns due to parked vehicles blocking vision of oncoming traffic. Public Works traffic engineering staff evaluated the conditions and believe traffic safety will be enhanced if on-street parking is eliminated along this segment of Columbia Park Trail. Apartment management has requested this action and is in full support. The apartment and other nearby developments contain adequate parking facilities to service their users.

At the December 3 Council meeting concern was raised about the impact of this proposed ordinance on overflow parking from Columbia Park West that currently uses the on-street parking. Public Works and the Parks Department staff have worked together to identify an opportunity to reclaim some on-street parking spaces currently blocked by boulders placed along the north shoulder of the street. The boulders will be relocated, thus allowing additional on-street parking along the north shoulder of the street. The Parks Department will evaluate parking use near the marina this upcoming summer and consider prioritizing expanded parking capacity as a capital improvement if warranted.

Truman Avenue, south of Queensgate Drive, is currently a half-width street with an orchard to the west and an apartment complex to the east. On-street parking, alongside the narrow roadway, has compromised safety by creating an effective roadway too narrow for two-way vehicle traffic. Public Works has received concerns regarding this area from Richland Police Officers, employees at the Benton County Emergency Dispatch Center, the apartment complex, and travelers using the area roads. This ordinance will restrict parking on the east side of the street until the west half of the road section is built at which time the restriction will be lifted. The adjacent apartment complex management are in support of this action. The ordinance will not prohibit parking on the gravel shoulder of the unimproved west side of the street. The apartment development includes adequate parking to service the residents and their guests.

Council approved first reading of the proposed ordinance at its December 3 meeting.

Fiscal Impact?

☒ Yes ☐ No

The costs associated with the RMC amendment consist of the installation of 20 signs which is estimated at \$2,000 and will be paid out of the Streets Maintenance Budget.

Attachments:

- 1) ORD 40-13 Amending RMC Title 11 - Parking
- 2) ORD 40-13_ExhibitA
- 3) ORD 40-13_ExhibitB

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:42:07 GMT-0800 2013

ORDINANCE NO. 40-13

AN ORDINANCE OF THE CITY OF RICHLAND
Amending Title 11: TRAFFIC of the Richland Municipal
Code, imposing parking restrictions on various streets.

WHEREAS, Columbia Park Trail east of Columbia Center Boulevard is a forty-four-foot minor arterial having four travel lanes; and

WHEREAS, traffic safety is compromised near commercial property accesses when on-street parking occurs; and

WHEREAS, adjacent properties contain adequate parking for the developed uses; and

WHEREAS, the City Engineer has determined that eliminating on-street parking will improve traffic safety; and

WHEREAS, Truman Avenue is designed as a local road improved to full width only on the east side; and

WHEREAS, the west portion of Truman Avenue is not yet constructed south of Queensgate Drive; and

WHEREAS, residents of the adjacent apartment complex have been parking on both sides of Truman Avenue, compromising safety for road users; and

WHEREAS, the City Engineer has determined that a parking restriction is needed to maintain safe passage in both directions of travel.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Richland as follows:

Section 1.01 Richland Municipal Code Title 11: Traffic, Chapter 11.40.030 – Parking Prohibited at All Times on Certain Streets, is hereby amended to read as follows:

11.40.030 Schedule III – Parking prohibited at all times on certain streets.

A. In accordance with RMC 11.30.020, and when signs are erected giving notice thereof, no person shall at any time park a vehicle upon any of the following described places, streets or parts of streets:

1. North side of Aaron Drive from 1,150 feet south of Abbot Street to Goethals Drive;
2. South side of Banyon Street;

3. East side of Barth Avenue from Falley Street to Benham Street;
4. Both sides of Bellerive Drive from 200 feet north of Gage Boulevard to 200 feet south of Gage Boulevard;
5. South side of Benham Street from George Washington Way to Goethals Drive;
6. East side of Bernard Avenue from Davenport Street to Comstock Street;
7. Both sides of Bradley Boulevard;
8. East side of Casey Avenue from Comstock Street to Benham Street;
9. North side of Cherokee Street;
10. Columbia Center Boulevard from Columbia Park Trail to Fowler Street;
11. South side of Columbia Park Trail from Columbia Center Boulevard to 1040 feet east of Columbia Center Boulevard;
12. Both sides of Columbia Point Drive from George Washington Way to the southerly entrance of Columbia Point Marina Park;
13. Both sides of Comstock Street from George Washington Way to Bradley Boulevard;
14. South side of Comstock Street from George Washington Way to Goethals Drive;
15. East side of Craighill Avenue from Davenport Street to Comstock Street;
16. North side of Davenport Street from George Washington Way to Goethals Drive;
17. Both sides of Duportail Street from State Route 240 to Riverstone Drive;
18. Northwest side of Duportail Street from Riverstone Drive to 80 feet southwest of Riverstone Drive;
19. North side of Duportail Street from Wright Avenue to Hartford Street;
20. East side of Elementary Street from Keene Road to 280 feet north of Keene Road;
21. West side of Elementary Street from Keene Road to 210 feet north of Keene Road;
22. North side of Endress Street from Jadwin Avenue to 100 feet west of Abert Street;
23. South side of Endress Street from Abert Street to 100 feet west of Abert Street;

24. South side of Falley Street from George Washington Way to Jadwin Avenue;
25. West side of Farrell Lane from Torbett Street to Williams Boulevard;
26. North side of Fort Street;
27. North side of Fowler Street from Columbia Center Boulevard to Florida Avenue;
28. South 70 feet of Frankfort Street starting 150 feet west of Wright Avenue;
29. North side of Gage Boulevard from 550 feet east of Leslie Road to 670 feet west of Keene Road;
30. South side of Gage Boulevard from Steptoe Street to 3,590 feet west of Keene Road;
31. Both sides of George Washington Way from 400 feet south of Spengler Street to Horn Rapids Road;
32. East side of George Washington Way from Columbia Point Drive to 400 feet north of McMurray Street;
33. West side of George Washington Way from 110 feet south of Falley Street to 400 feet north of McMurray Street;
34. West side of George Washington Way from Adams Street to 230 feet north of Adams Street;
35. East side of Gillmore Avenue from Swift Boulevard to Goethals Drive, except from 1,290 feet north of Swift Boulevard to 1,590 feet north of Swift Boulevard;
36. West side of Gillmore Avenue from Swift Boulevard to Goethals Drive, except from 840 feet north of Swift Boulevard to 1,515 feet north of Swift Boulevard;
37. North side of Glen Briar Lane from Riverstone Drive to Tanglewood Drive;
38. Both sides of Goethals Drive from Gillmore Avenue to Williams Boulevard;
39. Both sides of Goethals Drive from Swift Boulevard to 680 feet north of Swift Boulevard;
40. East side of Goethals Drive from Swift Boulevard to 300 feet south of Swift Boulevard;
41. West side of Goethals Drive from Swift Boulevard to Mansfield Street;

42. West side of Goethals Drive from Symons Street to 350 feet south of Symons Street;
43. West side of Goethals Drive from Van Giesen Street to Torbett Street;
44. North side of Greentree Court;
45. *Repealed by Ord. 18-13.*
46. East side of Guyer Street from Williams Boulevard to 730 feet south of Williams Boulevard;
47. West side of Guyer Street from 330 feet south of Williams Boulevard to 830 feet south of Williams Boulevard;
48. East side of Hains Avenue from 250 feet south of Van Giesen Street to a point 500 feet from George Washington Way;
49. East side of Hains Avenue from Van Giesen Street to 275 feet south of Van Giesen Street;
50. Both sides of Harris Avenue from Sprout Road to 150 feet south of Sprout Road;
51. East side of Harris Avenue from Snyder Road to Saint Street;
52. West side of Haupt Avenue from Thomas Street to George Washington Way;
53. Both sides of Amon Park Drive from 330 feet north of Lee Boulevard to 830 feet north of Lee Boulevard;
54. Both sides of Amon Park Drive north of Newton Street;
55. East side of Amon Park Drive from Lee Boulevard to 385 feet south of Lee Boulevard;
56. West side of Amon Park Drive from Lee Boulevard to 760 feet south of Lee Boulevard;
57. *Repealed by Ord. 18-13.*
58. East side of Hunt Avenue from North Gaillard Place to George Washington Way;
59. West side of Hunt Avenue from 275 feet southwest of Davison Street to 175 feet north of Gaillard Place;

60. West side of Jadwin Avenue from 200 feet south of McMurray Street to Stevens Drive;
61. West side of Jadwin Avenue from 340 feet north of Torbett Street to 255 feet south of Torbett Street;
62. East side of Jadwin Avenue from George Washington Way to Stevens Drive, except from 325 feet north of McMurray Street to 395 feet north of McMurray Street;
63. West side of Jadwin Avenue between the bypass and the Shelterbelt and east side of Jadwin from the bypass to 150 feet north of the bypass;
64. West side of Jadwin Avenue from Knight Street to George Washington Way except from 35 feet south of Knight Street to 85 feet south of Knight Street;
65. West side of Jadwin Avenue from Symons Street to 180 feet south of Mansfield Street;
66. West side of Jadwin Avenue from 260 feet south of Mansfield Street to Knight Street except from 160 feet north of Knight Street to 60 feet north of Knight Street;
67. East side of Jason Loop and included, along the loop interior lots and tracts;
68. East side of Kimball Street from 225 feet south of Symons Avenue to 260 feet south of Symons Avenue;
69. West side of Kimball Avenue from Van Giesen Street to Symons Street;
70. North side of Knight Street from Stevens Drive to George Washington Way except from 55 feet west of Jadwin Avenue to 165 feet west of Jadwin Avenue;
71. South side of Knight Street from Stevens Drive to George Washington Way;
72. East side of Laurelbrook Court north of Glen Briar Lane;
73. Both sides of Lawless Drive;
74. Both sides of Lee Boulevard from Jadwin Avenue to 200 feet east of George Washington Way;
75. Both sides of Lee Boulevard from Thayer Drive to 340 feet east of Thayer Drive;
76. North side of Lee Boulevard from Stevens Drive to 220 feet east of Stevens Drive;
77. South side of Lee Boulevard from Stevens Drive to 220 feet west of Stevens Drive;

78. South side of Lee Boulevard from Cullum Avenue to Jadwin Avenue;
79. South side of Lee Boulevard from Wellsian Way to 220 feet west of Wellsian Way;
80. Both sides of Leslie Road;
81. East side of Long Avenue from Stevens Drive to 185 feet south of Stevens Drive;
82. East side of Long Avenue from 450 feet south of Stevens Drive to 660 feet south of Stevens Drive;
83. East side of Long Avenue from Swift Boulevard to 240 feet north of Stevens Drive;
84. East and south sides of Long Avenue from Swift Boulevard to 325 feet east of Thayer Drive;
85. West side of Mahan Avenue from Van Giesen Street to Williams Boulevard;
86. North side of Mansfield Street from Goethals Drive to 272 feet west of Goethals Drive;
87. West side of McPherson Avenue from Torbett Street to Symons Street;
88. West side of Meriwether Avenue;
89. South side of Mint Loop between its eastern and western terminus with Rosemary Street;
90. Both sides of Morency Drive from south end of road to 2,100 feet south of Meadow Hills Drive;
91. Both sides of Mountain View Lane from Leslie Road to 120 feet west of Leslie Road;
92. North side of Park Street from Harris Avenue easterly 300 feet;
93. Both sides of Piper Street from end of road to 40 feet north of end of road;
94. North side of Roberdeau Street from Long Avenue to 150 feet west of Long Avenue;
95. North side of Rosemary Street from the end of street cul-de-sac, including within the cul-de-sac, to Penny Royal Avenue;
96. East side of Sacajawea Avenue from south end of road to Satus Street;
97. West side of Satus Street from 100 feet east of Rimrock Avenue to Canyon Street;

98. West side of Sawgrass Loop between its northern and southern terminus with River Valley Drive;
99. West side of Sedgwick Place;
100. East side of Sedona Circle between its northern and southern terminus with River Valley Drive;
101. North side of Sibert Avenue from Hunt Avenue to Hains Avenue;
102. East end of Skyline Drive within the cul-de-sac;
103. Both sides of Sprout Road from 200 feet west of Harris Avenue to 300 feet east of Harris Avenue;
104. North side of Stanley Street from Goethals Drive to Jadwin Avenue;
105. Both sides of Steptoe Street from Columbia Park Trail to the south city limits;
106. Both sides of Stevens Drive from Van Giesen Street to 230 feet north of Van Giesen Street;
107. East side of Stevens Drive from Williams Boulevard to 175 feet south of Williams Boulevard;
108. East side of Stevens Drive from Van Giesen Street to 140 feet south of Van Giesen Street;
109. East side of Stevens Drive from Swift Boulevard to 175 feet south of Swift Boulevard;
110. East side of Stevens Drive from Swift Boulevard to 1,200 feet north of Swift Boulevard;
111. East side of Stevens Drive from Mansfield Street to 220 feet south of Mansfield Street;
112. East side of Stevens Drive from Knight Street to 175 feet south of Knight Street;
113. West side of Stevens Drive from Van Giesen Street to 210 feet south of Van Giesen Street;
114. West side of Stevens Drive from Swift Boulevard to 175 feet north of Swift Boulevard;
115. West side of Stevens Drive from Mansfield Street to 125 feet north of Mansfield Street;

116. West side of Stevens Drive from Lee Boulevard to 310 feet north of Lee Boulevard;
117. North side of Stonecreek Drive;
118. Both sides of Swift Boulevard from State Route 240 to 100 feet east of State Route 240;
119. Both sides of Swift Boulevard from George Washington Way to Stevens Drive;
120. Both sides of Swift Boulevard from Stevens Drive to 250 feet west of Stevens Drive;
121. North side of Symons Street from Hunt Avenue to Hains Avenue;
122. South side of Symons Street from Sanford Avenue to Goethals Drive;
123. Both sides of Tapteal Drive from Columbia Center Boulevard to Steptoe Street;
124. Both sides of Tapteal Loop from Tapteal Drive to the south city limits;
125. East side of Terminal Drive from Aileron Drive to 350 feet south of Aileron Drive;
126. West side of Terminal Drive from 185 feet south of Aileron Drive to 325 feet south of Aileron Drive;
127. Both sides of Thayer Drive from 220 feet north of Lee Boulevard to 220 feet south of Lee Boulevard;
128. East side of Thayer Drive from Lee Boulevard to 10 feet north of Longfitt Street;
129. East side of Thayer Drive from 200 feet south of Long Avenue to 150 feet north of Long Avenue;
130. West side of Thayer Drive from 70 feet north of Longfitt Street to 70 feet south of Longfitt Street;
131. West side of Thayer Drive from 70 feet north of Kuhn Street to 70 feet south of Kuhn Street;
132. South side of Thomas Street from Hunt Avenue to Hains Avenue;
133. West side of Tilden Court from the end of street cul-de-sac to Sawgrass Loop;
134. South side of Torbett Street from Goethals Drive to Jadwin Avenue;
135. South side of Torbett Street from Thayer Drive to Stevens Drive;

136. East side of Truman Avenue from Kennedy Road to Queensgate Drive;

137. Both sides of Van Giesen Street from 310 feet east of Wright Avenue to 310 feet west of Wright Avenue;

137. North side of Van Giesen Street from Jadwin Avenue to 200 feet east of Jadwin Avenue;

138. North side of Van Giesen Street from State Route 240 to 300 feet east of State Route 240;

139. South side of Van Giesen Street from George Washington Way to 200 feet west of George Washington Way;

140. South side of Van Giesen Street from Stevens Drive to 200 feet west of Stevens Drive;

141. South side of Wellhouse Loop from 470 feet west of Wellsian Way to 750 feet west of Wellsian Way;

142. West side of Wellhouse Loop from 250 feet south of Wyman Street to 360 feet south of Wyman Street;

143. Both sides of Wellsian Way from Lee Boulevard to State Route 240;

144. North side of Williams Boulevard from Stevens Drive to 170 feet east of Stevens Drive;

145. North side of Williams Boulevard from Farrell Lane to 170 feet east of Farrell Lane;

146. North side of Williams Boulevard from Goethals Drive to 170 feet east of Goethals Drive;

147. North side of Williams Boulevard from Jadwin Avenue to 170 feet east of Jadwin Avenue;

148. North side of Williams Boulevard from Kimball Avenue to 170 feet east of Kimball Avenue;

149. South side of Williams Boulevard from George Washington Way to 170 feet west of George Washington Way;

150. South side of Williams Boulevard from Goethals Drive to 170 feet west of Goethals Drive;

151. South side of Williams Boulevard from Guyer Avenue to 170 feet west of Guyer Avenue;

152. South side of Williams Boulevard from Jadwin Avenue to 170 feet west of Jadwin Avenue;

153. East side of Wright Avenue from Duportail Street to 200 feet south of Duportail Street;

154. West side of Wright Avenue from the intersection of Wright Avenue and Duportail Street to 350 feet north of said intersection. [Ord. 413; Ord. 17-75; Ord. 32-75; Ord. 31-76; Ord. 46-76; Ord. 60-76; Ord. 45-77; Ord. 46-79; Ord. 63-79; Ord. 83-79; Ord. 19-80; Ord. 27-81; Ord. 47-81; Ord. 63-81; Ord. 14-82; Ord. 7-84; Ord. 10-84; Ord. 11-85; Ord. 11-86; Ord. 13-86; Ord. 11-87; Ord. 32-90; Ord. 27-91; Ord. 48-91; Ord. 36-92; Ord. 21-94; Ord. 62-94; Ord. 7-97; Ord. 12-97; Ord. 24-97; Ord. 2-98; Ord. 15-98; Ord. 22-98; Ord. 17-99; Ord. 22-99; Ord. 37-99; Ord. 24-00; Ord. 36-00; Ord. 06-01; Ord. 16-02; Ord. 23-02; Ord. 33-02; Ord. 07-03; Ord. 27-03; Ord. 28-03; Ord. 34-03; Ord. 38-03; Ord. 03-04; Ord. 12-04; Ord. 32-04; Ord. 40-04; Ord. 02-05; Ord. 14-05; Ord. 34-05; Ord. 46-05; Ord. 14-06; Ord. 27-07; Ord. 07-08; Ord. 16-08; Ord. 24-08; Ord. 21-09; Ord. 18-13 § 1.01].

Section 1.02 This ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland, at a regular meeting on the 17th day of _____, 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Date Published: December 22, 2013

COLUMBIA PARK TRL

GEORGIA AVE

FLORIDA AVE

GENEVA ST

FOWLER ST

N COLUMBIA CENTER BLVD

FOWLER ST

SR 240

SR 240



Not To Scale

PARKING RESTRICTIONS LEGEND:

PROPOSED

EXHIBIT "A"

COLUMBIA PARK TRAIL PARKING RESTRICTIONS EXHIBIT "A"





Not To Scale

PARKING RESTRICTIONS LEGEND :
PROPOSED

EXHIBIT "B"

QUEENSGATE DR

DUPORTAIL ST

TRUMAN AVE

KENNEDY RD

DUPORTAIL ST

QUEENSGATE DR

SKYLINE DR

QUEENSGATE DR

I-182

I-182

TRUMAN AVENUE PARKING RESTRICTIONS EXHIBIT "B"

O:\Civil_Projects - Civil 3D\Misc. Parking & Speed Restrictions\DEC 2013\PDF
DATE: DEC 2013
DRAWN BY: JKS
SCALE: NONE
CAD DWG: BASE MAP.DWG - TRUMAN DRIVE.PDF





Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C5

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: ORD NO 42-13 AMENDING STANDARDS FOR DESIGNATING STREET NAMES

Department: Community and Development Services

Ordinance/Resolution: 42-13

Reference:

Document Type: Ordinance

Recommended Motion:

Give second reading and pass Ordinance No. 42-13 amending Section 12.01.060 of the Richland Municipal Code changing the rules for street name designations.

Summary:

With the City's recent acceptance of the "Kadlec Way" street dedication, the City has become aware that the street naming conventions that are listed in City Code have not been followed in all instances. Under current code, the street designations "Way" and "Boulevard" are to be used only in specific circumstances. The term "Way" is reserved for "long, continuous streets with major thoroughfare characteristics." The term "Boulevard" is reserved for long continuous streets characterized by a road right of way with tree and turf embellishment, and carrying predominantly noncommercial traffic." Over time, both the designations of "Way" and "Boulevard" have been applied to streets that do not meet these definitions. Attached is a listing of streets that have either the designation of Way or Boulevard. Only a quick review of this list is needed in order to determine that many of the streets designated as "Way" and most of the streets designated as "Boulevard" are not consistent with existing code definitions.

Staff has proposed an amendment to this section of code that would bring all these existing named streets into conformance with the provisions of the City street naming conventions. Both "Way" and "Boulevard" would be acceptable street designations for streets that do not have a definitive north-south or east-west orientation. A second amendment is also proposed that would expressly grant Council authority to approve street name designations that do not explicitly meet the code definitions.

After some discussion on the appropriate use of the Boulevard designation, Council approved first reading of this proposed ordinance amendment at their December 3 meeting.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

- 1) Draft Ord. No. 42-13
- 2) Listing of Ways & Boulevards

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:43:07 GMT-0800 2013

ORDINANCE NO. 42-13

AN ORDINANCE of the City of Richland pertaining to the naming of streets; amending Section 12.01.060 of the Richland Municipal Code.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Richland as follows:

Section 1.01 Section 12.01.060 of the Richland Municipal Code is hereby amended to read as follows:

12.01.060 Street designations.

Designation of streets within the city of Richland and within the unincorporated areas of the city's urban growth boundary shall be in accordance with the following guidelines, except in the case of existing and recorded street designations.

A. Streets which have a definite north-south directional course shall generally be designated as "avenue." Streets which have a definite east-west directional course shall generally be designated as "street."

B. Streets which do not have a definite directional course shall be designated as a "road," "drive," "trail," "way," "boulevard," "place" or "lane."

C. A dead-end street or cul-de-sac less than 1,000 feet in length, when not an extension of an existing street or a continuation of a proposed street, shall be called a "court."

D. A street that has its ingress and egress on the same street shall be designated "loop."

E. A street that circles back upon itself shall be designated as a "circle."

~~F. The designation "boulevard" shall be reserved for long, continuous streets characterized by a road right-of-way with tree and turf embellishment, and carrying predominantly noncommercial traffic.~~

~~G. The designation "way" shall be reserved for long, continuous streets with major thoroughfare characteristics.~~

~~H.~~F. In those areas being incorporated into the city, all named streets that extend from existing incorporated areas into areas being considered for incorporation shall retain the incorporated name.

~~I.~~G. Streets that are obviously in alignment with others already existing and named shall bear the names of the existing streets. The ~~planning and inspection~~ development services manager may allow name changes otherwise prohibited under this section, as follows:

1. In those cases where the new street extension crosses either the north-south or east-west zero-axes of the address grid; or

2. In those cases where the new street extension is the beginning of a new “arterial” ~~or “boulevard”~~ as defined by the city engineer ~~or this chapter~~.

~~J.H.~~ A newly established street, which has less than a 125-foot centerline alignment offset from an existing street, shall continue the same street name. A newly established street, which has more than a 125-foot centerline alignment offset from an existing street, shall adopt a new name.

~~K.I.~~ New streets shall preserve and continue any alphabetical or numerical sequence and type of name already established in nearby subdivisions. [Ord. 6-96].

J. The City Council may, by majority vote, approve a street designation that does not conform to the standards provided in Section 12.01.060 (A–E).

Section 1.02 This ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland at a regular meeting on the 17th day of December, 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

Marcia Hopkins
City Clerk

HEATHER KINTZLEY
City Attorney

Date Published: December 22, 2013

Ways

Airport Way
Allison Way
Appaloosa Way
Ava Way
Crimson Way
Denny Way
Fuji Way
Gala Way
George Washington Way
Hills West Way
Kensington Way
Kingsgate Way
Mont Blanc Way
Orchard Way
Quarterhorse Way
Saddle Way
Saguaro Way
Thoroughbred Way
Torrey Pines Way
Wellsian Way
Westgate Way

Boulevards

Apollo Blvd.
Battelle Blvd.
Bradley Blvd.
Center Blvd.
Cowlitz Blvd.
Gage Blvd.
Garlick Blvd.
Greenbrook Blvd.
Keck Blvd.
Innovation Blvd.
Lee Blvd.
Lorayne J Blvd.
Logston Blvd.
N. Columbia Center Blvd.
Port of Benton Blvd.
Richmond Blvd.
Sacramento Blvd.
Swift Blvd.
Westcliffe Blvd.
Williams Blvd.



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C6

Key Element: Key 2 - Infrastructure & Facilities

Subject: ORD NO. 44-13, AMENDING RMC TITLE 12: STREETS AND SIDEWALKS, SIDEWALK WAIVER CRITERIA

Department: Public Works

Ordinance/Resolution: 44-13

Reference:

Document Type: Ordinance

Recommended Motion:

Give second reading and pass Ordinance No. 44-13, amending the Richland Municipal Code Title 12: Streets and Sidewalks, by establishing criteria for the issuance of waivers relating to new sidewalk construction.

Summary:

Richland Municipal Code Section 12.10.010 requires that when new construction building permits are obtained, the sidewalk along the street frontage must be constructed. It also states that, if the roadway along the parcel is not in an acceptable condition, the half-street in front of the property must also be constructed. Temporary waivers may be granted at the discretion of the Public Works Director. The criteria qualifying an applicant for a waiver are not clear and the temporary nature of the waiver is difficult to administer.

Public Works staff proposes to add specific criteria to Section 12.10.010 outlining the conditions that must be satisfied before the Public Works Director will consider a waiver. The proposed criteria are narrow in scope and would allow waivers to be granted only on local residential streets, in neighborhoods that lack sidewalks and curbs and that due to the fact that they are already developed, have limited opportunities for additional new development. It would also require the property owner to agree to future installation if required by the City through the formation of a local improvement district or when development activity would result in at least 50% of the street frontage being completed.

Public Works staff presented these amendments to the Planning Commission at a workshop on November 13, 2013. The Planning Commission held a public hearing and recommended Council adoption at their regular meeting on November 20, 2013.

First reading of this Ordinance occurred at the Regular Council meeting held on December 3, 2013. No additional comments were received.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

1) ORD 44-13 - Amending RMC Title 12 Sidewalk Variances

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:41:56 GMT-0800 2013

WHEN RECORDED RETURN TO:

Richland City Clerk
P.O. Box 190
Richland, WA 99352

ORDINANCE NO. 44-13

An ORDINANCE of the City of Richland amending Title
12: Streets and Sidewalks of the Richland Municipal Code
regarding variances for sidewalks for new construction.

WHEREAS, Richland Municipal Code Section 12.10.010 requires construction of sidewalks for new construction; and

WHEREAS, this Section currently allows for the provisions of this Section to be temporarily waived by the Public Works Director on the basis of several criteria; and

WHEREAS, there is currently no clear direction within Section 12.10.010 outlining when the provisions can and should be waived nor does it provide any guidance about the duration of a temporary waiver; and

WHEREAS, Public Works staff believes there are circumstances in which a waiver of the sidewalk requirement would be desirable and is seeking to codify a set of clear criteria to guide them; and

WHEREAS, staff have identified detailed criteria to determine when a waiver of these provisions should be granted; and

WHEREAS, Public Works staff presented these proposed changes to the Planning Commission at a workshop held on November 13, 2013; and

WHEREAS, the Planning Commission held a Public Hearing on the proposed changes at their November 20, 2013 Regular Meeting and recommended Council's adoption.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Richland as follows:

Section 1.01 Section 12.10.010 of Richland Municipal Code Title 12: Streets and Sidewalks, is hereby amended to read as follows:

12.10.010 Sidewalks for new construction.

Whenever a building permit application is made for construction of a new residential or commercial structure within the city, the person seeking such permit shall also make application for a permit as provided for under this chapter, and as a portion of such construction there shall be built sidewalks, curbs and gutters on all sides of such property that may adjoin property dedicated as a public street, in conformance herewith, and such sidewalks, curbs and gutters shall extend the full distance that such property is sought to be occupied as a building site for residential or commercial construction, or as parking area for commercial construction, that may adjoin property dedicated as a public street. If the paved width of the adjacent public street does not include curbs and gutters and is not wide enough to construct the curbs, gutters, and sidewalks in accordance with the planned roadway width, as determined by the city engineer and the city's street functional classification system as established in Chapter [12.02](#) RMC, the application for right-of-way construction shall include widening of the paved street to conform with the width specified by the city engineer and street lights and storm drain system improvement as needed to complete the street in accordance with city standards; provided, that the provisions of this section may be waived temporarily by the [Public Works Director](#) when application is made for the construction of a new residential or commercial structure on a previously improved street, which previously improved street ~~did~~ [does](#) not include sidewalks or curbs and gutters ~~on the effective date of the ordinance codified herein.~~ [A waiver may be granted only if all of the following conditions exist:](#)

- [1. The property is in a residential zone, or is a residential non-conforming use to another zoning classification, or is industrial zoned property within the Horn Rapids Industrial Park.](#)
- [2. The existing street is not included as a classified arterial or collector street in the City's street functional classification system as established in Chapter 12.02 RMC.](#)
- [3. The existing street does not have concrete curbs along the property frontage for the property applying for the building permit.](#)
- [4. The existing street does not have concrete curbs within 300 feet of the nearest property corner to the property applying for a building permit.](#)
- [5. No more than 33% of the properties on the same block as the property applying for the building permit are undeveloped.](#)

6. Construction of sidewalks along the property applying for the permit would result in no more than 20% of the frontage along the block including sidewalk.

If the above conditions are met, the Public Works Director may grant a waiver to the requirements in this section subject to the property owner agreeing to fully fund and/or complete the improvements required under this section when the City forms a local improvement district to make these improvements or when development activity will result in at least 50% of the street frontage completing the improvements called for in this section, or when the City completes a City-funded street improvement project.

~~In determining whether the provisions of this section will be waived temporarily, the public works director shall consider the number and proximity of developed lots abutting such street, whether those developed lots include sidewalks or curbs and gutters, and whether waiver of this section would adversely affect the uniform construction of sidewalks, curbs and gutters in the general area in which the new construction application is made.~~ [Ord. 390 § 1.01; Ord. 781 § 1.01; Ord. 40-83 § 1.03; Ord. 27-12 § 2].

Section 1.02 This ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland, at a regular meeting on the 17th day of December, 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Date Published: December 22, 2013



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C7

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: RES NO 84-13, RETAIN THE OCTOBER 15, 2013, MARIJUANA MORATORIUM

Department: City Attorney

Ordinance/Resolution: 84-13

Reference:

Document Type: Resolution

Recommended Motion:

Adopt Resolution No. 84-13, adopting findings in support of retaining the October 15, 2013, six-month moratorium prohibiting production, processing and retail sale of marijuana in the City of Richland.

Summary:

On October 15, 2013, City Council adopted Resolution No. 51-13 that declared a six-month moratorium prohibiting production, processing and retail sale of marijuana in all zoning districts within the City. A requirement of state law in declaring a moratorium is that a public hearing be held on the subject of the moratorium within 60 days. A hearing was held on December 3, 2013, and members of the public supported the City's moratorium and encouraged City Council to ban recreational marijuana-related activity in the City of Richland. No member of the public spoke against the moratorium or advocated for recreational marijuana-related activity in the City of Richland during the public hearing.

In addition, Council received a staff report outlining the challenging legal issues surrounding practical implementation of I-502, to include the conflict between federal and state law, and the disparity in state law between medical marijuana, which is largely unregulated, and recreational marijuana, which is regulated, licensed and taxed. Staff also reported on new developments in this evolving area that are anticipated in 2014, to include an opinion from the Attorney General on whether municipalities may lawfully ban this use, and the introduction of new legislation in the upcoming legislative session that is designed to reconcile the differences between medical and recreational marijuana regulations.

Based on the information provided in the staff report and the testimony of the public at the hearing, staff recommends that Council adopt the attached resolution in support of retaining the October 15, 2013 moratorium. The resolution contains findings of fact and conclusions of law in support of the moratorium as required by RCW 35.63.200.

At present, the moratorium adopted on October 15, 2013, extends for six months until April 15, 2014. If necessary, staff may approach Council with a request to extend the moratorium depending on the continuing evolution of this issue. In the alternative, the moratorium may be lifted prior to April 15, 2014 if zoning regulations are implemented before that date.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

1) Resolution 84-13 - Findings on Public Hearing - I-502

City Manager Approved:

Johnson, Cindy
Dec 11, 15:50:58 GMT-0800 2013

RESOLUTION NO. 84-13

A RESOLUTION of the City of Richland adopting findings in support of retaining the October 15, 2013 moratorium prohibiting the production, processing and retail sale of recreational marijuana pending the adoption of rules and zoning regulations.

WHEREAS, Initiative 502 was passed by the voters of the State of Washington in November 2012 providing a framework which marijuana producers, processors, and retailers can become licensed by the State of Washington; and

WHEREAS, under Initiative 502, the Washington State Liquor Control Board (Board) has adopted regulations to govern the licensing and operation of marijuana producers, processors, and retailers. The Board's rules were adopted on October 16, 2013, and became effective December 1, 2013. The Board is currently accepting applications for state business licenses for the production, processing and retail sale of recreational marijuana; and

WHEREAS, possession and use of marijuana for any purpose remains illegal under federal law and is listed as a Schedule I drug under the Federal Controlled Substance Act. Despite a recent Department of Justice memorandum indicating that the federal government will not actively prosecute those involved in retail production or sale of marijuana so long as all processes are tightly controlled by a strict regulatory scheme, this policy statement creates no enforceable protections for local governments who issue permits in compliance with Washington's newly-codified state law, thereby forcing cities and counties to assume the risk; and

WHEREAS, there are several lawsuits pending which would eventually impact regulations related to marijuana production, distribution, sales and use; and

WHEREAS, the City Council of the City of Richland deems it to be in the public interest to establish regulations and adopt an emergency six-month zoning moratorium pending local review of the legal issues surrounding zoning of the use;

WHEREAS, it is anticipated that, without appropriate regulations, producing, processing, and retail sales of recreational marijuana may result in an increased risk to health and safety, may require increased police and code enforcement activities, and may affect the use and enjoyment of surrounding properties; and

WHEREAS, the City intends to develop appropriate zoning and land use regulations to accommodate the production, processing, and retail sales of recreational marijuana to the extent such activities do not conflict with federal law; and

WHEREAS, the City Council has determined that it is in the best interest of the City that the moratorium be retained to provide the City an opportunity to study appropriate regulations for production, processing and retail sales of recreational marijuana to comply with state and federal law.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland as follows:

Section 1.01 – Findings. The City of Richland makes the following findings:

- A. The City of Richland does not currently provide regulatory provisions addressing the conditions or locations of production, processing, or retail sales of recreational marijuana within the City.
- B. A moratorium resolution was adopted on October 15, 2013 by this Council regarding production, processing and retail sales of recreational marijuana, prohibiting their development and use until the City went through the process of establishing regulations regarding the locations of said uses and determining the impact on the health and safety of the community and properties neighboring these uses.
- C. A public hearing was held on December 3, 2013, as required by RCW 35.63.200, and Council heard testimony from the public, summarized as follows: the public supports the moratorium and encourages the City to consider banning recreational marijuana activity in the City of Richland.
- D. At the time of the public hearing, a report from staff was provided on issues of concern related to producing, processing and retail sales of recreational marijuana, including the confusion created at the state and federal levels of government and the secondary effects of the use.
- E. The City Council finds that zoning, licensing and permitting regulations should be established at the local level pending review of appropriate locations and other requirements for producing, processing and retail sales of recreational marijuana, including the impacts of Initiative 502 and its interaction with federal law, which must be compared and analyzed. Council recognizes the need for regulation to avoid claims of land use vesting should these uses be allowed in an inappropriate location.
- F. The City must ensure that proposed locations for production, processing and retail sales of recreational marijuana are appropriate, and that any potential secondary impacts arising from such uses are minimized and mitigated. These secondary impacts include, but are not limited to, burglaries or property damage associated with the marijuana maintained on the site, or an increase of other illegal activities, such as drug use by minors within the vicinity of retail stores or other production/processing facilities.

- G. The Richland Police Department has expressed concerns that recreational marijuana uses will invite vandalism, theft and trespass issues, and compromise neighborhood safety, and has expressed the need for development of regulations that will minimize these expected impacts.

Section 2.01 - Moratorium Retained. The moratorium established by Resolution 51-13 on October 15, 2013 is retained prohibiting the production, processing, and/or retail sale of recreational marijuana within all zoning districts within the City of Richland; and prohibiting the filing with the City, or the Courts of Competent Jurisdiction, any applications for licenses, permits, or other approvals for the processing, production, and/or retail sale of marijuana.

Section 3.01 - Term of Moratorium. The moratorium imposed by Resolution 51-13 shall continue in effect for an initial period of six (6) months from the date of adoption, October 15, 2013, as authorized by RCW 35.63.200 unless repealed, extended, or modified by the City Council; provided, however, that the moratorium shall automatically expire upon the effective date of zoning regulations adopted by the City Council to address the processing, production, and/or retail sales of recreational marijuana within the City of Richland.

Section 4.01 - Effective Date. This Resolution shall be in full force and effect upon its passage and signature below.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 17th day of December, 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER D. KINTZLEY
City Attorney



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C8

Key Element: Key 2 - Infrastructure & Facilities

Subject: RESOLUTION NO. 85-13, TORBETT/MAHAN LOCAL IMPROVEMENT DISTRICT - REJECT BIDS

Department: Public Works

Ordinance/Resolution: 85-13

Reference:

Document Type: Resolution

Recommended Motion:

Approve Resolution No. 85-13 rejecting all bids received on November 12, 2013 for the Torbett / Mahan Local Improvement District #196.

Summary:

In May 2013, the City Council approved Ordinance No. 13-13 establishing the Torbett/Mahan Local Improvement District (LID) to make street improvements and install sidewalks on several segments of Torbett Street and Mahan Avenue. The LID was initiated by a petition signed by participating property owners. The project planned to leverage a water pipeline replacement project, the Stevens / Mahan Water Main Replacement and 2013 Stevens Drive Overlay by using Water Utility funds needed for asphalt trench patching to offset some costs assessed against the property owners.

On August 12, 2013, the City received four bids on the LID work. The lowest responsible bid was higher than the engineer's estimate and at least 50% higher than the estimates used to prepare the preliminary assessment roll included in Ordinance 13-13. Staff solicited input from the LID participating property owners about whether to award or reject the bids. Several property owners originally in support of the LID recommended rejecting the bids and trying again.

On September 3, 2013, Council passed Resolution No. 55-13 to reject all bids received on August 12 and directed staff to reevaluate the design and rebid the project in hopes of obtaining pricing closer to that estimated during formation of the LID. Staff proceeded to review and modify some design elements prior to rebidding the project. The primary design adjustment was to allow for lower cost block retaining walls.

On November 12, 2013, the City received six bids on the re-bid LID work. The lowest responsible bidder was again higher than the engineer's estimate and over 40% higher than the estimates used to prepare the preliminary assessment roll in Ordinance 13-13.

Staff recommends rejecting the bids and proceeding with dissolving the LID as staff does not believe that the project can be constructed at prices near those used to obtain neighborhood support for the project. Staff has notified the participating property owners of this recommendation and has not, as of the date of staff report preparation, had any contact opposing this action. Approval of this resolution will formally reject bids received on November 12, 2013. Additional Council action is scheduled for tonight to approve first reading of an ordinance to dissolve the LID.

Fiscal Impact?

☒ Yes ☐ No

The costs associated with preparing and rejecting the re-bid are estimated at less than \$2,000, all of which will be staff effort. These costs fall within the current budget for the Public Works Administration and Engineering Division and no additional budget authorizations are needed.

Attachments:

1) RES 85-13 Rejecting Torbett-Mahan LID 196 Bids xx

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:42:40 GMT-0800 2013

RESOLUTION NO. 85-13

A RESOLUTION of the City of Richland rejecting the bids for the Torbett – Mahan Local Improvement District No. 196.

WHEREAS, the Richland City Council approved Ordinance No. 13-13 on May 21, 2013 forming Local Improvement District 196 for the purpose of making street improvements and installing sidewalks on segments of Mahan Avenue and Torbett Street; and

WHEREAS, the Public Works Department completed the engineering design for the improvements and solicited contractor bids, four of which were received on August 12, 2013; and

WHEREAS, the lowest responsible bid exceeded the engineer's estimate used to prepare the preliminary assessment role included in Ordinance No. 13-13; and

WHEREAS, Council approved Resolution No. 55-13 on September 3, 2013 rejecting all of the August 12 bids and directing staff to re-evaluate the design and solicit bids at a time expected to result in more economical bids; and

WHEREAS, Public Works staff completed their evaluation, revising some design elements and providing for more schedule flexibility to potential contractors; and

WHEREAS, six bids were received on November 12, 2013. The lowest responsible bidder submitted a bid more than ten percent above the engineer's estimate; and

WHEREAS, staff analysis of the bids received indicates that City financial commitments included in Ordinance No. 13-13 would exceed budgeted funds if the contract was awarded on the basis of the lowest responsible bidder; and

WHEREAS, staff analysis indicates that completing the project by awarding to the lowest responsible bidder would result in final assessments approximately 41.5 percent above the preliminary assessments included in Ordinance 13-13; and

WHEREAS, communications with assessed property owners indicates that several signers of the petition seeking the local improvement district are uncomfortable proceeding on the basis of the increased costs; and

WHEREAS, staff analysis indicates that the improved regional economy has resulted in higher construction costs and that the cost estimates used to calculate the preliminary assessments did not accurately forecast these economic conditions; and

WHEREAS, staff analysis indicates that the relatively small scope of the improvements led to construction costs in excess of those used to calculate the preliminary assessments; and

WHEREAS, staff recommends dissolving the local improvement district rather than proceeding on the basis of the costs received through two rounds of bidding.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland, that:

Section 1.01 The bids for the Torbett – Mahan Local Improvement District are hereby rejected.

Section 1.02 City staff is directed to prepare an ordinance dissolving the Torbett – Mahan Local Improvement District.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 17th day of December, 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C9

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: RES NO. 86-13, APPRECIATION FOR SERVICE ON THE RICHLAND CITY COUNCIL: JOHN FOX

Department: City Manager

Ordinance/Resolution: 86-13

Reference:

Document Type: Resolution

Recommended Motion:

Adopt Resolution No. 86-13, expressing appreciation to John Fox for his service on the Richland City Council..

Summary:

John Fox was appointed to the Richland City Council on September 17, 2002. He was then elected November 2003 and subsequently re-elected until his current term expires December 31, 2013. He served eleven years and 3 months on the Council and the past six years he was selected by his peers to oversee Council as Mayor.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

1) Proposed Resolution

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:41:13 GMT-0800 2013

RESOLUTION NO. 86-13

A RESOLUTION expressing the appreciation of the City of Richland and its citizens to John Fox for over eleven years of service rendered to the City as a member of the Richland City Council.

WHEREAS, John Fox was first appointed to the Richland City Council on September 17, 2002, was then elected in November 2003 and has served faithfully throughout his terms on Council; and

WHEREAS, Mr. Fox was selected as Mayor by his peers and served in that capacity for the past six years, from January 2008 through December 2013; and

WHEREAS, during his tenure, Mayor Fox served as Council Liaison to the Housing & Community Development Advisory Committee, Planning Commission and Library Design Committee; and

WHEREAS, Mayor Fox's local, regional and national organization assignments included the Richland Public Facilities District, Benton Franklin Community Action Committee, Tri-Cities Rivershore Enhancement Council, Port of Benton, Richland School District, Lewis & Clark Bicentennial, Benton-Franklin Council of Governments, Joint Subcommittee with Kennewick, Tri-City Development Council (TRIDEC), Tri-Cities Regional Public Facilities District and the Confederated Tribes of the Umatilla Indian Reservation; and

WHEREAS, during his tenure on Council, there were 14 annexations, adding a total of 2,913 acres; the population increased by approximately 11,000 persons for a total of nearly 52,000 and the City saw strong economic growth, including a \$2.6 billion dollar (95.6 percent) increase in the assessed property value and a 30 percent increase in sales tax revenues; and

WHEREAS, Mayor Fox has been a dedicated leader and tireless advocate for Richland, always seeking to make the City a better place to live, work and play. He understood and effectively communicated the need to grow and diversify the City's economy away from dependence on Hanford. He was instrumental in the development of the Council's Strategic Leadership Plan and helping the Richland Public Facilities District establish a successful strategy for the construction of the Hanford Reach Interpretive Center, which will open in the summer of 2014; and

WHEREAS, he consistently advocated for a well-planned transportation system that included adequate connectivity for all users, especially pedestrians; he supported the City's major transportation system initiatives, including the SR-240 Causeway, Duportail Bridge and Keene Road widening projects. Through his leadership, Englewood Drive was constructed with sidewalks on both sides of the street in partnership with Yoke's commercial development; and

WHEREAS, Mayor Fox carefully considered each issue brought forward to Council and based his decisions on what would best serve the long-term needs of the community.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Richland and its citizens express their appreciation, publicly and formally, to John Fox for the dedicated service he rendered to the City during his tenure as a member of the Richland City Council.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 17th day December 2013.

DAVID ROSE
Mayor Pro Tem

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C10

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: RES NO. 88-13, REAPPOINTMENT TO THE PERSONNEL COMMITTEE: JOEL SORENSEN

Department: City Attorney

Ordinance/Resolution: 88-13

Reference:

Document Type: Resolution

Recommended Motion:

Adopt Resolution No. 88-13 reappointing Joel Sorensen to Position No. 3 on the Personnel Committee.

Summary:

The term for Position No. 3 on the Personnel Committee expires January 1, 2014. Personnel Chair Heimbigner is recommending the reappointment of Joel Sorensen to Position No. 3. Mr. Sorensen has completed one term and is eligible to serve a second term through January 1, 2017.

No other applications were received for this vacant position.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

- 1) Proposed Resolution
- 2) Recommendation and Application

City Manager Approved:

Johnson, Cindy
Dec 11, 15:51:23 GMT-0800 2013

RESOLUTION NO. 88-13

A RESOLUTION of the City of Richland confirming the position reappointment of Joel Sorensen to the Personnel Committee.

BE IT RESOLVED by the City Council of the City of Richland that the following reappointment to the Personnel Committee is hereby confirmed:

<u>NAME</u>	<u>ADDRESS</u>	<u>POSITION NO.</u>	<u>TERM ENDING</u>
<i>Reappointment</i> Joel Sorensen	3007 Riverbend Dr.	3	1/1/17

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, at a regular meeting on the 17th day of December 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Barham, Debby

From: Heimbig@aol.com
Sent: Friday, December 06, 2013 7:36 AM
To: Barham, Debby
Subject: Re: Personnel Committee Summary of Application Memorandum

I recommend that Joel be reappointed for another term.

Mike Heimbigner

In a message dated 12/5/2013 4:38:14 P.M. Pacific Standard Time, dbarham@CI.RICHLAND.WA.US writes:

Good Afternoon,

Attached is a memorandum with an application for the upcoming vacant position on the Personnel Committee.

Sincerely,



Debby Barham, CMC

Deputy City Clerk

W: 509-942-7388

F: 509-942-7379

www.ci.richland.wa.us

Board Application Form

Select the Board, Commission or Committee applying for:*

Personnel Committee

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NOV 22 2013

RICHLAND CITY CLERK

Personal Information

First Name*

Joel

Last Name*

Sorensen

Street Address*

3007 Riverbend Dr

City*

Richland

State*

WA

Zip*

99354

Length of Residency in the City of Richland*

40yrs

Email:*

joelrs321@msn.com

Contact Phone:*

509-430-7457

Alternate Phone:

509-375-0626

Occupation:*

Ritired

Education: *

MBA, UW MLIR (Masters Labor & Industrial Relations) Michigan Stare University

Experience Applicable to the City Board, Commission or Committee to which you are applying*

40yrs Human Resources Management (labor relations, staffing, benefits administration) - various contractors, Hanford Site

Are you currently serving on a Board, Commission or Committee*

☒ Yes

☐ No

If yes, which one/s?

Personnel Committee

Have you served on a Board, Commission or Committee before?*

☒ Yes

☐ No

If yes, which one/s?

Personnel Committee

Are you a City of Richland Employee?*

Per Richland Municipal Code Section 2.28.520, no employee, during his or her term of service in City employment, shall be eligible, or be appointed, to serve on any City board, committee or commission performing an advisory function to the City Council.

☐ Yes

☒ No

By submitting this application, I hereby waive my right to privacy with respect to the information contained in my application and any supporting documents attached thereto. The City, its officials or employees are authorized to make my application and supporting documents available for public inspection, including inspection by members of the media. In addition, I certify that I am in compliance with the qualification requirements.*

☒ I accept

A resume is required to complete the application.*

[]

Uploaded: Resume for Joel Sorensen submitted last year should be in the City of Richland Personnel Committee file.docx

Please login to view the uploaded file.

SUMMARY OF EXPERIENCE AND QUALIFICATIONS

Joel R. Sorensen

3007 Riverbend Drive
Richland, WA 99354
(509) 430-7457 [cell]
(509) 375-0626 [home]
joelrs321@msn.com

Education:

- BA - Biology, Chemistry
- MLIR (Masters of Labor and Industrial Relations), Michigan State University
- MBA, University of Washington

Experience: Currently an independent consultant specializing in the analysis and development of benefits programs, work on contract transition efforts as a subject matter expert, and preparation of cost estimates for clients' responses to requests for proposal (RFP's) from the Department of Energy and other organizations. Recent significant efforts include assisting clients in the development of proposals for the Mission Support Contract at Hanford, Washington, the National Renewable Energy Laboratory in Colorado, and the Yucca Mountain Project in Nevada.

Manager of Benefits Administration for over 15 years: Managed benefits specialists and non-exempt support staff handling the day-to-day administration a large employer's benefit programs including health care, defined benefit and defined contribution retirement plans, short and long-term disability, and workers compensation and life insurances. Duties included program evaluation and analysis, plan design and development, administration, communication and participant education relating to plans for active (including union-represented) and retired employees of more than ten Department of Energy contractors participating in the Hanford Employee Welfare Trust and/or site-wide defined benefit and defined contribution-401(k) plans.

Served as the inaugural chair of the Hanford Employee Welfare, as Secretary of the Hanford Multi-employer Pension/Savings Plan Committee, and as the HEWT Privacy Officer (HIPAA).

Senior Technical Specialist, Benefits: Designed, developed, implemented and communicated new and revised benefit programs to meet Company and Department of Energy objectives and requirements, working directly with internal management, consultants and third party claims administrators and insurers regarding plan administration, design, and evaluation.

Proficient in software including Microsoft Word, Excel, and PowerPoint. Familiar with Primavera (P6) scheduling software.

OTHER EXPERIENCE:

12 years in salary administration which included job evaluation, design of compensation programs and salary planning, Affirmative Action (diversity), on-campus recruiting, and labor relations including participation in all of the contract negotiations with labor unions including the Hanford Atomic Metal Trades Council and the Hanford Guards Union.



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C11

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: RES NO. 89-13, APPOINTMENTS TO THE ARTS COMMISSION: YICHIEEN COOPER AND ANA RAHIMLOU

Department: City Attorney

Ordinance/Resolution: 89-13

Reference:

Document Type: Resolution

Recommended Motion:

Adopt Resolution No. 89-13, appointing Yichien Cooper and Ana Rahimlou to the Arts Commission under Position Nos. 3 and 6 respectively.

Summary:

The term for Position Nos. 3, 6 and 9 previously held by Andrea Prignano, Charles Eaton, and Stephanie Ard expired August 31, 2012, and Position No. 8 was vacated in August 2012 due to Albert Chang's resignation.

The vacancies for the positions were posted at the end of June and again at the end of July 2013.

Arts Commission Chair Hartwig and Council Liaison Lemley conducted interviews and are making a recommendation to appoint Yichien Cooper to Position No. 3 and Ana Rahimlou to Position No. 6 to serve until their terms expire on August 31, 2016.

The applications of Jerry Greenfield, Katelyn Richards, Nancy Jewell, and Torena O'Rorke were also considered for appointment.

Position Nos. 8 and 9 remain vacant at this time.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

- 1) Proposed Resolution
- 2) Recommendation and Applications

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:41:44 GMT-0800 2013

RESOLUTION NO. 89-13

A RESOLUTION of the City of Richland confirming the position appointments of Yichien Cooper and Ana Rahimlou to the Arts Commission.

BE IT RESOLVED by the City Council of the City of Richland that the following appointment/reappointment to the Arts Commission are hereby confirmed:

<u>NAME</u>	<u>ADDRESS</u>	<u>POSITION NO.</u>	<u>TERM ENDING</u>
Yichien Cooper	2510 Allegheny Ct.	3	8/31/16
Ana Rahimlou	1111 Cottonwood Dr.	6	8/31/16

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, at a regular meeting on the 17th day of December 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Barham, Debby

From: Roseberry, Ann
Sent: Saturday, December 07, 2013 1:19 PM
To: Barham, Debby
Cc: Bykonen, Pamela; Lemley, Phillip; Stephanie Hartwig (shartwig220@gmail.com)
Subject: Recommendation for Appointments to Art Commission

Stephanie Hartwig, Chair of the Art Commission, asked me to send the recommendations for appointment. (She has been on travel.)

From the interviews conducted by Chair Hartwig, with Council Member Lemley and staff Ann Roseberry in attendance; the recommendations are

Yichien Cooper
Ana Rahimlou.

Thank you

Arts Commission Application

RECEIVED

MAY 20 2013

RICHLAND CITY CLERK

: Personal Information

First Name: Yichien Last Name: Cooper

Street Address: 2510 Allegheny Ct.

City: Richland State: WA Zip: 99354

Length of Residency in the City of Richland: 8 years 9 months

Email: yichiencooper@gmail.com

Contact Phone: 509-551-0515 Alternate Phone: 509-375-1155

Occupation: Adjunct Professor, Washington State University Tri-Cities.

Education: : Art Education, Ph.D. (Graduated from Florida State University)

Experience Applicable to the City Board, Commission or Committee to which you are applying: No

Are you currently serving on a Board, Commission or Committee: No

Have you served on a Board, Commission or Committee before?: Yes

If yes, which one/s?: Tri-Cities Chinese American Association; World Chinese Art Education Association

Are you a City of Richland Employee?: No

By submitting this application, I hereby waive my right to privacy with respect to the information contained in my application and any supporting documents attached thereto. The City, its officials or employees are authorized to make my application and supporting documents available for public inspection, including inspection by members of the media. In addition, I certify that I am in compliance with the qualification requirements.: I accept

A resume is required to complete the application.: Yichien Cooper Viate 2013.pdf

Curriculum Vitae

Yichien Chen Cooper Ph.D.

2510 Allegheny Ct. Richland, WA 99354

Emails: ycooper@tricity.wsu.edu; ychiencooper@gmail.com

Blogs: ychiensartstudio.blogspot.com; tl390wsutc.blogspot.com

Web: <http://wsu.academia.edu/YichienCooper>

Research Interests: Teaching and Learning in Art, Foundations in Art Education, Multiculturalism in the Arts, Cultural Aesthetics, Critical Thinking and Aesthetics, Art for Life, Art and Social Power, Community-based Art Education, Curriculum Design, Mass Media and Visual Culture, Museum Studies, and Art Museum Education.

Current Professional Position

2012-Current

International Affair Coordinator, World Chinese Art Education Symposium.

**Designing, planning, organizing, overseeing, and planning biannual international symposium in major art academy in China. 2013 the 4th World Chinese Art Education Symposium will be in Guangzhou Academy of Fine Arts, November 16-19. Based on the theme, Integration, Interaction, and Innovation, I selected 12 international scholars from North America, Europe, and Asia in Studio Arts, Art Education, and Art Museum Education as key note speakers.*

**Designing, planning, organizing, overseeing, selecting, and planning the 1st International Arts in Education Symposium in Kuala Lumpur, Malaysia, November 21-24. A joint effort with Malaysia Junior Arts Education Association to discuss studio arts practices in teaching and learning.*

**2012, planning, communicating, hosting, translating, and arranging issues relate to international scholars. Assisted the organization committee to plan the symposium and related publications. China Academic of Fine Arts, Hangzhou, China (October 26-29).*

**2012, planning, communicating, hosting, translating, and arranging issues relating to international scholars. Assisted the organization committee to plan the symposium and related publications. National Taiwan Normal University, Cross Asian Art Education Symposium, Taipei, Taiwan (November 2-3).*

2010-current

Co-curator, Annual Young Artist Art Show, Richland Public Library.

**A combined effort with Richland Public Library and Monkey Dooz to provide a community-based art showcase opportunity for children.*

2009-current

Guest Curator, Annual Asian American Art and Cultural Exhibition

**A combined effort with Richland Public Library, Tri-Cities Chinese American Association, Chinese Language School, and Chinese Alliance*

Church, I organized, curated, and designed the content of the month-long exhibition and celebration, with arts, cuisine, cultural artifact, and performances.

2008-current
Teaching
Cities. Adjunct Professor, Teaching *Integrating Arts into K-8 Curriculum, Integrating Music into K-8 Curriculum*, Department of and Learning, Washington State University Tri-

** Inservice teacher training in integrating curriculum design in the arts: visual arts, music, theater, and dance.*

2005-current Director and instructor, Yichien's Art Studio.

** Teaching children and adults studio arts using a variety of media.*

Education

2004 PH.D. Department of Art Education, Florida State University.
Museum Studies Program, Florida State University.
With Museum Studies Certification.
Dissertation Title: *The Education of Art Museum*

Professionals.

1998 M. A. With Honors, Visual Arts Education, School of Art and Design,
University of Kansas. Major in Visual Arts Education Minor in
Museum Education.
Thesis Title: *Art Class in a Museum Setting*

1993 B. A. Philosophy, School of Liberal Arts, National Taiwan University,
Taiwan. Focus of Study: Aesthetics and Ethics.

Grants and Awards

2013 Washington State University Academic Showcase, Pullman, WA.

2007 Outstanding Substitute Teacher, Chinese Language School, Richland, WA.

2002 Pew Technology Enhancement Award. Robert and Mary Pew Faculty Teaching
and Learning Center, Grand Valley State University.

2001 Dissertation Grant, Florida State University.

2000 Taoist Tai-Chi Society of USA - Tallahassee Scholarship in recognition of
outstanding scholastic achievement and excellence, leadership, and continuous
involvement in community service. Taoist Tai-Chi Society of USA - Tallahassee.

- 1999 Outstanding Docent of the Year, Museum of Art Tallahassee (Now Mary Brogan Museum of Art & Science), Florida.
- 1997 Maud and Elizabeth Ellsworth Scholarship Fund. Visual Art Education, University of Kansas.
- 1994 The Good Poet Award, Kaohsiung Annual Poetry Competition, Kaohsiung, Taiwan.
- 1991 The Book Award from the President of National, Taiwan University (awarded to the top five percent of students).

Professional Experiences

Teaching Experience:

- | | |
|---------------------|--|
| 2008-current | Adjunct Professor, Teaching <i>Integrating Arts into K-8 Curriculum, Integrating Music into K-8 Curriculum</i> , Department of and Learning, Washington State University Tri-Cities. |
| 2002-2003 | Assistant Professor of Art Education, Grand Valley State University.
Coordinator of Art Education Division, designed and submitted LQ certification endorsement for art education, student-teaching supervisor, established GVSU Art Education Student Chapter.
Courses Taught: Art for the Classroom Teacher, Art in Elementary Classroom, Art in Secondary Classroom, and Independent Studies. |
| 1999-2001
course | Instructor, Florida State University: ARE 3047 Foundation in Art Education. Foundation in Art Education is an introductory for art education majors. |

Editorial Experience:

- | | |
|--------------|--|
| 2013-current | Guest Editorial Consultant, <i>Select, invite, review, and edit new international forums. HuaKen, Published by Jiang-Su Provence, a monthly journal in art, art criticism, art history, and art education. A prestigious monthly art journal since 1974.</i> |
| 2008-2012 | Editor, Tri-City Chinese American Association On-line Chinese Journal. |

Curatorial Experience:

- 2013. Curator, *YEAR: New year wood block prints from the collection of Taipei Cultural and Economic Office in Seattle*, Asian American Awareness Month Arts and Cultural Exhibition, Richland Public Library, Scheduled April 29-May 31.
- 2012 Curator, *Exhibiting Taiwan*, Asian American Awareness Month Arts and Cultural Exhibition, Richland Public Library, May 1-May 31.
- 2011 Curator, *Celebrating Heritage*, Asian American Awareness Month Arts and Cultural Exhibition, Richland Public Library, May 1-May 28.
- 2010. Curator, *Asian Awareness*, Asian American Awareness Month Arts and Cultural Exhibition, Richland Public Library, May 1-May 29.
- 2009 Founder and Curator, Sakura Group (now Cyber Art 509), Art in Common Places. Exhibiting Local Artists Year Around.
- 2007- Annual Art Exhibition from Yichien's Art Studio, Richland Public Library, (Usually scheduled in April)
- 2000 Guest Curator, Kaohsiung History Museum, Kaohsiung, Taiwan. Designed and curated "Money, Money, Everywhere: The History of Taiwanese Currency" and "The Golden Melody: The History of Popular Music in Taiwan" exhibitions. (Kaohsiung is the second largest city in Taiwan with a population of 1.6 million.) (Summer showcase exhibitions)

Program Coordinator Experience:

- 2008 Beaux Voyages: Duo Piano Concert by Yibin Olazcuaga and Sally Wei. August 27, 2008. Hanford High School, Richland, WA.
 - 2008 Lantern competition for Children in Chinese Community. This is part of 2008 Chinese New Year Celebration Event.
 - 2000 Project Manager, Every Child, Museum Studies Program, Florida State University. Seeking partnerships with museum studies program with K-12 after school agencies to provide museum-based activities for underserved children.
- Chinese New Year 2000 Celebration Night, The Moore Auditorium, Florida State University.
- International Visiting Scholar, Dr. Ann Kuo. Department of Art Education, Florida State University. March 11 - March 15.

Professional Affiliations

- National Art Education Association (NAEA), 1996-Current.
- International Society for Art Education through Art (InSEA), 2013-current
- Tri-Cities Urban Art Sketchers, 2012-Current
- World Chinese Art Education Symposium, 2010-Current.
- Taiwan Art Education Association, 2010-Current.
- Cyber Art 509, 2010-Current.
- Tri-City Chinese American Association, 2005-Current.

Publications

Art Education

Refereed Articles

Cooper, Y. C. (2008). *A Day in the Life: The Qualifications and Responsibilities of an Art Museum Educator*. In P. Villeneuve (Ed.), From Periphery to Center: Art Education in the 21st Century. The National Art Education Association.

Chen, Y. & Browning, T. (2003). *Teaching theory and strategies for special needs: The art of inclusion*. ArTeacher, Fall, 4-5.

Chen, Y. (2003). *The education of art museum professionals: Voice from Aviso and its implications to the practice of museum training*. In P. Sahasrabudhe (Ed.). International conversations through art: InSEA member presentations, paper and workshops CD-ROM. New York: Center for International Art Education.

Chen, Y. (2001). *Art inside out*. Fresh Paint, 20(4), 8.

In Preparation

Cooper, Y.C. (Forthcoming). *Curriculum connections: Mapping integrating arts framework for diverse learnings*. Submitted Publication: International Journal of Arts Education (IJAE). (In English)

Cooper, Y. C. (In Preparation). *Exceptional art programs in crisis: Taiwan experience*. Target Publication: Confluence of East and West in Arts Education : Integration, Interaction, and Innovation, Published by China Higher Education Press, Due out November 2013. (In Chinese)

Cooper, Y.C. (In Preparation). Integrated Curriculum Design: A handbook for teachers. Published by Red Leaf Press, Taiwan. Due Out 2014. (In Chinese)

Cooper, Y.C. (In Preparation). *Unfold the myth of exceptional art program: The path for creativity and innovation?* Targeting Journal: International Journal of Education & the Arts (IJEa). (In English)

Cooper, Y.C. (In Preparation). *Art on a trash can: Art for life with a twist*. Targeting Journal: Journal of Art for Life. (In English)

Creative Writing

Chen, Y. (1994) *Ei-He. [Night, The River]*. Poetry. In Kaohsiung Poet Association (Eds.), *I-He Shuan Mung.[Searching Dreams, Love River]*. (pp. 219-222). Kaohsiung Poet Association Press, Taiwan.

Chen, Y. (1994). *Shin-Kuan-San-Yuei*. Poetry. *Ching-Nein Re Bao [Youth Daily News]*. (Literature:15), January 26. Taiwan.

Chen, Y. (1994). *Bei Se De Shin-Chi-Yi [White Monday]*. Poetry. *Ching-Nein Re Bao [Youth Daily News]* (Literature:15), February 21. Taiwan.

Paper Presentations

Refereed International Conferences

Cooper, Y. (Scheduled). *Exceptional art programs in crisis: Taiwan experience*. Scheduled as keynote speaker at the 4th World Chinese Art Education Symposium, Guangzhou, China, November 16-19, 2013.

Cooper, Y. (Scheduled). *Aesthetics inquires in the studio arts*. Scheduled as keynote speaker at the 1st International Arts in Education Symposium, Kuala Lumpur, Malaysia, November 21-14.

Cooper, Y. (2012). *Home brewing art: In search of creativity in Home-based Art Studios*. Keynote Speaker at the 2012 Cross Cultural Asian Art Education 1st Annual International Conference, Taipei, Taiwan, November 3, 2012.

Cooper, Y. (2012). *Home brewing art: In search of creativity in Home-based Art Studios*. Keynote Speaker at the 3rd World Chinese Art Education Symposium, Hangzhou, China, October 26, 2012.

Cooper, Y. (2011). *Home brewing arts*. Paper presented at the National Art Education Association (NAEA) 2011 Conference. Seattle, March 18.

Cooper, Y. (2010). *Curriculum connections: Mapping integrating arts framework for diverse learners*. Keynote Speaker at The Second Global Chinese Art Education Symposium, Nanjing, China. October 27-November 2nd.

Cooper, Y. (2010). *Integrating Curricula: Heritage, self discovery, and awareness*. Paper presented at National Normal University, Taipei, Taiwan, June 24. Taiwan Arts Education Association 2010 Conference.

Chen, Y. (2002). *The education of art museum professionals*. Paper presented at the International Society of Education through Art (InSEA) 2002 Conference, New York, NY, August 19.

Refereed National Conferences

Chen, Y. (2003). *Media, consumerism, and art education*. Paper presented at the National Art Education Association (NAEA) 2003 Conference. Minneapolis, April 6.

Chen, Y. (2002). *Visual culture and its implication to art education curriculum design*. Paper presented at the Michigan Art Education Association (MAEA) Conference. Lansing, MI, October 25.

Chen, Y. (2002) *The education of art museum professionals*. Paper presented at the National Art Education Association (NAEA) 2002 Conference, Research Paper Section, Miami, FL, March 23.

Chen, Y. & Bohannon, J. (2002) *Teacher's packet: Beyond museum walls*. Paper presented at the National Art Education Association 2002 Conference, Roundtable Section, Miami, FL, March 24.

Chen, Y. (2001) *Far from home, mixed holidays, life style, and Chinese-Americans*. Paper presented at the Florida Art Education Association (FAEA) 2001 Conference, Ft. Lauderdale, October 18.

Chen, Y. (2001) *The development of a cultural-based teacher's packet*. Paper presented at the Florida Art Education Association (FAEA) 2001 Conference, Ft. Lauderdale, October 19.

Chen, Y. (2001). *The education of art museum professionals*. Paper presented at Research Session for Graduate Students/HE/RES, National Art Education Association (NAEA) 2001 Conference, New York, NY., March 15.

Chen, Y. (2001). *The color of rainbow: tips for helping immigrants in art classrooms*. Paper presented at Student Roundtable Discussions, National Art Education Association (NAEA) 2001 Conference, New York, NY., March 15.

Chen, Y & Wylder, V. (2000). *Art inside out: interpreting art*. Paper presented at the Florida Art Education Association (FAEA) 2000 Conference, Jacksonville, FL., October 14.

Chen, Y. & Rayius, P. (2000). *Music and art in Chinese new year*. Paper presented at the Florida Art Education Association (FAEA) 2000 Conference, Jacksonville, FL., October 13.

Chen, Y., Hernandez, C., & Tucker, S. (2000). *Holiday art revisited*. I teamed-up with my students from Foundation in Art Education class to present this paper at the Florida Art Education Association (FAEA) 2000 Conference, Jacksonville, FL., October 12.

Chen, Y. (2000). *Art inside out*. Paper presented at Student Chapter Roundtable Discussion, National Art Education Association 2000 Conference, Los Angeles, CA., April 2.

Chen, Y. (1999) *Art class in a museum setting*. Paper presented at the National Art Education Association (NAEA) Annual Conference, Washington, DC., March 24.

Invited Workshops and Presentations

Cooper, Y. (Scheduled). *Art in public places: a compromising act?* Scheduled as invited speaker for graduate students, Department of Theater Arts, National Sun Yet-sen University, Kaohsiung, Taiwan, June 4, 2013.

Cooper, Y. (Scheduled). *The past, present, and the future of exceptional art programs in public schools*. Scheduled as invited speaker for graduate students, Department of Education, National Changhua University of Education, Changhua, Taiwan, June 6, 2013.

Cooper, Y. (2010). *Integrating Curricula: Introducing Bridge Framework for All Learners*. Paper presented at National Chanhua University, Chanhua, Taiwan, June 17.

Chen, Y. (2001). *Visual culture and art education*. Paper presented at National Normal University, Taipei, Taiwan, May 7.

Chen, Y. (2001). *Interpreting artworks: from theories to practices*. Paper presented at National Chanhua University, Chanhua, Taiwan, May 4.

Chen, Y. (2001). *Art, Culture, and Curriculum Design*. Paper presented at National Chanhua University, Chanhua, Taiwan, May 4.

Chen, Y. (2000). *Workshop: Museum basics*. Kaohsiung History Museum, Kaohsiung, Taiwan, July 25.

Chen, Y. (2000). *Workshop: Museum education in a historical context*. . Kaohsiung History Museum, Kaohsiung, Taiwan, July 11.

Chen, Y. (1998) *Workshop: Aesthetic experiences through arts*. This one-day workshop was designed for gifted art students (Grade 7-9) at Sho-Shan High School, Kaohsiung, Taiwan, December 2.

Chen, Y. (1997). *Workshop: Teaching Chinese painting*. A hands-on painting section for docents at the Creative Art Center, Nelson-Atkins Museum of Art, Kansas City, November 2.

Committee Experience

<i>Region</i>	CTE Advisory Committee. Delta High School, Richland, WA. 2010-2012. Board Member, Tri-City Chinese American Association, Richland. 2008-2009.
<i>Unit</i>	Studio Committee, representing art education division at Grand Valley State University, Department of Art & Design. 2002-2003. Committee Board Member/Officer, Art Education Student Chapter, Florida State University. Organized activities and workshops for art education students. 1999-2000.
<i>State</i>	Chair of Multi-ethnics Concerns, Michigan Art Education Association. 2002-2003.
<i>National</i>	National Art Education Association, Early Childhood. 2000-2003.
<i>International</i>	Acting Chair, World Chinese Art Education Symposium. 2013-current. International Affair Coordinator, World Chinese Art Education Symposium. 2012-current.

Reviewer and Adjudicating

Adjudicated Biannual Xue-Hu Kuo Memorial Essay in Chinese Art and Aesthetics 2012 Competition. Taiwan.

Adjudicated 2011 Recycled Art Dress Competition, Goodwill Fund. Kennewick.

Adjudicated Annual Regional Student Art Show, Region 9, MI, at Calvin College, February 15, 2003.

Reviewer for LQ Certificate Endorsement for Art Education Applications. Lansing, MI. 2002-2003. Participated in three meetings, reviewing six art education programs.

Community Service and Collaboration

- In-service learning, teaching and learning, Integrating Arts Lessons with K-2 students at Children's Garden. 2011-Current.
- Guest Workshop, Introducing Chinese New Year for 1st Graders at Jefferson Elementary, a annual workshop since 2011.
- In-service learning, teaching and learning, Things Matter Puppet Show, Oasis School. March 24, 2010.
- Guest speaker for Chinese Story Time. Introduced Chinese culture through language and arts to young children. This is an annual collaboration with Miss Kelly Reed at Children's Department, Richland Public Library. 2005-2008.
- Participated in WGVU Public Television and Radio wooden shoes fund raising auction. Pre-service art teachers created artistic wooden shoes for fund raising, December 2002. The shoes were auctioned off on April 28, 2003.
- Collaborated with Holland Community Based Instruction. Pre-service art teachers at GVSU conducting monthly hands-on art teaching activities for cognitive impaired students.
- Collaborated with Wyoming Park High School, Holmes Elementary School, Wayland Union High School, and Collins Elementary School. Provided teaching experiences for pre-service art teachers at GVSU.
- Collaborated with Our Savior Lutheran School. Established an after school art class for pre-service classroom teachers at GVSU. Provided hands-on art activities for children age 9-12.
- Collaborated with YMCA. Established an after school art class for pre-service classroom teachers at GVSU. Provide hands-on art activities for children age 7-9.

Exhibitions

- | | |
|------|--|
| 2013 | Cyber Art 509 Exhibition Spring 2013,
Richland Public Library.
<i>Routine & Transform no. 2, Mixed Medium.</i> March 13-April 12. |
| 2013 | Chancellor's Art Exhibition Spring 2013,
Washington State University East Building.
<i>Routine & Transform no.1, Acrylic.</i> February 4 -June 14. |
| 2011 | Chancellor's Art Exhibition Fall 2011,
Washington State University East Building.
<i>Heat, Mixed Medium.</i> August 31-December 15. |
| 2011 | 509 Art Exhibition, Art Exhibition Center, Washington State
University Tri-Cities, Richland, WA.
<i>Pond for Thoughts, Mixed Medium.</i> January 13- January 31. |

- 2010 Asian American Awareness Month Arts and Cultural Exhibition,
Richland Public Library, WA.
Including arts from Yichien's Studio.
Heat, Mixed Medium. May 1- May 28.
- 2010 Chancellor's Art Exhibition Spring 2010,
Washington State University East Building.
Love: East and West, Mixed Medium.
January 26 - May 7
- 2010 *This is What I Do*, Group Show.
You and I Framing, Kennewick, WA.
Amaryllis, Mixed Medium. April 1-May 4
- Perseverance and Discovery: Six Ladies from Yichien's Art Studio.
You and I Framing, Kennewick, WA. February 1-March 2
- 2009 Annual Art Exhibition from Yichien's Studio, Sakura, Richland,
WA. June - Oct
- Mini Art Show, You and I Framing, Kennewick, WA.
August 1-August 31.
- Art-A-Day Exhibition, Kennewick, WA.
Toiling to A Golden Field, Mixed Media.
March 5-7
- 2003 "American Dream", mixed media on wooden shoes.
Traveling exhibition, sponsored by WGVU, Grand Rapids, MI.
- 2000 "Untitled", wax dye.
"Memory # 1", photo image on paper.
"Memory # 3", mixed media.
Art Education Show. Oglesby Gallery. Florida State University,
February 18 - March 3.
- 1996 " My Sister's Wedding", black and white photographs.
Juries Exhibition, University of Kansas Student Spring Photograph
and Sculpture Exhibit, SUA, Kansas Union Gallery. University of
Kansas, April 22 - May 3.
- 1995 "Home Sickness Series", mixed media.
"Dancing Leaves", watercolor.
Juried Exhibition, Student Fall Art Exhibit, SUA, Kansas Union
Gallery. University of Kansas. November 13 - December 7.
- 1995 "Untitled", wax dye

Juried Exhibition, Student Textiles Exhibit, SUA, Kansas Union
Gallery, University of Kansas, October 30 - November 11.

1992

"Memory Series", Styrofoam prints.
Five Artists at National Taiwan University, Fine Art Club, Student
Center Gallery, Taipei, Taiwan. March 14 - March 30.

Board Application Form

Select the Board, Commission or Committee applying for:*

Arts Commission

Personal Information

First Name* Last Name*

Ana Rahimlou

Street Address*

1111 Cottonwood Drive

City* State* Zip*
Richland WA 99354

Length of Residency in the City of Richland* Email:*
2 years ana@distinctiveprop.com

Contact Phone:* Occupation:*
5099878671 Broker

Education: *

Bachelor in Architecture; Some College credits for Innovation Associate & Arts; Languages (100% English/Spanish) and basic level French.

Experience Applicable to the City Board, Commission or Committee to which you are applying*

Deep study of history and Arts through all my career; 13 years of experience in Architectonic design and marketing; knowledge and use of designing/arts software(Photoshop, Illustrator, Auto-CAD) and 18 years of experience with Oil paint and handcrafts modeling (Candles; "Repujado Technic"(metal sheets modeling) ; Bidding; handcrafts in general.

Are you currently serving on a Board, Commission or Committee*

☐ Yes

☒ No

Have you served on a Board, Commission or Committee before?*

☐ Yes

☒ No

Are you a City of Richland Employee?*

Per Richland Municipal Code Section 2.28.520, no employee, during his or her term of service in City employment, shall be eligible, or be appointed, to serve on any City board, committee or commission performing an advisory function to the City Council.

☐ Yes

☒ No

By submitting this application, I hereby waive my right to privacy with respect to the information contained in my application and any supporting documents attached thereto. The City, its officials or employees are authorized to make my application and supporting documents available for public inspection, including inspection by members of the media. In addition, I certify that I am in compliance with the qualification requirements.*

☒ I accept

A resume is required to complete the application.*

[]

Uploaded: 080213RahimlouResume.doc

RECEIVED

AUG 02 2013

RICHLAND CITY CLERK

ANA RAHIMLOU

OBJECTIVE

To be your **#1** Realtor.

EXPERIENCE

October 2011- Current Distinctive Properties Inc. Kennewick, WA
Realtor .

- My main satisfaction working as a realtor is the approach to people and the opportunity to combine my previous carrer , studies and experience into one never ending, never the same field. As a realtor, my commitment is to give the best service I can applying high standars, and innovative ideas into the little things that together create a difference when buying, selling a house or more yet, when developing a project.

It is not just a business, its my passion.

October 2010- October 2011 JCPenney Store. Kennewick, WA
Window covering Specialist .

- My main satisfaction from this job, was been able to help customers decorating their homes, and transforming spaces with colors and style.

2003-2006 ENASA Engeeneers El Salvador , CA
Architect,

- Architectonic design.
- Draw Master plans and prepare technical documentation for permits.
- Budgets and planning for construction.
- Support for sales department

2000-2003 COBE El Salvador , CA
Auto Cad Drafter and on site supervisor

- Draw Electric Plans for construction
- Supervise on site.

1998-2003 ARCO Engeeneers El Salvador , CA
Designer, Drafter

- Draw architectonic and presentation plans.

EDUCATION

- 2011-2012 Columbia Basin college
■ Bussines & Communication credits.
- 2011 Rockwell Institute
■ Realtor Estate Course .
- 2004 Albert Einsten University El Salvador, CA
■ Bachellor´s degree in Architecture.
- 1995 Maria Auxiliadora School El Salvador, CA
■ High school.
- 1993 Centro Cultural Salvadoreño El Salvador, CA
■ English as a second language.

EXTRACURRICULAR ACTIVITIES

Artcrafts making. Candles, jewelry, Flowery, repujado (metal molding)

Artistic Oil paint.

Photography.

Autocad 2D and 3D, Photoshop.

LANGUAGES

Full English and Spanish; basic French.



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C12

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: RES NOS. 90-13 TO 93-13, EXPRESSING APPRECIATION FOR SERVICE ON THE ARTS COMMISSION

Department: City Attorney

Ordinance/Resolution: 90-13 - 93-13

Reference:

Document Type: Resolution

Recommended Motion:

Adopt Resolution Nos. 90-13, 91-13, 92-13 and 93-13, Expressing Appreciation to Andrea Prignano, Charles Eaton, Albert Chang and Stephanie Ard for their service on the Arts Commission.

Summary:

Andrea Prignano was appointed to the Arts Commission (AC) September 2012 and served until her term expired August 31, 2013.

Charles Eaton was appointed to the AC October 2010 and served until his resignation in May, 2013.

Albert Chang was appointed to the AC March 2011 and served until his resignation in August, 2013.

Stephanie Ard was appointed to the AC July 2010 and served until her term expired August 31, 2013.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

- 1) Proposed Resolution - A. Prignano
- 2) Proposed Resolution - A. Chang
- 3) Proposed Resolution - C. Eaton
- 4) Proposed Resolution - S. Ard

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:41:32 GMT-0800 2013

RESOLUTION NO. 90-13

A RESOLUTION expressing the appreciation of the City of Richland and its citizens to Andrea Prignano for the service she rendered to the City as a member of the Arts Commission.

BE IT RESOLVED by the City Council of the City of Richland, Washington, that the City and its citizens express publicly and formally to Andrea Prignano, their appreciation for the service she rendered to the City during her tenure as a member of the Arts Commission.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 17th day of December 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

RESOLUTION NO. 91-13

A RESOLUTION expressing the appreciation of the City of Richland and its citizens to Albert Chang for the service he rendered to the City as a member of the Arts Commission.

BE IT RESOLVED by the City Council of the City of Richland, Washington, that the City and its citizens express publicly and formally to Albert Chang, their appreciation for the service he rendered to the City during his tenure as a member of the Arts Commission.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 17th day of December 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

RESOLUTION NO. 92-13

A RESOLUTION expressing the appreciation of the City of Richland and its citizens to Charles Eaton for the service he rendered to the City as a member of the Arts Commission.

BE IT RESOLVED by the City Council of the City of Richland, Washington, that the City and its citizens express publicly and formally to Charles Eaton, their appreciation for the service he rendered to the City during his tenure as a member of the Arts Commission.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 17th day of December 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

RESOLUTION NO. 93-13

A RESOLUTION expressing the appreciation of the City of Richland and its citizens to Stephanie Ard for the service she rendered to the City as a member of the Arts Commission.

BE IT RESOLVED by the City Council of the City of Richland, Washington, that the City and its citizens express publicly and formally to Stephanie Ard, their appreciation for the service she rendered to the City during her tenure as a member of the Arts Commission.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 17th day of December 2013.

JOHN FOX
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C13

Key Element: Key 3 - Economic Vitality

Subject: FUNDING RECOMMENDATIONS FOR THE 2014 HOTEL/MOTEL LODGING TAX FUND

Department: Assistant City Manager

Ordinance/Resolution:

Reference:

Document Type: General Business Item

Recommended Motion:

Approve the funding recommendation for the 2014 Hotel/Motel Lodging Tax Fund recommended by the Lodging Tax Advisory Committee and authorize the City Manager to execute the necessary agreements.

Summary:

The Lodging Tax Advisory Committee (LTAC) recommends Council allocate \$40,200 from the first two percent lodging tax funding, as described in the 2014 Hotel/Motel Fund Worksheet. In addition, the LTAC recommends Council allocate \$332,141 from the second two percent for two capital projects. The recommended projects are:

First Two Percent

1. Regional marketing of the 2014 Geocoin Challenge - \$3,000
2. Regional marketing of the 2014 Tumbleweed Music Festival - \$3,000
3. Regional marketing of the 2014 Cool Desert Nights Car Show - \$18,000
4. Regional marketing of the 2014 Tri-City Water Follies Hydroplane Races and Airshow - \$15,000
5. Regional marketing of the 2014 Three Rivers 1/2 Marathon - \$1,200

Second Two Percent

7. Columbia Basin BMX parking lot improvements - \$36,500
8. CREHST Manhattan Project Exhibit for the REACH - \$25,000
9. Tri-City Kart Club permanent track lighting - \$84,975
10. City of Richland Columbia Playfield facility upgrades - \$185,666

The available fund balances consider ongoing commitments that have already been approved by Council.

First Two Percent – Approximately \$187,683 to the Tri-Cities Visitor and Convention Bureau, based on contractual obligation to allocate one-half of the average of the last five years' tax collections. Funding of \$101,352 to cover a percentage of two City of Richland staff positions. Second Two Percent - \$125,000 to the Richland Public Facilities District (PFD) for the term of the construction bonds for the REACH, which is a twenty year commitment that began in 2004.

Fiscal Impact?

☒ Yes ☐ No

Staff conservatively estimates \$241,128, including carryovers and ongoing commitments, will be available from the first two percent of lodging tax revenue in 2014. The second two percent is projected to have a balance, including carryovers and ongoing commitments, of \$305,899. The LTAC recommends \$40,200 in awards out of the first two percent and \$332,141 out of the second two percent. The LTAC recommends moving \$26,242 from the first two percent into the second; leaving a balance of \$174,686 in the first two percent.

Attachments:

- 1) LTAC Minutes (11-13-13)
- 2) Hotel-Motel 2014 Worksheet

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:40:52 GMT-0800 2013

DRAFT

CITY OF RICHLAND
LODGING TAX ADVISORY COMMITTEE (LTAC)
November 13, 2013 – 8:00 AM
CITY HALL CONFERENCE ROOM

CALL TO ORDER The meeting was called to order at 8:03 AM.

ROLL CALL

Mark Kerber	Present
Kathy Moore	Present
Gus Sako	Present
Kim Shugart	Present
Council Member Dave Rose	Present

City Staff Liaison

Trish Herron	Present
--------------	---------

Communications & Marketing Manager

APPROVAL OF MINUTES

KATHY MOORE moved and KIM SHUGART seconded the motion to approve the LTAC minutes dated April 24, 2013.
Motion Carried.

BUDGET OVERVIEW

Trish Herron provided an overview of the available funds in the first two percent and the second two percent. The LTAC briefly discussed the option of moving dollars between the two funds when necessary. Ms. Herron reviewed the criteria for the two funds for the committee.

PRESENTATIONS

Presentations were requested by three applicants, one applicant had two applications for consideration.

a. Columbia Basin BMX (CBBMX)

Presenter Shawn Meininger

Project: Venue parking and parking overflow

Mr. Meininger described the proposed improvements and the current project to the LTAC. The CBBMX organization received a grant in 2013 to make improvements to bring in national events. Mr. Meininger explained the improvements to the parking lot extend the value of the area to national events. The parking lot is large enough for 1,000 cars and the organization has worked with Port of Benton, owner of the property, to secure an agreement. Mr. Meininger detailed the current request to secure a multi-year commitment for a national event. The CBBMX works closely with

the Tri-Cities Visitor and Convention Bureau (TCVCB) to secure events and solicits feedback on ways to make the area more appealing to event organizers.

LTAC Discussion and Motion – *Please refer to Funding Discussion for additional information.*

b. Columbia River Exhibition of History, Science and Technology (CREHST)

Presenter – Lisa Toomey

Project – Manhattan Project Exhibit for the REACH

Ms. Toomey described her role with CREHST and the REACH and the desires of the existing CREHST board. Construction on the REACH is expected to be completed and the building opened in the summer of 2014. CREHST will close once the REACH is opened and the current CREHST board would like the Manhattan Project story to continue in the REACH with an exhibit, which would go in Gallery 2, a designated rotating exhibit space. Ms. Toomey explained the REACH is considered the gateway for all of the areas historical locations and points of interest. Discussion on additional funding ensued.

LTAC Discussion and Motion – *Please refer to Deliberation and Allocation for additional information.*

c. Columbia River Exhibition of History, Science and Technology (CREHST)

Presenter – Lisa Toomey

Project – CREHST Museum Operations

Ms. Toomey explained that although CREHST is scheduled to close in the summer of 2014 the existing budget is tight and without funding the building will not remain open until June 2014. Ms. Toomey explained that this would be the last request of this nature.

LTAC Discussion and Motion – *Please refer to Deliberation and Allocation for additional information.*

d. City of Richland, Parks and Recreation Department

Presenter – Phil Pinard, Parks and Recreation Manager

Dave Bryant, Parks and Recreation Senior Planner

Project – Columbia Playfield Improvements

Mr. Pinard and Mr. Bryant gave the LTAC an overview of the improvements to Columbia Playfield that will extend the fence line of the fields by 15 feet and convert an existing little league baseball field into a softball field. They informed the LTAC that event planners for tournaments are looking for longer fences, but not too long to discourage players. The existing fence caps and wind barriers that were funded by the Hotel/Motel fund will be moved with the new fence. The LTAC questioned

whether there was a need for more field space and they responded there continues to be a shortage of softball fields for tournaments.

LTAC Discussion and Motion – *Please refer to Deliberation and Allocation for additional information.*

NEW BUSINESS

1. Review of Allocation Criteria

The LTAC discussed the placement of the exhibit application from CREHST and decided to move that request into the second two percent list. The committee also discussed moving funds, if needed, from the first two percent into the second two percent.

2. Deliberation and Allocation for 2014 Funds

a. City of Richland, Tourism Committee – Geocoin Challenge Marketing

Requested \$3,000. Recommended to fund \$3,000.

Project: The request is to market a Tri-Cities wide geocoin challenge outside the region.

LTAC Discussion – The LTAC briefly discussed the various types of participants and that this brings in participants throughout the year, making it harder to track by the hoteliers. A list of the participants' zip codes was discussed. The 2014 event is expected to be a mega-event, meaning that it has a larger presence in the geocaching community. The LTAC was in favor of funding the event.

KATHY MOORE moved and KIM SHUGART seconded the motion to approve funding the event at the full request of \$3,000.

Motion Carried.

b. Three Rivers Folklife – Tumbleweed Music Festival

Requested \$4,000. Recommended to fund up to \$3,000.

Project: This request is to help pay for out of market advertising and promotion of the Tumbleweed Music Festival.

LTAC Discussion – Gus Sako mentioned the City's Tourism Committee is working with Three Rivers Folklife to market the event. The LTAC encouraged the event coordinators to continue working with the hoteliers and the TCVCB. The LTAC was comfortable with funding at the same level as 2013.

KIM SHUGART moved and KATHY MOORE seconded the motion to approve funding the event at \$3,000.

Motion Carried.

c. Tri-City Regional Chamber of Commerce – Cool Desert Nights Regional Promotion.

Requested \$18,000. Recommended to fund \$18,000.

Project: This request is to help pay for out of market advertising and promotion for Cool Desert Nights Car Show.

LTAC Discussion – The LTAC discussed the benefit of the event to the community.

MARK KERBER moved and GUS SAKO seconded the motion to approve the request of \$18,000 to be used toward outside the region promotion of the 2014 Cool Desert Nights Car Show.

Motion Carried.

d. Tri-City Water Follies Association – Tri-City Water Follies Hydroplane Races and Airshow Regional Promotion.

Requested \$15,000. Recommended to fund \$15,000.

Project: This request is to help pay for out of market advertising and promotion for the Tri-City Water Follies Hydroplane Races and Airshow.

LTAC Discussion – The LTAC briefly discussed the event.

KIM SHUGART moved and GUS SAKO seconded the motion to approve the request of \$15,000 to be used toward outside the region promotion of the 2014 Tri-City Water Follies Hydroplane Races.

Motion Carried.

e. Road Runners – Regional Marketing of the Three Rivers ½ Marathon

Requested \$1,200. Recommended to fund \$1,200.

Project: The requested funds would pay for outside the region marketing for the Three Rivers ½ Marathon.

LTAC Discussion – The committee discussed this new event. The LTAC has been supportive in the past with the full marathon that takes place in the fall. This event takes place in the late winter and is a ½ marathon. There are two ½ marathons on the same date.

GUS SAKO moved and MARK KERBER seconded the motion to approve the request of \$1,200 to be used toward outside the region promotion of the Three Rivers ½ Marathon.

Motion Carried.

f. Tri-City Kart Club – Permanent Track Lighting

Requested \$84,975. Recommended to fund \$84,975.

Project: The project is to install permanent lighting at the facility that will allow evening events.

LTAC Discussion – The LTAC agreed that this project was in the right direction and could expand the attraction for more events.

KATHY MOORE moved and GUS SAKO seconded the motion to approve the request of \$84,975 for the purpose of installing permanent track lighting.
Motion Carried.

g. Columbia Basin BMX (CBBMX)

Requested \$36,500. Recommended to fund \$36,500.

Project: The overall project is to increase venue parking.

LTAC Discussion: The consensus of the LTAC was that this request was consistent with bringing in more events. The improvements also have a benefit to the softball complex located in the same area.

GUS SAKO moved and MARK KERBER seconded the motion to approve the request of \$36,500 to increase the parking capacity at the Columbia Basin BMX facility.
Motion Carried.

h. Columbia River Exhibit of History, Science and Technology (CREHST)

Requested \$25,000. Recommended to fund \$25,000.

Project: The funds will help pay for a Manhattan Project Exhibit for the REACH.

LTAC Discussion: The LTAC discussed this application extensively. The LTAC discussed that this exhibit showcases some of the unique history for the region. The committee discussed that the exhibit is proposed to be placed in a gallery dedicated for temporary exhibits.

GUS SAKO moved and KIM SHUGART seconded the motion to approve the funding request at \$25,000 contingent upon a written commitment to keep the exhibit showcased for a minimum of 3 years at the REACH.
Motion Carried, with one vote against.

i. Columbia River Exhibit of History, Science and Technology (CREHST)

Requested \$25,000. Recommended to fund \$25,000.

Project: The funds will offset the operational cost for the CREHST Museum.

LTAC Discussion: The LTAC discussed the request to fund an organization that will be obsolete by mid-summer 2014. The funds would keep the museum open a couple of months and there was question whether it would

create tourism. There was discussion to keeping the museum open for a few months, but this was not the consensus.

MARK KERBER moved and KIM SHUGART seconded the motion to deny the funding request.

Motion Carried, with one vote against. Chair ROSE abstained.

j. City of Richland, Parks and Recreation – Columbia Playfield

Requested \$185,666. Recommended to fund \$185,666.

Project: The project is to increase the distance of the outfield fences by 15 feet and convert a little league field into a softball field.

LTAC Discussion: The committee was in favor of the request.

KIM SHUGART moved and KATHY MOORE seconded the motion to fund the full request of \$185,666 for the proposed improvements to Columbia Playfield and to move necessary dollars from the first two percent fund into the second two percent fund to accommodate this award.

Motion Carried.

3. Next Meeting Date

Ms. Herron asked the LTAC if they would like a spring application cycle with the committee in favor. The next meeting will be called after the spring application cycle has closed.

ADJOURNMENT

The meeting was adjourned at 10:03 AM.

2014 HOTEL/MOTEL FUND

Updated 11/20/13

First 2% Available Funds = \$241,128

ORGANIZATION	PROPOSED USE OF MONEY	2013 ALLOCATION	2014 REQUEST	FUNDED	NOT FUNDED	2013 FUNDING RECOMMENDATION
City of Richland - Tourism Committee	Geocache Marketing	\$3,000.00	\$3,000.00	X		\$3,000.00
Three Rivers Folklife Society	Regional Advertising of Tumbleweed	\$3,000.00	\$4,000.00	X		\$3,000.00
Tri-City Regional Chamber	Regional Advertising of Cool Desert Nights Car Show	\$15,000.00	\$18,000.00	X		\$18,000.00
Tri-City Water Follies Association	Regional Advertising of the Tri-City Water Follies Hydroplane Races and Airshow	\$15,000.00	\$15,000.00	X		\$15,000.00
Three Rivers Road Runners	Regional Marketing of 3 Rivers 1/2 Marathon		\$1,200.00	X		\$1,200.00
			\$41,200.00			\$40,200.00
				Available		\$241,128.00
				Remaining		\$200,928.00
				Transferred to Second 2%		(\$26,242.00)
				Balance		\$174,686.00

Second 2% Available Funds = \$305,899

ORGANIZATION	PROPOSED USE OF MONEY	2013 ALLOCATION	2014 REQUEST	FUNDED	NOT FUNDED	2013 FUNDING RECOMMENDATION
Columbia Basin BMX	Venue Parking & Parking Overflow	\$220,000.00	\$36,500.00	X		\$36,500.00
CREHST	Manhattan Project Exhibit for the REACH		\$25,000.00	X		\$25,000.00
CREHST	Museum Operations	\$115,182.00	\$73,441.00		X	\$0.00
Tri-City Kart Club	Permanent Track Lighting		\$84,975.00	X		\$84,975.00
City of Richland	Columbia Playfield Facility Upgrades		\$185,666.00	X		\$185,666.00
			\$405,582.00			\$332,141.00
				Available		\$305,899.00
				Remaining		(\$26,242.00)
				Transfer from First 2%		\$26,242.00
				Balance		\$0.00

ATTACHMENT 2

Updated November 20, 2013

Page 1 of 2

2014 HOTEL/MOTEL FUND

Updated 11/20/13



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C14

Key Element: Key 7 - Housing and Neighborhoods

Subject: AMENDMENT #2 TO HOME CONSORTIUM AGREEMENT

Department: Community and Development Services

Ordinance/Resolution:

Reference:

Document Type: Contract/Agreement/Lease

Recommended Motion:

Authorize the City Manager to sign Amendment #2 to the Tri-Cities HOME Consortium Cooperative Agreement for 2011-2013.

Summary:

The Tri-Cities HOME Consortium was originally formed in 1996 under the HOME Investments Partnership (HOME) Program, making the cities of Kennewick, Richland, and Pasco eligible to receive Federal HOME funds. City of Richland serves as the lead entity and is responsible for administration of the HOME program for the Tri-Cities Consortium. The program limits reimbursement of administrative costs for the program to 10% of the grant allocation. With the declines in HOME funding allocations, the amount of reimbursement available has also declined. In order to reduce administrative costs for the program, the Consortium is looking to dedicate program resources to the activities which are less labor intensive and require the least amount of monitoring. HUD requires that at least 15% of the funding be allocated to Community Housing Development Organization (CHDO) projects (e.g. Habitat for Humanity projects), however, the Consortium has some discretion over the types of projects for the remaining funds. Members have agreed the best option available is to focus that funding on the downpayment assistance program.

Section 8 of the original Cooperative Agreement requires that any amendments be approved by the Council of each agency. This amendment provides that for Program Year 2013, Consortium Members agree to define the allocation of 2013 Program Year Funds as follows: 10% Administration, 15% Community Housing Development Organization (CHDO), and 75% Downpayment Assistance and/or qualified CHDO Project(s). No funds will be allocated to Housing Rehabilitation/INFILL projects, which are highly labor intensive to complete.

Fiscal Impact?
☒ Yes ☐ No

Approval of the amendment by all parties to the Agreement allocates funding toward programs that are less expensive to administer. As a result, the amount of non-reimbursed administrative program costs will be reduced or eliminated.

Attachments:

1) Amendment #2 - Home Consortium Collaboration Agreement 2011-2013

City Manager Approved:

Hopkins, Marcia
Dec 13, 11:10:58 GMT-0800 2013

**AMENDMENT #2 TO
COOPERATIVE AGREEMENT
THE TRI-CITIES HOME CONSORTIUM
FORMED UNDER THE
NATIONAL AFFORDABLE HOUSING ACT
PROGRAM YEAR 2005-2007
AS EXTENDED 2011-2013**

This Agreement is entered into between the Cities of Kennewick, Pasco, and Richland, municipal corporations of the State of Washington (Members), for the purpose of amending the Cooperative Agreement of the Tri-Cities HOME Consortium originally formed in 1996 under the HOME Investments Partnership (HOME) Program. This Agreement will become effective upon adoption of the parties and approval by the U.S. Department of Housing and Urban Development (HUD).

The following sections are hereby amended as follows:

SECTION 4: PROGRAM ADMINISTRATION

- e. HOME funds will be allocated between the Members according to the percentage each receives under the Community Development Block Grant Program for the preceding Program Year. Members may choose to collaborate in funding projects or activities or may choose to pursue projects independently as current housing needs change and opportunities arise.
 - 1. For Program Year 2013, Consortium Members agree to define the allocation of 2013 Program Year Funds as follows: 10% Administration, 15% Community Housing Development Organization (CHDO), and 75% Downpayment Assistance and/or qualified CHDO Project(s). No funds will be allocated to Housing Rehabilitation/INFILL projects.
 - 2. Consortium Members shall actively participate as required by the Lead Entity in all processes necessary to amend the 2013 Annual Action Plan filed with HUD to reflect the allocation identified in Section 4 (e)(1) above.

Upon execution of this document by the entities involved and approval by HUD, this document shall be recorded with the Benton and Franklin County Auditors for purposes of meeting the recording requirements of RCW 39.34 Interlocal Cooperation Act. The cost of said recording shall be paid from administrative funds of the HOME program.

COOPERATIVE AGREEMENT – AMENDMENT #2 SIGNATURE PAGE

THE TRI-CITIES HOME CONSORTIUM

Marie E. Mosley, City Manager
City of Kennewick

Date

Gary Crutchfield, City Manager
City of Pasco

Date

Cynthia D. Johnson, City Manager
City of Richland

Date

Approved as to Form:

Approved as to Form:

Heather Kintzley, City Attorney
City of Richland

Lisa Beaton, City Attorney
City of Kennewick



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C15

Key Element: Key 2 - Infrastructure & Facilities

Subject: AWARD OF BID TO RAY POLAND FOR THE DELAWARE AVE LID #195

Department: Public Works

Ordinance/Resolution:

Reference:

Document Type: Contract/Agreement/Lease

Recommended Motion:

Authorize the City Manager to sign and execute a contract with Ray Poland & Sons Inc. of Kennewick, Washington for \$138,959.24 for the Delaware Ave Local Improvement District project.

Summary:

On September 4, 2012, City Council approved Ordinance No. 23-12 establishing the Delaware Ave Local Improvement District (LID) No. 195.

The project provides for improvements to one block of Delaware Avenue between Fowler Street and Geneva Street. The roadway will be rebuilt to current street standards and sidewalk, ramps and driveways will be constructed to meet ADA requirements. As standard practice, staff identified water and sewer deficiencies that should also be corrected in the disturbed area. The project includes replacement of the existing asbestos concrete water main and repairs to the existing sewer main. The water and sewer cost will be paid from the water and sewer capital budgets, while the street improvements will be funded through the LID.

Nine (9) bids were received on December 9, 2013 with a high bid of \$219,200.91 and a low bid of \$138,959.24. Engineer's Estimate was \$137, 224.98.

Construction is proposed to start no later than April 2014 and be completed no later than June 2014.

Fiscal Impact?

☒ Yes ☐ No

Total construction and engineering costs, with a ten percent construction contingency, are estimated at \$173,355.16. A project funding summary is attached, indicating adequate funding to complete all elements of the project. The costs to be recovered through the LID assessments are somewhat less than were estimated to form the LID.

Attachments:

- 1) Delaware Avenue LID #195 - Bid Tab
- 2) Delaware LID #195 - Vicinity Map
- 3) Delaware LID #195 - Budget Summary
- 3) Sealed Bid Attachment for BID AWARDS

City Manager Approved:

Hopkins, Marcia
Dec 13, 10:42:24 GMT-0800 2013

City of Richland

DATE BIDS OPENED: December 9, 2013	SB # 13-17 PW
Delaware LID #195	

				ENGINEER'S ESTIMATE		Ray Poland & Sons, Inc KENNEWICK, WA		D & D Tri Rivers Exc. PASCO, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE A - ROADWAY								
A1	Mobilization.	1	LS	4,199.00	4,199.00	3,500.00	3,500.00	500.00	500.00
A2	Site restoration.	1	LS	500.00	500.00	2,500.00	2,500.00	2,000.00	2,000.00
A3	SPCC plan.	1	LS	500.00	500.00	500.00	500.00	500.00	500.00
A4	Removal of structures & obstructions.	1	LS	3,000.00	3,000.00	3,650.00	3,650.00	1,500.00	1,500.00
A5	Relocate mailbox.	2	EA	75.00	150.00	50.00	100.00	100.00	200.00
A6	Relocate fence & gates.	1	LS	1,000.00	1,000.00	2,100.00	2,100.00	1,000.00	1,000.00
A7	Modify hand railing & ramp.	1	LS	500.00	500.00	450.00	450.00	1,200.00	1,200.00
A8	Roadway excavation including haul.	403	CY	20.00	8,060.00	18.10	7,294.30	15.00	6,045.00
A9	Embankment compaction.	85	CY	10.00	850.00	11.50	977.50	12.00	1,020.00
A10	Retaining wall.	52	SF	30.00	1,560.00	23.85	1,240.20	20.00	1,040.00
A11	HMA CI 1/2" PG64-28.	171	TON	105.00	17,955.00	119.65	20,460.15	120.00	20,520.00
A12	Crushed surfacing top course.	103	CY	37.00	3,811.00	37.40	3,852.20	80.00	8,240.00
A13	Crushed surfacing base course.	166	CY	35.00	5,810.00	30.25	5,021.50	44.00	7,304.00
A14	Cement concrete traffic curb & gutter.	720	LF	13.00	9,360.00	19.25	13,860.00	10.00	7,200.00
A15	Cement concrete sidewalk (4" concrete).	305	SY	34.00	10,370.00	29.85	9,104.25	25.35	7,731.75
A16	Cement concrete driveway (6" concrete).	85	SY	42.00	3,570.00	41.40	3,519.00	42.20	3,587.00
A17	Cement concrete sidewalk ramp Type 4A.	2	EA	1,300.00	2,600.00	850.00	1,700.00	1,300.00	2,600.00
A18	Remove boulders (larger than 1 CY) including haul.	9	CY	40.00	360.00	3.00	27.00	15.00	135.00
A19	Precast concrete drywell.	1	EA	4,200.00	4,200.00	3,500.00	3,500.00	2,500.00	2,500.00
A20	Catch basin Type - City.	2	EA	850.00	1,700.00	625.00	1,250.00	1,000.00	2,000.00
A21	Solid wall PVC storm sewer pipe 12" diameter.	32	LF	35.00	1,120.00	21.00	672.00	15.00	480.00
A22	Pipe zone bedding.	32	LF	1.00	32.00	1.00	32.00	2.00	64.00
A23	Trench safety.	32	LF	1.00	32.00	1.00	32.00	2.00	64.00
A24	Illumination complete.	1	LS	5,000.00	5,000.00	5,325.00	5,325.00	5,000.00	5,000.00
A25	Project temporary traffic control.	1	LS	1,500.00	1,500.00	1,000.00	1,000.00	3,500.00	3,500.00
A26	Landscape curbing.	24.5	LF	15.00	367.50	10.00	245.00	10.00	245.00
A27	Imported pipe zone backfill.	32	LF	2.00	64.00	4.00	128.00	3.00	96.00
SCHEDULE A - ROADWAY SUBTOTAL					88,170.50		92,040.10		86,271.75
0% SALES TAX					-		-		-
SCHEDULE A - ROADWAY TOTAL					\$88,170.50		\$92,040.10		\$86,271.75

				ENGINEER'S ESTIMATE		Ray Poland & Sons, Inc KENNEWICK, WA		D & D Tri Rivers Exc. PASCO, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE B - WATER								
B1	Mobilization.	1	LS	1,666.00	1,666.00	1,000.00	1,000.00	500.00	500.00
B2	Remove boulders (larger than 1 CY) including haul.	150	CY	20.00	3,000.00	3.00	450.00	15.00	2,250.00
B3	DI pipe for water main 6" diameter w/restrained joint.	33.5	LF	29.00	971.50	30.00	1,005.00	40.00	1,340.00
B4	DI pipe for water main 8" diameter.	446	LF	33.00	14,718.00	32.80	14,628.80	40.00	17,840.00
B5	Imported pipe zone backfill.	479.5	LF	1.00	479.50	1.00	479.50	2.00	959.00
B6	Trench safety.	479.5	LF	1.00	479.50	1.00	479.50	2.00	959.00
B7	Underground utility crossing marked & unmarked.	12	EA	50.00	600.00	135.00	1,620.00	200.00	2,400.00
B8	Connect to existing water main.	2	EA	500.00	1,000.00	500.00	1,000.00	1,000.00	2,000.00
B9	Pipe coupling 6" SS RJ.	1	EA	200.00	200.00	210.00	210.00	310.00	310.00
B10	Tee 8" x 6" MJ x FL	2	EA	400.00	800.00	305.00	610.00	450.00	900.00
B11	Bend 90 degree 8" MJ x MJ.	1	EA	350.00	350.00	250.00	250.00	400.00	400.00
B12	Bend 45 degree 8" MJ x MJ.	1	EA	350.00	350.00	225.00	225.00	400.00	400.00
B13	Bend 45 degree 8" FL x MJ.	1	EA	400.00	400.00	270.00	270.00	450.00	450.00
B14	Remove thrust block.	1	EA	350.00	350.00	285.00	285.00	450.00	450.00
B15	Reducer 8" x 6" MJ x FL.	1	EA	350.00	350.00	100.00	100.00	300.00	300.00
B16	Plug 6" concrete.	4	EA	100.00	400.00	35.00	140.00	100.00	400.00
B17	Blind flange 6".	1	EA	160.00	160.00	100.00	100.00	350.00	350.00
B18	Imported pipe zone backfill.	479.5	LF	2.00	959.00	4.00	1,918.00	3.00	1,438.50
B19	Gate valve 6" FL x MJ.	2	EA	900.00	1,800.00	1,365.00	2,730.00	900.00	1,800.00
B20	Hydrant assembly.	1	EA	2,800.00	2,800.00	3,100.00	3,100.00	3,500.00	3,500.00
B21	1" street service assembly.	2	EA	350.00	700.00	350.00	700.00	600.00	1,200.00
B22	2" street service assembly.	3	EA	450.00	1,350.00	750.00	2,250.00	1,200.00	3,600.00
B23	1" street service line (Type K copper).	73	LF	19.50	1,423.50	14.50	1,058.50	10.00	730.00
B24	2" street service line (Type HDPE).	88	LF	18.00	1,584.00	11.50	1,012.00	4.00	352.00
B25	1" meter assembly (standard lid).	2	EA	250.00	500.00	250.00	500.00	600.00	1,200.00
B26	Deleted.	0	EA	-	-	-	-	-	-
B27	1" house service line (Type HDPE).	10	LF	20.00	200.00	15.00	150.00	10.00	100.00
B28	1" house service assembly.	2	EA	100.00	200.00	335.00	670.00	50.00	100.00
B29	Relocate existing meters & irrigation valves.	1	LS	200.00	200.00	400.00	400.00	500.00	500.00
SCHEDULE B - WATER SUBTOTAL					\$37,391.00		37,341.30		46,728.50
8.3% SALES TAX					3,103.45		3,099.33		3,878.47
SCHEDULE B - WATER TOTAL					\$40,494.45		\$40,440.63		\$50,606.97

				ENGINEER'S ESTIMATE		Ray Poland & Sons, Inc KENNEWICK, WA		D & D Tri Rivers Exc. PASCO, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE C - SEWER								
C1	Mobilization.	1	LS	376.00	376.00	1,000.00	1,000.00	500.00	500.00
C2	Solid wall PVC sewer pipe 8" diameter.	102	LF	60.00	6,120.00	33.00	3,366.00	25.00	2,550.00
C3	Imported pipe zone bedding.	102	LF	1.00	102.00	2.00	204.00	2.00	204.00
C4	Trench safety.	102	LF	1.00	102.00	2.00	204.00	2.00	204.00
C5	Connect to existing manhole.	2	EA	500.00	1,000.00	400.00	800.00	500.00	1,000.00
C6	Imported pipe zone backfill.	102	LF	2.00	204.00	4.00	408.00	3.00	306.00
SCHEDULE C - SEWER SUBTOTAL					\$7,904.00		5,982.00		4,764.00
8.3% SALES TAX					656.03		496.51		395.41
SCHEDULE C - SEWER TOTAL					\$8,560.03		\$6,478.51		\$5,159.41
SCHEDULE A - ROADWAY					\$88,170.50		\$92,040.10		\$86,271.75
SCHEDULE B - WATER					40,494.45		40,440.63		50,606.97
SCHEDULE C - SEWER					8,560.03		6,478.51		5,159.41
GRAND TOTAL					\$137,224.98		\$138,959.24		\$142,038.13

City of Richland

DATE BIDS OPENED:	December 9, 2013	SB #	13-17 PW
Delaware LID #195			

				Watts Construction KENNEWICK, WA		C & E Trenching, LLC PASCO, WA		Inland Asphalt Co. RICHLAND, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
SCHEDULE A - ROADWAY									
A1	Mobilization.	1	LS	11,579.22	11,579.22	7,054.56	7,054.56	20,000.00	20,000.00
A2	Site restoration.	1	LS	2,064.70	2,064.70	2,311.18	2,311.18	1,750.00	1,750.00
A3	SPCC plan.	1	LS	208.06	208.06	121.02	121.02	500.00	500.00
A4	Removal of structures & obstructions.	1	LS	9,129.49	9,129.49	4,354.65	4,354.65	6,500.00	6,500.00
A5	Relocate mailbox.	2	EA	112.51	225.02	167.54	335.08	400.00	800.00
A6	Relocate fence & gates.	1	LS	1,125.05	1,125.05	1,551.53	1,551.53	2,044.00	2,044.00
A7	Modify hand railing & ramp.	1	LS	1,119.85	1,119.85	2,788.07	2,788.07	825.00	825.00
A8	Roadway excavation including haul.	403	CY	10.61	4,275.83	21.86	8,809.58	40.00	16,120.00
A9	Embankment compaction.	85	CY	9.52	809.20	19.37	1,646.45	15.00	1,275.00
A10	Retaining wall.	52	SF	31.99	1,663.48	36.46	1,895.92	20.00	1,040.00
A11	HMA CI 1/2" PG64-28.	171	TON	113.16	19,350.36	119.03	20,354.13	100.00	17,100.00
A12	Crushed surfacing top course.	103	CY	32.12	3,308.36	65.46	6,742.38	55.00	5,665.00
A13	Crushed surfacing base course.	166	CY	26.09	4,330.94	50.58	8,396.28	42.50	7,055.00
A14	Cement concrete traffic curb & gutter.	720	LF	11.11	7,999.20	12.71	9,151.20	10.70	7,704.00
A15	Cement concrete sidewalk (4" concrete).	305	SY	33.36	10,174.80	26.70	8,143.50	31.00	9,455.00
A16	Cement concrete driveway (6" concrete).	85	SY	43.98	3,738.30	31.58	2,684.30	36.50	3,102.50
A17	Cement concrete sidewalk ramp Type 4A.	2	EA	1,259.09	2,518.18	803.37	1,606.74	1,000.00	2,000.00
A18	Remove boulders (larger than 1 CY) including haul.	9	CY	23.17	208.53	130.01	1,170.09	100.00	900.00
A19	Precast concrete drywell.	1	EA	3,986.63	3,986.63	4,367.82	4,367.82	3,110.00	3,110.00
A20	Catch basin Type - City.	2	EA	751.78	1,503.56	1,720.15	3,440.30	785.00	1,570.00
A21	Solid wall PVC storm sewer pipe 12" diameter.	32	LF	24.77	792.64	36.72	1,175.04	36.00	1,152.00
A22	Pipe zone bedding.	32	LF	1.00	32.00	8.67	277.44	0.50	16.00
A23	Trench safety.	32	LF	0.01	0.32	1.27	40.64	0.50	16.00
A24	Illumination complete.	1	LS	6,121.65	6,121.65	6,443.67	6,443.67	4,700.00	4,700.00
A25	Project temporary traffic control.	1	LS	260.08	260.08	1,142.58	1,142.58	3,200.00	3,200.00
A26	Landscape curbing.	24.5	LF	11.97	293.27	8.93	218.79	7.50	183.75
A27	Imported pipe zone backfill.	32	LF	39.09	1,250.88	6.26	200.32	0.50	16.00
SCHEDULE A - ROADWAY SUBTOTAL				98,069.60		106,423.25		117,799.25	
0% SALES TAX				-		-		-	
SCHEDULE A - ROADWAY TOTAL				\$98,069.60		\$106,423.25		\$117,799.25	

				Watts Construction KENNEWICK, WA		C & E Trenching, LLC PASCO, WA		Inland Asphalt Co. RICHLAND, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE B - WATER								
B1	Mobilization.	1	LS	3,217.07	3,217.07	903.43	903.43	2,000.00	2,000.00
B2	Remove boulders (larger than 1 CY) including haul.	150	CY	13.90	2,085.00	39.00	5,850.00	10.00	1,500.00
B3	DI pipe for water main 6" diameter w/restrained joint.	33.5	LF	33.47	1,121.25	34.77	1,164.80	45.00	1,507.50
B4	DI pipe for water main 8" diameter.	446	LF	26.42	11,783.32	37.94	16,921.24	39.00	17,394.00
B5	Imported pipe zone backfill.	479.5	LF	1.00	479.50	3.42	1,639.89	0.50	239.75
B6	Trench safety.	479.5	LF	0.01	4.80	1.27	608.97	0.50	239.75
B7	Underground utility crossing marked & unmarked.	12	EA	142.27	1,707.24	163.24	1,958.88	100.00	1,200.00
B8	Connect to existing water main.	2	EA	859.80	1,719.60	258.54	517.08	800.00	1,600.00
B9	Pipe coupling 6" SS RJ.	1	EA	676.01	676.01	457.57	457.57	100.00	100.00
B10	Tee 8" x 6" MJ x FL	2	EA	327.24	654.48	316.05	632.10	330.00	660.00
B11	Bend 90 degree 8" MJ x MJ.	1	EA	276.12	276.12	271.25	271.25	275.00	275.00
B12	Bend 45 degree 8" MJ x MJ.	1	EA	258.21	258.21	251.82	251.82	250.00	250.00
B13	Bend 45 degree 8" FL x MJ.	1	EA	311.24	311.24	319.81	319.81	285.00	285.00
B14	Remove thrust block.	1	EA	374.80	374.80	289.82	289.82	310.00	310.00
B15	Reducer 8" x 6" MJ x FL.	1	EA	52.02	52.02	329.31	329.31	20.00	20.00
B16	Plug 6" concrete.	4	EA	24.71	98.84	243.72	974.88	125.00	500.00
B17	Blind flange 6".	1	EA	152.44	152.44	194.76	194.76	390.00	390.00
B18	Imported pipe zone backfill.	479.5	LF	4.70	2,253.65	2.57	1,232.32	0.50	239.75
B19	Gate valve 6" FL x MJ.	2	EA	878.05	1,756.10	1,009.29	2,018.58	1,200.00	2,400.00
B20	Hydrant assembly.	1	EA	2,446.79	2,446.79	3,250.53	3,250.53	3,700.00	3,700.00
B21	1" street service assembly.	2	EA	747.94	1,495.88	626.85	1,253.70	500.00	1,000.00
B22	2" street service assembly.	3	EA	1,169.41	3,508.23	1,040.38	3,121.14	1,080.00	3,240.00
B23	1" street service line (Type K copper).	73	LF	18.43	1,345.39	28.32	2,067.36	23.00	1,679.00
B24	2" street service line (Type HDPE).	88	LF	14.77	1,299.76	22.84	2,009.92	19.00	1,672.00
B25	1" meter assembly (standard lid).	2	EA	223.99	447.98	497.25	994.50	270.00	540.00
B26	Deleted.	0	EA	-	-	-	-	-	-
B27	1" house service line (Type HDPE).	10	LF	13.25	132.50	33.12	331.20	23.00	230.00
B28	1" house service assembly.	2	EA	73.25	146.50	471.48	942.96	115.00	230.00
B29	Relocate existing meters & irrigation valves.	1	LS	1,273.39	1,273.39	766.37	766.37	600.00	600.00
SCHEDULE B - WATER SUBTOTAL					41,078.11		51,274.18		44,001.75
8.3% SALES TAX					3,409.48		4,255.76		3,652.15
SCHEDULE B - WATER TOTAL					\$44,487.59		\$55,529.93		\$47,653.90

				Watts Construction KENNEWICK, WA		C & E Trenching, LLC PASCO, WA		Inland Asphalt Co. RICHLAND, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE C - SEWER								
C1	Mobilization.	1	LS	508.20	508.20	585.14	585.14	1,000.00	1,000.00
C2	Solid wall PVC sewer pipe 8" diameter.	102	LF	67.77	6,912.54	47.54	4,849.08	48.25	4,921.50
C3	Imported pipe zone bedding.	102	LF	1.00	102.00	3.76	383.52	1.35	137.70
C4	Trench safety.	102	LF	0.01	1.02	1.39	141.78	2.70	275.40
C5	Connect to existing manhole.	2	EA	278.16	556.32	557.33	1,114.66	255.00	510.00
C6	Imported pipe zone backfill.	102	LF	16.05	1,637.10	1.16	118.32	5.40	550.80
SCHEDULE C - SEWER SUBTOTAL					\$9,717.18		7,192.50		\$7,395.40
8.3% SALES TAX					806.53		596.98		613.82
SCHEDULE C - SEWER TOTAL					\$10,523.71		\$7,789.48		\$8,009.22
SCHEDULE A - ROADWAY					\$98,069.60		\$106,423.25		\$117,799.25
SCHEDULE B - WATER					44,487.59		55,529.93		47,653.90
SCHEDULE C - SEWER					10,523.71		7,789.48		8,009.22
GRAND TOTAL					\$153,080.90		\$169,742.66		\$173,462.37

City of Richland

DATE BIDS OPENED:	December 9, 2013	SB #	13-17 PW
Delaware LID #195			

				TTAP Construction KENNEWICK, WA		Granite Cnst Co. PASCO, WA		Accelerated Cnst & Exc PLUMMER, ID	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
SCHEDULE A - ROADWAY									
A1	Mobilization.	1	LS	5,000.00	5,000.00	28,638.00	28,638.00	5,000.00	5,000.00
A2	Site restoration.	1	LS	2,900.00	2,900.00	1,750.00	1,750.00	7,500.00	7,500.00
A3	SPCC plan.	1	LS	1,000.00	1,000.00	150.00	150.00	1,500.00	1,500.00
A4	Removal of structures & obstructions.	1	LS	2,000.00	2,000.00	8,000.00	8,000.00	3,500.00	3,500.00
A5	Relocate mailbox.	2	EA	250.00	500.00	500.00	1,000.00	100.00	200.00
A6	Relocate fence & gates.	1	LS	2,000.00	2,000.00	2,000.00	2,000.00	400.00	400.00
A7	Modify hand railing & ramp.	1	LS	1,200.00	1,200.00	650.00	650.00	800.00	800.00
A8	Roadway excavation including haul.	403	CY	13.00	5,239.00	19.00	7,657.00	18.00	7,254.00
A9	Embankment compaction.	85	CY	9.00	765.00	66.00	5,610.00	40.00	3,400.00
A10	Retaining wall.	52	SF	17.00	884.00	22.00	1,144.00	18.00	936.00
A11	HMA CI 1/2" PG64-28.	171	TON	125.00	21,375.00	98.00	16,758.00	105.00	17,955.00
A12	Crushed surfacing top course.	103	CY	55.00	5,665.00	60.00	6,180.00	32.00	3,296.00
A13	Crushed surfacing base course.	166	CY	45.00	7,470.00	54.00	8,964.00	30.00	4,980.00
A14	Cement concrete traffic curb & gutter.	720	LF	8.00	5,760.00	13.00	9,360.00	13.00	9,360.00
A15	Cement concrete sidewalk (4" concrete).	305	SY	35.00	10,675.00	31.50	9,607.50	25.00	7,625.00
A16	Cement concrete driveway (6" concrete).	85	SY	55.00	4,675.00	36.00	3,060.00	40.00	3,400.00
A17	Cement concrete sidewalk ramp Type 4A.	2	EA	1,200.00	2,400.00	774.00	1,548.00	950.00	1,900.00
A18	Remove boulders (larger than 1 CY) including haul.	9	CY	100.00	900.00	0.01	0.09	200.00	1,800.00
A19	Precast concrete drywell.	1	EA	4,000.00	4,000.00	2,850.00	2,850.00	4,000.00	4,000.00
A20	Catch basin Type - City.	2	EA	925.00	1,850.00	785.00	1,570.00	1,600.00	3,200.00
A21	Solid wall PVC storm sewer pipe 12" diameter.	32	LF	35.00	1,120.00	36.00	1,152.00	40.00	1,280.00
A22	Pipe zone bedding.	32	LF	10.00	320.00	0.01	0.32	10.00	320.00
A23	Trench safety.	32	LF	3.00	96.00	0.01	0.32	10.00	320.00
A24	Illumination complete.	1	LS	4,800.00	4,800.00	5,000.00	5,000.00	4,200.00	4,200.00
A25	Project temporary traffic control.	1	LS	3,500.00	3,500.00	8,700.00	8,700.00	1,500.00	1,500.00
A26	Landscape curbing.	24.5	LF	5.00	122.50	7.50	183.75	20.00	490.00
A27	Imported pipe zone backfill.	32	LF	14.00	448.00	0.01	0.32	20.00	640.00
SCHEDULE A - ROADWAY SUBTOTAL				96,664.50		131,533.30		96,756.00	
0% SALES TAX				-		-		-	
SCHEDULE A - ROADWAY TOTAL				\$96,664.50		\$131,533.30		\$96,756.00	

				TTAP Construction KENNEWICK, WA		Granite Cnst Co. PASCO, WA		Accelerated Cnst & Exc PLUMMER, ID	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE B - WATER								
B1	Mobilization.	1	LS	1,000.00	1,000.00	1,900.00	1,900.00	5,000.00	5,000.00
B2	Remove boulders (larger than 1 CY) including haul.	150	CY	45.00	6,750.00	1.00	150.00	100.00	15,000.00
B3	DI pipe for water main 6" diameter w/restrained joint.	33.5	LF	45.00	1,507.50	45.00	1,507.50	50.00	1,675.00
B4	DI pipe for water main 8" diameter.	446	LF	45.00	20,070.00	39.00	17,394.00	43.00	19,178.00
B5	Imported pipe zone backfill.	479.5	LF	6.00	2,877.00	0.01	4.80	4.00	1,918.00
B6	Trench safety.	479.5	LF	1.00	479.50	0.50	239.75	1.00	479.50
B7	Underground utility crossing marked & unmarked.	12	EA	125.00	1,500.00	0.01	0.12	200.00	2,400.00
B8	Connect to existing water main.	2	EA	1,600.00	3,200.00	800.00	1,600.00	500.00	1,000.00
B9	Pipe coupling 6" SS RJ.	1	EA	500.00	500.00	100.00	100.00	250.00	250.00
B10	Tee 8" x 6" MJ x FL	2	EA	440.00	880.00	330.00	660.00	500.00	1,000.00
B11	Bend 90 degree 8" MJ x MJ.	1	EA	575.00	575.00	275.00	275.00	400.00	400.00
B12	Bend 45 degree 8" MJ x MJ.	1	EA	575.00	575.00	250.00	250.00	400.00	400.00
B13	Bend 45 degree 8" FL x MJ.	1	EA	600.00	600.00	285.00	285.00	500.00	500.00
B14	Remove thrust block.	1	EA	675.00	675.00	310.00	310.00	400.00	400.00
B15	Reducer 8" x 6" MJ x FL.	1	EA	600.00	600.00	20.00	20.00	150.00	150.00
B16	Plug 6" concrete.	4	EA	125.00	500.00	125.00	500.00	100.00	400.00
B17	Blind flange 6".	1	EA	450.00	450.00	390.00	390.00	200.00	200.00
B18	Imported pipe zone backfill.	479.5	LF	12.00	5,754.00	0.01	4.80	10.00	4,795.00
B19	Gate valve 6" FL x MJ.	2	EA	950.00	1,900.00	710.00	1,420.00	1,000.00	2,000.00
B20	Hydrant assembly.	1	EA	3,000.00	3,000.00	3,700.00	3,700.00	4,300.00	4,300.00
B21	1" street service assembly.	2	EA	700.00	1,400.00	500.00	1,000.00	1,000.00	2,000.00
B22	2" street service assembly.	3	EA	1,155.00	3,465.00	1,080.00	3,240.00	1,200.00	3,600.00
B23	1" street service line (Type K copper).	73	LF	27.00	1,971.00	23.00	1,679.00	15.00	1,095.00
B24	2" street service line (Type HDPE).	88	LF	29.00	2,552.00	19.00	1,672.00	15.00	1,320.00
B25	1" meter assembly (standard lid).	2	EA	225.00	450.00	270.00	540.00	300.00	600.00
B26	Deleted.	0	EA	-	-	-	-	-	-
B27	1" house service line (Type HDPE).	10	LF	75.00	750.00	23.00	230.00	25.00	250.00
B28	1" house service assembly.	2	EA	200.00	400.00	115.00	230.00	200.00	400.00
B29	Relocate existing meters & irrigation valves.	1	LS	1,500.00	1,500.00	600.00	600.00	800.00	800.00
SCHEDULE B - WATER SUBTOTAL					65,881.00	39,901.97		71,510.50	
8.3% SALES TAX					5,468.12	3,311.86		5,935.37	
SCHEDULE B - WATER TOTAL					\$71,349.12	\$43,213.83		\$77,445.87	

				TTAP Construction KENNEWICK, WA		Granite Cnst Co. PASCO, WA		Accelerated Cnst & Exc PLUMMER, ID	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE C - SEWER								
C1	Mobilization.	1	LS	900.00	900.00	1.00	1.00	2,000.00	2,000.00
C2	Solid wall PVC sewer pipe 8" diameter.	102	LF	36.00	3,672.00	48.25	4,921.50	60.00	6,120.00
C3	Imported pipe zone bedding.	102	LF	5.00	510.00	1.35	137.70	4.00	408.00
C4	Trench safety.	102	LF	2.00	204.00	2.70	275.40	1.00	102.00
C5	Connect to existing manhole.	2	EA	1,000.00	2,000.00	255.00	510.00	1,000.00	2,000.00
C6	Imported pipe zone backfill.	102	LF	20.00	2,040.00	5.40	550.80	40.00	4,080.00
SCHEDULE C - SEWER SUBTOTAL					\$9,326.00		6,396.40		\$14,710.00
8.3% SALES TAX					774.06		530.90		1,220.93
SCHEDULE C - SEWER TOTAL					\$10,100.06		\$6,927.30		\$15,930.93
SCHEDULE A - ROADWAY					\$96,664.50		\$131,533.30		\$96,756.00
SCHEDULE B - WATER					71,349.12		43,213.83		77,445.87
SCHEDULE C - SEWER					10,100.06		6,927.30		15,930.93
GRAND TOTAL					\$178,113.68		\$181,674.43		\$190,132.80

City of Richland

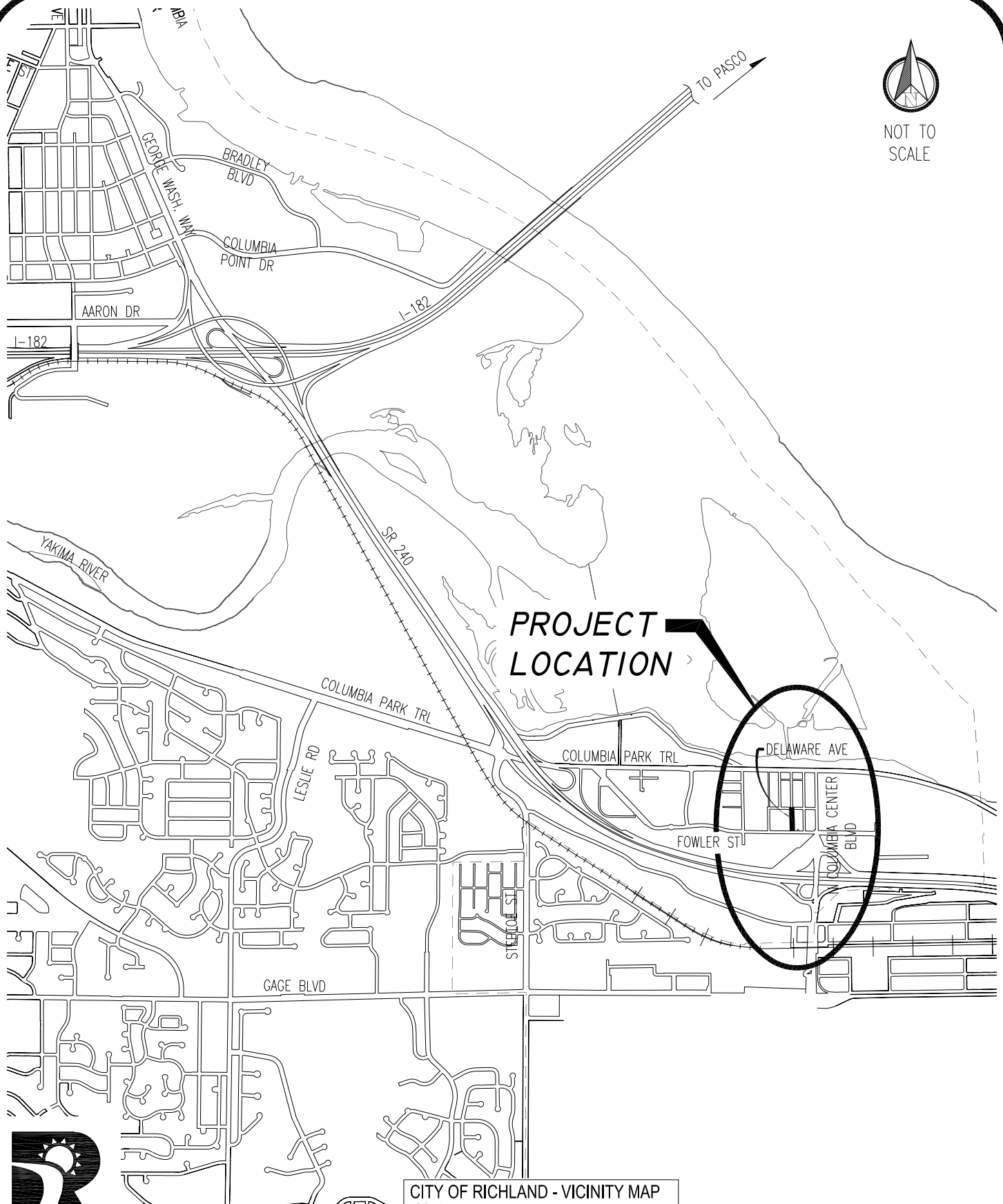
DATE BIDS OPENED: December 9, 2013	SB # 13-17 PW
Delaware LID #195	

Big D's Cnst of Tri-Cities PASCO, WA		
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Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
SCHEDULE A - ROADWAY									
A1	Mobilization.	1	LS	11,800.00	11,800.00		-		-
A2	Site restoration.	1	LS	20,000.00	20,000.00		-		-
A3	SPCC plan.	1	LS	500.00	500.00		-		-
A4	Removal of structures & obstructions.	1	LS	22,000.00	22,000.00		-		-
A5	Relocate mailbox.	2	EA	200.00	400.00		-		-
A6	Relocate fence & gates.	1	LS	2,800.00	2,800.00		-		-
A7	Modify hand railing & ramp.	1	LS	1,000.00	1,000.00		-		-
A8	Roadway excavation including haul.	403	CY	35.00	14,105.00		-		-
A9	Embankment compaction.	85	CY	20.00	1,700.00		-		-
A10	Retaining wall.	52	SF	25.00	1,300.00		-		-
A11	HMA CI 1/2" PG64-28.	171	TON	105.00	17,955.00		-		-
A12	Crushed surfacing top course.	103	CY	72.00	7,416.00		-		-
A13	Crushed surfacing base course.	166	CY	37.00	6,142.00		-		-
A14	Cement concrete traffic curb & gutter.	720	LF	18.00	12,960.00		-		-
A15	Cement concrete sidewalk (4" concrete).	305	SY	28.00	8,540.00		-		-
A16	Cement concrete driveway (6" concrete).	85	SY	32.00	2,720.00		-		-
A17	Cement concrete sidewalk ramp Type 4A.	2	EA	1,000.00	2,000.00		-		-
A18	Remove boulders (larger than 1 CY) including haul.	9	CY	18.00	162.00		-		-
A19	Precast concrete drywell.	1	EA	3,500.00	3,500.00		-		-
A20	Catch basin Type - City.	2	EA	600.00	1,200.00		-		-
A21	Solid wall PVC storm sewer pipe 12" diameter.	32	LF	14.00	448.00		-		-
A22	Pipe zone bedding.	32	LF	5.00	160.00		-		-
A23	Trench safety.	32	LF	-	-		-		-
A24	Illumination complete.	1	LS	5,000.00	5,000.00		-		-
A25	Project temporary traffic control.	1	LS	2,500.00	2,500.00		-		-
A26	Landscape curbing.	24.5	LF	20.00	490.00		-		-
A27	Imported pipe zone backfill.	32	LF	11.00	352.00		-		-
SCHEDULE A - ROADWAY SUBTOTAL					147,150.00		-		-
0% SALES TAX					-		-		-
SCHEDULE A - ROADWAY TOTAL					\$147,150.00		\$0.00		\$0.00

				Big D's Cnst of Tri-Cities PASCO, WA					
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE B - WATER								
B1	Mobilization.	1	LS	2,200.00	2,200.00		-		-
B2	Remove boulders (larger than 1 CY) including haul.	150	CY	18.00	2,700.00		-		-
B3	DI pipe for water main 6" diameter w/restrained joint.	33.5	LF	30.00	1,005.00		-		-
B4	DI pipe for water main 8" diameter.	446	LF	32.00	14,272.00		-		-
B5	Imported pipe zone backfill.	479.5	LF	5.00	2,397.50		-		-
B6	Trench safety.	479.5	LF	-	-		-		-
B7	Underground utility crossing marked & unmarked.	12	EA	150.00	1,800.00		-		-
B8	Connect to existing water main.	2	EA	2,000.00	4,000.00		-		-
B9	Pipe coupling 6" SS RJ.	1	EA	240.00	240.00		-		-
B10	Tee 8" x 6" MJ x FL	2	EA	250.00	500.00		-		-
B11	Bend 90 degree 8" MJ x MJ.	1	EA	250.00	250.00		-		-
B12	Bend 45 degree 8" MJ x MJ.	1	EA	230.00	230.00		-		-
B13	Bend 45 degree 8" FL x MJ.	1	EA	280.00	280.00		-		-
B14	Remove thrust block.	1	EA	320.00	320.00		-		-
B15	Reducer 8" x 6" MJ x FL.	1	EA	150.00	150.00		-		-
B16	Plug 6" concrete.	4	EA	150.00	600.00		-		-
B17	Blind flange 6".	1	EA	90.00	90.00		-		-
B18	Imported pipe zone backfill.	479.5	LF	11.00	5,274.50		-		-
B19	Gate valve 6" FL x MJ.	2	EA	800.00	1,600.00		-		-
B20	Hydrant assembly.	1	EA	3,400.00	3,400.00		-		-
B21	1" street service assembly.	2	EA	800.00	1,600.00		-		-
B22	2" street service assembly.	3	EA	1,035.00	3,105.00		-		-
B23	1" street service line (Type K copper).	73	LF	15.00	1,095.00		-		-
B24	2" street service line (Type HDPE).	88	LF	12.00	1,056.00		-		-
B25	1" meter assembly (standard lid).	2	EA	300.00	600.00		-		-
B26	Deleted.	0	EA	-	-		-		-
B27	1" house service line (Type HDPE).	10	LF	100.00	1,000.00		-		-
B28	1" house service assembly.	2	EA	150.00	300.00		-		-
B29	Relocate existing meters & irrigation valves.	1	LS	2,000.00	2,000.00		-		-
SCHEDULE B - WATER SUBTOTAL					52,065.00		-		-
8.3% SALES TAX					4,321.40		-		-
SCHEDULE B - WATER TOTAL					\$56,386.40		\$0.00		\$0.00

				Big D's Cnst of Tri-Cities PASCO, WA					
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE C - SEWER								
C1	Mobilization.	1	LS	1,550.00	1,550.00		-		-
C2	Solid wall PVC sewer pipe 8" diameter.	102	LF	68.00	6,936.00		-		-
C3	Imported pipe zone bedding.	102	LF	6.00	612.00		-		-
C4	Trench safety.	102	LF	1.00	102.00		-		-
C5	Connect to existing manhole.	2	EA	1,000.00	2,000.00		-		-
C6	Imported pipe zone backfill.	102	LF	32.00	3,264.00		-		-
SCHEDULE C - SEWER SUBTOTAL					\$14,464.00		-		-
8.3% SALES TAX					1,200.51		-		-
SCHEDULE C - SEWER TOTAL					\$15,664.51		\$0.00		\$0.00
SCHEDULE A - ROADWAY					\$147,150.00		\$0.00		\$0.00
SCHEDULE B - WATER					56,386.40		-		-
SCHEDULE C - SEWER					15,664.51		-		-
GRAND TOTAL					\$219,200.91		\$0.00		\$0.00



PROJECT
LOCATION



CITY OF RICHLAND - VICINITY MAP

DELAWARE AVE LID #198 (Fowler St to Geneva St)

DATE: DEC 2013
DRAWN BY: JKS
SCALE: Not to Scale
CAD DWG: Delaware LID Contract Vicinity.dwg

DELAWARE AVENUE LID #195

PROJECT EXPENSES ARE ESTIMATED AS FOLLOWS:

Design & Cnst Mgmt - PW Eng	\$ 20,000.00
Water Construction w/10% Contingency	44,484.69
Sewer Construction w/10% Contingency	7,126.36
Roadway Construction w/10% Contingency	101,244.11
Streets sign work	500.00
TOTAL PROJECT COSTS	<u>\$ 173,355.16</u>

PROJECT FUNDING IS PROPOSED AS FOLLOWS:

Water Pump & Storage Renewal & Replacement	\$ 50,305.20	<i>\$558,576 available CIP pg 140</i>
Wastewater Utility Contingency	8,058.79	<i>\$388,465 available</i>
Delaware Avenue LID #195	<u>114,991.17</u>	<i>to be recovered by assessment</i>
TOTAL PROJECT COSTS	<u>\$ 173,355.16</u>	

Sealed Bids

Per State of Washington public works bid laws (RCW 39) and Richland Municipal Code (RMC 3.04.110) all bids for public works projects where the cost is greater than \$50,000 and \$65,000 in the year 2010 or thereafter, or more shall be submitted to and approved by City Council. The bidding process for these projects shall adhere to the following formal contract procedure;

- Preparation -The contract document shall be prepared by the authorizing department requiring the work under the supervision and approved as to form by the City Attorney.
- Advertising -Calls for bids shall be published in the official newspaper of the City by the Purchasing Department or the authorizing department.
- Bonding - Each bidder shall make a deposit in an amount equal to not less than 5% of the total bid or provide a 5% bid bond. The successful bidder shall furnish a payment and performance bond in an amount equal to the total amount of the contract.
- Bid Opening - Bids shall be submitted sealed to the Purchasing Department and opened in public by the Purchasing Department. The Purchasing Department or the authorizing department shall make a tabulation of all bids. The authorizing department will make formal recommendation.
- Award or Rejection - A staff report with the recommendation of award to the lowest responsible bidder together with the tabulation of bids received shall be forwarded to City Council for approval or rejection. Upon approval by the City Council, the authorizing department shall award the bid to the lowest responsible bidder. Council may, by resolution, reject any and all bids.
- Execution - All such contracts shall be executed by the City Manager.
- Filing - All public works contracts meeting the criteria described above will be filed with the City Clerk.



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Consent Calendar

Agenda Item: C16

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: EXPENDITURES FROM NOVEMBER 25, 2013, TO DECEMBER 6, 2013 IN THE AMOUNT OF \$13,639,398.62

Department: Administrative Services

Ordinance/Resolution:

Reference:

Document Type: General Business Item

Recommended Motion:

Approve the expenditures from November 25, 2013, to December 6, 2013, in the amount of \$13,639,398.62.

Summary:

Breakdown of Expenditures:

Check Nos.	207544 - 207885	1,871,963.72
Wire Nos.	5505 - 5522	9,541,863.64
Payroll Check Nos.	99157 - 99170	24,541.55
Payroll Wires/ACH	8292 - 8312	2,201,029.71
TOTAL		\$13,639,398.62

Fiscal Impact?

☒ Yes ☐ No

Total Disbursements: \$13,639,398.62. Disbursement (wire transfers) includes Purchase Power Bill of \$2,558,287.00 and scheduled principal and interest bond payments to Bank of New York in the amount of \$6,565,499.01.

Attachments:

- 1) Wire Transfers
- 2) Voucher Listing

City Manager Approved:

Johnson, Cindy
Dec 11, 15:51:37 GMT-0800 2013

VOUCHER LISTING REPORT
SUMMARY OF WIRE TRANSFERS
NOVEMBER 25, 2013 - DECEMBER 6, 2013

Payee	Wire Description	Amount
Claim Wires - Wire No. 5505 to 5522		
AW Rehn Insurance	Fire Health Reimbursement Account	18,375.00
Bank of New York	Principal/Interest Bonds	6,565,499.01
Bonneville Power Administration	Purchase Power	2,558,287.00
Conover	Section 125	1,059.27
Department of Licensing	Firearms Online Pmt for Concealed Licenses	345.00
LEOFF Trust	Fire Health Premiums	60,427.15
PowerPay	Landfill Merchant Service Fees	578.09
Zenith Administrators/Matrix/Sedgwick	Insurance Claims	337,293.12
	Total Claim Wire Transfers	\$ 9,541,863.64
Payroll Wires & Direct Deposits (ACH) - Wire No. 8292 to 8312		
Payroll Wires *see description below	Total Payroll Wire Transfers & Deposits	\$ 2,201,029.71
Total Claim & Payroll Wires/ACH		\$ 11,742,893.35

*Payroll Wires - transactions represent; employee payroll, payment of benefits, payroll taxes and other related payroll benefits.



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
FUND 001 GENERAL FUND					
Division: 001 CITY COUNCIL					
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$182.60
ROSE, DAVE		13-419 ROSE	207673	ECA MTG/NEW ORLEANS/ROSE	\$818.60
THOMPSON, ROBERT		13-366 THOMPSON	207809	ECA PEER/OAKRIDGE/THOMPSON	\$312.84
		13-443 THOMPSON		ECA IG MTG/NEWORLEANS/THOMPSON	\$778.60
		13-478 THOMPSON		ECA PEER EX/WASH DC/THOMPSON	\$1,746.67
CITY COUNCIL TOTAL ****					\$3,839.31
Division: 100 CITY MANAGER					
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$26.74
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.95
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$6.90
CITY MANAGER TOTAL ****					\$35.59
Division: 101 CITY CLERK					
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.24
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$11.72
CITY CLERK TOTAL ****					\$12.96
Division: 102 CITY ATTORNEY					
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$26.74
BELL BROWN & RIO PLLC		470	207831	PROSECUTION SRVCS-DECEMBER	\$20,408.15
BENTON COUNTY TREASURER		OCTOBER 2013	207722	DISTRICT COURT/OPD COSTS-OCT	\$52,908.48
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.98
LEAVY, SCHULTZ, DAVIS, CLARE & RUFF P.S.		39934	207772	RESTITUTION-WILKERSON	\$99.00
		39959		BARKER RANCH-EASEMENT	\$1,666.50
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$69.04
CITY ATTORNEY TOTAL ****					\$75,179.89
Division: 110 ASSISTANT CITY MANAGER					
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$26.74
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.24
ASSISTANT CITY MANAGER TOTAL ****					\$27.98
Division: 111 COMMUNICATIONS & MARKETING					
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$55.48
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.49
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$3.22
				POSTAGE 10/1-10/31/13	\$5.20
TRI CITIES AREA JOURNAL OF BUSINESS		11864	207813	GREEN AWARDS CONGRATS AD	\$415.00
TRI CITY HERALD	S015424	13680840	207692	2013 GREEN LIVING RAN ON 10/4/	\$364.92
	S015424	13685770		2013 GREEN LIVING RAN ON 10/9/	\$78.00
	S015424	13706160		TOWN HALL MEETING RAN ON 10/24	\$243.28



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
COMMUNICATIONS & MARKETING TOTAL****					\$1,165.59
Division: 112 CABLE COMMUNICATIONS					
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.49
VMI INC	P053397	228879A	207698	DROP SHIPPING FOR HDMI CONVERT	\$19.40
	P053397			OMX-SDI-HDMI SDI TO HDMI CONVE	\$177.61
	P053397			ADJUST FOR TAX	\$0.01
	P053397			CW46T9FW 46" STUDIO LCDTV	\$972.53
	P053397	418285		CREDIT FOR RETURNED FHD32"	(\$537.17)
CABLE COMMUNICATIONS TOTAL****					\$632.87
Division: 113 HANFORD COMMUNITIES					
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.25
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$66.18
HANFORD COMMUNITIES TOTAL****					\$66.43
Division: 120 FIRE					
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$26.74
CENTER FOR EDUCATION & EMPLOYMENT LAW		A20882130/2013	207578	PUBLIC EMPLOYEE LAW RENEWAL	\$159.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$7.18
HEMPSTEAD, JAMES		113013	207854	HEMPSTEAD-FIRE CREW LUNCH	\$74.73
HOME DEPOT CREDIT SERVICES	S015425	101455	207633	WOOD INVOICE #101455 10/31/13	(\$230.69)
	S015425	2083931		WOOD AND SCREWS INVOICE #20839	\$319.72
	S015425	35636		WISE, WOOD, TAPE MEASURE	\$113.26
KING COUNTY DIRECTORS ASN PURCHASING DEPT DBA	S015404	3744606	207768	4 X 6 WA ST FLAG #33681	\$303.60
	S015404			TAX	\$19.16
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$3.68
PUBLIC SAFETY TESTING INC		2013-5357	207793	3RD QTR 2013 SUBSCRIPTION FEES	\$357.85
URM STORES INC		C30745304	207818	FORMULA 409 CLEANER	\$27.23
FIRE TOTAL****					\$1,181.46
Division: 130 POLICE					
ALPHA PARTS & SUPPLY INC DBA		10173	207716	WINTER JACKETS-2	\$832.29
ARMITAGE, CLINTON		13-463 ARMITAGE	207556	FUNERAL/PORTLAND/ARMITAGE	\$54.00
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$2,060.91
BLUMENTHAL UNIFORM CO	P053300	28827	207566	ADJUST FOR TAX	\$0.01
	P053300			97R66-86 SHIRT MENS SS DELUXE	\$119.02
	P053300			SEW PR OF CHEVRONS ON GARMENT	\$4.33
	P053300			SEW EMBLEM EACH SLEEVE	\$4.33
	P053300	28827-01		ADJUST FOR TAX	\$0.01
	P053300			SHIPPING	\$12.45
	P053300			#32278-86 PANT POLY/WOOL DRK N	\$194.83
	P053303	28833		#74273L-162 PANT TACLITE PROPA	\$64.97



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
BLUMENTHAL UNIFORM CO	P053303	28833	207566	SHIPPING	\$11.91
	P053303	28833-01		SHIPPING	\$11.91
	P053303			BLAUER 8141-1 DRK NAVY SIZE 4X	\$112.61
	P053303	28834		SHIPPING	\$11.91
	P053303			#32278-86 PANT POLY/WOOL NAVY	\$97.42
	P053303	28837		74326-750 PANT MENS CARGO PDU	\$54.14
	P053303	28838		74326-750 PANT MENS CARGO PDU	\$54.14
	P053303			SHIPPING	\$13.00
	P053303	28839		32278-86 PANT POLY/WOOL DRK NA	\$97.42
	P053332	30148/31298	207725	#74326-750 PANT MENS CARGO PDU	\$54.14
	P053332			SHIPPING	\$23.83
	P053332			#8131-1-04 SHIRT POLO SS BI CO	\$38.93
CASCADE NATURAL GAS CORP		11/13-75997100005	207577	NAT GAS 871 GW WAY 10/18-11/18	\$340.99
CHARTER COMMUNICATIONS		11/13-0390703POL	207836	INTERNET SERVICE 11/29-12/28	\$60.35
CITY OF RICHLAND		13-382 JUDGE	207838	CRIME SCENE/LACEY/JUDGE	\$307.90
		13-472 DUBOIS		SWAT TRUCK/LAS VEGAS/DUBOIS	\$200.00
DOMESTIC VIOLENCE SERVICES		23035	207847	DOMESTIC VIOLENCE SRVCS-OCT'13	\$888.50
FIANDER & ASSOCIATES LLC DBA		131105-5	207616	FITNESS EQUIPMENT PM SERVICE	\$108.30
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$11.14
HARRINGTON'S TROPHIES		71568	207626	NAME PLATE-S DORKO	\$12.45
INTOXIMETERS INC	P053361	450563	207764	ADJUST FOR TAX	\$0.01
	P053361			#27-9810-00 COLORED DISPLAY	\$4.87
	P053361			#27-9820-00 COLORED GRIPS	\$7.58
	P053361			FREIGHT	\$10.29
	P053361			#29-0630-00 MOLDED CASE	\$30.32
JUDGE, DARRYL		13-382	207860	CRIME SCENE/FUEL/JUDGE	\$32.21
LARSEN GUNSMITHING & FIREARMS	P053250	7489	207646	VALSETZ SIZE 9 REG UNDER ARMOR	\$95.57
	P053250			DANNER 22600 SIZE 7 WOMENS - M	\$255.21
	P053250			DANNER 21210 SIZE 8D - GLASGOW	\$244.35
	P053393	7507	207771	SUREFIRE SF-400-BULLK	\$754.77
		4711806	207647	COPIER MAINT 3 OCE IM3512	\$505.87
MASON, CHRISTOPHER		13-276 MASON	207866	ACADEMY/BURIEN/MASON	\$317.82
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$531.49
				POSTAGE 10/1-10/31/13	\$370.58
		2013-5357	207793	3RD QTR 2013 SUBSCRIPTION FEES	\$412.50
PUBLIC SAFETY TESTING INC REMOTEC INC	P052702	013064	207795	LABOR TO TEST	\$795.00
	P052702			REAR DRIVE CAMERA KIT B2460-51	\$1,100.00
	P052702			LED LIGTH FOR P&T AND ARM CAME	\$1,121.67
	P052702			PACKAGING IN REUSABLE SHIPPING	\$1,600.00
	P052702			REPLACEMENT BATTERIES FOR BATT	\$380.00
RIVER CITY TOWING INC		12990	207670	TOW CHARGES 11/6/13	\$48.74



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
RIVER CITY TOWING INC		12999	207670	TOW CHARGES 11/13/13	\$48.74
SOUND SOLUTIONS NORTHWEST INC DBA		10146	207679	REPLACE CAMERA POWER SUPPLY	\$219.40
STEEBER'S LOCK SERVICE		1480	207806	DUPLICATE KEYS/RING	\$10.99
TASER INTERNATIONAL	P053362	SI1339182	207807	WARRANTY 4 YR CUSTOMER CARE PA	\$211.13
	P053362			X26E KIT-YELLOW/BLACK DPM WITH	\$899.97
	P053362			ESTIMATED SHIPPING COST	\$14.04
VERIZON WIRELESS		9715229783	207880	DATA CHARGES 11/20-12/19	\$1,239.20
WASHINGTON COMMUNICATIONS LLC DBA	P053333	147677-00	207701	FREIGHT	\$5.42
	P053333			MOTOROLA 4045 REMOTE/LAPEL SPE	\$292.41
WAT INC	P053343	131025	207702	POWER HARNESS FOR HAVIS DOCKIN	\$142.11
	P053343			FREIGHT	\$13.00
POLICE TOTAL ****					\$17,573.40
Division:	210	ADMINISTRATIVE SERVICES			
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.99
	S015438			TELEPHONE CHARGE 11/22/13-12/2	\$0.74
ADMINISTRATIVE SERVICES TOTAL ****					\$1.73
Division:	211	FINANCE			
CITY OF RICHLAND		111413	207837	CASHIER SHORTAGE-GARCIA	\$20.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$4.96
	S015438			TELEPHONE CHARGE 11/22/13-12/2	\$2.23
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$544.90
				POSTAGE 10/1-10/31/13	\$2,233.45
FINANCE TOTAL ****					\$2,805.54
Division:	212	PURCHASING			
CITY OF KENNEWICK		010748	207584	PURCH MGR-SERV 10/2013	\$2,820.32
				PURCH MGR-SERV 10/2013	\$2,820.33
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.98
	S015438			TELEPHONE CHARGE 11/22/13-12/2	\$1.73
HOME DEPOT CREDIT SERVICES	S015425	1035358	207633	NAILS INVOICE #1035358 10/30/	\$10.78
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$7.20
UNITED PARCEL SERVICE	S015426	000986641463	207694	WEEKLY SERVICE CHARGE 11/16/1	\$22.00
	S015442	000986641473	207816	WEEKLY SERVICE CHARGE 11/23/1	\$11.00
WA STATE DEPT OF TRANSPORTATION		02278CN	207710	PURCHASING CLASS-BOTTINEAU	\$75.00
PURCHASING TOTAL ****					\$5,770.34
Division:	213	INFORMATION TECHNOLOGY			
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$363.75
CRE8 INC	P053429	2/C27-13	207741	INVENTORY OF RECORDS AND CREAT	\$8,960.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$9.41
MID COLUMBIA ENGINEERING INC	P052201	ST006070	207655	ADD ON RICH AUSTILL, AS400	\$143.00
	P052201	ST006082		ADD ON RICH AUSTILL, AS400	\$143.00



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
SHARESQUARED INC	P053279	1660	207802	ENTERPRISE CONTENT MANAGEMENT	\$181,610.10
XIOLOGIX LLC	P053402	3328	207826	VNX TRAINING CLASSES FOR NAT	\$5,500.00
INFORMATION TECHNOLOGY TOTAL ****					\$196,729.26
Division:	220	HUMAN RESOURCES			
ANOVAWORKS		23631	207554	AUDIOGRAM	\$26.00
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$71.07
BOXWOOD TECHNOLOGY INC		1979896	207727	PLANT OPERATOR JOB POSTING	\$250.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$2.47
HYAS GROUP LLC		919	207763	4Q2013 DEFERRED COMP PLAN FEE	\$8,500.00
		920		DEFERRED COMP PLAN CONSULT FEE	\$3,000.00
MOON, TAE-IM PHD		SC15343/NOV 2013	207659	RE-EMPLOYMENT PSYCH EVALUATION	\$700.00
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$70.54
HUMAN RESOURCES TOTAL ****					\$12,620.08
Division:	300	COMMUNITY &DEVELOPMENT SERVICE			
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$89.03
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$2.04
COMMUNITY &DEVELOPMENT SERVICE TOTAL ****					\$91.07
Division:	301	DEVELOPMENT SERVICES			
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$248.93
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.74
	S015438			TELEPHONE CHARGE 11/22/13-12/2	\$4.20
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$150.77
				POSTAGE 10/1-10/31/13	\$39.36
SOMERS, CYNTHIA		WSAPT MEETING	207803	WSAP MEETING/NORTH BEND/SOMERS	\$10.01
US BANK EQUIPMENT FINANCE INC		240891804	207695	XEROX 6604 CONTRACT PAYMENT	\$244.80
DEVELOPMENT SERVICES TOTAL ****					\$698.81
Division:	302	REDEVELOPMENT			
CARTERBY, RICH		2013 MCBONES	207576	TREE LIGHTING PERFORMER	\$50.00
CITY OF RICHLAND		13-448 MOORE	207585	NAIOP EVENT/BELLEVUE/MOORE	\$239.56
DENNIS, CHET		2013 MCBONES	207598	TREE LIGHTING PERFORMER	\$50.00
EATON, CHARLES (CHUCK)			207603	TREE LIGHTING PERFORMER	\$50.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.99
HARPER HOUF PETERSON RIGHELLIS INC	P052122	33499	207755	CONSULTANT SERVICES FOR CITYWI	\$2,220.58
MID COLUMBIA MASTERSINGERS		2013 TREE MCM	207656	TREE LIGHTING PERFORMANCE	\$500.00
MOORE, BRIAN		13-448	207660	NAIOP EVENT/REGISTRATION/MOORE	\$195.00
				NAIOP EVENT/MEALS/MOORE	\$33.00
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$14.34
RICHLAND PLAYERS		2013 TREE THEATER	207669	RPT JANITORIAL FEE	\$100.00
ZARATE, ESTEBAN		2013 MCBONES	207711	TREE LIGHTING PERFORMER	\$50.00



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
REDEVELOPMENT TOTAL ****					\$3,503.47
Division:	330	PARKS & RECREATION ADMIN			
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$127.01
PARKS & RECREATION ADMIN TOTAL ****					\$127.01
Division:	331	PARKS & REC - RECREATION			
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$40.84
CAMARENA, DANA		SC08006/NOV 2013	207571	SALSA CLASS INSTRUCTOR-NOV	\$548.21
CHARTER COMMUNICATIONS		11/13-80070321633	207583	RCC INTERNET SRVC 11/10-12/9	\$119.99
CITY OF RICHLAND		111605	207586	B BALL SCHOLARSHIP-S MILAM	\$34.00
		111608		PARENT COOP SCHOLARSHIP-LEROUE	\$100.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.25
	S015438			TELEPHONE CHARGE 11/22/13-12/2	\$5.24
GRACE, SUSAN R		SC13-003/NOV 2013	207623	SPANISH CLASS INSTRUCTOR-NOV	\$150.00
MID COLUMBIA ENGINEERING INC	P052176	ST006083	207655	RP3 - GENERAL EDUCATION	\$534.32
	P052174	ST006084		RP1 - MARTIAL ARTS/SPORTS 2013	\$227.37
MILLER, JO ANN		C13-062/NOV 2013	207868	CLASS INSTRUCTOR/NOV 2013	\$418.60
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$18.40
TEAM SIDELINE.COM		TS-INV-2334	207685	SCHEDULING SW LICENSE 2014	\$499.00
THRASHER, BEVERLY		SC11-1/NOV 2013	207689	FOOTCARE CLASS #8412-NOV 2013	\$607.20
TREASURE VALLEY COFFEE CO		11496	207812	RCC COFFEE DELIVERY	\$53.61
PARKS & REC - RECREATION TOTAL ****					\$3,357.03
Division:	335	PARKS & REC - PARKS&FACILITIES			
A COMPLETE JANITORIAL SUPPLY		24209	207545	AIR DEODORIZER/SS CLEANER	\$188.96
ABM JANITORIAL NORTHWEST		5900048	207715	JANITORIAL SERVICES-NOV	\$2,838.34
				JANITORIAL SERVICES-NOV	\$432.80
				JANITORIAL SERVICES-NOV	\$478.09
				JANITORIAL SERVICES-NOV	\$2,008.43
				JANITORIAL SERVICES-NOV	\$2,229.85
		5913850	207546	CLEAN CITY POOL-OCT	\$307.45
AIREFCO INC		3181897	207548	V BELTS	\$43.93
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$76.19
				ACCT#287243288881 MASTER BILL	\$109.50
CASCADE NATURAL GAS CORP		11/13-90577100002	207577	NAT GAS-BLDG 300 10/18-11/13	\$1,472.07
COLE INDUSTRIAL INC	S015413	YA16478	207839	ANNUAL BOILER START-UP AND	\$5,509.34
COLUMBIA GRAIN & FEED INC		119996	207732	HEXAGON NUTS	\$7.04
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$3.71
HARPER, SHAWN		112913	207756	TOOLS W/DISCOUNT-REIMBURSEMENT	\$539.30
HERTZ EQUIPMENT RENTAL CORP		27156414-001	207631	DIAMOND BLADE	\$161.37
HOME DEPOT CREDIT SERVICES	S015425	9082536	207633	3/4HP DISPOSER INVOICE #908253	\$237.18
	S015425	9082538		70W GHG PRESSURE SODIAM WALL P	\$86.61



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
INLAND ASPHALT CO		32-1905549	207856	ASPHALT	\$607.69
		32-1905554		ASPHALT	\$125.54
IRRIGATION ASSOCIATION		82704-2014	207765	2014 MEMBERSHIP DUES	\$330.00
KENNEWICK INDUSTRIAL & ELECTRICAL SUPPLY		750413	207642	S/S INSULATION TUBE	\$13.29
		750974		WATER VALVE BOX	\$42.56
OXARC INC		PS18021	207663	CO2 LIQUID	\$170.82
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$3.16
PRO BUILD COMPANY LLC		71441005	207792	BROWN FELT	\$18.94
RODDA PAINT CO		65027574	207671	TRAFFIC PAINT-50 GALLONS	\$622.73
		65027784		TRAFFIC PAINT-50 GALLONS	\$622.73
SUNTOYA CORPORATION	S015374	75395	207683	ADJUST TAX	(\$0.01)
	S015374			FREIGHT FOR MOTOR	\$88.02
	S015374			MOTOR, BALDOR SPEC #36S067Y488	\$486.00
TOTAL ENERGY MANAGEMENT INC		37455	207690	AHU 301-REPLACED BELTS	\$337.90
		37456		RPD-BOILER SERVICE CALL	\$84.47
		37537		RPD RESET POWER-POWER OUTAGE	\$929.21
TWIN CITY METALS INC		79697	207815	ALUMINUM FLOOR PLATE	\$796.01
WESTERN MATERIALS		PAS00098562-001	207821	ROOF SHINGLES	\$45.49
WILBUR ELLIS COMPANY	S015389	7653111	207823	FERTILIZER, FALL BLEND 21-0-21	\$5,045.05
WILDWOOD PLAYGROUNDS NW	P053277	9210	207824	ENGINEERED WOOD FIBER, 100 CUB	\$2,356.61
	P053277			FREIGHT	\$1,126.32
PARKS & REC - PARKS&FACILITIES TOTAL ****					\$30,582.69
Division: 338	PARKS & REC - PROJECT ADMIN				
PRINTER TECH SERVICE & SUPPLIES		15716	207791	INK CARTRIDGES	\$377.97
PARKS & REC - PROJECT ADMIN TOTAL ****					\$377.97
Division: 900	NON-DEPARTMENTAL				
ARBAUGH & ASSOCIATES INC		1276	207555	ARBAUGH-LEGISLATIVE SRVC-OCT	\$1,325.93
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.73
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$147.86
STATE AUDITOR'S OFFICE		L100522	207681	AUDIT SRVCS-SEPT/OCT 2013	\$10,964.93
NON-DEPARTMENTAL TOTAL ****					\$12,440.45
GENERAL FUND Total ***					\$368,820.93
FUND 101	CITY STREETS				
Division: 401	STREETS MAINTENANCE				
AMERICAN ROCK PRODUCTS INC		195638	207550	CONCRETE	\$380.40
		196458	207827	CONCRETE	\$89.67
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$82.93
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.99
LAKESIDE INDUSTRIES INC	S015387	3248517MB	207770	COLD PATCH MATERIAL, EZ STREET	\$203.60



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
LAKESIDE INDUSTRIES INC	S015387	3248517MB	207770	FREIGHT	\$119.13
	S015387			ADJUST SALES TAX	\$0.01
	S015387			COLD PATCH MATERIAL, EZ STREET	\$365.51
NATIONAL SIGNAL INC	S015382	0018798-IN	207783	8' REPLACEMENT FRAMED PANEL- T	\$310.00
	S015382			FREIGHT	\$110.36
STREETS MAINTENANCE TOTAL ****					\$1,662.60
Division:	402	ARTERIAL STREETS			
BAUDER, MILO B		CIV-121220-1	207829	REFUND FALCON CREST MITIGATION	\$9,794.18
BELDEN, RONALD	P053405	336 CANYON	207720	SIDEWALK PROGRAM REIMBURSEMENT	\$54.15
DAVID EVANS & ASSOCIATES INC	P052005	337874	207596	C/O #1 PROVIDES THE SCOPE	\$3,567.80
DON PRATT CONSTRUCTION INC		SFD-120613-1	207848	REFUND FALCON CREST MITIGATION	\$9,794.18
GOODMAN & MEHLENBACHER	P052518	C33-13/PYMT 7	207622	2013 STEVENS DRIVE OVERLAY -	\$17,307.06
INLAND ASPHALT CO		32-1905554	207856	ASPHALT	\$121.30
PAHLISCH HOMES INC		SFD-120323-1	207871	REFUND FALCON CREST MITIGATION	\$9,794.18
ARTERIAL STREETS TOTAL ****					\$50,432.85
CITY STREETS Total ***					\$52,095.45
FUND	110	LIBRARY			
Division:	303	LIBRARY			
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$5.95
LIBRARY TOTAL ****					\$5.95
LIBRARY Total ***					\$5.95
FUND	112	INDUSTRIAL DEVELOPMENT FUND			
Division:	305	ECONOMIC DEVELOPMENT			
ARBAUGH & ASSOCIATES INC		1276	207555	ARBAUGH-LEGISLATIVE SRVC-OCT	\$135.30
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$134.87
COUNSEL PRESS LLC DBA		741245153	207843	RFP 13-40 #2 DISPLAY AD	\$589.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.99
JOURNAL OF BUSINESS		INV002823051	207859	RFP 13-40 DISPLAY AD	\$1,090.00
MOORE, BRIAN		13-473 MOORE	207780	ULI TRENDS/SEATTLE/MOORE	\$83.00
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$6.00
ECONOMIC DEVELOPMENT TOTAL ****					\$2,039.16
Division:	306	ECONOMIC DEVELOPMENT PROJECTS			
FAMILY FARMS DBA		110813	207609	LANDSCAPE STEVENS DRIVE BERM	\$2,924.10
WASHINGTON STATE UNIVERSITY		5062815	207881	WSC @WSU DESIGN-CAP OUTLAY	\$715,256.00
ECONOMIC DEVELOPMENT PROJECTS TOTAL ****					\$718,180.10
INDUSTRIAL DEVELOPMENT FUND Total ***					\$720,219.26



City Of Richland

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From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
FUND 150		HOTEL/MOTEL FUND			
Division:	307	HOTEL/MOTEL TAX			
COLUMBIA BASIN BMX		110	207590	CEMENT BLOCKS H/M C13-13	\$833.37
		111		FRAME ROOF & WALLS H/M C13-13	\$2,499.56
		112		SUPERVISION MASONRY H/M C13-13	\$3,249.00
		113		GROUND WORK PLUMBING C13-13	\$6,687.05
		114		FRAMING MATERIALS H/M C13-13	\$4,473.51
		115		SLAB&FINISH WORK H/M C13-13	\$2,168.17
TRI CITIES VISITOR & CONVENTION BUREAU		152261	207691	OCTOBER MONTHLY DUES	\$15,499.56
HOTEL/MOTEL TAX TOTAL ****					\$35,410.22
HOTEL/MOTEL FUND Total ***					\$35,410.22
FUND 151		SPECIAL LODGING ASSESSMENT			
Division:	339	TOURISM PROMOTION AREA			
TRI CITIES VISITOR & CONVENTION BUREAU		OCT 2013	207691	SPECIAL LODGING ACCESS OCT '13	\$31,383.00
TOURISM PROMOTION AREA TOTAL ****					\$31,383.00
SPECIAL LODGING ASSESSMENT Total ***					\$31,383.00
FUND 153		COMMUNITY DEV BLOCK GRANT			
Division:	308	CDBG PROGRAM			
A+ ROOFING		404 ROBERT	207713	OO ROOF REHAB/404 ROBERT	\$7,640.57
BENTON FRANKLIN COMMUNITY ACTION COMMITTEE		1327 TOTTEN	207723	LBP RISK ASSESSMENT1327 TOTTEN	\$215.14
CASCADE TITLE COMPANY OF BENTON FRONTIER	S015438	198726A	207730	DEED OF TRUST REHAB/404 ROBERT	\$75.00
	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.25
				TELEPHONE CHARGE 11/22/13-12/2	\$0.25
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$29.95
THE ARC OF TRI CITIES		1/2013	207808	C104-12 THERAPUTIC RECREATION	\$5,000.00
CDBG PROGRAM TOTAL ****					\$12,961.16
COMMUNITY DEV BLOCK GRANT Total ***					\$12,961.16
FUND 154		HOME FUND			
Division:	309	HOME PROGRAM			
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.25
TRI CITY HERALD	S015424	13683700	207692	2014 HOME INVESTMENT PARTNESH	\$291.33
HOME PROGRAM TOTAL ****					\$291.58
HOME FUND Total ***					\$291.58
FUND 380		PARK PROJECT CONSTRUCTION			



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
Division: 337	PARKS & REC PROJECTS				
MUSTANG SIGNS AND GRAPHICS		122197	207782	VINYL SIGNS-WINTER WONDERLAND	\$205.77
PARKS & REC PROJECTS TOTAL ****					\$205.77
PARK PROJECT CONSTRUCTION Total ***					\$205.77
FUND 385	GENERAL GOVT CONSTRUCTION				
Division: 900	NON-DEPARTMENTAL				
CRAFTSMAN CABINETS & FLOORCOVERING INC	P053173	7034	207740	INSTALLATION OF VCT TILES AND	\$1,819.44
	P053173			ARMSTRONG VINYL TILE (BASICS L	\$843.66
	P053173			ROLLS ARMSTRONG 4" RUBBER BASE	\$519.84
NON-DEPARTMENTAL TOTAL ****					\$3,182.94
GENERAL GOVT CONSTRUCTION Total ***					\$3,182.94
FUND 401	ELECTRIC UTILITY FUND				
Division: 000					
CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	P053344	3627-530873	207738	SEALANT POLYCEL 100 EXPANDING	\$545.83
	P053344	3627-531091	207841	TAPE 3M #88, 1 1/2 X 44FT	\$541.50
FASTENAL COMPANY	S015393	WARIC41310	207745	SHIPPING	\$30.31
	S015393			SALES TAX ADJUSTMENT	\$0.01
	S015393			NUT, SPRING 3/8-16 STEEL CITY	\$851.97
HD SUPPLY POWER SOLUTIONS LTD	P053032	2333107-04	207628	CLAMP AL HOT LINE 4/0-336 ACSR	\$550.98
	P053348	2414019-00		TAPE PHASING - WHITE, 3M #35,	\$238.26
	P053348			TAPE PHASING - BLUE, 3M #35,	\$268.04
	P053348			TAPE PHASING - YELLOW, 3M #35,	\$238.26
	P053348			TAPE PHASING - RED, 3M #35,	\$238.26
WESCO DISTRIBUTION INC	P053346	487159/487160	207882	ROPE HAND LINE, 1/2", POLY/DAC	\$291.50
	P053346			PADLOCK EQUIPMENT FARGO GM-322	\$1,169.64
TOTAL ****					\$4,964.56
Division: 501	BUSINESS SERVICES				
ARBAUGH & ASSOCIATES INC		1276	207555	ARBAUGH-LEGISLATIVE SRVC-OCT	\$757.67
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$26.74
FEDERAL EXPRESS CORP		2-474-41009	207747	SHIPPING FEES 11/1/13	\$5.01
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.98
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$102.65
UNITED PARCEL SERVICE	S015442	000986641473	207816	6 GROUND PKGS TO ABB FOR MPP S	\$114.99
	S015442			3 GROUND PKGS TO BROOKS FOR MP	\$108.82
VERIZON WIRELESS	P052155	9715181541	207880	WIRELESS DATACARD-R.HAMMOND	\$40.01
BUSINESS SERVICES TOTAL ****					\$1,157.87
Division: 502	ELECTRICAL ENGINEERING				
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$147.32



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$3.71
PRINTER TECH SERVICE & SUPPLIES		15714	207668	PRINTER TONER CARTRIDGES	\$303.24
US BANK EQUIPMENT FINANCE INC		240891804	207695	XEROX 6604 CONTRACT PAYMENT	\$81.60
ELECTRICAL ENGINEERING TOTAL****					\$535.87
Division:	503	POWER OPERATIONS			
A & B ASPHALT INC		0000059873	207544	ASPHALT	\$1,108.72
AMERICAN ROCK PRODUCTS INC		195639	207717	5/8 MINUS-DAVISON & WALLACE	\$2,274.43
		195707		5/8 MINUS-DAVISON & WALLACE	\$2,653.50
		195873		5/8 MINUS-MCMURRAY & STEVENS	\$3,411.64
		195938		5/8 MINUS-DAVISON & WALLACE	\$3,032.57
		196382	207827	CONCRETE	\$358.04
		196458		CONCRETE	\$89.67
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$308.50
BEAVER BARK & ROCK		584254	207830	RED LAVA ROCK-3 BAGS	\$19.46
		586443	207719	SOIL-DIRT	\$20.56
BENTON PUD	P052651	11/13-4419818251	207565	SAFETY TRAINING - 2013	\$2,765.09
	P052146	11/13-5743127752		TREE TRIMMING SERVICES - 2013	\$1,380.06
BOYD'S TREE SERVICE LLC	P052158	3096	207728	TREE PRUNING SERVICE-2013	\$4,958.62
	P052158	3112		TREE PRUNING SERVICE-2013	\$4,958.62
COLUMBIA GRAIN & FEED INC		119557	207732	SHARPEN CHAIN/FILES	\$73.83
		119999		SHARPEN 5 CHAINS	\$65.16
CONSTRUCTION AHEAD INC DBA		23100-02	207592	ROAD CROSSING-SAINT STREET	\$4,170.00
		23100-03	207739	ROAD CROSSING @ SAINT STREET	\$4,704.75
		23104-01	207592	TRAFFIC CONTROL-STEVEN'S DR	\$3,010.50
		23104-02	207739	TRAFFIC CONTROL @STEVEN'S DRIVE	\$2,688.00
DENNY'S		111113	207599	OVERTIME MEALS FOR 11/11/13	\$52.96
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$4.96
GENERAL PACIFIC INC	S015381	121397	207754	ADJUST FOR TAX	\$0.01
	S015381			FREIGHT	\$27.56
	S015381			BRYANT GRIPS #SPS175U SINGLE E	\$378.18
GRAINGER	S015444	9286200523	207851	HANDLE, SPEEDER 1/2 DR ITEM #3	\$48.63
HD FOWLER COMPANY INC	S015388	13515804	207757	EMPTY ONE GALLON CAN	\$55.95
	S015388			DAUBER LID FOR ONE GALLON CAN	\$53.02
	S015388			ADJUST SALES TAX	\$0.01
HD SUPPLY POWER SOLUTIONS LTD	S015360	2401077-00	207758	COOPER LPF215V LOADBREAD VERTI	\$765.14
HENNING, JAKE		112713	207855	HENNING-FR CLOTHING REPAIR	\$21.66
HERITAGE PROFESSIONAL LANDSCAPING INC		21713	207630	SOD REPAIR @ 324 GULF	\$81.23
HOME DEPOT CREDIT SERVICES	S015425	4037043	207633	PLYWOOD INVOICE #4037043 11/6	\$135.49
	S015425	9035824		PLYWOOD INVOICE #9035824 11/1	\$89.25
INLAND ASPHALT CO		32-1900090	207637	ASPHALT	\$616.18
		32-1900094	207636	ASPHALT	\$308.70



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
INLAND ASPHALT CO		32-1900095	207637	ASPHALT	\$379.05
		32-1900954	207636	ASPHALT	\$326.89
				ASPHALT	\$242.59
		32-1900970	207637	ASPHALT	\$621.64
		32-1903124	207856	ASPHALT	\$158.60
				ASPHALT	\$158.59
		32-1903132		ASPHALT	\$631.95
		32-1904071		ASPHALT	\$1,234.18
		32-1904072		TACK OIL	\$286.68
		32-1904080		ASPHALT	\$1,219.02
				ASPHALT	\$60.65
PREMIER LANDSCAPING & DESIGN	S015431	8175	207790	LANDSCAPING AT 2115 DAVIDSON &	\$1,765.35
ROWAND MACHINERY CO		143656	207674	JD 310SK RENTAL 11/4-11/10/13	\$796.01
SHARI'S MANAGEMENT CORP		13311021385125	207677	OVERTIME MEALS FOR 11/02/13	\$52.45
UNITED RENTALS INC		115199320-001	207817	ROAD PLATE RENTAL 10/30-11/15	\$614.84
WESTERN STATES EQUIPMENT COMPANY	S015371	MR6301014494	207822	ENVIRONMENTAL FEE	\$5.43
	S015371			REPLACE BROKEN WINDOW	\$359.24
	S015371			RENTAL OF CAT 420 BACKHOE WITH	\$2,443.50
POWER OPERATIONS TOTAL****					\$56,047.31
Division:	504	SYSTEMS DIVISION			
ABB INC		7101156049	207714	MICROPROCESSOR REPAIR-FREIGHT	\$10.29
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$235.74
DOBLE ENGINEERING COMPANY	P053365	00142910	207846	SALES TAX	\$4.15
	P053365			LICENSE, SYBASE 12 STANDALONE,	\$50.00
ELR CONSULTING INC	P052470	2373	207606	2013 SOFTWARE INTEGRATION SUPP	\$9,120.31
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$4.71
RADIAN RESEARCH INC	P053251	PS39320	207794	Estimated shipping	\$19.73
	P053251			Recalibrate and update Radian	\$454.86
UTILIWORKS CONSULTING LLC	P053201	4057	207696	SMART GRID PLANNING &	\$15,922.83
VALLEY TRANSFORMER INC	S015437	800-068	207819	A.C. 50 KVA SERIAL #5062593	\$332.90
	S015437			RTE 25 KVA SERIAL #801047346	\$278.40
	S015437			RTE 25 KVA SERIAL #801051379	\$278.40
	S015437			RTE 25 KVA SERIAL #871155177	\$332.40
	S015437			WESTINGHOUSE 75 KVA	\$594.58
	S015437			WESTINGHOUSE 50 KVA	\$560.53
	S015437			COOPER 75 KVA SERIAL #91LH6210	\$798.44
	S015437			RTE 100 KVA SERIAL #731102922	\$746.36
	S015437			CENTRAL MOLONEY 50 KVA	\$447.50
	S015437			TEST AND REPAIR THE FOLLOWING	\$559.16
	S015437			WESTINGHOUSE 75 KVA	\$594.58
	S015437			RTE 50 KVA SERIAL #741087919	\$730.00



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
VALLEY TRANSFORMER INC	S015437	800-068	207819	COPPER 100 KVA SERIAL #92LD140	\$931.28
	S015437			RTE 50 KVA SERIAL #871092372	\$692.50
	S015437			WESTINGHOUSE 75 KVA	\$556.70
	S015437			WESTINGHOUSE 50 KVA	\$519.20
	S015437			WESTINGHOUSE 50 KVA	\$519.20
	S015437			WAGNER 100 KVA SERIAL #7713610	\$634.70
	S015437			TAX	\$838.86
WEIDMANN DIAGNOSTIC SOLUTIONS INC		6200029450	207820	TEST PCB OIL	\$20.00
		6200029699		LANDFILL PILE/OIL TESTING	\$272.50
SYSTEMS DIVISION TOTAL ****					\$37,060.81
Division:	505	ENERGY POLICY MGMT			
BENTON COUNTY AUDITOR/WEATHERWISE	P053377	110260	207563	D. DUNCAN-RECORD LIEN; AC# 110	\$72.00
		131800 RELEASE	207721	LIEN RELEASE-L MCCULLEY	\$72.00
	P053377	212900	207563	K. STRONG-RECORD LIEN; AC# 212	\$72.00
	P053377	430400 RELEASE		C. BARRINGTON-LIEN RELEASE; AC	\$72.00
	P053377	653040		C. BROWN-RECORD LIEN; AC# 6530	\$72.00
	P053377	700920		N. BELL-RECORD LIEN; AC# 70092	\$72.00
	P053377	751340 LIEN		R. LIDDICOAT-RECORD LIEN; AC#	\$72.00
	P053377	751340 RELEASE		R. LIDDICOAT-LIEN RELEASE; AC#	\$72.00
	P053377	762320 RELEASE		R. FLOWERS-LIEN RELEASE; AC#	\$72.00
BENTON PUD		11/13-3287762373	207724	ELECTRIC SRVC AGREEMENT C12905	\$690.75
DAYCO HEATING & AIR		37395	207742	1406 HAZELWOOD-REBATE-HP/PTCS	\$900.00
		CM1273		1729 DEL CAMBRE-REFUND PTCS	(\$433.20)
DELTA HEATING & COOLING INC		21780	207597	1217 CEDAR-REBATE-HEAT PUMP	\$500.00
		21817		2006 HARRIS-REBATE-HEAT PUMP	\$500.00
FLOWERS, REGINA		AP00013618	207749	510 PLAYER CT-APPLIANCE LOAN	\$1,904.94
FLUID MARKET STRATEGIES INC	P052391	11871	207619	PROJECT ORDER-01 UNDER TERMS O	\$160.00
	P052726	S4-1113-048	207750	CFLS & SHOWERHEADS REBATES FOR	\$4,344.65
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.73
HELMES INC DBA		4504 HIGHVIEW	207759	ES HOME REBATE-4504 HIGHVIEW	\$1,000.00
M CAMPBELL & COMPANY INC		615050	207775	559 FRANKLIN-REBATE-HEAT PUMP	\$1,000.00
	P053292	615113	207651	EE LOAN: KEMPKA/RYAN, 2119 SHA	\$8,718.18
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$196.88
ROBERTS CONSTRUCTION INC	P053259	3049	207798	EE LOAN ADD-ON: S. O'HARA, 161	\$2,848.56
TOTAL ENERGY MANAGEMENT INC		49604WWR	207810	603 LINDA CT-REBATE-HEAT PUMP	\$500.00
		49722WWR		604 MEADOWS E-REBATE-HP/PTCS	\$1,400.00
VERIZON WIRELESS	P052155	9715181541	207880	WIRELESS DATACARD-S.EDGEMON	\$40.01
WESTERN ELECTRICITY COORDINATING COUNCIL	P053394	A140071	207705	WECC ASSESSMENTS, INV A140071	\$26,736.00
ENERGY POLICY MGMT TOTAL ****					\$51,656.50
Division:	506	TECHNICAL SERVICES			



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AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$143.32
HD SUPPLY POWER SOLUTIONS LTD	S015325	2387876-04	207628	GROUND CLAMP #GC11041C	\$56.81
MOTOROLA	P053414	50099257	207781	REPAIR OF SERVICE MONITOR #R26	\$722.90
	P053414			REPAIR OF SERVICE MONITOR #R26	\$722.91
TECHNICAL SERVICES TOTAL ****					\$1,645.94
ELECTRIC UTILITY FUND Total ***					\$153,068.86
FUND 402	WATER UTILITY FUND				
Division:	000				
HD FOWLER COMPANY INC	P053219	I3515801	207757	ANGLE METER COUPLING, 1" METER	\$3,204.64
	P053219	I3530446	207853	METER,SETTER, SERIES 84, 1"	\$17,942.86
TOTAL ****					\$21,147.50
Division:	410	WATER CAPITAL PROJECTS			
FASTENAL COMPANY		WARIC41179	207849	EPOXY/DRILL BITS	\$60.01
GOODMAN & MEHLENBACHER	P053339	C114-13/PYMT 1	207622	C/O #1 ADDT'L SITE RESTORATION	\$8,249.96
	P053339			BMID WATERLINE INTERTIE - C114	\$52,983.90
	P052518	C33-13/PYMT 7		STEVENS-MAHAN WATER MAIN	\$39,739.72
	P052518			C/O #1 ADDT'L WATER METER	\$14,553.54
	P052518			C/O #2 ADDT'L TIME & MATERIALS	\$10,407.25
	P052518			C/O #3 2" ASPHALT PATCH WITH 6	\$1,653.09
	P052518			C/O #5 OVERAGE OF CONTRACT	\$66,098.09
	P052518			C/O #4 ADDT'L TIME & MATERIALS	\$9,769.17
H2 PRE-CAST INC	S015323	119687	207625	VAULT COVER FOR 5106 VAULT WIT	\$2,761.65
	S015323			VAULT AND BASE, 11'-2" WIDE X	\$1,570.35
	S015323			GALVANIZED VAULT LADDER FOR 51	\$649.80
TOTAL ENERGY MANAGEMENT INC	S015268	36973	207810	WIRE CONTROL PANEL FOR HORN RA	\$1,570.35
WATER CAPITAL PROJECTS TOTAL ****					\$210,066.88
Division:	411	WATER ADMINISTRATION			
ARBAUGH & ASSOCIATES INC		1276	207555	ARBAUGH-LEGISLATIVE SRVC-OCT	\$487.07
THE BANK OF NEW YORK MELLON		111-1574763	207686	RICWAT03 ADMIN FEE 11/13-10/14	\$132.22
		111-1574911		RICWATIREF12 FEE 11/13-11/14	\$150.00
WATER ADMINISTRATION TOTAL ****					\$769.29
Division:	412	WATER OPERATIONS			
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$107.81
CASCADE NATURAL GAS CORP		11/13-28638100009	207834	NAT GAS 110 SAINT 10/18-11/18	\$17.14
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$2.47
GRAINGER	S015444	9287768072	207851	DP COMPACT CONTACTOR ITEM #5B1	\$35.15
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$18.08
STEEBER'S LOCK SERVICE		1191	207877	5 DUPLICATE KEYS	\$12.62
WATER OPERATIONS TOTAL ****					\$193.27



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
Division: 413 WATER MAINTENANCE					
AGRICULTURE MANAGEMENT LLC	P052258	C143-12/FINAL	207547	CHANGED CODING: HORN RAPIDS	\$6,818.20
AMERICAN ROCK PRODUCTS INC		196459	207827	CONCRETE RPD #13-23119	\$88.81
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$190.79
COLUMBIA GRAIN & FEED INC		117804	207840	CUT OFF SAW PARTS	\$47.24
FASTENAL COMPANY		WARIC41368	207849	BOLTS	\$13.54
FINCH, JOHN		13-474 FINCH	207618	WWUC MTG/EVERETT/FINCH	\$166.65
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.74
GENERAL PACIFIC INC	S015397	1213813	207754	MAGNETIC VALVE BOX LIFTER,	\$324.88
GRAINGER	S015444	9286200549	207851	O-RING ITEM #1BYJ9	\$18.04
	S015444	9294851259		SHELF BIN ITEM #2W251	\$25.54
	S015444	9295935499		HORIZONTAL E-TRACK ITEM #4HXC4	\$48.35
	S015388	I3515804	207757	WEDGE FOR 4" KENNEDY VALVE, #R	\$203.96
	S015388			STEM O/L FOR 4" KENNEDY VALVE,	\$169.67
HD FOWLER COMPANY INC	S015388			STEM NUT O/L, FOR 4" KENNEDY	\$41.51
	S015428	I3528451	207853	12" DOUBLE STRAP SERVICE SADDL	\$426.70
	S015428			BRASS BUSHING, 2" X 1" PIPE TH	\$26.45
		I3528453		2 1/2" SWIVEL WASHERS	\$73.11
	P052196	276312012013	207767	ANSWERING SERVICE FOR WATER &	\$68.53
LAKESIDE INDUSTRIES INC	S015387	3248517MB	207770	COLD PATCH MATERIAL, EZ STREET	\$365.51
	S015387			FREIGHT	\$119.13
	S015387			COLD PATCH MATERIAL, EZ STREET	\$203.60
	S015415	LW13255	207862	FIELD LABOR- PULL MOTOR FROM P	\$649.80
MADSEN, HOWARD DBA	S015318	11-13-51	207863	REMOVE 4 ELM TREES ALONG FENCE	\$1,895.25
PRO BUILD COMPANY LLC		71441447	207872	100 WOODEN STAKES	\$64.96
		71441648		200 WOODEN STAKES	\$238.26
STEEBER'S LOCK SERVICE		1986	207877	6 DUPLICATE KEYS	\$14.62
		2066		DUPLICATE KEYS	\$46.57
		93996		3 DUPLICATE KEYS	\$7.31
		946636		PADLOCK	\$27.62
UNITED PARCEL SERVICE	S015426	000986641463	207694	GROUND PKG TO DEPT OF L & I FO	\$7.28
WATER MAINTENANCE TOTAL ****					\$12,392.62
WATER UTILITY FUND Total ***					\$244,569.56
FUND 403 WASTEWATER UTILITY FUND					
Division: 420 SEWER ADMINISTRATION					
CH2M HILL ENGINEERS INC	P053254	38113031289	207582	WWTF HVAC Controls Replacement	\$3,328.82
JUB ENGINEERS INC	P053097	84705	207641	SOUTH RICHLAND SEWER PLANNING-	\$9,400.00
THE BANK OF NEW YORK MELLON		111-1574763	207686	RICWAT03 ADMIN FEE 11/13-10/14	\$169.53
		111-1574911		RICWATIREF12 FEE 11/13-11/14	\$150.00



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
SEWER ADMINISTRATION TOTAL****					\$13,048.35
Division:	421	SEWER CAPITAL PROJECTS			
CONSOLIDATED ELECTRICAL DISTRIBUTORS INC		3627-529160	207591	WIRE FOR TWAS	\$1,031.56
FASTENAL COMPANY		WARIC41178	207610	STAINLESS STEEL SCREWS-TWAS	\$46.07
SAGEBRUSH CONCRETE SAWING & DRILLING INC		T013-N11-015	207675	DRILL CONCRETE PUMP STAND	\$649.80
SEWER CAPITAL PROJECTS TOTAL****					\$1,727.43
Division:	422	SEWER OPERATIONS			
ABM JANITORIAL NORTHWEST		5900048	207715	JANITORIAL SERVICES-NOV	\$263.51
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$64.21
BENTON FRANKLIN HEALTH DISTRICT	P053272	6240	207832	WWTP SAMPLING 10-1-13- BIOSOLI	\$245.00
	P053272			BIOSOLIDS- ADDITIONAL DILUTION	\$84.00
	P053272			BIOSOLIDS- PERCENT SOLIDS	\$84.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$3.96
KAMAN INDUSTRIAL TECHNOLOGIES		Q976944	207861	BORE SHEAVE-DIGESTER	\$103.15
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$13.35
TACOMA SCREW PRODUCTS INC		22085709	207684	BRASS ELBOW FITTINGS	\$8.89
SEWER OPERATIONS TOTAL****					\$870.07
Division:	423	SEWER MAINTENANCE			
ABM JANITORIAL NORTHWEST		5900048	207715	JANITORIAL SERVICES-NOV	\$263.51
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$130.24
CARAWAY, DON L		110913	207574	BEAVER REMOVAL 11/9/13	\$150.00
FASTENERS INC		S3769672.001	207611	5 GALLON DIESEL CANS	\$46.55
GRAINGER	S015444	9285132370	207851	ADHESIVE EPOXY ITEM #4UK08	\$75.75
	S015444	9290353540		WARNING SIGN ITEM #40U988	\$13.76
KELLEY'S TELE-COMMUNICATIONS INC	P052196	276312012013	207767	ANSWERING SERVICE FOR WATER &	\$68.53
NORCO INC		12462393	207786	WELDING CABLE/ELECTRODE HOLDER	\$368.11
STEEBER'S LOCK SERVICE		2170	207877	24 PADLOCKS	\$597.82
UNITED PARCEL SERVICE	S015442	000986641473	207816	GROUND PKG TO MCKENNA VIDEO FO	\$11.55
	S015442			GROUND PKG TO OWEN EQUIPMENT F	\$7.60
	S015442			GROUND PKG TO URS FOR WWTP	\$7.29
SEWER MAINTENANCE TOTAL****					\$1,740.71
WASTEWATER UTILITY FUND Total ***					\$17,386.56
FUND	404	SOLID WASTE UTILITY FUND			
Division:	432	SOLID WASTE COLLECTION			
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$112.49
ELQUEZABAL, FRANCISCO		111913	207605	ELGUEZABAL-CDL ENDORSEMENT FEE	\$85.00
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$0.74
METALFAB INC		40070	207778	REPAIR DUMPSTERS	\$1,267.11
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$3.42



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
RULE STEEL TANKS INC	S015351	0014768-IN	207800	MANUAL-RELEASE LID-LOCK TO FIT	\$80.00
	S015351			AUTO-RELEASE LID-LOCK TO FIT	\$102.80
	S015351			FREIGHT	\$36.44
SOLID WASTE COLLECTION TOTAL ****					\$1,688.00
Division:	433	SOLID WASTE DISPOSAL			
ABM JANITORIAL NORTHWEST		5900048	207715	JANITORIAL SERVICES-NOV	\$639.43
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$27.01
FOLLETT, LYNNE		NOVEMBER 2013	207850	FOLLETT-MILEAGE NOV 2013	\$23.73
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$1.73
HD FOWLER COMPANY INC		I3514783	207627	4" FLANGES/GASKETS	\$123.80
HOME DEPOT CREDIT SERVICES	S015425	6594602	207633	ICE MELT INVOICE #6594602 11/	\$36.92
MITCHELL, FRANK		NOVEMBER 2013	207869	MITCHELL-MILEAGE NOV 2013	\$43.51
SOLID WASTE DISPOSAL TOTAL ****					\$896.13
SOLID WASTE UTILITY FUND Total ***					\$2,584.13
FUND	405	STORMWATER UTILITY FUND			
Division:	440	STORMWATER CAPITAL PROJECTS			
C & E TRENCHING LLC	P053199	C103-13/PYMT 2	207570	2013 MISC STORM REPAIRS - 103-	\$53,574.62
STORMWATER CAPITAL PROJECTS TOTAL ****					\$53,574.62
Division:	441	STORMWATER			
ABM JANITORIAL NORTHWEST		5900048	207715	JANITORIAL SERVICES-NOV	\$263.51
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$13.19
HD FOWLER COMPANY INC		I3523987	207853	TRASH RACKS W/HINGE GATE	\$777.85
		I3528031		REPAIR CLAMP	\$108.90
PRO BUILD COMPANY LLC		71441420	207872	CONCRETE MIX	\$81.12
TACOMA SCREW PRODUCTS INC		22085714	207684	SCREWS/BIT SET	\$58.67
STORMWATER TOTAL ****					\$1,303.24
STORMWATER UTILITY FUND Total ***					\$54,877.86
FUND	407	MEDICAL SERVICES FUND			
Division:	121	AMBULANCE			
PUBLIC SAFETY TESTING INC		2013-5357	207793	3RD QTR 2013 SUBSCRIPTION FEES	\$54.65
SPRINT		147658811-072	207805	LIFEPAKS CARD DATA 10/15-11/14	\$151.24
STRYKER SALES CORPORATION		1393192M	207682	BATTERY CHARGER KIT	\$653.72
AMBULANCE TOTAL ****					\$859.61
MEDICAL SERVICES FUND Total ***					\$859.61
FUND	501	CENTRAL STORES FUND			
Division:	000				
AMSAN	S015395	300089067	207552	SOAP, CARTRIDGE LOTION W/PCMX,	\$473.70



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
FASTENERS INC	S015398	S3777293.002	207746	DARK SAFETY GLASSES, NEMESIS	\$304.76
FISHER SCIENTIFIC COMPANY, LLC	P053373	1284503	207748	HEARING PROTECTOR, MUFF-STYLE,	\$308.55
	P053373			FREIGHT	\$5.96
	P053373			ADJUST SALES TAX	(\$0.01)
GRAINGER	S015399	9287819008	207624	KNIFE PUTTY, FLEXIBLE, 3",	\$27.55
	S015399	9287819016		WASTEBASKET POLY, RECT, 15",	\$62.38
	S015399			WRENCH, ALLEN, HEX KEY SET,	\$50.42
	S015399			TAPE BARRICADE YELLOW CAUTION,	\$126.32
	S015399			KNIFE LINOLEUM, RED DEVIL 4606	\$21.12
	S015399			FUNNEL 16-OZ. PLASTIC, TOLCO	\$18.84
	S015399			BRUSH, CARWASH, 9" BLOCK,	\$13.45
	S015399			ADJUST SALES TAX	\$0.01
	S015399			BRUSH TOILET BOWL CURVED HEAD,	\$8.12
	S015399	9288055404		MOP, HEAD, WET MOP, BLENDED	\$207.29
	S015399	9288633374		DUST PAN, STEEL, BLACK, #6,	\$11.57
HORIZON DISTRIBUTION INC	P053374	775360	207762	EAR PLUG, FOAM, NRR33, HOWARD	\$36.95
NORCO INC	P053390	12493187	207786	HARD HAT, WIDE BRIM, WHITE,	\$67.25
	P053390			ADJUST SALES TAX	\$0.01
	P053390			HARD HAT CHIN STRAP, BULLARD	\$12.56
	P053390			HARD HAT, WIDE BRIM, ORANGE,	\$67.25
	P053390			HARD HAT LINER, SHERPA LINING	\$93.57
	P053390			HARD HAT, CAP STYLE, ORANGE,	\$62.22
TOTAL ****					\$1,979.84
Division:	903	CENTRAL STORES			
CANON SOLUTIONS AMERICA INC		619927	207573	W6520 PRTSHOP COLOR COPIER-OCT	\$1,854.98
CENTRAL STORES TOTAL ****					\$1,854.98
CENTRAL STORES FUND Total ***					\$3,834.82
FUND	502	EQUIPMENT MAINTENANCE FUND			
Division:	214	EQUIPMENT MAINTENANCE			
AMERICAN WEST CHROME INC		53919	207551	CYLINDER ASSYS VEH 3284 34237	\$1,039.68
B AND B TRAILERS LLC		610	207559	SWIVEL JACK VEH 4137 WO 34265	\$97.47
		613	207718	SWIVEL JACK VEH 4113 WO 34149	\$129.96
BRAUN NORTHWEST INC		15587	207729	TRIM VEH 5037 WO 34311	\$101.82
		15635		COMPRESSOR VEH 5037 WO 34311	\$1,019.51
CENTRAL HOSE & FITTINGS INC		375780	207579	FITTING VEH 7141 WO 33917	\$3.05
		377591	207731	TUBING VEH 3230 WO 33825	\$7.82
		377596		HOSES VEH 3230 WO 33825	\$131.45
CENTRAL MACHINERY SALES INC		IE26260	207580	ARMS VEH 0800 WO 34239	\$239.32
COMMERCIAL TIRE INC		187013	207733	TIRES VEH 3204 WO 34142	\$39.44



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VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
COMMERCIAL TIRE INC		187079	207733	TIRES VEH 7113 WO 34141	\$259.06
		187080		TIRES VEH 2413 WO 34140	\$729.43
		187149		TIRES VEH 1347 WO 34143	\$541.86
		187150		TIRES VEH 1104 WO 34106	\$706.23
		187151		TIRES VEH 1103 WO 34144	\$869.13
		187220		TIRES VEH 7131 WO 34158	\$65.90
		187289		TIRES VEH 2257 WO 34159	\$72.68
		187290		TIRES VEH 2314 WO 34160	\$72.68
		187291		TIRES VEH 2412 WO 34161	\$83.54
		187292		TIRES VEH 1107 WO 34162	\$83.54
		187293		TIRES VEH 0308 WO 34163	\$72.68
		187294		TIRES VEH 2408 WO 34164	\$83.54
		187295		TIRES VEH 1101 WO 34165	\$83.54
		187296		TIRES VEH 1371 WO 34166	\$83.54
		187297		TIRES VEH 2409 WO 34167	\$83.54
		187298		TIRES VEH 1382 WO 34168	\$83.54
		187299		TIRES VEH 1106 WO 34180	\$83.54
		187300		TIRES VEH 1201 WO 34169	\$83.54
		187301		TIRES VEH 1203 WO 34170	\$83.54
		187302		TIRES VEH 1377 WO 34171	\$904.58
		187303		TIRES VEH 1104 WO 34172	\$83.54
		187304		TIRES VEH 1209 WO 34173	\$83.54
		187305		TIRES VEH 2327 WO 34174	\$72.68
		187306		TIRES VEH 1204 WO 34175	\$83.54
		187349		TIRES VEH 2320 WO 34207	\$55.93
		187350		TIRES VEH 2410 WO 34196	\$83.54
		187351		TIRES VEH 1202 WO 34197	\$83.54
		187353		TIRES VEH 2411 WO 34198	\$83.54
		187354		TIRES VEH 1103 WO 34104	\$83.54
		187355		TIRES VEH 1376 WO 34213	\$83.54
		187356		TIRES VEH 1206 WO 34200	\$83.54
		187357		TIRES VEH 1368 WO 34201	\$72.68
		187358		TIRES VEH 1370 WO 34202	\$83.54
		187359		TIRES VEH 2344 WO 34203	\$83.54
		187360		TIRES VEH 1369 WO 34204	\$72.68
		187361		TIRES VEH 1207 WO 34205	\$83.54
		187362		TIRES VEH 1105 WO 34206	\$83.54
		187394		TIRES VEH 3234 WO 34209	\$39.81
		187395		TIRES VEH 3285 WO 34210	\$3,642.69
		187396		TIRES VEH 3308 WO 34211	\$1,208.11
		187397		TIRES VEH 3282 WO 34212	\$1,220.82



City Of Richland

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From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
COMMERCIAL TIRE INC		187398	207733	TIRES VEH 7200 WO 34208	\$64.81
		187464		TIRES VEH 7109 WO 34249	\$2,416.09
		187542		TIRES VEH 6557 WO 34252	\$146.72
		187543		TIRES VEH 2406 WO 34253	\$792.48
		187546		TIRES VEH 1205 WO 34250	\$715.37
		187547		TIRES VEH 1102 WO 34251	\$715.37
		187613		TIRES VEH 3311 WO 34275	\$39.44
		187767		TIRES VEH 7127 WO 34325	\$114.42
		187770		TIRES VEH 4134 WO 34326	\$116.52
		187821		TIRES VEH 3308 WO 34319	\$26.55
		187822		TIRES VEH 3281 WO 34321	\$56.08
		187823		TIRES VEH 3285 WO 34322	\$56.08
		187824		TIRES VEH 3315 WO 34323	\$23.98
		187825		TIRES VEH 3312 WO 34317	\$16.06
		187826		TIRES VEH 3231 WO 34327	\$77.08
		187970		TIRES VEH 3308 WO 34314	\$199.89
		187971		TIRES VEH 3312 WO 34315	\$119.42
		187972		TIRES VEH 3282 WO 34316	\$50.85
		187973		TIRES VEH 3292 WO 34324	\$39.44
		187974		TIRES VEH 3222 WO 34318	\$71.48
CUMMINS NORTHWEST LLC		005-90530	207595	RELAY KIT VEH 6456 WO 34267	\$316.82
FASTENERS INC		S3701847.001	207746	CAP SCREWS	\$43.51
		S3770305.001	207611	SCREWS/WASHERS	\$46.19
		S3770305.002		SCREWS	\$1.16
		S3779522.001		DRILL BITS	\$44.39
		S3779555.001		FITTINGS/CLAMPS/DRILL BITS	\$84.56
		S3784107.001	207746	TIE WRAPS/DRILL BITS	\$292.11
		S3793304.001		TIE WRAPS/HAND CLEANER	\$212.40
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$2.72
G & R AG PRODUCTS INC		2140867-0001-02	207753	UPPER HOUSING VEH 7146 34304	\$12.01
JIM'S PACIFIC GARAGES INC		1106050	207766	FILTERS VEH 3269 WO 34280	\$73.80
JT AUTOMOTIVE PARTS INC DBA		295921	207640	FILTERS VEH 2256 WO 33967	\$10.15
		297482		BATTERIES VEH 7109 WO 34150	\$194.62
		297596		FILTERS VEH 3289 WO 34241	\$16.29
		297612		FILTERS VEH 2345 WO 34245	\$26.77
		297618		BATTERY VEH 5037 WO 34216	\$112.20
		297629		FILTERS VEH 7146 WO 34258	\$110.22
		297648		SWITCHES VEH 3213 WO 34238	\$9.83
		297666		CORE VEH 5037 WO 34216	(\$19.49)
		297678		BATTERY VEH 2345 WO 34244	\$93.60
		297713		OIL FILTER VEH 5033 WO 34028	\$6.74



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From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
JT AUTOMOTIVE PARTS INC DBA		297737	207640	BRK CLEANER VEH 3284 WO 34259	\$34.50
		297745		OIL-BRK CLEANER VEH 3287 34263	\$13.00
		297813		BRK CLEANER VEH 5033 WO 34271	\$5.39
		297840		BATTERY VEH 2365 WO 34279	\$126.04
MCCURLEY CHEVROLET		843048	207777	LATCH COVER VEH 3319 33753	\$5.12
		843048CM		RETURN LATCH COVER VEH 3319	(\$5.12)
		843468		LATCH COVER VEH 3319 33753	\$20.30
		843909		FUEL PUMP VEH 2387 WO 34282	\$368.21
		843918		VALVE VEH 2387 WO 34295	\$253.50
		843988		GASKET VEH 2387 WO 34295	\$5.78
MONARCH MACHINE & TOOL CO INC		A167611	207658	MACHINE WORK VEH 3188 32806	\$51.04
		B167567		PLATE WORK VEH 3188 WO 32806	\$29.50
		B167831	207779	SOCKET SET VEH 7141 WO 33917	\$166.70
NOVUS GLASS		I0004000	207787	REPLACE WS VEH 3250 WO 34248	\$259.52
OXARC INC		PS18191	207663	BRACKET VEH 3324 WO 33389	\$30.87
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$0.46
PLATT ELECTRIC SUPPLY INC		B159497	207788	CIRCUIT BRKR VEH 5029 34092	\$400.28
RMT EQUIPMENT		Q79724	207797	CABLE VEH 7137 WO 34215	\$55.90
ROWAND MACHINERY CO		144459	207674	STABILIZER PAD VEH 7200 34256	\$259.62
SOLID WASTE SYSTEMS INC		0066178-IN	207678	FILTERS VEH 7146 WO 34258	\$547.14
TIRE FACTORY INC DBA		03-98421	207879	TIRES VEH 2404 WO 34345	\$54.03
		03-98524		TIRE REPAIR VEH 6587 WO 34343	\$17.06
TRANSPORT EQUIPMENT CO INC DBA		151869	207811	INSULATION KIT VEH 3284 33784	\$461.01
		151870		LAMP VEH 3312 WO 33797	\$22.42
		151911		FILTER KIT VEH 3308 34153	\$53.48
		152065		LOW BEAM VEH 3284 WO 34118	\$7.26
		152244		LOAD SPRING VEH 3320 33547	\$137.63
		152285		RESISTOR VEH 3283 WO 34147	\$6.84
		152528		BRAKES VEH 3308 WO 34153	\$667.28
		152647		TERMINALS VEH 3240 WO 34291	\$42.71
		015914	207814	PUMP MOTOR VEH 3265 34177	\$244.18
		P10967	207697	KNIFE CUTTERS VEH 6579 34111	\$134.10
WESTERN STATES EQUIPMENT COMPANY		PC110266848	207822	FILTERS VEH 7143 WO 34103	\$99.58
		PC110267213		ELEMENTS VEH 7090 WO 34224	\$105.41
		PC110267345		COUPLINGS VEH 3315 WO 34146	\$55.24
		PC110267489		SWITCH VEH 7121 WO 34254	\$56.83
		PC110267742	207883	ELEMENTS VEH 7138 WO 34288	\$206.43
		PC110267992		COUPLINGS VEH 3296 WO 34285	\$39.97
		PC110267993		COUPLINGS VEH 3285 WO 34255	\$28.87
		PC110268059		COUPLINGS VEH 3284 WO 34259	\$378.24
		WO110093737	207822	ECS REPAIR VEH 7138 WO 34268	\$6,299.62



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From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
WESTERN STATES EQUIPMENT COMPANY		WO110093741	207822	FUEL SYS REPAIR VEH 7138 34270	\$945.36
		WO110093742		FUEL FILTERS VEH 7131 34274	\$539.39
		WO110093875		REPAIR COOL SYS VEH 7104 34297	\$1,240.23
		WO110093876		PM/LIGHT REPAIR VEH 7130 34298	\$1,095.63
		WO110093877		LADDER REPAIR VEH 7131 34299	\$211.09
WONDRACK DISTRIBUTING INC		0722819	207709	CARDLOCK FUEL 11/9-11/15/13	\$16,192.74
WOODPECKER TRUCK & EQUIPMENT INC		233260011	207825	VC GASKET VEH 3211 WO 34095	\$1,175.17

EQUIPMENT MAINTENANCE TOTAL ******\$56,104.85****EQUIPMENT MAINTENANCE FUND Total *******\$56,104.85****FUND 503****EQUIPMENT REPLACEMENT FUND****Division:**

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EQUIPMENT REPLACEMENT

FINANCIAL CONSULTANTS INT'L INC	P053399	11347	207617	OCT 2013 MONTHLY LEASE PAYMENT	\$221.54
	P053399			3 LEASED VEH @ 21 DAYS - \$203.	\$661.37
	P053399			3 LEASED VEHICLES - 31 DAYS	\$977.40
	P053399			ADJUST SALES TAX	\$0.01
PMI TRUCK BODIES INC	P053326	11788	207789	ADJUST TAX	(\$0.01)
	P053326			48 X 18 DOORS WITH SLAM-LATCHE	\$660.63
	P053326			24 X 36 DOORS WITH SLAM-LATCHE	\$630.31
	P053326			30 X 18 DOORS WITH SLAM-LATCHE	\$532.84

EQUIPMENT REPLACEMENT TOTAL ******\$3,684.09****EQUIPMENT REPLACEMENT FUND Total *******\$3,684.09****FUND 505****PUBLIC WORKS ADMIN & ENGINEER****Division:**

450

PW ADMIN & ENGINEERING

ALDRICH, NANCY		13-471 ALDRICH	207549	EWSCG MTG/ELLENSBURG/ALDRICH	\$13.00
AT&T WIRELESS		10/13-28724328888	207558	ACCT#287243288881 MASTER BILL	\$575.36
BENTON COUNTY TREASURER		010386	207564	OCT 2013 PRINTS	\$27.79
FEDERAL EXPRESS CORP		2-474-41009	207747	SHIPPING FEES 10/25/13	\$16.01
FRONTIER	S015438	11/13-509-9464078	207752	TELEPHONE CHARGE 11/22/13-12/2	\$6.93
IMT INC		4934	207635	HTS@MEADOW SPRGS TEST M13236	\$577.70
MELENDREZ, SABRINA		111913	207654	MELENDREZ/WUTC HEARING-COFFEE	\$24.90
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$63.62
ROGALSKY, PETER		112113	207799	LEGISLAT MTGS/OLYMPIA/ROGALSKY	\$271.20
US BANK EQUIPMENT FINANCE INC		240891804	207695	XEROX 6604 CONTRACT PAYMENT	\$81.60
VERIZON WIRELESS	P052203	9715229784	207880	ADD ON INTERNET ACCESS ON 2	\$80.02

PW ADMIN & ENGINEERING TOTAL ******\$1,738.13****PUBLIC WORKS ADMIN & ENGINEER Total *******\$1,738.13****FUND 520****HEALTH CARE/BENEFITS PLAN**



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
Division: 222 EMPLOYEE BENEFIT PROGRAM					
LIFE INSURANCE COMPANY OF NORTH AMERICA		11/2013-FLI051384	207773	FLI051384 PREMIUMS-NOV 2013	\$9,090.04
		11/2013-LK030278		LK030278 PREMIUMS-NOV 2013	\$10,922.32
		11/2013-OK807703		OK807703 PREMIUMS-NOV 2013	\$2,525.90
MAGELLAN BEHAVIORAL HEALTH		DEC2013-SELFBILL	207776	DECEMBER 2013 EAP	\$673.48
EMPLOYEE BENEFIT PROGRAM TOTAL ****					\$23,211.74
HEALTH CARE/BENEFITS PLAN Total ***					\$23,211.74
FUND 611 FIREMAN'S PENSION					
Division: 216 FIRE PENSION					
ANDERS, PETER		AP00003711221301	207553	MEDICARE PREMIUM/ANDERS	\$104.90
BOWLS, DAVID		AP00003511221301	207567	MEDICARE PREMIUM/BOWLS	\$104.90
CANFIELD, HARRY R		AP00000411221301	207572	MEDICARE PREMIUM/CANFIELD	\$104.90
CARRICK, HENRY		AP00000511221301	207575	MEDICARE PREMIUM/CARRICK	\$104.90
CLARK, FRANK M		AP00000611221301	207587	MEDICARE PREMIUM/CLARK	\$104.90
DOWNS, DANNY		AP00005111221301	207601	MEDICARE PREMIUM/DOWNS	\$104.90
ELIASON, CURTIS		AP00003311221301	207604	MEDICARE PREMIUM/ELIASON	\$104.90
ESTY, RAYMOND J		AP00000911221301	207608	MEDICARE PREMIUM/ESTY	\$104.90
FERRIANS, ALLEN LARRY		AP00006011221301	207613	MEDICARE PREMIUM/FERRIANS	\$104.90
HOUCHIN, EARL		AP00001211221301	207634	MEDICARE PREMIUM/HOUCIN	\$104.90
JOHNSON, NEILS E		AP00003411221301	207638	MEDICARE PREMIUM/JOHNSON	\$103.90
JONES, HAROLD		AP00005511221301	207639	MEDICARE PREMIUM/JONES	\$104.90
KEYS, JACK D		AP00006211221301	207643	MEDICARE PREMIUM/KEYS	\$104.90
LAHTI, ROGER P		111513RL	207645	N/C RX DOS 11/15/13	\$73.69
		AP00006411221301	207644	MEDICARE PREMIUM/LAHTI	\$103.90
MITCHELL, RAYMOND L		AP00001511221301	207657	MEDICARE PREMIUM/MITCHELL	\$104.90
MYERS, EDWARD A		AP00007611221301	207662	MYERS/MEDICARE PREMIUM	\$104.90
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$2.78
POLLARD, JAMES		AP00004811221301	207667	MEDICARE PREMIUM/POLLARD	\$99.90
RONEY, LARRY		AP00003611221301	207672	MEDICARE PREMIUM/RONEY	\$104.90
WEST, ROYAL		AP00002011221301	207704	MEDICARE PREMIUM/WEST	\$104.90
WILLIAMSON, CRAIG E		AP00007511221301	207707	MEDICARE PREMIUM/WILLIAMSON	\$101.90
FIRE PENSION TOTAL ****					\$2,164.47
FIREMAN'S PENSION Total ***					\$2,164.47
FUND 612 POLICEMEN'S RELIEF & PENSION F					
Division: 217 POLICE PENSION					
BAKER, MARSHALL R		AP00006311221301	207560	MEDICARE PREMIUM/BAKER	\$104.90
BATES, LAURIE VERN JR		AP00004911221301	207561	MEDICARE PREMIUM/BATES	\$104.90
BEDEN, LARRY		AP00003811221301	207562	MEDICARE PREMIUM/BEDEN	\$104.90



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
BRUNSON, DALE A		AP00004211221301	207569	MEDICARE PREMIUM/BRUNSON	\$104.90
CLEAVENGER, WILL J		AP00007311221301	207588	MEDICARE PREMIUM/CLEAVENGER W	\$104.90
CLEMENTS, JOHN M		AP00007411221301	207589	MEDICARE PREMIUM/CLEMENTS	\$104.90
COUCH, LARRY		AP00006611221301	207594	MEDICARE PREMIUM/COUCH	\$104.90
DEMYER, JAMES J		2013 MEDICARE	207743	DEMYER MEDICARE 6/15-12/31/13	\$681.85
DERRICK, GEORGE		AP00000711221301	207600	MEDICARE PREMIUM/DERRICK	\$104.90
DUCHEMIN, ROGER		AP00000811221301	207602	MEDICARE PREMIUM/DUCHEMIN	\$104.90
EMERITUS AT RICHLAND GARDENS		S000045266AM	207607	219 ASSISTED LIVING 12/1-12/31	\$4,500.00
GANLEY, JOHN M		AP00007911221301	207621	MEDICARE PREMIUM/GANLEY	\$104.90
HEASTON & THOMPSON VISION CLINIC		152933RC	207629	100176 DOS 9/19/13	\$60.00
HIGGINS, FRED C		AP00007811221301	207632	HIGGINS MEDICARE PREMIUM	\$103.90
LEWIS, DAVID L		AP00004311221301	207648	MEDICARE PREMIUM/LEWIS	\$101.90
LOHDEFINCK, RICHARD N		AP00002311221301	207649	MEDICARE PREMIUM/LOHDEFINCK	\$104.90
MANUEL, D ART		AP00002511221301	207652	MEDICARE PREMIUM/MANUEL	\$104.90
MATHESON, HAN & GIESA PLLC		101513DL	207653	DENTAL DOS 10/15/13	\$91.60
MOORE, ROBERT		AP00007111221301	207661	MEDICARE PREMIUM/MOORE	\$104.90
PITNEY BOWES PURCHASE POWER		10/13-1127-9365	207665	POSTAGE 10/1-10/31/13	\$2.78
SPARKS, DAVID W		AP00005911221301	207680	MEDICARE PREMIUM/SPARKS	\$104.90
THOMAS, GERALD D		AP00003211221301	207688	MEDICARE PREMIUM/THOMAS G	\$104.90
TURNER, ROY		AP00003111221301	207693	MEDICARE PREMIUM/TURNER	\$104.90
WENDLAND, WALTER		AP00001911221301	207703	MEDICARE PREMIUM/WENDLAND	\$104.90
WILMOTH, ROD		AP00004511221301	207708	MEDICARE PREMIUM/WILMOTH	\$104.90
ZIMMERMAN, GERALD		AP00005011221301	207712	MEDICARE PREMIUM/ZIMMERMAN	\$104.90
POLICE PENSION TOTAL ****					\$7,535.13
POLICEMEN'S RELIEF & PENSION F Total ***					\$7,535.13
FUND 641	SOUTHEAST COMMUNICATIONS CTR				
Division:	600	SECOMM OPERATIONS GENERAL			
BRASHEAR ELECTRIC INC		21712	207568	LIGHTING MAINTENANCE	\$429.03
CENTURYLINK		11/13-313896250	207581	LONG DISTANCE 11/6-12/5/13	\$88.55
FRONTIER		11/13-206-1882381	207620	E911/GENERAL PHONE 11/10-12/9	\$226.51
SPRAGUE PEST SOLUTIONS		2203412	207804	PEST CONTROL SRVCS-NOV	\$42.39
SECOMM OPERATIONS GENERAL TOTAL ****					\$786.48
Division:	601	E911 OPERATIONS			
FERRIS, LORI		110813	207614	FERRIS-CPR CARDS 11/8/13	\$26.80
FRONTIER		11/13-206-1882381	207620	E911/GENERAL PHONE 11/10-12/9	\$226.50
PUBLIC SAFETY TESTING INC		2013-5357	207793	3RD QTR 2013 SUBSCRIPTION FEES	\$125.00
SCOTT, GWENDOLYNN		13-454 SCOTT	207676	TERT MTGS/MOSES LAKE/SCOTT	\$21.00
E911 OPERATIONS TOTAL ****					\$399.30
SOUTHEAST COMMUNICATIONS CTR Total ***					\$1,185.78



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
FUND 642	800 MHZ PROJECT				
Division:	610	800 MHZ			
MOTOROLA	P053388	78248291	207781	800MHZ MAINTENANCE - DECEMBER	\$18,742.45
800 MHZ TOTAL ****					\$18,742.45
800 MHZ PROJECT Total ***					\$18,742.45
FUND 643	EMERGENCY MANAGEMENT				
Division:	620	STATE / LOCAL ASSISTANCE			
BRASHEAR ELECTRIC INC		21712	207568	LIGHTING MAINTENANCE	\$107.26
SPRAGUE PEST SOLUTIONS		2203412	207804	PEST CONTROL SRVCS-NOV	\$42.39
STATE / LOCAL ASSISTANCE TOTAL ****					\$149.65
Division:	621	RADIOLOGICAL EMGCY PREPAREDNESS			
BRASHEAR ELECTRIC INC		21712	207568	LIGHTING MAINTENANCE	\$107.26
LUDLUM MEASUREMENTS INC	P053263	00349296	207650	CALIBRATE LUDLUM MODEL 12'S WI	\$649.80
	P053263			PARTS	\$190.61
	P053263			FREIGHT	\$123.96
	P053263			LABOR	\$108.30
PITNEY BOWES PURCHASE POWER		11/13-15082028877	207666	REFILL POSTAGE MACHINE	\$100.00
RADIOLOGICAL EMGCY PREPAREDNESS TOTAL ****					\$1,279.93
Division:	622	DOE EMERGENCY PREPAREDNESS			
BRASHEAR ELECTRIC INC		21712	207568	LIGHTING MAINTENANCE	\$107.26
PITNEY BOWES PURCHASE POWER		11/13-15082028877	207666	REFILL POSTAGE MACHINE	\$100.00
DOE EMERGENCY PREPAREDNESS TOTAL ****					\$207.26
Division:	623	JURISIDICITION			
BRASHEAR ELECTRIC INC		21712	207568	LIGHTING MAINTENANCE	\$107.25
JURISIDICITION TOTAL ****					\$107.25
Division:	630	HOMELAND SECURITY PREPARDNESS			
REMOTEC INC	P052702	013064	207795	SENSOR CABLE CBL-SENSOR-001	\$26.00
	P052702			LABOR TO RE-WIRE SHOULDER ASSY	\$1,113.00
	P052702			DRIVE MOTOR CONECTOR CONNECTOR	\$30.00
	P052702			FIRING CIRCUIT ASSY D2460-3950	\$700.00
	P052702			GEAR GEAR-002	\$71.00
	P052702			WIPER PLUNGER B2461-1006	\$56.00
	P052702			TORSO SENSOR GEAR B2461-2261	\$86.00
	P052702			SENSOR SENSOR-005	\$99.00
	P052702			CAMERA UPGRADES: SMALL PAN/TIL	\$144.00
	P052702			LED LIGHT MOUNTING BRACKET FOR	\$202.00



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
REMOTEC INC	P052702	013064	207795	TORSO POT MOUNT C2461-2265	\$230.00
	P052702			LIFT BEARING PLATE C2457-1037	\$302.00
	P052702			MEMBRANE POT B2461-1020	\$372.00
	P052702			SHOULDER SIDE PLATE C2461-2025	\$452.00
	P052702			LABOR TO FURTHER MODIFY ARM PA	\$3,180.00
	P052702			NEW SHOULDER LIFT PLATE (SHOUL	\$687.00
	P052702			WIPER MOUNT BLOCK B2461-1007	\$44.00
	P052702			GRIP CORDS (PITCH) GRIPCORD-05	\$56.00
	P052702			LABOR TO RE-WIRE ELBOW ASSY LA	\$795.00
	P052702			LABOR TO RE-WIRE WRIST PITCH A	\$795.00
	P052702			ARM UPGRADE INCLUDING: ARM JOI	\$993.80
	P052702			CORD GRIP GRIP CORD-055	\$80.00
	P052702			WORM GEAR SHAFT D2400-2030	\$1,200.00
	P052702			LED LIGTH FOR P&T AND ARM CAME	\$5,778.33
	P052702			LABOR TO ASSEMBLE CHASSIS LABO	\$6,360.00
	P052702			UPGRADE 2455 F6A TO F6+ STYLE	\$29,700.00
	P052702			TORSO SENSOR GEAR SHAFT B2461-	\$46.00
	P052702			ARM UPGRADE INCLUDING: ARM JOI	\$497.20
HOMELAND SECURITY PREPARDNESS TOTAL ****					\$54,095.33
EMERGENCY MANAGEMENT Total ***					\$55,839.42



City Of Richland

VL-1 Voucher Listing

From: 11/25/2013 To: 12/6/2013

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
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Invoice Total: ****

\$1,871,963.72

Number of Invoices

Amount

Vouchers In Richland	94	\$64,380.55
Vouchers In Tri Cities	98	\$345,650.10
Vouchers In WA	200	\$1,014,777.67
Vouchers Outside WA	407	\$447,155.40
Vouchers Final Total.....	799	\$1,871,963.72

Ob ject Category	Title	Total	Percentage
1	SALARIES	\$105.41	0.01%
2	BENEFITS	\$34,938.86	1.87%
3	SUPPLIES	\$82,630.38	4.41%
4	OTHER SERVICES & CHARGES	\$545,641.87	29.15%
5	INTERGOVERNMENTAL SERVICES	\$774,693.63	41.38%
6	CAPITAL PROJECTS	\$341,551.90	18.25%
	MACHINERY & EQUIPMENT	\$64,309.77	3.44%
	INVENTORY PURCHASES	\$28,091.90	1.5%
	Total	\$1,871,963.72	



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Items of Business

Agenda Item: B1

Key Element: Key 1 - Financial Stability and Operational Effectiveness

Subject: APPROVAL OF CITY MANAGER'S COMPENSATION PACKAGE

Department: City Manager

Ordinance/Resolution:

Reference:

Document Type: General Business Item

Recommended Motion:

Approve the City Manager's compensation package.

Summary:

During an Executive Session on December 3, 2013, Council Meeting, Council reviewed the City Manager's performance. According to the City Manager's contract, Council agrees to review and increase her base salary and/or other benefits in such amounts and to such an extent as Council may, in its discretion, determine. The City Manager may also earn a performance incentive.

Fiscal Impact?

☒ Yes ☐ No

The fiscal impact will be determined after Council's motion is approved.

Attachments:

City Manager Approved:

Hopkins, Marcia
Dec 12, 09:22:09 GMT-0800 2013



Council Agenda Coversheet

Council Date: 12/17/2013

Category: Items of Business

Agenda Item: B2

Key Element: Key 2 - Infrastructure & Facilities

Subject: APPEAL OF PERMIT DECISION TO APPROVE A REQUEST MADE BY THE RICHLAND SCHOOL DISTRICT

Department: Community and Development Services

Ordinance/Resolution:

Reference:

Document Type: General Business Item

Recommended Motion:

After consideration of the record, Council should take action to either uphold, overturn or modify the Planning Commission's approval of a use permit which temporarily allows a second elementary school to operate on the site of the existing Sacajawea School at 518 Catskill Street.

Summary:

On October 23, 2013, the Richland Planning Commission held a public hearing to consider the application filed by the Richland School District to allow for the construction of a new elementary school designed for 600 K-5 students on the same site that contains the existing Sacajawea Elementary School at 518 Catskill Street. The application proposed to keep the existing school in operation temporarily after the new school is completed. At the conclusion of their hearing, the Planning Commission took action to approve the permit. An appeal of that decision was subsequently filed by several neighborhood residents. In accordance with Section 19.70.060 of the Richland Municipal Code, the Council is to consider the appeal in a closed record meeting. No new evidence may be presented to the Council and only those persons who participated in the Planning Commission hearing may address Council. During the "closed record hearing" persons with standing may make summary arguments based on and limited to the facts in the written and oral record developed during the Planning Commission hearing. The complete record is attached.

The permit request submitted by the Richland School District is to build a new school on the Sacajawea site and leave the existing school in place. Once completed, Sacajawea School students would attend the new facility and for the 2015-2016 school year, students from Marcus Whitman Elementary School would attend school in the old Sacajawea facility. Upon completion of the new Marcus Whitman School, the old Sacajawea School would be torn down. The Commission took action to approve the permit subject to 4 conditions, as recommended by staff: First, that the old Sacajawea facility would be torn down upon completion of the New Marcus Whitman School; Second, that the parking lot of the new Sacajawea School would be sized to accommodate 150 vehicles; Third, that the start and end times of the two schools would be staggered by at least 30 minutes and Fourth, that the approval was for the temporary operation of the two schools on the Sacajawea site and did not commit the District to a specific site plan. The appeal is based on the premise that both the environmental checklist and the traffic study prepared for the project are inadequate. It suggests that further restrictions be placed on the project.

In deciding this appeal, Council can uphold the decision of the Planning Commission; reverse it; modify the conditions of approval attached to the permit or remand it back to the Planning Commission for further consideration.

Fiscal Impact?

☐ Yes ☒ No

Attachments:

- 1) Notice of Appeal Meeting
- 2) Appeal Letter
- 3) Richland School District Response to Appeal
- 4) Notice of Decision
- 5) Transcript of 10/23/13 Planning Commission Hearing
- 6) Minutes of 10/23/13 Planning Commission Meeting
- 7) Staff Report to Planning Commission
- 8) Traffic Analysis
- 9) Site Plan

City Manager Approved:

Hopkins, Marcia
Dec 12, 09:23:01 GMT-0800 2013

CITY OF RICHLAND

NOTICE OF APPEAL MEETING

On October 23, 2013, the Richland Planning Commission held a public hearing to consider the application filed by the Richland School District (SUP2013-101) to allow for the construction of a new elementary school designed for 600 K-5 students on the same site that contains the existing Sacajawea Elementary School at 518 Catskill Street. The application proposed to keep the existing school in operation temporarily after the new school is completed. At the conclusion of their hearing, the Planning Commission took action to approve the permit. An appeal of that decision was filed in accordance with the appeal procedures contained in Section 19.70.040 of the Richland Municipal Code.

The Richland City Council, on Tuesday, December 17, 2013, will conduct a closed record appeal meeting beginning at 7:30 p.m. in the Council Chamber at the Richland City Hall, 505 Swift Boulevard. This closed record appeal meeting will be held in accordance with Richland Municipal Code Section 19.70.050, which states:

"No new evidence shall be presented before the city council in a closed record appeal. Only those persons who participated in the open record hearing before the planning commission or board of adjustment may address the council in a closed record appeal meeting. Comments made at a closed record appeal meeting must be in the nature of summary argument only, based on and limited to facts in the written and oral record developed during the open record hearing. If any speaker at a closed record appeal meeting presents comments that are not based on facts in the record, anyone present at the meeting may make an objection. If an objection is made, the speaker will stop until the issue of the objection is resolved."

The record created by the Planning Commission is available for public review at the Development Services Office, 840 Northgate, Richland, between the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday. The record will also be available electronically on the City's website at www.ci.richland.wa.us beginning December 9, 2013.



Rick Simon,
Development Services Manager

Appeal to City of Richland Council Members
November 8, 2013

Regarding: The City of Richland Planning Commission's decision to approve the
Richland School District Application (SUP2013-101).

Appellants:

John L & Judith F. Cox
526 Fuller Street
Richland, Washington 99354
509-375-0269

John L. Cox 11/6/2013
Judith F. Cox 11/6/13

Bruce & Lora Rathbone
538 Fuller St.
Richland, Washington 99354
509-375-1954

Lora Rathbone 11/6/13
Bruce Rathbone 11/6/13

Frank Bailey & Cyndy Sharer
2143 Rainier Avenue
Richland, WA 99354
509-375-4246

Frank Bailey 11/6/2013
Cyndy Sharer 11/6/2013

Steven W. & Diana M. Knoll
2155 Baker Ave.
Richland, WA 99354
509-375-1396

S. W. Knoll 11/7/2013
Diana Knoll 11/7/2013

Don & Pam Sebelien
2039 George Washington Way
Richland, WA 99354
509-943-9469

Pamela J. Sebelien
Donald A. Sebelien 11/7/13

Mary Peters
508 Fuller St.
Richland, WA 99354
509-375-7765

Mary L. Peters

Michael Carroll
2047 George Washington Way
Richland, WA 99354
509-539-1413

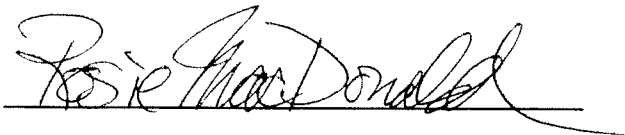
Michael Carroll 11/7/13

RECEIVED

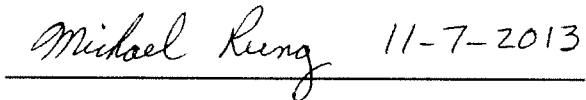
NOV 07 2013

Planning &
Development Services

Rosie MacDonald
544 Fuller St.
Richland, WA 99354
509-375-0708

A handwritten signature in cursive script, reading "Rosie MacDonald", written over a horizontal line.

Michael Rung
2053 George Washington Way
Richland, WA 99354
509-943-0117

A handwritten signature in cursive script, reading "Michael Rung", followed by the date "11-7-2013", written over a horizontal line.

END OF SIGNATURES

We, the above named residents of Richland, Washington, have provided written and/or spoken comments at the City of Richland Planning Commission meeting held on Wednesday, October 23, 2013, regarding the referenced application below.

Richland School District Application SUP2013-101

The appellants believe that the planning Commissioners' approval of the RSD application SUP2013-101 based on the recommendation of the City of Richland Development Services Staff Report was insufficient and therefore the wrong decision because the two primary documents upon which the decision was made were inadequately and unprofessionally carried out. In fact, we believe the Commission's decision to approve the recommendations of staff is based on a conclusion that is clearly not warranted or supported by the studies performed which include an environmental review, SEPA, and a traffic analysis. The following information is presented to support this contention:

1. The State Environmental Protection Assessment (SEPA)

Pg. 7 – What type of energy will be used to meet the completed project's energy needs?
ELECTRICAL FOR POWER, LIGHTING, HEAT AND BOILER/NATURAL GAS FOR DOMESTIC WATER HEATING.

No quantitative information or estimates were presented nor what the source of energy would be; e.g., green or otherwise. There is concern that the utilities necessary for the new Sacajawea building as well as the old Sacajawea building may have a negative impact on the neighborhood residents (See appellants comments for Pg. 12).

Pg. 7 – Types of noise in the area that may affect your project?

NONE

Again, inadequate study and information on these effects. In fact there will be Hanford traffic noise, student pickup and drop-off traffic noise, construction noise, operation of two schools on the site and then demolition noise. The mitigation suggested by RSD is to limit the construction noise from 7 AM to 7 PM which is within the timeframe of morning and afternoon peak Hanford traffic noise and congestion and traffic noise and congestion during parent drop-off and pickup of school children.

Pg. 7 – Are there any environmental health hazards including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste that could occur as a result of this proposal?

NO.

Here again, inadequate assessment of the potential impacts is evident. In fact, residences in the area, students, their parents and school employees will have substantial exposure to dust and chemicals in the environment as a result of the construction and added traffic emissions. The emissions from internal combustion engines are a well-recognized source of air and water pollution and individual doses of hazardous chemicals occurs through ingestion, inhalation and dermal contact. The application has stated that there are no proposed measures to reduce or control environmental health hazards.

Pg. 9 – What views in the vicinity would be altered or obstructed?

NONE

In fact, the two-story building will alter and obstruct the horizon view for residents from before Baker St. to about the current north crosswalk on Fuller St. The new Sacajawea building and the parking lot will also obstruct the view for residents on George Washington Way from Fuller St. to Catskill. Additionally, there are no measures to reduce or control aesthetic impacts. The large pine trees on Fuller St. will likely need to be removed to accommodate the enlarged north parking lot. Trees and landscaping placed between the parking lot and Fuller St. as well as to the east of the new building should be one of the measures used to mitigate negative aesthetic impacts.

Pg. 10 – Could light or glare from the finished project be a safety hazard or interfere with views?

NO

In fact, light and glare will have a direct impact on residences on the north Fuller St. side and the east George Washington Way side from the finished project. The application does state, "LIGHT CONTROL WILL BE MAINTAINED THROUGH LIGHT FIXTURE SELECTION AND LIGHT SHIELDS ON VARIOUS LIGHT FIXTURES.

Light fixtures for the new project should meet lighting codes to reduce the impact of light and glare for all residents in the area.

Pg. 10 – What designated and informal recreational opportunities are in the immediate vicinity?

THERE IS A PLAYGROUND ON THE SITE.

Would the proposed project displace any existing recreational uses?

NO

In fact, the Richland Parks and Recreation Department uses the Sacajawea playfields for baseball and soccer practice and games. The neighborhood families and children play on the equipment and others in the area fly model airplanes, kites and other fun, family oriented activities. During construction, the two-school occupation and demolition, these activities are not likely to occur.

Pg. 11 – Identify public streets and highways serving the site.

CATSKILL STREET SERVES THE SITE ON THE SOUTH AND RAINIER AVENUE SERVES THE SITE ON THE WEST. (A note on the application states Fuller St. will also provide access.)

Of concern is the Champions child care for before and after school students is located on the Catskill side of the project site. Where will the parents park to drop-off and pickup their children? RSD staff testified that during demolition all parking lots would be removed and landscaped. At this time, parents use the current bus drop-off parking lot for this activity.

Furthermore, there are two residences adjacent to the project site, close to the south parking lot and behind George Washington Way residences. At this time, it is unclear from testimony given by RSD staff if there is a plan for transportation access for especially one of these residents as the easement which is now paved is only a sewer easement.

Pg. 12 – Describe the general construction activities on the site or in the immediate vicinity which may be needed.

INSTALLATION OF NEW WATER SERVICE, IRRIGATION WATER SERVICE, ELECTRIC SERVICE, FIRE SPRINKLER SERVICE LINE, GAS SERVICE LINE, SANITARY SEWER SERVICE LINE, TELEPHONE LINE AND OTHER COMMUNICATION ARE ANTICIPATED ON THE SITE.

What about off site? It is not clear if an evaluation has been done to answer the question of whether the existing utility infrastructure will have the needed capacity to service simultaneous operation of the old and new schools. This aspect should be evaluated along with the potential additional costs, and most importantly, the impacts for local residents if, for example, larger capacity sewer, water or electrical lines need to be brought in to service both school sites. We find it hard to believe that there is no place on the SEPA form for the applicant to discuss how they will accommodate residents with the interruption of access to their residences, possible interruption of utility services, possible sewer problems particularly in basements, etc. Would the families be notified when such services might be interrupted? There is no statement of how this will be handled.

2. Traffic Analysis by Spencer Montgomery of JUB Engineers, Inc., Kennewick, WA for the Richland School District

First, did Spencer Montgomery swear to tell the truth? Here are his exact words at his swearing in portion of the meeting. "I'll tell the truth but not the whole truth. You don't want to hear it. It is in the study or at least the part we were asked to evaluate."

Pg. 3 – Figure 1. Sacajawea parking and drop-off areas.

Pickup areas shown in red do not include Fuller St. pickup area that is currently used. (See picture below of afternoon pickup on Fuller St. (10/04/13 between Baker St and Rainier.) With two schools operating, despite the staggered start/end time in the am and pm, the surrounding neighborhood will be overwhelmed with cars dropping off or picking up children.



(Looking West toward school crosswalk on Fuller St. from Baker St.–10/04/13 ~ 3:15 pm)

Pg. 4 – Fifth Bullet: Several parents dropping off and picking up their students on Catskill St. and Rainier Ave. will use the rolled curb and park partially on the sidewalk to reduce their impact to traffic flow on those streets.

What can be done to mitigate this dangerous practice especially when two schools are operating on this school site?

Pg. 5 – Institute of Transportation Engineers Trip Generation Manual 8th Edition.

Using this standardized manual for an urban area doesn't work. The report even states that many students in the walk areas are driven to school by parents. It seems that this is likely to continue for the new Sacajawea school and for the students coming from Marcus Whitman for the duration of one school year.

The traffic analysis does not address the need for caution lights for the neighborhood. Fuller St. and Catskill street have flashing lights cautioning a school zone ahead. Without a traffic light on Fuller and George Washington Way, it is likely that dangerous car and pedestrian congestion will occur during the am and pm drop-off and pickup times even with staggered start/end times. This is not addressed in the traffic analysis.

In addition, what pedestrian safety measures will be put in place for children who willfully cross at Fuller and George Washington Way where no stop light, crosswalk strips or cautionary light exists?

If, as suggested by the traffic analysis report, Marcus Whitman students start at the earlier time, that means that busses will need to pick up students at an earlier time at the Marcus Whitman neighborhood. It seems that it is likely that some parents will elect to drive their children to Sacajawea rather than subject their children to an earlier travel time via bus. RSD and the traffic analysis report contend that 410 children are likely to be bussed daily to and from Sacajawea. These children who come from a high poverty elementary school (See October 2013 RSD Staff Enrollment Report by building) will be on the bus for 40-60 minutes per day and that doesn't get them to the bus in the morning or home from the bus in the afternoon. Again not well thought out.

The traffic analysis report suggests an arbitrary number of 25% of the Marcus Whitman children driven to school by parents will continue. Why wasn't a survey done to try and quantify to see what Marcus Whitman parents would REALLY do in terms of transporting their children. Isn't it reasonable to expect a number with statistics behind it?

This covers some of the main concerns we have with the SEPA and Traffic Analysis reports that were provided by the Richland School District staff and JUB, reviewed and recommended for approval by the City of Richland Development Services Department, and approved by the City of Richland Planning Commission.

The relief sought is as follows:

- Commitment to a well-defined time period for construction and for simultaneous operation of two schools on the Sacajawea site. The application presented to the planning commission did not have concrete upper limits on the time frame for the proposed variance for operating two schools on the same site. Rather, it is tied to the construction time frame for Sacajawea and Marcus Whitman schools for which there is no duration limit established.
- Commitment to provide another period for public review and comment if the school district application before the planning commission should be changed.
- A requirement that the school design include trees and landscaping between Fuller St. and the school parking lot to provide some isolation and mitigation of noise and light pollution from the parking lot and building as well as to provide a natural visual boundary to the 45 foot tall school building structure. In addition, increase the setback to reduce visual impact of a 45 foot tall structure. Otherwise the immediate area is effectively turned into an industrial zone.
- A requirement that dust control measures such as water spray be implemented during construction and demolition phases to keep particulate levels at or below defined acceptable levels in the immediate neighborhood.
- A requirement that an analysis be performed to assess if additional water, sewer or electrical utility infrastructure might be needed in the area and that appropriate measures be taken to ensure that disruption of services to local residents as a result of either construction or inadequate infrastructure are minimized.
- A more thorough traffic study that includes variables such as the impact of poor weather; e.g., fog, snow, ice, and poor visibility on traffic patterns, traffic delays and student/resident safety.
- A more thorough traffic and pedestrian safety assessment be done at the intersection of Fuller and George Washington Way. Due to growth in the Richland School District's outer areas, future plans to re-boundary RSD as testified by RSD staff, is likely to increase student population at Sacajawea through bussing and parent trips. Could the re-boundary cause the student population to exceed 600 students? We want this information to be included in the traffic and SEPA assessment.

We appreciate the consideration of our appeal of the City of Richland Planning Commission's decision.



November 26, 2013

Ms. Cindy Johnson, City Manager
City of Richland
PO Box 190, MS 04
Richland, WA 99352

City Council Members
City of Richland
PO Box 190, MS 04
Richland, WA 99352

Dear Ms. Johnson and City Council:

The Richland School District requests the City Council to uphold the decision of the Planning Commission from its October 23, 2013, meeting which granted the District permission to operate two elementary schools concurrently during the 2015-2016 School Year. Several conditions were applied to this approval.

The approval of the District's request was based on City staff recommendations and the Planning Commission's concurrence based on Richland Municipal Code 23.42.250.

The City staff issued a Determination of Non-Significance (DNS) on the SEPA checklist that was submitted for the "Sacajawea Elementary School Replacement," specifically for the construction of the new school. The DNS was issued and the neighborhood and public comment period on the SEPA ended October 17, 2013. As City staff reported at the Planning Commission meeting, the placement of a school at this site meets or exceeds the City code requirements and is below the maximum height requirement for a school in this zoned area. Additionally, a site plan review is not required by code; design and construction will be addressed through the building permit process.

The District provided an engineered traffic study, as required by the City which was reviewed by its staff and Planning Commissioners in making the decision.

The narrow scope of the request from the District was for the Planning Commission to allow it to operate two elementary schools concurrently at the current site of Sacajawea Elementary School at 518 Catskill Street, in Richland. Many of the appellants' written comments and concerns regarding the SEPA application for the construction and design of the new Sacajawea appear to be outside the scope of the District's original



request, as required in RMC 23.42.250. The appellants' issues deal the SEPA form that was prepared for the design and construction of the new elementary school. For example, the appellants' brief, Page 3: *The SEPA questions regarding: What type of energy that will be used to meet the completed project's energy needs?*

Environmental health hazards including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste that would occur as a result of this proposal?

Views and light glare from the construction of the replacement Sacajawea as well as recreational opportunities on district property school (pp 4) are not applicable to the scope of the district's request. These questions and comments would have been more appropriately addressed during the SEPA's public comment process.

To mitigate traffic concerns during the 180-day school year, the District will operate the two schools on an off-set schedule of a minimum of 30 minutes to help eliminate traffic congestion. No walking students from Marcus Whitman are anticipated. Students from Marcus Whitman, which represent 320 families, will be provided school bus service to and from their neighborhoods and the school to further mitigate parent traffic. The District anticipates approximately 6-8 general education buses will be used to transport Marcus Whitman students.

Other concerns regarding the District's use of its property for a school and the impacts of access through the District's property to the backyards of adjoining properties, as well as the use of the property for public recreational purposes, are within the purview of the District. Landscaping, sports fields, tree replacements, and playgrounds are all part of the final design process and will be approved by the School Board and ultimately must be approved by City staff. It is not the District's intent to deny access to neighbors or the general public to the grass and playground areas. The project will improve current property and provide new sports fields and other amenities that are available to everyone to use and enjoy.

If you have any questions or need further clarification, please feel free to contact me directly (509.967.6112).

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Panther", with a long horizontal flourish extending to the right.

Mark Panther, Executive Director
Support Services



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



**THE
LANODON
GROUP**



**GATEWAY
MAPPING
INC.**

December 3, 2013

Richland City Council
505 Swift Boulevard
Richland, WA 99352

**RE: RESPONSE TO TRAFFIC QUESTIONS
IN THE APPEAL OF PLANNING COMMISSION DECISION REGARDING SACAJAWEA ELEMENTARY SCHOOL**

Dear Mayor Fox, City Council Members and City Manager:

We have read the appeal submitted in regards to the Planning Commission's Decision approving the temporary operation of two elementary schools on the Sacajawea Elementary School site. We offer the following responses to the traffic issues presented in the appeal. The items below are taken from pages 6 - 7 of the Appeal, which then reference pages from the Traffic Impact Analysis which we prepared.

Swearing in

Spencer Montgomery told the truth and provided answers to questions presented by the planning commission. Regarding the "whole truth" he was just indicating that in the interest of time the whole truth with respect to the analysis performed was included in the study which is part of the record, and he wasn't going to reiterate it all.

Page 3, Figure 1

On some days the area used for picking up children may be larger than that shown in the figure. The area shown in Figure 1 was the area used the two days that were observed. With two schools operating, the area used during the pick-up time will clearly shift closer to the new front door for Sacajawea ES. However with the staggering of start times of the two schools, the on-street pick-up area that will likely be used during the Marcus Whitman pick-up time will be significantly smaller because our study indicates that the size difference of the two schools, and the fact that most students will be bused will result in approximately 20% of the number of cars during that timeframe.

Page 4 Fifth bullet

Parents picking up students and using the rolled curb is an existing issue. Mitigation would be to widen the street. Or, in this case, the relocation of the front door of the new school will be on Fuller Street which is a wider street as noted in the report.

Page 5 ITE Trip Generation Manual

The ITE Trip Generation Manual wasn't used for this situation because it is unique. However, the rates provided in the manual account for the fact that many drop-offs and pick-ups occur by those living within the walk area.

Pedestrian issues were not specifically requested to be evaluated due to the fact that the walking students will be the same and there are established safe walk routes. There will not likely be any

walkers from the Marcus Whitman school boundary because it is over 3 miles away. Thus pedestrian issues, though they need to be addressed, are an issue of the relocation of the school building site itself and not due to the request to operate two schools on the same site simultaneously for one year.

Regarding the 25% rate of Marcus Whitman students being driven to school by parents to the new site, this percentage was felt to be a high number. A survey of sorts was performed to determine the number of students picked up at Marcus Whitman. It was felt that if given the opportunity to ride a bus most parents would choose to let their children ride a bus. We're working under the assumption that most children that are driven live within the walk area and are likely to be those that live further away but still within the walk area. If a bus is provided within a few blocks of their home most would use that bus. For the purposes of the study we chose a number that we thought was high (25% of the existing pick-ups), but even if the number were doubled, it would only add 18 trips.

We hope this adequately addresses the issues mentioned in the appeal.

Sincerely,

J-U-B ENGINEERS, INC.


Spencer Montgomery
Transportation Planner


Darral Moore, P.E.
Project Manager



c: Mark Panther, Kevin Knodel, Richland School District

NOTICE OF DECISION

PURSUANT TO RICHLAND MUNICIPAL CODE SECTION 19.60.080 NOTICE IS HEREBY GIVEN THAT THE CITY OF RICHLAND PLANNING COMMISSION, ON OCTOBER 23, 2013 TOOK THE ACTION DESCRIBED BELOW ON THE APPLICATION:

OF: Richland School District #400
615 Snow Avenue
Richland, WA 99352

REQUEST: Approval of a request to allow the construction of a second elementary school on the same site that contains the existing Sacajawea Elementary School..

LOCATION: 518 Catskill Street, generally south of Fuller Street, east of Rainier Avenue and north of Catskill Street.

DESCRIPTION OF ACTION: The Richland Planning Commission took action to approve the request subject to the following conditions: 1. The second school shall be in operation only during the time period that the Marcus Whitman Elementary School is under construction. At the time said construction is completed, the old Sacajawea School will be vacated and demolished.
2. The parking lot(s) associated with the new Sacajawea School shall be sized to accommodate at least 150 vehicles.
3. The start and end times of the two schools operating on the Sacajawea site shall be staggered by at least 30 minutes.
4. This approval grants the District the ability to temporarily operate two schools on the Sacajawea Site. It does not approve any specific site plan.

SEPA REVIEW: The above referenced action was reviewed in compliance with the requirements of the State Environmental Policy Act (RCW 43.21c) and the City issued a Determination of Non-Significance (EA10-2013) dated September 25, 2013.

APPEAL PROCEDURES: Appeals to the above described action may be made to the Richland City Council by any party of record. Said appeal shall be in accordance with the provisions of Richland Municipal Code (RMC) Section 19.70.040 and Revised Code of Washington (RCW) 36.70C. Appeals must be filed within 10 business days of the date of issuance of this notice, which is October 25, 2013.

QUESTIONS REGARDING THE FILING FEES, COSTS AND PROCEDURES FOR FILING AN APPEAL TO THE RICHLAND CITY COUNCIL SHOULD BE DIRECTED TO THE RICHLAND DEVELOPMENT SERVICES DIVISION OFFICE AT (509) 942-7771.



Rick Simon,
Development Services Manager

10/25/13
Date

CITY OF RICHLAND PLANNING COMMISSION

MEETING OF OCTOBER 23, 2013

CHAIR BORING: Okay it is 7:00 I'd like to call the Richland Planning Commission Meeting Number 09-2013 to order today is Wednesday, October 23, 2013, and I'd to welcome everybody in the audience and those of you who might be watching this on Charter 13 and for those who might be streaming this over the Internet. May we have the roll please?

Berkowitz?

MS. BERKOWITZ: Here.

Clark?

MR. CLARK: Here.

Jones? Moser? Madsen?

MR. MADSEN: Here.

Wallner? Wise?

MR. WISE: Here.

Utz?

MR. UTZ: Here.

Boring?

CHAIR BORING: Here. And please let the record show that Commissioner Jones and Commissioner Moser have excused absences tonight. The next item on our agenda is the approval of the agenda. Commissioner Madsen.

COMMISSIONER MADSEN: I move approval of the minutes of August 28th, 2013 as number 8-2013.

CHAIR BORING: We're on the agenda right now.

COMMISSIONER MADSEN: Oh I'm sorry I thought you were talking minutes got ahead of myself. I move the approval of minutes or the Planning Commission Meeting Number 9-2013.

CHAIR BORING: As the agenda as written.

COMMISSIONER MADSEN: Agenda as written yeah.

CHAIR BORING: Thank you Vice-Chair Utz?

VICE-CHAIR UTZ: I second that.

CHAIR BORING: Commissioner Berkowitz?

COMMISSIONER BERKOWITZ: Um-hum.

CHAIR BORING: All those in favor of the agenda say aye, opposed? Okay. The next item is the approval of the August 28, 2013 meeting minutes. Commissioner Madsen?

COMMISSIONER MADSEN: Yeah I move for approval of the Commissioner meeting minutes of 8-2013.

CHAIR BORING: Thank you. Commissioner Berkowitz?

COMMISSIONER BERKOWITZ: I'll second.

CHAIR BORING: Are there any corrections or modifications I'm seeing none all those in favor of approval of the meeting minutes say aye?

COMMISSIONERS: Aye.

CHAIR BORING: Opposed? Okay. Next we'll move into the public comment section but before we do that I would like to ask Ms. Howard if she could please read the public comment statement.

MS. HOWARD: The purpose of a public comment period is to give the audience an opportunity to speak to the Planning Commission concerning items that are not on tonight's agenda. If you're here to speak to an item on the agenda please wait until the hearing is open on that particular agenda item. To provide an orderly process will audience members who wish to speak during this comment period please raise your hand be recognized by the Chair, approach the lectern and speak into the microphone, state your name and address for the record and please limit your comments to no more than two minutes. Thank you.

CHAIR BORING: Thank you. It also looks like we have Commissioner Wallner entering so we'll give her a moment to get settled. While we're doing so is there anybody in the audience tonight wishing to address the Planning Commission on

anything that is not on the agenda tonight? If so please raise your hand? Seeing none we'll close the public comment period and move on to the public hearing explanation. Ms. Howard.

MS. HOWARD: After a brief presentation by staff the public hearing will be opened. Speakers will be sworn in when they approach the microphone. The meeting is being recorded as required by law for creation of the official record. Any further action on the application whether by City Council or by the Courts on Appeal will be on the recorded created by tonight's public hearing. For that reason it is important that all testimony be given at the podium and into the microphone. The applicant will be given an opportunity to give a presentation first. After the applicant anyone else wanting to present testimony will be asked to come to the podium speaking into the microphone and give their name and address. At the conclusion of their testimony they are asked to write their name and contact on the form located near the recorder. As the burden of proof on a land use application request rests with the applicant the applicant will be given a final opportunity to rebut testimony and evidence submitted.

After the public hearing is closed no further public testimony will be taken, however, the Commission may ask further questions of any person who submitted testimony. After deliberation the Commission will take action on the request. Land use actions are appealable as set forth in Richland Municipal Code Chapter 19.70. Anyone interested in the appeal process and the timeframe should contact City staff as soon as possible after the decision.

Prior to the proceeding of the new business items on the agenda I ask the Commissioners to disclose if they have any conflicts of interest, ex-parte contacts or other appearance of fairness issues related to the quasi-judicial items on tonight's agenda.

CHAIR BORING: Thank you. Commissioner Berkowitz.

COMMISSIONER BERKOWITZ: I will be recusing myself tonight because I live in this neighborhood and this has an impact on me so.

CHAIR BORING: Thank you. We'll call you back.

COMMISSIONER BERKOWITZ: Okay.

CHAIR BORING: Okay now let the record reflect that we have no items of old business so we will move right into new business. Item number one the applicant is Richland School District the project is Special Use Permit 2013-101. The request is approval to allow the temporary operation of a second elementary school on the same site that contains the existing Sacajawea Elementary School. The location is 518 Catskill, south of Fuller Street, east of Rainier Avenue and north of Catskill Avenue. May we have a staff report please?

MR. SIMON: Thank you madam Chairman the Commissioners the application that is before you tonight has been submitted by the Richland School District concerning the Sacajawea Elementary School site, which is located in North Richland north of Catskill, south of Fuller and east of Rainier. The District is proposing to construct a new elementary school on the site. The existing Sacajawea school is located in the southwest corner of this 16.8 acre site the proposal would be to build a new school in the northern half of the site closer to Fuller Street. The new school would be four K through five students designed for an enrollment of approximately 600 kids.

There would be parking for about 90 vehicles off street both in a lot located in adjacent to Fuller Street and also there would be additional parking in a lot that would be accessed off of Catskill to the south.

This project is part of a larger district Y plan to upgrade and expand school facilities that were made possible through the passage of the bond measure earlier this year. The District intends to upgrade facilities at Marcus Whitman, Lewis & Clark and Sacajawea elementary schools. The current plan for Lewis & Clark is to construct a new facility on the same site as the existing school and once that construction is finished they would demolish the existing Lewis & Clark School. That same plan works for the Sacajawea site, however, it doesn't work for the Marcus Whitman School given the configuration of that property and the location of the school administrative building. They need to rebuild the school on the same site that the or in the same location that the existing school is built upon. So we'll have to tear down the building rebuild it in the same location meaning that for that period of construction the kids from Marcus Whitman will be displaced.

So the District is proposing that during the construction of the school site here that once the new Sacajawea school is built that those students that would attend Sacajawea would go into the new facility the old facility would be retained and the Marcus Whitman students would be bused into the site during that period of construction of the Marcus Whitman school. Now in the original application that was forwarded to the City the District had indicated that they would like to have the ability to use this old school to temporarily house students displaced during construction of a period of five years. However, they have amended that proposal and the proposal that is before you tonight

is would only allow for the operation of the old Sacajawea school for the period of time that Marcus Whitman is under construction which is estimated to be just one school year.

The property is located in the Parks and Public Facility Zoning District. That zone does provide for public schools with setbacks of 20 feet in the front yard, 10 feet on the side yard and 25 feet in the rear yard. Maximum building height~~X~~ for a school is 55 feet the proposal for the new Sacajawea school would meet or exceed all of those standards. There is not a site plan review associated with the construction of a new elementary school it's just a permitted use so by zoning the only thing that the School District needs is go through the building permit process. However, the zoning code does have some standards as it relates to density and it requires a minimum acreage of a school site of five acres plus one additional usable acre for each 100 students or portion thereof. And in this case you have a school that would be designed for 600 students the new proposed school so that would require a total of 11 acres. The old Sacajawea school has a current enrollment of about 480 kids, the Marcus Whitman school that they anticipate busing the kids to this school site has about 410 kids but in any case you'd have the five acres for that plus an additional five acres for that 400 plus kids so you need a total of 10 acres for the old school 11 acres for the new school so a total of 21.

There's only 16.8 available on site so the District has filed this application under the Code Section in 23.42.250 that says that the Planning Commission upon written request may grant a site size reduction if it has demonstrated to the Commission's satisfaction that the neighborhood in which the school facility is or will be situated will not be

detrimentally impacted by the proposed site size reduction for reasons including, but not limited to, lack of parking for students, employees and the public or by the reduction of open space in general. Such written request shall be reviewed by the Commission following the public hearing and notice procedures as set forth in Chapter 23.46.

In your packets you have copies of the application that was filed by the District you also have the environmental checklist and the determination of non-significance that was issued by staff. There is also a traffic analysis that was provided that evaluated the impacts of the operation of the two schools on the property for the interim period. And you have copies of public comments that we received from seven area residents, which are included in your packets. And they raised a number of issues some of which relate to the height of the school building, the location of the building on the north side of the site, even the wisdom of building of new school on this property, but I would suggest that those issues are really outside the purview of the Planning Commission. Your function tonight is really to look at that specific language in the Code Section and look at just the size of the school and make a determination as to whether that second school can operate for that period of a single school year.

So many of the comments that we received were focused specifically on traffic and I'm certainly germane to your decision tonight. Some of them pointed out that the street – the existing street system in the area is not adequate to support additional traffic and particularly Catskill Street is a 30-foot wide street so it doesn't allow for parking on both side of the street and two travel lanes. Fuller Street is a 36-foot wide street and as you travel down Rainier from Fuller to Catskill that transitions from 36 down to 30.

The traffic impact analysis that's included in your packet includes a couple recommendations that would help reduce the impact of the new school. The report recommended that the parking lot be enlarged to accommodate 150 vehicles. That actually the report actually says that a 150 vehicles is the total demand for parking for the new facility but they also point out that there are 30 on street parking spaces on the south side of Fuller available and so the report recommended that the parking lot be upsized to accommodate a total of 150 but accounting for the 30 that are on the street off street parking should be 120 vehicles.

Some additional mitigation was provided in the traffic impact analysis that suggested that the school start times be staggered by a minimum of 30 minutes for the time that those two schools would be operating.

Staff's recommendation based on the temporary nature of the proposal and based on the current enrollment for the two schools is much less than the designed capacity and based on the recommendations on the traffic analysis we recommend approval of the proposal. Again the conditions that we are suggesting is that that second school be in operation only during the time period Marcus Whitman Elementary is under construction. Secondly, that the Sacajawea school site be sized to accommodate at least 150 vehicles recognizing that 30 of those spaces will be on Fuller Street so 120 off-street parking and also the starting and end times the two schools operating shall be staggered by at least 30 minutes and finally we made a note that the approval grants the District the ability to operate two schools on the Sacajawea site it does not approve any specific site plan. As the District proceeds with its building permit process there will be additional review and perhaps modifications to driveway locations or crosswalks

or other aspects of pedestrian safety and I'm suggesting not really a part of the review for this facility so that's why that last condition. But we've provided some findings and conclusions in support of that recommendation and will be available to answer any questions that you might have. Thank you.

CHAIR BORING: Excuse me before I open up the public hearing I know that Mr. Simon touched on it briefly but I just wanted the audience and also the Commission to understand that we have a very narrow scope for which we are allowed to really review this this proposal in front of us. We do read all the letters we do listen to you we do care but I just want to but I need you to know that we do have a very narrow scope so just please that in mind when we are doing our deliberations and asking our questions. Okay with that it's 7:20 I will open the public hearing and ask the applicant if they would like to come up and provide a presentation? Please state your name, address and swear to tell the truth please.

MR. KNODEL: Sure Kevin Knodel, I live at 43810 North Empire Drive in Benton City and I am the Executive Director of Capital Projects for the Richland School District. And we're here –

CHAIR BORING: And you swear to tell the truth?

MR. KNODEL: Pardon?

CHAIR BORING: And you swear –

MR. KNODEL: Oh and I swear to tell the truth sorry.

CHAIR BORING: Thank you.

MR. KNODEL: We're here to request the waiver this would allow us to tear down the old Marcus Whitman building. There was a lot of issues around when

the original Marcus Whitman building was tore down it was tore down and a lot of the debris was left on that site and so the only location we can build a new Marcus Whitman school because of the admin building, the special programs building, all the other buildings on that site the only place we have that we can build a new Marcus Whitman is in the current location of the Marcus Whitman school. So we're requesting the waiver to allow us to move the students from the Marcus Whitman building to the old Marcus or old Sacajawea after the new Sacajawea is built and will house the current Sacajawea students in the new Sacajawea. It will only be for the time that we are doing the construction on Marcus Whitman but we'd really like you to consider that.

CHAIR BORING: Okay thank you.

MR. KNODEL: Thank you.

CHAIR BORING: Is there anybody with you tonight wishing to speak or are you it?

MR. KNODEL: I don't think so.

CHAIR BORING: Okay thank you. Sir if you could please fill out one of the salmon colored forms for us? Okay. And I believe we had some forms filled out Ms. Howard for people wishing to speak?

MS. HOWARD: No.

CHAIR BORING: No okay. Okay is there anybody in the audience wishing to speak in support of this project? If you could please come forward state your name, your address and swear to tell the truth.

MR. STODDARD: My name is Kyle Stoddard I live at 2041 George Washington Way and I swear to tell the truth.

CHAIR BORING: Thank you.

MR. STODDARD: I am in support of this building it's not perfect. My house will be the parking lot coming off of Catskill but it's too important for our kids to go to a school with leaky roofs and everything like that so we really need a new school it's not perfect but it's the best we can do and it's a bond approved measure so please consider approval. There are traffic concerns and it's – they are a concern but the school has adequately to my satisfaction said that this will be temporary and we can live with it for one year so thank you for your time.

CHAIR BORING: Thank you. Is there anybody else and if you could please fill out one of the forms thanks? Is there anybody else in the audience wishing to speak in support? If you could please come up to the podium sir? Oh okay. Can you please state your name and address and swear to tell the truth?

MR. COX: I'm John Cox, 526 Fuller Street I'm greatly in support of education I'm just always concerned about how they go about and how we use our taxpayer dollars. So if they are building new schools and expanding new schools in general I'm very supportive of it.

CHAIR BORING: Okay thank you if you could fill out one of the forms please? Is there anybody else in the audience wishing to speak in support? If you could please state your name, address and swear to tell the truth ma'am?

MS. SEBELIEN: Pam Sebelien, 2039 George Washington Way –

CHAIR BORING: And you swear to tell the truth?

MS. SEBELIEN: Pardon me?

CHAIR BORING: You swear to tell the truth?

MS. SEBELIEN: I swear to tell the truth --

CHAIR BORING: Okay thank you.

MS. SEBELIEN: -- so help me God. When we got in here we didn't realize you were starting at 7:00 but so when you say speak in support are you talking about speaking in support of the proposal put forth by the School District --

CHAIR BORING: Yes.

MS. SEBELIEN: Do you want our comments about that or concerns or just speaking in support?

CHAIR BORING: We're asking for people in support of the project at this point.

MS. SEBELIEN: Okay so we don't want to be on that list we want to be on a list where we can express our concerns about the project.

CHAIR BORING: Okay hold on there for just one second is there anybody else in the audience wishing to speak in support? Okay anybody in opposition? Ma'am if that was you then you can continue on with your comments.

MS. SEBELIEN: Oh you want to come? Our biggest concern about this project has to do from your point of view anyway with the safety of students and the flow of traffic. And so currently do you mind if I take a minute?

CHAIR BORING: Not a problem.

MS. SEBELIEN: Currently there are school blinking lights coming south on Jadwin toward the school south from Jadwin on Catskill and there's a blinking light that comes west on Fuller that indicates you're coming into a school zone if you come in from George Washington Way. If you come down Coast to get into the school

from Jadwin/Stevens down that would be east you find no blinking lights at all and it isn't until you get to the crosswalk that you even see a sign that says watch for school crossing. And our concern is that with two schools in session which could last for two years I understand that we'll have a high density of students walking and we're going to have a higher density of traffic in the area. And I'm concerned about there being adequate lights to warn the drivers about approaching the school zone.

I'm also concerned about and would request to have a traffic light at the corner of Fuller and George Washington Way and the reason for that is because the new school will face onto Fuller and parents who come in to pick up their students are very likely to go out Fuller to George Washington Way and turn. Currently heavy traffic comes from the direction of the Hanford area beginning about 2:30 when the students get out, 3:30 usually starts the Hanford traffic with a height of traffic occurring about 5:00. We know this because our driveway comes out on George Washington Way.

So turning left from Fuller onto George Washington Way will be almost impossible to do you can do it it's you just have to wait a very long time. So if you have a whole lot of traffic there waiting a long time doesn't work very well and turning right is the same issue many times you have to wait until the Saint light turns red and then you have to hope that nobody else turns on so that you can actually make a right-hand turn.

So I really think the City needs to look at if we're going to do this we need to look at having a traffic light on the corner of Fuller and George Washington Way. And we need to have better marking for entering and exiting school zone coming down Everest, coming down Baker, coming down Coast so that traffic knows what's going on there.

We have taken pictures that indicate the amount of traffic parent pick up at this time it flows very well for the current school. With two schools in session we don't know what's that is going to look like but we suspect that we'll have traffic parked on both sides of the streets Catskill, Rainier and Fuller during parent pick up time. Delivery to school we notice is a little more staggered for parents. Those are the concerns I sent a letter to Rick Simon stating them already and I appreciate your time.

CHAIR BORING: Thank you if you can please fill out one of the salmon colored forms for us?

MS. SEBELIEN: I will.

CHAIR BORING: Okay is there anybody else in the audience wishing to speak in opposition? Please come up to the podium sir. If you can please state your name and address –

MR. SEBELIEN: My name is Don Sebelien and I live at 2039 George Washington Way my wife just spoke.

CHAIR BORING: Okay and you swear to tell the truth sir?

MR. SEBELIEN: I'm sorry?

CHAIR BORING: Do you swear to tell the truth I have to swear you in do you swear to tell the truth?

MR. SEBELIEN: I do.

CHAIR BORING: Okay thanks.

MR. SEBELIEN: I'm kind of hard of hearing. But anyway I've taken a few pictures of, just two of them, of the traffic parked on both sides of the street during drop off and pick up times and I would just like to submit these to you. My opinion, of

course, is the traffic is orderly the parents are accustomed to the crowded conditions but almost anything can upset this and jam up the traffic. I made this mistake of one time driving down Catskill when the school change was going on and I was stopped there because a driver had exited the parking lot on Catskill and had blocked the traffic going west and the traffic going east wouldn't allow this driver to turn in for a while and so it was about two or three minutes and when they finally a hole in there where the driver could move in it was just very, very close. And if you have a school bus and a big SUV or a big pickup or whatever it'll just be, you know, you have inches of clearance, which is workable now but like I say if you increase the intensity of that it could be very I don't know damaging but there is some risk there. Thank you.

CHAIR BORING: Okay and with regard to your pictures –

MR. SEBELIEN: Yes.

CHAIR BORING: -- we have a podium for projection and if you can explain what the pictures are and what –

MR. SEBELIEN: Okay the top picture is at Rainier and Catskill looking towards George Washington Way and you can see cars parked on both sides of the street and this is just before the traffic actually began this was about 3:10 or 3:15. And then the lower picture is looking at Catskill and Rainier looking down Rainier Street where you do have cars parked on both sides of the street and you have two-way traffic. And there is clearance but not a whole lot and as I said when I was there the traffic was orderly and I imagine it usually is but anything can jam up the traffic. And I just wanted to show you I know you have traffic engineering studies but nothing says it like a picture and so I just offer that for your consideration.

CHAIR BORING: Thank you.

MR. SEBELIEN: Thank you.

CHAIR BORING: And if you could please fill out the salmon colored form for us? Sir can you please state your name, address and swear to tell the truth?

MR. SEDERBERG: My name is Pete Sederberg I live at 404 Catskill I do swear to tell the truth.

CHAIR BORING: Thank you.

MR. SEDERBERG: I am the person who had the unfortunate situation to come across this picture and if the School District personnel who are here have not seen this yet I would encourage you to look at this. This is a picture of a bus –

CHAIR BORING: Sir you need to address the Planning Commission not the audience please.

MR. SEDERBERG: Okay this is a picture of a bus parked upon a car. It's bad to see from this angle this is taken about 8:30 a.m. on the 9th of October. Irony is it's the date when the traffic analysis was published. This bus that I happen to see it's unfortunate but it's a testament to the fact that these streets are too narrow for what is planned. So I leave this with your thoughts you have this in your packet it's that simple there's an enhanced version of it here. So I'm sure there's a traffic report on that that can be investigated if someone so desires. Okay.

CHAIR BORING: Okay thank you if you can please fill out the form for us. Is there anybody else in the audience wishing to speak in opposition please come forward? Ma'am? Name, address and I'll swear you in.

MS. COX: My name is Judy Cox I'm at 526 Fuller Street in Richland and I swear to tell the truth.

CHAIR BORING: Thank you ma'am.

MS. COX: May I use this as well?

CHAIR BORING: Yes of course.

MS. COX: I'll just my disk on I'll set this up here so you can kind of see where I'm coming from here too. Can you hear me okay if I move this a little bit? There. I have submitted a PowerPoint to the committee – to the Commissioners and I truly am concerned about traffic and pedestrian safety but I also have some other issues that I'd like to present to you this evening.

CHAIR BORING: Okay.

MS. COX: And those concern the Sacajawea Elementary School construction. I believe that children will directly be affected and negatively impacted by this construction for the following reasons: The busing of Marcus Whitman Elementary students between their home site and the temporary Sacajawea site requires loading, drive time and downloading children and that will take 20 to 30 minutes two times a day so we're talking about 40 to 60 minutes for kindergarten through elementary age children every day Monday through Friday and that doesn't get them to their homes yet so they still have additional transportation after that. I'm concerned for those children's time.

There will be less playground that's with the two sites for two schools being on that single site. I feel like the new school during this new school construction period the housing of Marcus Whitman and Sacajawea students their playtime their playground time will be impacted negatively. I think we live directly across the street from the

school field right now and we've seen baseball practice recreational leagues and we've seen soccer practice recreational leagues that will no longer be an option for what I believe a period of three years because of this construction because of the two site situation and then because of the demolition. So think that will take three years from children's recreational playtime on that field and probably on Lewis & Clark and Marcus Whitman's fields as well.

I believe the Sacajawea neighborhood will be negatively impacted by this construction. The Marcus Whitman housing and the demolition it will be impacted for a period of three years as I've said for the construction, for the actual housing of two school sites there and for the demolition. So not one year are we impacted three years we are impacted. And I invite you to come to my house during part of that time and see what we will be facing. The operation of two schools on the Sacajawea site from August, 2015 to June 2016 will create overwhelming traffic and I don't know if all of you are parents but as a parent who has driving her children to school I rarely pull into the parking lot because congestion in that area was unsafe for children to be coming to my car. So I would park on the street and have them come to the car in a more safe manner. So the parking lot although it sounds like it may be a fix I'm not sure that it will be the fix that we hope for.

And then we have the demolition and the rescaping of Sacajawea so we have I'm not sure what timeframe the School District has in mind I haven't heard that but I feel like it will probably take for rescaping a year for putting grass in and other landscaping things in place.

One of the other concerns that I have is under the City's Planning Commission's staff report on page one under funding and conclusions number three the language and I suggest and I'm going to have to bring this over here so I can read it. I suggest that the language be changed from quote the District anticipates that this construction period and I have inserted for Marcus Whitman Elementary would likely be limited to a single school year. And I would like that to be changed to read this construction period will be limited to a single school year. This gives and then give dates and then this gives us in the neighborhood a firm commitment to the construction start and the completion dates which is important.

Again, I reiterate that the traffic concerns are tremendous I submitted pictures to you in the packet I wish I would have made them bigger because the impact is greater and there is definitely traffic on Fuller Street parking traffic right now without two schools on the site.

We've suggested a solution to the School District that perhaps they build the new Brantingham School or the South Richland School or whatever the name should be to complete that construction move and/or bus Sacajawea students to that school. Retear down demolish the old Sacajawea School and rebuild where it is so that the traffic configuration is as it is now hopefully a little better than it is now.

Another option could be that some of the 410 Marcus Whitman Elementary School students could be moved to Lewis & Clark and to the newly built Sacajawea School thereby freeing up some of the space and the playground issue wouldn't be as much of an issue at that time.

And I would thank you for taking consideration of my comments. Thank you very much.

CHAIR BORING: Thank you and if you could please fill out one of those salmon colored forms?

MS. COX: Yes.

CHAIR BORING: Okay is there anybody else in the audience ma'am? Please state your name, address and swear to tell the truth.

MS. McDONALD: I'm Rosie McDonald I live on 544 Fuller Street and I swear to tell the truth.

CHAIR BORING: Thank you.

MS. McDONALD: I'm Rosie McDonald I live on 544 Fuller Street and I swear to tell the truth.

CHAIR BORING: Thank you.

MS. McDONALD: First of all I was totally horrified at the pictures that the man showed of Catskill because that's going to happen to my street Fuller, which right now is a nice, quiet street. I do although during the morning and kindergarten pick up and the afternoon cars are parked both sides of the street on my street already without the double school there. And it is there's a crosswalk right next to my house and it is going to be a traffic problem for children it's unrealistic to think that it won't be dangerous because that's a lot of traffic the streets aren't that wide when it is double parked I can't even pull out of my driveway at that time of day because I have no way to turn because there's so much traffic now. When you add another school it's going to be ridiculous and also it's beautiful out there now it's a great setting for a school why change that

why not build it on the same place and go with the suggestion that the last lady said and build it on its footprint and leave that beautiful big space. It's probably one of the nicest areas for a school in the whole town and you're going to tear that up. That's all I have to say thank you.

CHAIR BORING: Thank you if you could fill out a form for us please?
Sir? If you could please state your name, address and swear to tell the truth?

MR. RUNG: My name is Michael Rung my address is 2053 George Washington Way and I swear to tell the truth.

CHAIR BORING: Thank you.

MR. RUNG: You know we're – we've had a number of people preceding me talk about traffic. I believe sooner or later the City of Richland will want to put in another traffic light Fuller, George Washington Way because children going east of George Washington Way to get to Fuller Street are going to have to cross a real busy street and it's hard to control traffic trying to get them to stop at a stop light. If there's no stop light the kids are taking their life in their hands trying to cross busy George Washington Way.

The other topic I want to talk about is quality of life issues. You know I bought my house because of the vastic expanse of grass in the backyard now there will be a two-story school butted up against the backyard property. I won't be able to see the sunsets like I used to flocks of Canadian geese won't land there anymore because there is no grass for them or less grass for them to eat. Kids won't be able to play soccer they won't be able to fly their kites, set off their rockets, model airplanes, Little League football that expanse of grass is pretty valuable and once you build something on it it's

gone forever. So personally my quality of life will be decreased property values may be decreased and I agree with everybody else in the traffic it's getting busy around there and that's it.

CHAIR BORING: Thank you sir if you could fill out one of those?

MR. RUNG: And I will fill out one of those.

CHAIR BORING: Okay thank you I sound like a broken record by now.

Is there anybody else? Ma'am?

MS. RATHBONE: My name is Laura Rathbone and I swear to tell the truth.

CHAIR BORING: And your address please?

MS. RATHBONE: 538 Fuller Street.

CHAIR BORING: Thank you.

MS. RATHBONE: I want to first of all we do -- we sent in a letter I don't know if you've had a chance to look at it but today but we do support the suggestions that were given as an alternative to not having two schools run there on the property at the same time. The middle school and the elementary school that's already part of the bond issue is a much higher priority right now they need the kids need that space. Sacajawea is fine as it is we would like to see an alternative considered so that the Sacajawea School can be built on the same site. And it looks like we have a couple of suggestions another one that has not been mentioned in the Jefferson Elementary School there is another plan being considered to remodel the older wing of the building and I understand that Jefferson is currently under enrolled so there's a possibility there of sending Marcus Whitman to Jefferson instead of to Sacajawea. And the reasons for

that again are the same that we've heard over and over about the extreme congestion. There will be a need to put a traffic light on Fuller Street and George Washington Way and that is not a cheap thing to do and it seems like a big expense for one year but it will be impossible to get two schools coming and going in that area without a traffic light at Fuller Street. And you will need to look at what that will do to Hanford traffic going south on George Washington Way with traffic lights there so that's another concern that the City may want to look into.

So I think that covers it the traffic light and also the added expense like Pam Sebelien was saying about the additional safety zone lighting for the schools that will have to go in.

CHAIR BORING: Thank you is there anybody else in the audience wishing to speak in opposition? Ma'am in the back?

MS. CARROLL: Hi my name is Michael Carroll I live at 2047 George Washington Way and I swear to tell the truth.

CHAIR BORING: Thank you.

MS. CARROLL: One thing that was not brought up is that we have easement rights on our property that will butt against the grass area are we going to be denied access to that and when will that be cut off? We do have a driveway that we do go into that should we have people that come that come to our homes that need to park and don't want to park on George Washington Way if we have constructions in our house then people can have access to our house in the back of the area. That is our property we bought that along with our house so no one has appointed that or looked into that or told us anything about it.

I do reiterate that we keep the same footprints and not add more congestion. You will have to have a stop light on Fuller and George Washington Way which consists of six houses this way six houses this way. That's as big as that block is no school bus will be able to turn left and no car will be able to turn right when the school bus is parked to the left.

The two story building obviously is a thing of the past now I guess we can't talk about that we can't really talk about, you know, having the school and not having the school but I really wish the Commissioners here would take into consideration the people that have lived there. We like the school we like it where it is at its fine where it's at let's look into not destructing more property but just improving what we have. Thank you.

CHAIR BORING: Thank you. Anybody else in the audience? Ma'am? If you could please state your name, address and swear to tell the truth?

MS. CHRISTIE: I'm Brenda Christie I live at 2152 Baker Avenue and I swear to tell the truth.

CHAIR BORING: Thank you.

MS. CHRISTIE: Okay my main concern is the traffic as several people have already mentioned but this is just a rather small loop here and to house two schools on it is going to be just really congested. Now Catskill here comes all the way from George Washington all the way to Jadwin and so you could just drive straight through there without impacting the rest of the neighborhood. And Coast goes out to Jadwin in fact it connects to Jadwin right about where the stop light is for 240 so that's a quick way to get places. But over here if you can't get out on George Washington

quickly or if you're facing the wrong way then you still end up coming this way or weaving through the back roads to try to get out of the neighborhood.

Also I think that the schools should be built where we need them. Sacajawea is only 40 years old not even 40 and if the problem is overcrowding we could – a wing could be added to it or an annex building could be built. I noticed in the packet of information that it said a lot of kids are being bused from –

CHAIR BORING: Marcus Whitman?

MS. CHRISTIE: -- no Kingsgate area.

CHAIR BORING: Oh.

MS. CHRISTIE: I'm sorry it just escaped my name but over off of Kingsgate and –

CHAIR BORING: Horn Rapids?

MS. CHRISTIE: -- Horn Rapids thank you. But it mentioned that kids are being bused from Horn Rapids maybe it would be better to put a new school out more that direction and definitely more schools are needed in the south part of the city because that's where most of the growth is. And so it would seem reasonable or more reasonable to spend more of the resources there and just leave outs alone or like I said you could add a wing to it if necessary. I guess that's it.

CHAIR BORING: Okay thank you. If you could fill out one of the forms please? Sir? If you could please state your name.

MR. RATHBONE: My name is Bruce Rathbone I live at 538 Fuller Street and –

CHAIR BORING: And you swear to tell the truth?

MR. RATHBONE: And I swear to tell the truth the whole truth. This is more of a question or request that the Commission consider and that is the additional or whether there will be additional utilities required capacity to support two schools on the same property in terms of electrical, water, sewage and what that cost will be if it is necessary to bring those additional utilities in? So I just wondered if that had been looked at and if it hasn't I request that the Commission look at that and consider the impact so that's it.

CHAIR BORING: Thank you. Is there anybody else in the audience wishing to speak in opposition? Sir? And if you can please state your name again, address and swear to tell the truth for the record?

MR. COX: That's the value of having a name tag right?

CHAIR BORING: Yes.

MR. COX: I'm John Cox again I live at 526 Fuller Street.

CHAIR BORING: And you swear to tell the truth?

MR. COX: I'll try to tell the truth as best I can the truth is a nebulous thing sometimes you know. But I understand that what the Commission is trying to do here is very narrow in scope and they've heard a lot of input surrounding what they really have to decide upon. So I'll try to focus my comments related to the staff report which deals with this narrow area you're looking at to make a decision.

Really I question some of the findings in the staff report personally and well for example in the part of the staff report under findings and conclusions number five there was a number five issue there. In that language in there it goes on to say the neighborhood . . . it's got some words in there will not be detrimentally impacted. Now what

a detriment is different to different people that's like the truth what the truth is to different people. But I can tell you for sure that the people that will impacted and the people who will be most impacted is generally the case of the ones closest to whatever is going on. And even the more distant people will be impacted maybe clear out in West Richland but not really felt so much. So if there's a detriment or not I don't know what that term is in terms of the context you're making a decision. Certainly you've heard people's statements this evening that shows that they feel that they will be detrimentally impacted and as a matter of fact it's already occurring or why else would they be down here instead watching what is it Wednesday football or whatever it is. Okay alright so I think that's the truth and so I question the report in there, you know, to make the recommendation go ahead there because aren't going to be detrimentally impacted in the neighborhood and I think just think that's false. Unless there's more definition of what detriment means down there in that little fine language at the bottom that allows them to say that.

I also question the finding in the report particularly the traffic report and I question maybe who's watching the hen house here in this case here because as you've heard from other people what – one of the things that was left out of the traffic report, which perhaps is maybe one of the more important aspects is, addressing the traffic situation that will be created here at George Washington Way and Fuller right there which has no traffic control at this time but yet a block down the street they have a traffic control light at this time. Well about two, three weeks ago we saw a horrendous accident right there at Fuller Street that started just before Fuller Street to the north and it ended up clear down there at the next stop light whatever that street is there the next one down that the

stop lights on that goes into the school. And if there had been anybody on the sidewalk on the west side sidewalk between those two streets that day at that time they'd been killed probably for certain. There was a tire up against somebody's porch their mailbox was taken out there were skid marks clear down the sidewalk.

So, you know, those things happen I mean that's just a natural thing if we have automobiles, you know, being able to get here and there faster than by horse. But with more traffic and more congestion and time of day you know the way we are at the time of day when it becomes rush hour we're rushing we're zipping out we're looking for a seam in something to move out so you take a left turn or a right turn there you know you're more at risk at that time. So a traffic light would also have to be put in there I think but even with this this place is going to have more risk more accidents whoever the public at large or children. When this happens there's just going to be more traffic because of this. So that's a traffic consideration I feel was not addressed properly in the findings so that's why I question the findings.

And there's one thing further here I think in terms of what the Commission is doing hearing my thoughts. I could be kind of a good feeling about it all because you're really in control here. In my mind you know you can say no and that's not a bad thing and in fact that's like maybe a good thing in my mind because it will send the Richland School Board back to doing their homework to see if there's a better way to do this. And they've had a number of suggestions that suggest maybe there is a better way to do that. So with that I'll end and thank you for your ear and thank the U.S. for democracy.

CHAIR BORING: Thank you. Is there anybody else in the audience wishing to address the Planning Commission? Okay at this time I'll ask the applicant if he'd like to come back up and provide some additional information or rebuttal? If we could please get your name, address and swear to tell the truth please?

MR. PANTHER: I always tell the truth and my name is Mark Panther and I'm the Executive Director of Support Services which is operation for the School District so I have transportation and the school buses.

A couple of things just in terms of with the planning for the new school and some of the statutory requirements that the School District has in terms of safe walk routes to get kids to the new school. That's going to be a process that once we go through the permitting process with the City and they tell us what they're requirements are then we'll sit down with them and we will plot out probably new walk routes safe walk routes for the kids. Typically we like to have the neighborhood schools where kids can walk outside a certain boundary and elementaries we'll bus them the Sacajawea boundary for example. So that's one of the things in the future as we build these new schools the School Board will be looking at the boundaries at all the elementary schools to try to balance out enrollments and that sort of thing so that process is going to beginning I think after the New Year and that's something that the School Board always wants to have public input on as we do that.

So to say that the Sacajawea boundaries might a little bit and as they do and as we go through the construction process we'll put together safe walk routes and we'll look at where the traffic signals are and Jeff and his group at the City will have certain

requirements and whether there's a new light or not that's something that we'll be looking at.

One of the things from the Marcus Whitman standpoint the 320 families that live down there that go to that school that are represented in that school those kids are probably not going to walk to Sacajawea and our plan is to bus them. That will require six to nine buses depending on how many kids we put on the bus we don't have the equipment to bus them on the bell schedule that the other elementaries are right now. So we'll offset those I think the requirement is 30 minutes so they'll be offset and then those kids we'll bus from the Marcus Whitman boundary to Sacajawea. And in the morning those buses don't all arrive at time because they're picking up kids in different areas they'll be arriving separately so you won't have a line of eight buses coming in.

Our plan is to try to be good neighbors and try to get the parents from Marcus Whitman to not necessarily drive down there and drop their kids off and pick them up because we want to be sensitive to the traffic issues in the neighborhood. That's why we want to make sure they all have the opportunity and it will be our requirement to bus them up there so I just wanted to make that clear. And we do have a statutory requirement on the safe walk routes.

Also part of when we go through the permitting process on the new Sacajawea the Code has changed in terms of parking lot areas so they'll probably be bigger than we see at the older schools and that will give us an opportunity also to program in parent pick up and drop off it won't necessarily be on the curb we try to eliminate as much of that as we can. So there are some unknowns there but really our practice is going to be trying to minimize a lot of traffic by busing the kids and then as we open the new

school we'll look at new safe walk routes to route them through safe areas in whatever those boundaries look like when we do that. Any questions for me about that?

CHAIR BORING: We may after we close the public hearing.

MR. PANTHER: Sure thank you.

CHAIR BORING: Thank you. Okay at this time at 8:04 we'll close the public hearing and open it up for Commission questions and discussion. Commissioner Madsen.

COMMISSIONER MADSEN: I had several questions probably a long list of questions let's see I don't know if Mr. Knodel or Mr. Panther probably. Mr. Panther are you primarily involved in the facilities and placement and that type of thing? Probably let's take a stab at you and if we need Mr. Knodel if you could come forward to answer some questions. Some of the things that came forward yeah whoever can answer these things.

CHAIR BORING: Actually it would probably be beneficial if you both come up to the podium at the same time.

COMMISSIONER MADSEN: You're going to get grilled so a couple things you know in the report we read maybe you could just recap for us the length this is going to take. I think you've agreed that you're not going to do it for two or three years that this is going to be a one-time shot is that correct?

MR. KNODEL: That is correct as soon as we're done with Marcus Whitman we will tear down, you know, we'll move the kids back to the new Marcus Whitman and we'll tear down the old Sacajawea.

COMMISSIONER MADSEN: So it will start in June end in the end of August of the next year –

MR. KNODEL: What's going to happen is we're going to build the new Sacajawea we'll move those kids in there over the summer okay and then we'll tear the old Marcus Whitman and move the kids the following in September they will come to the old Sacajawea while we tear down the old school and then we will build the new one. We anticipate if you look at the original report we said about the spring of 2017 we anticipated that that project will be done between tearing it down and building the new.

COMMISSIONER MADSEN: So the destruction in that area is going to be about –

MR. KNODEL: Maybe a year-and-a-half.

COMMISSIONER MADSEN: Yeah and that's for the restoration of the grass and so forth?

MR. KNODEL: Right.

COMMISSIONER MADSEN: Right? And so let's talk about the old footprint does that completely get razed and grass planted in that entire area where the parking lots are now and everything?

MR. KNODEL: Yes it is.

COMMISSIONER MADSEN: Okay. And then the staggered schedule is that agreed to is that what you're going to do is you're going to stagger the schedule?

MR. KNODEL: Um-hum.

COMMISSIONER MADSEN: I think that took care of a lot of the issues. We're all familiar with I mean schools are important and I'm going off a little bit of a tangent here for a minute. I mean I've watched Kennewick how they've rebuild, you know, grade schools, elementary and they go to Garfield and they don't have a playground I don't think. Even on my Google map I can't find a playground within about a block of the place so and that school is horrible. I mean it's like a 1950's school or something but they put those kids temporarily until they rebuild all of those elementary schools in the existing areas which they end up with a great product. And schools are very, very important and they are vital and I have no question in my mind that this school needs to be rebuilt. It's key and I've seen it in the Mead School District where I lived for 26 years and raised my kids, you know they have rebuilt and renewed schools over the years it's very, very important.

So let's see let's go down to some other questions. The question of easements on that I think it's on the south end it looks like there's kind of a driveway that goes in there that probably doesn't need to be disturbed does it?

MR. KNODEL: There really isn't an easement for the folks that drive in there. There is a sewer easement along there and that's all.

COMMISSIONER MADSEN: Yeah that's really kind of a difficult question or it's like the City staff would know about that but if I look at the Google map it looks like there's kind of turn in there even a lowered curb as it goes through there.

MR. KNODEL: Yes it is.

COMMISSIONER MADSEN: So that would be used for an easement I guess.

MR. KNODEL: Um-hum.

COMMISSIONER MADSEN: So we're granting only to be clear on a temporary authority to operate the two schools, which is within our purview and question about Fuller and George Washington Way. I don't believe from what I can see here that there's a crosswalk painted is that something that would be done?

MR. PANTHER: Typically on George Washington Way we would not cross kids at an uncontrolled intersection. So what we do now we've got about 30 kids that live on the other side of George Washington Way we have them go down to Catskill and cross there or they cross I believe it's up on Saint.

COMMISSIONER MADSEN: Okay.

MR. PANTHER: We wouldn't want to try to get them across particularly elementary kids.

COMMISSIONER MADSEN: Okay. I think that's kind of enough of my questions right now.

CHAIR BORING: Thank you. Commissioner Wise you might want to stay up there.

COMMISSIONER WISE: Yes please. I have a considerable number of questions some technical some a bit more general explanatory on both the environmental review that was turned in and on the traffic study and I don't want to take up everyone's time here so why don't I split these up and I'll ask half of them now or I'll focus on one now and I'll focus on the other one after I've given some of the other Commissioners a chance okay? Who did I take it Mr. Knodel you did the environmental review? So let's take the environmental review first.

MR. KNODEL: The SEPA that was submitted?

COMMISSIONER WISE: That was the SEPA the environmental checklist yeah. Basically, again I'm coming from this because I was a member of the original committee at the Airly Conference that created the environmental SEPA checklist process so although I can't claim that I invented it I can claim that I was in the gang that invented it. And so I take this very seriously as our first line of defense in this country in maintaining environmental and City quality when these things are done.

My big problem with this environmental review as I've gone through it is that there are many times when it says no impact when in fact I look at the site I look at the plans I look at there's got to be an impact there and I'm trying to reconcile my understanding of what would be impacted with the simple statement that there's no impact as opposed to saying well obviously there's an impact but here's how we might mitigate it as opposed to simply ignoring that it could exist.

So let me just pick out a couple of these. The – on page four it says these completed project will not affect air quality with two schools and the extra traffic and the loss of green space and the loss of trees and everything that cleans the air of course it's going to affect air quality. The question is how much is it going to affect air quality and whether to what degree could be concerned or mitigate this? There's – on the next line there it says there's no known off-site sources or emissions that would affect the proposal. Well yes there is traffic on George Washington Way and we've had a lot of testimony here that people believe that traffic on George Washington Way would be affected and probably be held up, which means there's more air pollution coming off of the cars on George Washington Way that would go into the neighborhood. So if there are

traffic conditions that are affected off the particular site then that would affect the air quality but again this the environmental review doesn't acknowledge that.

Going on under plants that are affected on page six it says lists the types of vegetation found on the site and it just says other and then one should list but it just says other again. Well there's a lot of old stately trees there and other types of you know trees and I'd like – those should have been listed because it turns out those sort of things are important. And it says evergreen trees it says Fir and then it says just Fir well there are other types of Fir trees there and other types of trees there and I know that I'm not even a botanist.

Then there's what kind of and amount of vegetation will be removed or altered? And it says approximately three acres of existing lawn will be removed and replaced with new buildings and paved parking areas. Well what about tree removal? I look at the plans and I see that most of where the largest trees are around the edge of the site are now going to be removed and having parking lots or buildings there. And it's not just the question of aesthetics because there's been many studies in urban areas that have shown that views onto trees lower blood pressure people living under it they lower stress response in other words they increase environmental health. We have people at Washington State University doing this research and they show that even driving to work through views of treed areas lower people's cortisone levels their stress levels by the time they get to work.

So when people get up and say I love looking out at these lawns and these trees this enhances my quality of life I mean they're reporting true physiological health effects.

And according to what we should be looking at we should be looking effects so these are going to be impacted too. And simply saying no is not accurate.

Again going on to page seven would your project affect potential use of solar energy by adjacent properties? It says no have you done a sun shading study on what a two-story building would do there to the houses along Franklin Street? Just looking at it I think it would block solar if people wanted to put solar panels on those roofs it would block some of their solar access. I'm not sure to what degree because I haven't done the sun shade study but it's a pretty simple way to do that and that should have been acknowledged and said hey we'll take a look at this we may adjust the building if needed.

I can go on what types of noise exist in the area that may affect your project? For example, traffic equipment, operations, other it says none. But this is going to increase traffic and school buses and the exhaust from school buses and the noise from school buses and other traffic so the noise will be there. And again that should be acknowledged so that it could be possibly mitigated. I know that I could go on here light and glare possibly it says none again no impacts from light and glare possibly if the right lighting is employed with sharp cut offs but that would have to require a lighting study or at least would have to be acknowledged and said that we are going to do a kind of lighting study to insure that we're not going to have light effects. But again it just says none and if it says none it means that we can ignore this and don't have to look at it.

Would the project displace any existing recreational uses page 10 no? Yes I mean went out there and spent quite a while driving around and walking around in fact I

thought people in the school were getting suspicious of me and it was very apparent to me that the neighborhood used that large open space for all kinds of incidental uses and opportunist uses that would be affected. Again that should be acknowledged in the environmental review so that when we put every plan together we can mitigate it or we can help replace it.

Well, I've got several more here but you get the point of where I'm going at and I feel very strongly that this environmental review should be withdrawn, filled out again properly this time, acknowledging all of these points and addressing community concerns that they're actually going to be dealt with otherwise I couldn't vote for it simply for the basis of it being an unacceptable environmental checklist. Now that's the environmental checklist I'm going to turn it over to my colleagues and let them ask questions and then I'm going to ask to come back and we're going to look in depth at the traffic study okay. Thank you Madam Chairman.

CHAIR BORING: Thank you. Are there any more comments or questions? Well, I have a couple items I myself also looked at the environmental checklist and really found no fault with it. Maybe the question with regard to well the question with regard to removing the trees and such from driving by just knowing the area it doesn't appear that there will be any trees that are going to be removed. If there are maybe a little evergreen in the front or something like that.

With displacement of the existing I guess people, you know, that use the ball field for soccer or for football that practice there whatever else I know it would be a temporary thing for a year or so while the construction is done but once it's demolished then those activities will come back.

MR. KNODEL: Um-hum.

CHAIR BORING: I guess the question I do have and this is probably for Mr. Peters is with regard to the traffic study. It did not appear as though a traffic signal is indicated for Fuller and George Washington Way and with the new school eventually being on Fuller it just seems to me that it would be more prudent to have that signal on Fuller and not so much Catskill. And I know that we don't necessarily have lights that close together I was just wondering if you had some additional information for us on that?

MR. PETERS: Yeah the traffic study essentially showed that during the time well even with the new school located on Fuller the number of trips really doesn't increase any very slightly due to the larger enrollment planned for it. When the two schools are operating simultaneously for that year the staggered starts makes it such that, you know, the volume of traffic going through that area at any given time doesn't really increase enough to warrant a signal at this time. Having said that, you know, we generally try to put traffic signals in there's METCD warrants that must be met and some of those are volumes and delay due to not being able to turn left or that sort of thing and how many cars stack up and how long they have to sit there. Generally, the one at Catskill doesn't meet warrants probably most of the time right now currently either.

So we do have some concerns with adding another signal at that location especially with the signal at Saint and the signal at Catskill and George Washington Way the signal timing that we have through there it kind of would cause a little bit of an issue during peak hour traffic getting all those signals coordinated that close together. However

the final way out of the school isn't, you know, determined at this point in time, walk routes haven't been determined at this point in time so where those parking lots are going to end up where this school this student drop off locations are and the bus drop off locations are aren't set in stone at this point in time. So that's a process that we'll be working on continue to work on and so that's definitely on our radar as something that will be needed to consider and we'll be looking at that intersection and whether a signal would need to be placed there give the site configuration. Again like Mr. Panther stated it primarily would be for the safety of students having to cross there. It wouldn't necessarily meet warrants for the volume of traffic for a half-an-hour during the day but if that's where kids need to cross then you know that would bring that into focus more.

But those are things that we'll be looking at as the site gets laid out, you know, as we go forward.

CHAIR BORING: So it has been reviewed it's not off the table it's just something that is needed in the future then we'll address it at that time correct?

MR. PETERS: Correct yes.

CHAIR BORING: Okay and also I know that there may be some impacts to the residents in the area for during the duration that the school is being built and then, you know, a little bit when there's the demolition going on but I do think the kids from Marcus Whitman are bused over there I really couldn't see too many people or too many kids walking or parents driving them. It is a pretty good distance so I see that as less of impact. The streets I've been on those streets, you know, there was the photo again tonight you can park cars on both sides of street and still get two-way traffic down Fuller so I'm a little bit less concerned with that. I know it will be an inconven-

ience but I mean a year, a year-and-a-half I think for the betterment of our kids and for the school outweighs some of those issues and those problems for me in my opinion. Commissioner Clark.

COMMISSIONER CLARK: Yeah I have a couple of questions. I'm still unclear as to exactly what the plan is for the construction and destruction phase. You know I read in one place that it's all going to be done within one school year and then, you know, I hear people in audience who are saying well it's going to be a year-and-a-half and then you said a year-and-a-half and I've seen two years, three years I guess I'd like some clarity on exactly what your plan is for construction time and how you plan to control that such that you'll meet it within that timeframe. Because it seems to me that plays into the overall impact of this is how long it's going to take the School District to actually accomplish it.

MR. KNODEL: Okay we're going out for bids on the project in the spring.

COMMISSIONER CLARK: Of what?

MR. KNODEL: This 2014 okay to start the construction during the summer 2014. It'll take one year to build the building okay so that will be done in summer of 2015 at which time we'll take the students from Sacajawea and they will attend the new Sacajawea school and we will take the students from Marcus Whitman and put them in the old Sacajawea for the 2015-16 school year. As soon as we close school in June of 2016 it would be we will start tearing the Marcus Whitman School as soon as it is tore down we got to mitigate the asbestos, we have to tear down the school and then we will build the new school. As soon as that school is built we will move the students

back from the old Sacajawea back into Marcus Whitman. Now it's about a one year process to build the school I'm guessing it's two to three months to tear down, mitigate the asbestos get that all done. Well that means we're about a year and three months now we've got to tear down the old Sacajawea again three months roughly so you're really about a year and six months.

COMMISSIONER CLARK: Okay and then I have another question on these safe walking routes. How do you go about controlling the way the kids walk to school? I mean some of them are independent minded.

MR. PANTHER: They are and what we do is we work with engineering we try to locate where the boundaries are where we want kids to walk particularly on main arterials.

COMMISSIONER CLARK: The boundaries of what? The boundaries of the –

MR. PANTHER: Of the elementary school that they're going to so we take that into consideration where they're coming from throughout that boundary area.

COMMISSIONER CLARK: Okay.

MR. PANTHER: We typically want to route them from side streets to a major street let's just think about Davison up there. We want a lot of the kids to walk on all the side streets we prefer to get them out to Davison and then them together down to a crossing if we're going to take them across George Washington Way then we'll put an education assistant a para-educator out there to help them cross. So we look at that and some of our areas in West Richland and where we've got open canals we take those sorts of things that are hazardous conditions into account on how we move kids

away from them. We publish those teach the kids that and the parents that in school this is the safe walk route but you're right, you know, we're not there to follow them to see if they're gonna do that. But the plan is to try to get them on side streets where they can be together because kind of safety in number. We'll look at how much if there are any hazardous that are off the roadway like open canals or if they're having to cross George Washington Way or Jadwin and it's an uncontrolled intersection we may move them past that to a controlled intersection and just kind of look at the big picture. And then we have to work with Jeff Spokes and ultimately help us to put that together and we agree to it.

So we really try to take a big picture in the elementaries we bus all the kids that are outside of a one-mile area. Everyone within the one-mile boundary that's where the safe walk routes we put those together for those kids.

COMMISSIONER CLARK: Yeah I live in Hills West just a couple three blocks from Badger Mountain and I go out every morning about the time the kids are starting to walk to school. And one of the biggest hazardous I see are moms dropping off kids but also there's a lot of kids who are walking along in that case Adair and some of the other streets up there. I'm assuming they do pretty much the same thing in some of these other places. So it – I think in some ways you do have some control because they are elementary kids and still do what they're told more or less.

MR. PANTHER: Um-hum.

COMMISSIONER CLARK: I'm a little bit concerned about with George Washington Way being, you know, part of the equation here.

MR. PANTHER: One of the other things where we have Allison Manor the modular homes up on Stevens those kids have to cross Jadwin and even though they're around three blocks from the school we bus them because we consider that too hazardous for them to get across those streets and there's not a light there so we transport those kids so they don't.

COMMISSIONER CLARK: So the kids that you're going to bring from Marcus Whitman are you going to then go through the neighborhoods pick them up and those buses will go directly to Sacajawea or are you going to have collection points within the Marcus Whitman area that – where you'll pick them up and where parents could drop off and pick up their kids or both?

MR. PANTHER: That's one of the things that we've been kicking around is how we would do that. We also have a number of kids that eat breakfast there so we may have a breakfast bus that comes earlier it just depends if we know that we're going to use that we're going to put together a plan and we're going to notify the parents. We'll have a year to get them used to that. On just what will the best if we have a central point where kids can walk to or typically we will set up stops in the neighborhood and it's pretty confined neighborhood area the boundaries of it there and the By-Pass up there so.

Once we get all the other elementary kids in the District we've got a lot of buses that are then available. Like I say we want to keep it to small number of buses going into the Sacajawea area.

COMMISSIONER CLARK: So there's a potential then that you could have like three different times. You can have breakfast kids and I'm assuming that you'd bus them earlier enough to eat breakfast at Sacajawea now?

MR. PANTHER: That would be where they would go or we could bus them to Marcus Whitman and then take them out there. We haven't worked out those details yet there's a number of different options that we can consider. I think our main goal is to try to minimize the number of school buses that we have going into the area. If we can do it with six rather seven we'd rather do it with six.

COMMISSIONER CLARK: Okay so then I guess my last question is really with timing. You know we're here tonight to basically make some sort of a decision on whether or not you can build two schools on the same site and operate them for a period of time but you haven't worked out some of the very details of the things that we would basically be able to consider in making that decision is that correct Rick am I understanding that correctly?

MR. SIMON: When you're speaking of details are you talking about things like the safe walk routes to school?

COMMISSIONER CLARK: Yes.

MR. SIMON: You're correct those have not been worked out.

COMMISSIONER CLARK: And yet they are part of what we can consider in making our judgment on the approval of this or not?

MR. SIMON: Well that's that's yeah the criteria speaks to impacts the neighborhood and I think traffic and pedestrian safety factor into that.

COMMISSIONER CLARK: And is there a reason why those things are done after this decision rather than before?

MR. PANTHER: In terms of the walk routes we don't know if there will be a new Sacajawea boundary. As we rebuild these schools we're going to have realign the boundaries in the school or examine that and so that will so depending on if we don't have for example we don't have kids coming across George Washington Way those safe walk routes would have to be changed because we wouldn't have students from over there.

COMMISSIONER CLARK: But you don't know at this time what you're going to be doing next year?

MR. PANTHER: We're going to have this discussion after the beginning of the school or the beginning of the new year on what the boundary situation is going to be with a two-year lead before the kids are in the school. So we're in the process right now of collecting data on what those boundaries could look like in two years when the first school is occupied.

COMMISSIONER CLARK: I'm not sure I like that but I'm not sure what to do about it. It seems to me that we're being asked to grant a – the ability for you to do this before we really before you even know what the potential impacts are and that troubles me a bit. I'm basically in support of what you're wanting to do I'm just having difficulty justifying it based on the fact that we don't know a lot about what it is you're going to do or how you're going to do it I guess would probably be the better way to put it. Because you don't know yet how you're going to set your District boundaries you don't know how you're going to lay out these safe walk routes we don't know if there will

be additional traffic controls necessary I mean there are so many we don't know that it makes it difficult for me to justify making a decision I guess.

MR. PANTHER: We know how we're going to get the kids from Marcus Whitman to Sacajawea we're going to bus those kids whether we have bus stops or central collection point. In terms of the brand new school it has not gone through the permitting process to answer a lot of those questions that you have. But that's for the new school itself in terms of how we're going to get the kids to the old Sacajawea and back home we understand that part how we're going to do that.

MR. KNODEL: And I think the important thing to note is that it's really a requirement that we do that. We have to build those safe routes for all those kids and we will work with the City folks to make sure that that's correct and if there is an issue we've dealt with it. Because that's the really what we're here for right is the safety of the students?

COMMISSIONER CLARK: Um-hum.

MR. KNODEL: So we don't have a choice in not doing that that's what we have to do.

COMMISSIONER CLARK: I guess I see a separate responsibility for us and that is to try and minimize the adverse impacts on the neighborhoods where the schools are and I think that there's a potential for some of that here and so I think you need to keep that in mind too –

MR. KNODEL: Right.

COMMISSIONER CLARK: -- that there's a second issue that we have to deal with. Thank you very much.

CHAIR BORING: Thank you. Vice-Chair Utz.

VICE-CHAIR UTZ: Yeah you know this is the one opportunity that we had to look at this and literally the only issue that we have we can't, you know, it is not about two-story buildings where you put the building none of that unfortunately enters into our deliberations. We can't make decisions about that. The issue becomes and what are the impacts and you're asking for something which is this is how much property you have you should only be able to have one school on it and you're asking for two.

So the challenge there is, you know, nobody likes to see construction out in their front yard, you know, it disrupts lives and everything else but the challenge, of course, is that you know that's our one point of contact with you on this process so I ask for your forbearance in that. Question for you in regard to what happens if for instance the building isn't completed in the summertime you start the new school year in the old building Marcus Whitman has been two months later completed. You know construction projects tend to go longer do you wait for a full year or do you move them –

MR. KNODEL: Mid-year.

VICE-CHAIR UTZ: -- mid-year okay. But it is a little discreet it's not we got the building done we're moving them next weekend?

MR. KNODEL: Right and that's a really difficult thing for us because we have to look at breaks –

VICE-CHAIR UTZ: Right.

MR. KNODEL: Spring break, Christmas break we have to look at those break times when we can possibly make that move.

VICE-CHAIR UTZ: Correct.

MR. KNODEL: But we would want to do it as soon as we could.

VICE-CHAIR UTZ: Okay. So –

MR. KNODEL: We wouldn't put it off for nine months –

VICE-CHAIR UTZ: Right, right.

MR. KNODEL: -- while we wait for the summer.

VICE-CHAIR UTZ: But we could have an impact it's going to be a little binary we're either going to do it for the summer or we're going to have to wait for the Christmas holiday or the mid –

MR. KNODEL: It's typically that we look at substantially complete through on a building to get moved in. You know we have to make sure that the Fire Marshall signs off on the building and it's safe for all the kids to be in there but there's always little nit nap things that can still be taken care of after the kids are in there. So we look at substantial completion on that building to get the kids moved in.

VICE-CHAIR UTZ: Okay. The second question that I would have do you – what was contingency be if it was denied at this point in time? Have you guys thought about a contingency? You know we discussed Kennewick School District and how they had a separate building, you know, I have friends who teach in Kennewick School District and they went through a process where their school was closed for a year and they had another building. But have you guys thought through contingencies? Have you done, you know, cost analysis to say boy we really need to do this because, you know, again you guys are caretakers of citizens' tax dollars and so, you know, one of the things that would tell me boy we need to do in spite of the impacts to the neighborhood would be it costs us so much more to do this, you know, only building the one

school and doing something different. But I really haven't heard that and so I'd like to explore, you know, have you looked at that and said it's going to cost us a heck of a lot more to do it?

MR. KNODEL: Actually we have looked at that. The only other option would be to build that building in the location where they buried the old Marcus Whitman and that's to the tune of about three million dollars to clean that site so that we could put a building there and that's why the determination was made to look at another option rather than spending three million dollars and getting nothing out of it.

VICE-CHAIR UTZ: Okay and did we look at opening the south school and moving them there? I've unfortunately gone through the process of the White Bluff's School District where my son went one year and moved we went to three elementary schools in three different years so I get that. It wasn't fun but it's part of the way schools are built.

MR. KNODEL: We really – we added a portable at White Bluff this year we're really out of space. We have no space to put kids anymore. As soon as we open the south Richland school it will be full.

VICE-CHAIR UTZ: Okay.

MR. KNODEL: The minute we open it it's full. I mean all the growth is in the south so the whole idea was build that south school as quick as we can because we are overcrowded that's why we're busing kids we actually bus kids into Marcus Whitman to Sacajawea actually Marcus Whitman and Lewis & Clark.

VICE-CHAIR UTZ: Yeah.

MR. KNODEL: And that's the reason we need to get that school up and running.

MR. PANTHER: Good there are a couple other choices we could just try to disperse them throughout the District and have the other schools absorb them not a very good idea it requires a lot of transportation and those schools are generally pretty full too. And then we're looking at full day kindergarten possibly coming in the District so it's going to impact those other buildings as well.

The school is South Richland is built there's always that as a possibility too as you take them out bus them all out there while this goes on in the north end of town. It doesn't relieve the pressure at White Bluffs it just – there's over 900 kids now and Badger Mountain which is over 700. So those are kind of the choices bring in portables and there's a cost involved with that to put at the other schools and try to absorb them that way but you run into infrastructure problems. Cafeterias and libraries and bathrooms when you start trying to absorb.

VICE-CHAIR UTZ: Right so the challenge of course then is that there are impacts the School District is growing dramatically. There is no free lunch for anybody and so the challenge here is, you know, the proposal before us and there's a cost to our society in doing this thing and unfortunately this is that location at this point in time. So it's not a question of oh yeah we've got a building sitting down the end of the street that we can just put the kids in because we build a building, you know, with your tax dollars and we didn't use it. Okay that's it for now thank you.

CHAIR BORING: Thank you. Commissioner Wise.

COMMISSIONER WISE: Okay thank you my fellow Commissioners who answered some of my questions. Let's get back to the traffic study traffic impact study.

MR. PANTHER: Would you like the gentleman who prepared that he's here?

COMMISSIONER WISE: Is he here?

MR. PANTHER: Yes.

COMMISSIONER WISE: Oh yes please.

CHAIR BORING: State your name, address –

MR. MONTGOMERY: My name is Spencer Montgomery I'm with JUB Engineers we're in Kennewick.

CHAIR BORING: Alright.

MR. MONTGOMERY: I'll tell the truth but not the whole truth you don't want to hear all of it.

CHAIR BORING: Okay.

MR. MONTGOMERY: It is in the study or at least the part that we were asked to evaluate.

CHAIR BORING: Okay.

COMMISSIONER WISE: Okay let's start with sampling. There were only two samples taken at the school for the traffic conditions and both of those samples were taken on Wednesday one week apart in stunnly good weather. Why was there only two samples why was it only taken on Wednesdays and why it only taken at that particular time of year?

MR. MONTGOMERY: Well we had two weeks to do the study Wednesday was just a coincidence I would say I wasn't intended to do it just on Wednesdays. The weather happened to be nice when I was there it's fall. Will there be more people that drive in December to drop their kids off? Maybe.

COMMISSIONER WISE: One of the questions I have coming up was about weather. There was no discussion of inclement weather in the traffic study and on what possible implications or effects it might have. But you have mentioned it now and I was wondering why no mention of inclement weather and say here we might have to extend these times or extend these numbers by so much because I imagine that you've probably got statics on how many additional students are taken to school during inclement weather or what kind of delays can occur.

MR. MONTGOMERY: Well I don't have those with me here there's probably been research regarding that it probably would be adjusting some percentages. I don't know what that percent might be. We could incorporate, you know, an additional 10% in some of the estimates but maybe I was there on a heavy day. I mean we really don't know and you're right it was a small sample there was some criticism about that earlier, you know, but when we do traffic studies typically we do a one-day count.

COMMISSIONER WISE: Yeah I noticed that was done at Marcus Whitman.

MR. MONTGOMERY: I mean I've been doing traffic studies for 20 years we do a one-day count in a typical Tuesday, Wednesday or Thursday is when we do traffic counts. We don't do Mondays and Fridays because those aren't typical and

so, you know, I followed our standard procedure and I looked at an afternoon. Typically in the past school studies the City has only asked us to look at the morning but I listened to some of the concerns by the neighborhood so I went and evaluated the afternoon as well.

COMMISSIONER WISE: Okay moving on. On page four do you have any distribution of times with arrivals and departures I mean when I opened the study I expected to see a graph of more than one graph showing now here's how people arrive and here is how they leave and here are average times with standard deviations or something like that showing, you know, on average here is how long people are taking. Because this is what we use when we're going to try to see what sort of impacts there might be. But I didn't see any time counts I didn't see any counts of actual when people arrived and when they left and what the rise time was in the arrivals or departures how quickly they were arriving or leaving because there are discussions and questions that come up later regarding the kind of backlog and traffic problems this can create. But were none of the numbers in there that would indicate or that would give any clues as to how these might be eliminated. Did you take those numbers and just not include them in the summary report?

MR. MONTGOMERY: Well with I'll try to be as untechnical as I can. With traffic studies we have what we call peak hour factors which accounts for peaking within the peak hour. Okay usually we study intersections and traffic over an hour's time period but we understand that in areas like ours there may be peaks within the peak hour. In larger metropolitan areas the whole hour may be heavy okay. Typically

around schools the peak hour factor is such that it shows a really high demand for a short period of time.

The Tri-Cities is growing really fast this is the sixth school study that I've done this year. Pasco and Richland are growing and Pasco needs a new elementary school every year. And what we've learned and these are national trends is that it's really high traffic for about 20 minutes okay I observed Jason Lee last spring in preparation for the South Richland study that we earlier this year for the new elementary school in South Richland. And there was nobody there in the morning 20 minutes before classes started and I did time all those vehicles you can read about that in the traffic study for that one and the details of that the average drop off time was a minute and 45 seconds and I didn't do any bell curves and things like that I mean it was a small sample but it was for this School District and what's typical around schools.

What we have learned in the process though and what we were trying to do at that point was determine how much drop off space they needed to that there would be a place for the demand over that peak time of the drop off period. And what we've learned though through of all these studies is it is worse in the afternoon and in the past the City wasn't concerned about the afternoon because the schools let out before the evening peak okay. But there is school-related impacts and so what we've learned is that there's more people that come because all the kids get out at the same time from these elementary schools and so all their parents have to be there at the same time. Whereas in the morning some of them will come 10 minutes early because they want to avoid that congestion okay.

So rather if you want I can explain a little bit more but the point is that we wanted to determine how many spaces they needed if all the parents were there at the same time in the afternoon and that's the 150 spaces that are identified in the report. And based upon the curb lengths just on the school side of the street about 30 cars could be accommodated on the street and so my recommendation was that 120 spaces be provided off the street in parking lots. And I think it's good that they have two separate lots because that will also spread out the long-term impacts of the traffic congestion.

COMMISSIONER WISE: And when of my forthcoming upcoming questions is that second parking lot shown on the plans now or is that to be added?

MR. MONTGOMERY: No there's two lots already shown –

COMMISSIONER WISE: But that includes that additional the lots that are shown includes that additional –

MR. MONTGOMERY: Correct.

COMMISSIONER WISE: -- parking spaces that you've recommended?

MR. MONTGOMERY: No, no, no.

COMMISSIONER WISE: No.

MR. MONTGOMERY: What's shown in the concept that we have and I don't believe they've made any adjustments to it just yet is a lot on the north on Fuller for 50 spaces –

COMMISSIONER WISE: Okay.

MR. MONTGOMERY: -- and 40 spaces I believe south of the school.

COMMISSIONER WISE: Okay.

MR. MONTGOMERY: But they also identify 14 drop off spaces but at the current school today they closed that drop off space off in the afternoon and my recommendation is since that's your peak time reconfigure that so that it's actual parking spaces as opposed to drop off spaces.

COMMISSIONER WISE: Okay.

MR. MONTGOMERY: And that will function a little bit better.

COMMISSIONER WISE: Okay.

MR. MONTGOMERY: See back when we all went to school if you lived in the walk area you walked or you rode your bike well now there is concerns with safety for kids I mean we lose some of them and we don't like that so more and more parents tend to take their kids to school. And we need to accommodate for that in the size of the parking and the drop off areas that we provide.

COMMISSIONER WISE: I had a special question about that in fact. On page five it says buses carrying many students that live outside the walk area to and from school and that many of the vehicle trips associated with schools must come from the walk area. It's making an argument it stands to reason that it's making an argument that buses – many of the vehicle trips associated with schools must come from the walk area. I did not understand where that came from I know if you're farther away you'll – students I suppose will take the bus if it's convenient for them to do so. But if you're in the walk area you're not going to get the bus if you're going to be taken to school you'll be more likely to be driven if you are within the walk area is that what it's meant to say?

MR. MONTGOMERY: Yeah the premise there is we have national publications that identify typically how many trips are generated by schools.

COMMISSIONER WISE: And I've got a question on that too.

MR. MONTGOMERY: That's called the Institute of Transportation Engineer's Trip Generation Manual. And they've done samples across the country and typically a school will generate a certain number of trips in the morning and the afternoon and all day. In my mind I think well okay where are all these trips coming from? You have 80% or you know whatever the number is each school is a little bit different but 80% of the students live within the walk area and the ones outside the walk area have the opportunity to ride a bus. So it stands to reason that most of those outside the walk area are going to ride the bus there will be a few it's convenient for their parent to drop them off on their way to work or whatever. Maybe for elementary schools it's different than high school obviously but most of the trips have to be coming from that walk area.

COMMISSIONER WISE: Don't schools have statistics on this as to how many of their students are coming by bus or coming by car or walking?

MR. MONTGOMERY: I'm sure that it would be pretty easy for the schools to determine that and I think some of them do surveys to say how did your child get to school?

COMMISSIONER WISE: I expected to see those I was surprised not to see those sorts of numbers here. In other words why argue it why work on it from try to make or create a rational or reason to guess at it when the numbers are there. You know it's just like in the study has some talk about Hanford traffic and the possibility of

affecting Hanford traffic. One can call up DOE and find out exactly when the different sites and the different parts are going on or coming off and so you know exactly where the traffic is greatest and when it is greatest.

MR. MONTGOMERY: But it changes every day. Next year you're going to have a different group of students because kids grow older and some go on to the middle school and new kindergartners so it's going to shift around –

COMMISSIONER WISE: Yeah that's call variance and distribution and so –

CHAIR BORING: Commissioner Wise we really need to start moving this along rather quickly.

COMMISSIONER WISE: Well we have a couple of questions left here though that are important ones and that is you mentioned the numbers of this trip generating rates and it was a number 1.29 trips per student per day. Does that number come from a general mean is it a mode is it a mean does it include all schools in the sample or what's the basis for that number?

MR. MONTGOMERY: That's the average for all the schools in the sample that they took.

COMMISSIONER WISE: Okay.

MR. MONTGOMERY: And I don't have the numbers with me as to how many were in the sample or anything.

COMMISSIONER WISE: And that's the average then that average is skewed to the lower number by large schools. Large schools are in urban areas where you many more opportunities for public transit to and from schools than individual cars

so that number is going to be low compared to the number that would be here in a small town. It's an unrealistically low number. If we're going to take a number out of a handbook let's take a number that's based on a sample in a small town like ourselves with the number of student schools like we have.

Moving right along page six I trying to estimate the number of new buses that would come to the school from Marcus Whitman. There is a statement here of two buses could carry all the students but the buses are assigned by routes no one bus goes around and picks up, you know, fully loaded half the students. In fact we just had testimony that from one of the other gentlemen here that it's likely six to nine buses coming in from Marcus Whitman.

MR. MONTGOMERY: The two buses is for the additional students at the new Sacajawea.

COMMISSIONER WISE: At the new Sacajawea? So that's in addition though to the buses coming in the six to nine buses coming in from Marcus Whitman?

MR. MONTGOMERY: Yes but they would be coming at different times with the staggered starts.

COMMISSIONER WISE: Wouldn't that staggered start start to interfere with the Hanford traffic though if it goes earlier because the Hanford traffic goes right up to the school start time as it is now. If you stagger back you're going to run into that Hanford traffic and that was what everyone was concerned about.

MR. MONTGOMERY: Well except these buses are going to be coming south primarily. Our premise is that most of the growth for the new Sacajawea is going to occur at Horn Rapids.

COMMISSIONER WISE: That was one of my other questions.

MR. MONTGOMERY: I mean not all of it will but a significant portion of it in the current boundaries of the school and they're going to adjust the boundaries but they're going to have 120 new students. They will fit on two buses they will modify all of their school bus routes accordingly we don't know actually what those will be.

COMMISSIONER WISE: All of those 120 students are going to fit on two buses you're going to fill two buses to capacity with what 60 students or a piece?

MR. MONTGOMERY: Yeah I think they fit 72 elementary sized students.

COMMISSIONER WISE: And they live in that close an area that –

MR. MONTGOMERY: I'm not saying that all the new students are going to be on the same two buses. There's a few buses that already serve that school they'll add two new buses to those and then they'll modify the routes to serve all the kids that meet the needs. They change their bus routes every year so there's no way that even the School District could estimate where those new routes are going to go.

COMMISSIONER WISE: That's what I was wondering.

MR. MONTGOMERY: I'm just trying to estimate the number of trips and I'm saying two –

COMMISSIONER WISE: It would seem to me that the 20 trips on page six is not realistic particularly when a number an estimate again comes from Richland School Number 10. You use that number to estimate but that number was never validated so we've got another estimate there that's used as an estimate for this estimate without ever validating that first estimate do you see my point?

MR. MONTGOMERY: I understand your point do you want to double it it'll be 10 more trips, 15 more trips?

COMMISSIONER WISE: That's what – we looking at kind of a sensitivity analysis here because we both know it's liable to be wrong and the question is how much wrong does it have to be before things really get bad very quickly around this school? I would like to know just how much error we can accept in here and this gets back to my colleague's question here that if we don't know just how much error could there be in these numbers before we find out by saying go ahead we're going to be doing something really wrong?

MR. MONTGOMERY: Well let me back up. I believe I mentioned in here that typically I've been doing work for the City of Richland for 12 years and there have been a number of different developments in the City and they say we need you to evaluate any intersection that is going to have more than 25 new trips during the peak hour. Okay here I think we determined that there's going to be 18 based upon a set of assumptions and we always have to make some assumptions. And I try to make my assumptions conservative to allow for some error okay. Some of those 18 trips I think are already there I think I mentioned in here.

COMMISSIONER WISE: Um-hum.

MR. MONTGOMERY: How many we don't know I mean if you want to pay somebody lots of money they can go out and do a survey out how each of those students get to school and it will change these assumptions a little bit okay. But if we came up with 18 new trips including the buses are all those going to go through the same intersection possibly but probably not okay. If we changed our assumptions by

50% we would still probably be below the 25 new trips. If this was not a new school if it was some different kind of development and you could show the City that we weren't going to add more than 25 new trips to a particular intersection the City would say okay we have enough capacity to handle, you know, the new trips that you're gonna create. So I would say 50% difference and it would still be valid within the realm of not creating an issue that is unreasonable.

COMMISSIONER WISE: But doesn't that number 25 depend on how close we are to capacity already?

MR. MONTGOMERY: Not necessarily.

COMMISSIONER WISE: I mean this constant number magic 25 where it's coming from it would seem to me that depends on how close we are to capacity already. We if we add two trips it's the straw that breaks the camel's back or something —

MR. MONTGOMERY: But you can go out on another day and sample and it will be different and you wouldn't be that close to —

COMMISSIONER WISE: And that's why we call it variance and why we should take larger samples.

CHAIR BORING: Commissioner Wise we really do need to move this along.

COMMISSIONER WISE: Yes we do one more question please? On page six if 25% of the current students being picked up continue this pattern where does the 25% come from and why is the 25% chosen why not 50% or 30% or 40%? That number seems picked out of the air 25%.

MR. MONTGOMERY: I thought it was a pretty conservative number I thought it was high. If you lived five miles from the school and you currently oh excuse me if you live within a mile of the school and currently drive your student to Marcus Whitman and now your student is going to be I'm not sure how far apart the schools are four miles and there's a bus that's going to pick your student up a few blocks from your home would you still drive them to the old Sacajawea or would you let them ride the bus? So my assumption was 25% sounds like a pretty big number I could have used 10% why wouldn't you let them ride the bus right? It's safe you can watch them get on there is going to be somebody at the other end watching them get off. So I was just trying to come up with a reasonable number of how many trips would come from Marcus Whitman up to the old Sacajawea.

COMMISSIONER WISE: Let's see that's just it it's a number from your argument yeah it sounds reasonable but I would have really loved to had a number or two in there or a range of numbers that said with some real statistics behind them saying this is what we know.

MR. MONTGOMERY: Well we know that there was I forget 60 something that picked up their students at Marcus Whitman 25% of those I forget what the number was 15, 18 if you want to double that that would be 36. My point is there that you currently have 85 parents coming to pick up their students at the existing Sacajawea. The number is going to be considerably smaller when Marcus Whitman students come there. You'll have more buses probably twice the number of buses but you'll have half the number of cars.

COMMISSIONER WISE: And I find that very difficult to believe the numbers for me just don't add up that way and believe me I'm not trying to be argumentative with you but I want to be convinced, you know, that this makes sense and I've been through it many times and it just – I'm asking where the numbers come from and I just can't satisfy myself with respect to where the numbers come from but I do appreciate your explanation. I'm sorry to keep this up.

CHAIR BORING: Alright Commissioner Madsen.

COMMISSIONER MADSEN: I guess getting back to the request which is to operate two schools for a temporary period of time understanding that there's going to be some discomfort and understanding also that probably in the bigger picture of the questions is that it's going to be moved from one location on that site to another. And I see the inherent advantages of moving although I would feel that if I lived on Fuller Street it might be to my detriment because now it's going to be closer to me and not with grass. But I do see having observed that corner on Catskill and where it's presently located is a problem. I think it's going to be infinitely better when it's repositioned over on Fuller but having said that if I were a neighbor I might not like that I understand that. But we're being asked to give a temporary permit to relocate the school I see it as benefitting the children and benefitting the City at large. I have a question a little bit about safety but I'm not paid as a safety engineer. You folks are and I believe you'll do the right thing so my recommendation would be to approve this. Thank you.

CHAIR BORING: Thank you. Is there anybody else that has any additional comments or questions? If not I believe we're ready for a motion. Commissioner Madsen.

COMMISSIONER MADSEN: Yes I would the Planning Commission concur with the findings and conclusions set forth staff report SUP2013-10 and approve their request to operate two schools on the Sacajawea Elementary School site subject to the following conditions outlined in 1 through 4 I won't read them but they are a matter of record.

CHAIR BORING: Thank you. Commissioner Clark?

COMMISSIONER CLARK: I'll second.

MS. B : Are there any other items of discussion or questions, clarifications, amendments?

VICE-CHAIR UTZ: So I think that the issue before us is a detriment to the neighborhood and I think that's a very hard challenge obviously for everybody that's here you came down here for the very specific reason that you felt at some level it was a detriment. Nobody likes change nobody likes views and things that they've had and that they've had access to for years and years and years taken away from them or traffic, especially during a construction process nobody likes that.

That being said it is also about the community at large it's a 40 year old school and although in some cases a 40 year old school doesn't seem too old the technology changes between 1973 if I do my math right and 2013 are pretty dramatic. The City is growing we have to do something for the school system and so from a larger perspective I think that it is not detriment to the neighborhood if I think of the neighborhood as the entire school zone so I think that's important.

On the other side I think that the School District has an obligation to realize that this is going to be impactful for everyone in the neighborhoods and that the School Dis-

trict and the City need to do their absolute best to make sure that when a problem is brought up it's not ignored it's not oh that's those neighbors there. But it's addresses quickly and we do the best that we can. We live in a community together sometimes we have impacts for the rest of our community and so for that reason I think that I'm onboard with this. Thank you.

CHAIR BORING: Thank you. Commissioner Wise.

COMMISSIONER WISE: In spite of my questions lengthy questions on this I do believe that we need a new school there and that this plan could be made to work. That's is building one school and having students move I think it could be made to work. I just don't feel it could be made to work given the type of environmental review and numbers that I saw done in the traffic study. And I don't believe these sort of things when an environmental checklist is filled out with obvious errors and when a traffic study has numbers in it that at least I don't believe can be justified even though a good defense has been made. I don't believe it helps the School District in the sort of relationship they want to have with the citizenry and getting the citizenry to trust them even though they are probably doing the right thing. And so for this reason I'm going to have to vote no even if in voting no I hope that the School District would come back putting a new environmental review and up do their traffic study with some more realistic and justified numbers and convenience not only me but the neighborhood that this can be done and it can be done right in a short order. Thank you.

CHAIR BORING: Thank you. Commissioner Madsen.

COMMISSIONER MADSEN: Two things first question I think I did want to ask earlier. When you let out a contract you typically put a, you know, a per-

formance thing on there like if you finish within time you get some reward and if it's overtime you get some penalty or is there something like that clauses that go into these contracts when you let those out?

CHAIR BORING: If you could come up to the microphone please –

COMMISSIONER MADSEN: Yeah.

CHAIR BORING: -- so we can get it on the record.

MR. KNODEL: We do imposed penalties if folks don't complete the projects on time.

COMMISSIONER MADSEN: Okay so there's a real motivation factor to get it done on time. So I think buying some really strange things happening typically those timelines hold and the contractor obviously wants to get to it done because if he doesn't it costs him money. So thank you very much. So if anything other than on a pure academic microscopic review of the SEPA and the traffic list I probably think that the traffic study probably could have been 100 pages and what we got was kind of a condensed version so I'm not actually sure we need to have a complete microscopic review of this. I don't think it's appropriate it's outside of our league it's outside of our area of expertise and I kind of take exception to spending so much time as we did on this tonight. So that's my other comment.

CHAIRMAN BORING: Okay. Anything else? Roll call vote please.
Madsen?

COMMISSIONER MADSEN: Yes.

Utz?

VICE-CHAIR UTZ: Yes.

Clark?

COMMISSIONER CLARK: Yes.

Wise?

COMMISSIONER WISE: No.

Wallner?

COMMISSIONER WALLNER: Yes.

Boring?

CHAIRMAN BORING: Yes. Okay the Special Use Permit has been granted. I know you've got some work to do. Thank you. Okay are next item is – Commissioner Madsen did you –

COMMISSIONER MADSEN: I wanted to see if there was come clarification with a five-member panel if our recommendation we have to have a quorum which is five I don't believe that our recommendation goes forward if I'm not mistaken. So what we end up with is the City Council ends up with a split vote.

CHAIRMAN BORING: No, no, no –

COMMISSIONER MADSEN: We ended up with five to one excuse me. I was concerned about that last vote okay. Perfect.

CHAIRMAN BORING: I think she'll be up. No you have to have five I believe you have to have five. We still have some remaining business to do so if you can

(WHEREUPON, remainder of hearing not requested transcribed.)

CERTIFICATION

I, Jo Greenwood, Court Approved Transcriber, hereby state that I transcribed the CD provided to me re Richland City Planning Commission Meeting Number 09-2013.

I hereby certify that this is a true and correct record of the proceedings transcribed to the best of my ability. I do further certify I am in no way related to or employed by any party in this matter, nor to any counsel, nor do I have any interest in this matter.

DATED this 5th day of December 2013.

Jo Greenwood
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MINUTES

RICHLAND PLANNING COMMISSION MEETING No. 10-2013

Richland City Hall – 550 Swift Boulevard – Council Chamber

WEDNESDAY, October 23, 2013

7:00 p.m.

Call to Order:

Chairman Boring called the meeting to order at 7:00 p.m.

Attendance:

Present: Chairman Boring, Commission Members Berkowitz, Clark, Madsen, Wise, and Vice-Chair Utz. The absence of Commissioners Jones and Moser was excused. Commissioner Wallner joined the meeting after the Approval of Minutes. Also present were City Council Liaison Phil Lemley, Transportation and Development Manager Jeff Peters, Senior Planner Aaron Lambert, Development Services Manager Rick Simon and Recorder Penny Howard.

Approval of Agenda:

Chairman Boring presented the October 23, 2013 meeting agenda for approval.

The agenda was approved as written.

Approval of Minutes

Chairman Boring presented the meeting minutes of the August 28, 2013 regular meeting for approval.

A motion was made by Commissioner Madsen and seconded by Commissioner Berkowitz to approve the meeting minutes of the August 28, 2013 regular meeting as written.

The motion carried, 6-0.

Public Comment

Chairman Boring asked for public comment on any item not on the agenda. Seeing none, she closed this portion of the meeting.

PUBLIC HEARING

Public Hearing Explanation: **Ms. Howard** explained the public hearing notice and appeal process and asked Commissioners to identify any conflicts of interest, ex-parte contact or any other appearance of fairness issues. **Commissioner Berkowitz** recused herself from Agenda Item 1 due to a possible conflict of interests. There were no other conflicts of interest.

Chairman Boring asked the record to reflect that there were no items of Old Business

New Business

1. RICHLAND SCHOOL DISTRICT – Approval to allow the temporary operation of a second elementary school on the same site that contains the existing Sacajawea Elementary School (SUP2013-101)

Mr. Simon reviewed the staff report for the request to allow the temporary operation of a second elementary school, adjacent to Fuller Street, on the northern portion of the same site that contains the existing Sacajawea Elementary School at 218 Catskill Street while a new Marcus Whitman Elementary School is under construction. Due to the property layout and existing buildings, the Marcus Whitman School must be demolished and rebuilt in its current location. The Richland School District has proposed that the displaced Marcus Whitman students be temporarily housed in the old Sacajawea Elementary School during the construction project which is estimated at one school year.

The property is zoned Parks and Public Facilities which permits public schools. Building setbacks required within this district are 20 feet for the front yard, 10 feet on the side yard and 20 feet for the rear yard. The maximum building height for a school is 55 feet and the proposal for the new school met or exceeded each of these restrictions.

The Sacajawea parcel has 16.83 acres. The proposed new Sacajawea School has a design capacity of 600 students and the current Marcus Whitman enrollment is 410 students. A total of 21 acres would be needed to accommodate both schools per RMC 23.42.250. Therefore, the Richland School District has submitted this request for the temporary operation of two schools on a single site during the construction project.

Mr. Simon pointed out a few of the issues that were raised by the public such as building height and location are outside of the scope of the Planning Commission. One of the major public concerns brought up by the public was traffic safety. Specifically, it was suggested that the street system was inadequate for additional traffic. The 30 foot wide Catskill Street does not allow for parking on both sides of the street with two-way traffic, but Fuller Street has a width of 36 feet.

The traffic impact analysis recommended that a minimum of 150 spaces for vehicles be provided. Since there are 30 spaces available on the street, it was suggested that the

parking lot would need 120 spaces. Another suggestion by the Traffic Impact Analysis was that the school start times be staggered by a minimum of 30 minutes while they operated on the same site.

Based on the temporary nature of the proposal, current enrollment for the two schools (which is much lower than the design capacity), and on the recommendations of the Traffic Impact Analysis, staff recommends approval of the proposal with the following conditions: the second school is operational only while Marcus Whitman Elementary is under construction, the Sacajawea site be designed to accommodate parking for 150 vehicles, and the start and end times of the two schools be staggered by at least 30 minutes. The approval would grant the operation of two schools on the Sacajawea site, but does not approve any specific site plan, building plan, crosswalks, etc. Additional review would be required as the Richland School District proceeded with the permitting and building process.

Chairman Boring reminded the audience of the limited scope of the Planning Commission prior to opening the Public Hearing at 7:20 PM.

Kevin Knodel, Executive Director of Capital Projects, Richland School District, Applicant: “We’re here to request the waiver. This would allow us to tear down the old Marcus Whitman building. There is a lot of issues around when the original Marcus Whitman building was torn down and a lot of debris was left on that site. So, the only location we can build on a new MW school because of the Admin building, the Special Programs building, all of the other buildings on that site, the only place we have that we can build a new MW is in the current location of the MW school. So, we’re requesting the waiver to allow us to move the students from the MW building to the old Sac after the new Sac is built. We’ll house the current Sac students in the new Sacajawea. It’ll only be for the time we’re doing the construction on MW, but we’d really like you to consider that.”

Kyle Stoddard, 2041 George Washington Way: “I am in support of this building. It’s not perfect. My house will be the parking lot coming off of Catskill, but it’s too important for our kids to go to a school with leaky roofs and everything like that. So, we really need a school. It’s not perfect, but it’s the best that we can do and it’s a bond approved measure, so please consider approval. There are traffic concerns and they’re a concern, but the school has adequately, to my satisfaction, said that this will be temporary and we can live with it for one year. Thank you for your time.”

John L. Cox, 526 Fuller Street: “I’m greatly in support of education. I’m just always concerned about how they go about it and how we’ll use our taxpayer dollars. So, building new schools and expanding new schools in general, I’m very supportive of.”

Pam Sebelien, 2039 George Washington Way: “Our biggest concern about this project has to do, from your point of view anyway, with the safety of students and the flow of traffic. Currently, there are school blinking lights coming south on Jadwin toward

the school south from Jadwin on Catskill. There's a blinking light that comes west on Fuller that indicates you're coming into a school zone if you come in from George Washington Way. If you come down Coast to get into the school from Jadwin/Stevens down east, you find no blinking lights at all. It isn't until you get to the crosswalk that you even see a sign that says watch for school crossing. Our concern is that with two schools in session which could last for two years, I understand, we'll have a high density of students walking and we're going to have a higher density of traffic in the area. I'm concerned about there being adequate lights to warn the drivers about approaching the school zone. I'm also concerned about and would request to have a traffic light at the corner of Fuller and George Washington Way. The reason for that is because the new school will face onto Fuller and parents who come in to pick up their students are very likely to go out Fuller onto George Washington Way and turn. Currently, heavy traffic comes from the direction of the Hanford area beginning about 2:30 when the students get out; 3:30 usually starts the Hanford traffic with the height of traffic occurring at about 5. We know this because our driveway comes out on George Washington Way. So, turning left from Fuller onto George Washington Way will be almost impossible to do. You can do it; it's just - you have to wait a very long time. So, if you have a whole lot of traffic there, waiting a long time doesn't work very well and turning right is the same issue, many times you have to wait until the Saint light turns red and then you have to hope that nobody else turns on so that you can actually make a right hand turn. So, I really think the City needs to look at, if we're going to do this; we need to look at having a traffic light on the corner of Fuller and George Washington Way. And, we need to have better marking for entering and exiting a school zone coming down Everest, coming down Baker, coming down Coast, so that traffic knows what's going on there. We have taken pictures that indicate the amount of traffic parent pickup at this time. It flows very well for the current school. With two schools in session, we don't know what that's going to look like, but we suspect that we'll have traffic parked down both sides of the streets Catskill, Rainier and Fuller during parent pickup time. Delivery to school, we notice, is a little more staggered for parents. Those are the concerns. I sent a letter to Rick Simon already and I appreciate your time."

Don Sebelien, 2039 George Washington Way: "I've taken a few pictures, just two of them of traffic parked on both sides of the street during drop off and pick up times and I'd just like to submit these to you. My opinion, of course, is the traffic is orderly. The parents are accustomed to the crowded conditions, but almost anything can upset this and jam up the traffic. I made the mistake, one time, of driving down Catskill when the school change was going on and I was stopped there because a driver had exited the parking lot on Catskill and had blocked traffic going west. The traffic going east wouldn't allow this driver to turn in for a while. So, it was about two or three minutes, then when they finally got a hole in there where the driver could move in, it was just very, very close. If you have a school bus and a big SUV or a big pickup up or whatever, it will just be inches of clearance, which is workable now. But if you increase the intensity of that, it could be very - I don't know if it would be damaging, but there is some risk there."

Mr. Sebelien described his pictures projected on the overhead screen. "The top picture is at Rainier and Catskill looking toward George Washington Way and you can see cars parked on both sides of the street. This is just before the traffic actually began at about 3:10 or 3:15. The lower picture is looking at Catskill and Rainier, looking down at Rainier Street with cars parked on both sides of street and you have two-way traffic. There is clearance, but not a whole lot. As I said, when I was there, the traffic was orderly and I imagine that it usually is, but anything can jam up the traffic. I just wanted to show you. I know you have traffic engineering studies, but nothing says it like a picture, so I just offer that for your consideration."

Pete Sederberg, 404 Catskill Street: "I am the person who had the unfortunate situation to come across this picture (referring to overhead). If the School District personnel who are here have not seen this yet, I would encourage you to look at this. This is the picture of a bus parked upon a car. It's bad to see from this angle. This was taken about 8:30am on the 9th of October. The irony is, it's the date when the traffic analysis was published. This bus that I happened to see; it's unfortunate. But it's a testament to the fact that these streets are too narrow for what is planned. So, I leave this with your thoughts. You have this in your packet. It's that simple. There's an enhanced version of it here (referring to overhead display). So, I'm sure there is a traffic report on that can be investigated if someone so desires."

Judy Cox, 526 Fuller Street: "I have submitted a PowerPoint to the Commissioners and I truly am concerned about traffic and pedestrian safety, but I also have some other issues that I'd like to present to you this evening, and those concern the Sacajawea Elementary School construction. I believe the children will be directly affected and negatively impacted by this construction for the following reasons:

The bussing of MW E students between their home site and the temporary Sacajawea site requires loading, drive time and downloading children and that will take 20-30 minutes two times a day. So we're talking about 40-60 minutes for Kindergarten through Elementary aged children every day, Monday through Friday. That doesn't get them to their homes yet, so they still have additional transportation after that. I'm concerned for those children's' time.

There will be less playground with the two sites; for two schools being on that single site. I feel like the new school, during this new school construction period, with the housing of Marcus Whitman and 'Sackie' students' playground time will be impacted negatively. I think; we live directly across the street from the school field right now and we've seen baseball practice recreational leagues and we've seen soccer practice recreational leagues. That will no longer be an option for; I believe a period of three years because of the construction, because of the two site situation and because of the demolition. So, I think that will take three years from children's' recreation time on that playfield and probably on Marcus Whitman and Lewis and Clark fields as well. I believe the Sacajawea neighborhood will be negatively impacted by this construction, the Marcus Whitman housing and the demolition. It will be impacted for a period of three

years, as I've said, for the construction, for the actual housing of two school sites there and for the demolition. So, not one year are we impacted; three years we are impacted. And I invite you to come to my house during part of that time and see what we will be facing. The operation of two schools on the 'Sackie' site from August 2015 to June 2016 will create overwhelming traffic. And I don't know if all of you are parents, but as a parent who has driven her children to school, I rarely pulled into the parking lot because congestion in that area was unsafe for children to be coming to my car. So, I would park on the street and have them come to the care in a more safe manner. So, the parking lot, although it sounds like it may be a fix, I'm not sure that it will be the fix that we hope for.

And then we have the demolition and the re-scaping of Sacajawea. So, we have I'm not sure what timeframe the School District has in mind, I haven't heard that, but I feel like it will probably take, for re-scaping, a year for putting grass and other landscaping things in place.

One of the other concerns I have is under the City Planning Commission Staff Report on page 1, under Funding and Conclusions, Number 3. The language, I suggest (referring to document) that the language be changed from 'the District anticipates that this construction period' and I have inserted for Marcus Whitman Elementary 'would likely be limited to a single school year'. And I would like that to be changed to read: 'This construction period will be limited to a single school year'. And then, give dates. And then, this gives us, in the neighborhood, a firm commitment to the construction start and the completion dates, which is important.

Again, I reiterate that the traffic concerns are tremendous. I submitted pictures to you in the packet. I wish I would have made them bigger, because the impact is greater and there is definitely traffic on Fuller Street, parking traffic right now, without two schools on the site.

We suggested a solution to the School District that, perhaps, they build a new Brantingham School or the South Richland School or whatever the name should be. To complete that construction, move and/or bus students to that school, tear down/demolish the old 'Sackie' school and rebuild it where it is so that the traffic configuration is as it is now. Hopefully, a little better than it is now.

Another option could be that some of the 410 Marcus Whitman Elementary school students could be move to Lewis and Clark and to the newly built Sacajawea school. Thereby, freeing up some of the space and the playground issue wouldn't be as much of an issue at that time. And, I would thank you for taking consideration of my comments. Thank you very much."

(Rosie) Sharon McDonald 544 Fuller Street: "First of all, I was totally horrified at the pictures the man showed of Catskill because that's gonna happen to my street, Fuller; which right now it's a quiet street. I do, although, have during the morning and the

Kindergarten pickup and in the afternoon, cars are parked both sides of the street on my street already, without the double school there. And it is; there's a crosswalk right next to my house and it is gonna be a traffic problem for children. It's unrealistic to think that it won't be dangerous, because that's a lot of traffic. The streets aren't that wide. When it's double-parked, I can't even pull out of my driveway at that time of day, because I have no way to turn because there's so much traffic now. When you add another school, it's gonna be ridiculous.

And also, it's beautiful out there. Now, it's a great setting for a school. Why change that? Why not build it on the same place and go with the suggestion the last lady said. And build it on its footprint and leave that beautiful big space. It's probably one of the nicest areas for a school in the whole town and you're gonna tear that up. That's all I have to say."

Michael Rung, 2053 George Washington Way: "You know, we've had a number of people preceding my talk about traffic. I believe sooner or later the City of Richland will want to put in another traffic light on Fuller/George Washington Way because children going east of George Washington Way to get to Fuller Street are gonna have to cross a real busy street. And it's hard to control traffic; trying to get 'em to stop at a stop light. If there's no stop light, the kids are taking their life in their hands trying to cross busy George Washington Way.

The other topic that I want to talk about is Quality of life issues. You know, I bought my house because of the vast expanse of grass next in the back yard. Now, there'll be a two story school butted up against the backyard property. I won't be able to see the sunsets like I used to. Flocks of Canadian geese won't land there anymore, 'cause there's no grass for them to, or less grass for them to eat. Kids won't be able to play soccer. They won't be able to fly their kites, set off their rockets, model airplanes, Little League football, that expanse of grass is pretty valuable and once you build something on it, it's gone forever. So, personally, my quality of life will be decreased. Property values may be decreased and I agree with everybody else on the traffic. It's getting pretty busy around there. And, that's it."

Lora Rathbone, 538 Fuller Street: "I want to, first of all, say that we sent in a letter. I don't know if you had a chance to look at it today, but we do support the suggestions that were given to/as an alternative to not having two schools run there on the property at the same time. The middle school and the elementary school that's already part of the bond issue is a much higher priority right now. They need/ the kids need that space. Sacajawea is fine as it is. We would like to see an alternative considered so that the Sacajawea school can be built on the same site. And, like I said, we had a couple of suggestions. Another one that has not been mentioned is the Jefferson's Elementary school. There is another plan being considered to remodel the older wing of the building. And, I understand that Jefferson school is currently under enrolled, so there is a possibility there of sending Marcus Whitman to Jefferson instead of to Sacajawea. And, the reasons for that are the same that we heard over and over about the extreme

congestion. There will be a need to put a traffic light on Fuller Street and George Washington Way and that is not a cheap thing to do. And it seems like a big expense for one year. But, it will be impossible to get two schools coming and going in that area without a traffic light at Fuller Street. And, oh you need to look at what that will do to the Hanford traffic going south on George Washington Way with traffic lights there. So, that's another concern that the City may want to look into. So, I think that covers it. The traffic light and also the added expense, like Pam Sebelien was saying about the additional safety zones lighting for the school/schools that would have to go in."

Michael Carroll, 2047 George Washington Way: "One thing that was not brought up is that we have easement rights on our property that will butt up against the grass area. Are we gonna be denied access to that and when will that be cut off? We do have a driveway that we do go into that, should we have people that come to our homes that need to park/don't want to park on George Washington Way if we have constructions in our house, then people can have access to our house in the back of the area. That is our property. We bought that along with our house. So, no one has appointed that or looked into that or told us anything about it.

I do reiterate that we keep the same footprints and not add more congestion. You will have to have a stop light on Fuller and George Washington Way, which consists of six houses this way; six houses this way. That's as big as that block is. No school bus will be able to turn left and no car will be able to turn right when a school bus is parked to the left. The two story building, obviously, is a thing of the past now. I guess we can't talk about that. We can't really talk about, you know, having the school or not having the school. But, I really wish that the Commissioners here would take into consideration the people that have lived there. We like the school. We like it where it's at. It's fine where it's at. Let's look into not 'destructing' more property, but just improving what we have. Thank you."

Brenda Christie, 2152 Baker Avenue: "My main concern is the traffic, as several people have already mentioned. (Referring to images projected overhead.) But, this is just a rather small loop here and to have two schools on it is gonna be just really congested. Now, Catskill here comes from all the way from George Washington all the way to Jadwin. And so, you could just drive straight through there without impacting the rest of the neighborhood. And, Coast goes out to Jadwin. And in fact, it connects to Jadwin right about where the stop light is for 240. So, that's a quick way to get places. But, over here, and if you can't get out on George Washington quickly, or if you're facing the wrong way, then you still end up coming this way or weaving through the back roads to try to get out of the neighborhood.

Also, I think that schools should be built where we need them. Sacajawea is only forty years old, not even forty. And if the problem is overcrowding, we could; a wing could be added to it or an Annex building could be built. I noticed in the packet of information, that it said that a lot of kids are being bussed from Kingsgate area. (Ms. Christie took a moment to recall a neighborhood name.) But, over off of Kingsgate and 240, Horn

Rapids. It's mentioned that kids are being bussed from Horn Rapids. Maybe it would be better to put a new school out more that direction and definitely more schools are needed in the south part of the City 'cause that's where most of the growth is. And so, it would seem reasonable/more reasonable to spend more of the resources there and just leave ours alone or, like I said, you could add a wing to it if necessary. I guess that's it."

Bruce Rathbone, 538 Fuller Street: "This is more of a question or a request that the Commission consider and that is the additional/whether there will be additional utilities/required capacity to support two schools on the same property in terms of electrical, water, sewage and what that cost will be. If there is need/if it is necessary to bring those additional utilities in. So, I just wondered if that had been looked at and if it hasn't, I request that the Commission look at that and consider the impact."

John L. Cox, 526 Fuller Street: "The truth is a nebulous thing sometimes, you know. But, I understand what the Commission is trying to do here is very narrow in scope and they heard a lot of input surrounding what they really have to decide upon. So, I'll try to focus my comments related to the staff report which deals with this narrow area that you're looking at to make a decision. Really, I question some of the findings in the staff report, personally. And, well, for example in the part of the staff report under findings and conclusions, Number 5. There's a Number 5 issue there. In that language in there, it goes on to say, 'the neighborhood...' it's got some words in there, 'will not be detrimentally impacted'. Now, what a detriment is; is different to different people. That's like the truth; what the truth is to different people. But, I can tell you for sure that the people that will be impacted and the people that'll be most impacted is generally the case of the ones that's closest to whatever it is going on. And even the more distant people will be impacted, maybe clear out in West Richland, but maybe not really felt so much. So, whether it's a detriment or not, I don't know what that term means in terms of the context you're making a decision. But certainly, you've heard peoples' statements this evening, that shows that they feel that they'll be detrimentally impacted and as a matter of fact it's already occurring. Why else would they be down here instead of at home, not watching, what is it, Wednesday night football or whatever it is. OK? All right? So, heck, that's the truth. And so, I question the report in there, you know, that make the recommendation to go ahead there because people aren't gonna be detrimentally impacted in the neighborhood. Now, I just think that's false. Unless there's more definition of what detriment means down there in that little fine language at the bottom that allows them to say that.

I also question the finding in the report, particularly the Traffic report. And I question maybe who's watching the hen house here, in this case here. Because, as you've heard from other people, what was one of the things was left out of the traffic report which perhaps is maybe one of the more important aspects is addressing the traffic situation that will be created here at George Washington Way and Fuller, right there, which has no traffic control at this time. (Referring to overhead display.) Yet, a block down the street, they have a traffic control light at this time.

Well, about two or three weeks ago, we saw a horrendous accident right there at Fuller Street. It started just before Fuller Street to the north and it ended up clear down there at the next stop light, whatever that street is there; the next one down that the stop light's on that goes into the school. And, if there'd been anybody on the sidewalk, on the west side sidewalk between those two streets that day at that time, they'd have been killed probably for certain. There's tire up against somebody's porch. Their mailbox was taken out. There's skid marks clear down the sidewalk. So, you know, those things happen, I mean that's just a natural thing of having automobiles, you know, being able to get here or there faster than by horse. But, with more traffic and more congestion and time of day, you know the way we are the time of day when it comes rush hour. We're rushing. We're zipping out. We're looking for a seam in something to move out. So you take a left turn or a right turn there, you're know you're more at risk at that time. So, a traffic light would almost have to be put in there, I think. But, even with this, this place is gonna have more risk, more accidents; whoever, the public at large or children when this happens 'cause it's gonna be more traffic there because of this. So, that's a traffic consideration I feel were not addressed properly in the findings. So, that's why I question the findings.

And, there's one thing further here, I think, in terms of what the Commission is doing here in my thoughts. And that's, it could be a kind of a good feel/feeling about it all because you're really in control here. In my mind, you know, you can say no. And that's not a bad thing. The fact is that maybe it's a good thing in my mind, because it'll send the Richland School board back to doing their homework to see if there's a better way to do this. And they've had a number of suggestions that suggest maybe there is a better way to do that. So, with that, I'll end and thank you for your ear and thank the U.S. for democracy."

APPLICANT:

Mark Panther, Executive Director of Support Services, Richland School District,
Applicant: "A couple of things just in terms of, with the planning for the new school and some of the statutory requirements that the school district has in terms of safe walk routes to get kids to the new school. That's gonna be a process that once we go through the permitting process with the City, and they tell us what their requirements are, then we'll sit down with them and we will plot out, probably new walk routes, safe route/walk routes for the kids. Typically, we like to have the neighborhood schools where kids can walk outside a certain boundary; in elementaries, we will bus them; the Sacajawea boundary, for example. So, that's one of the things in the future, as we build the new schools, the school board will be looking at the boundaries of all the elementary schools to try to balance out enrollments and that sort of thing. So, that process is gonna begin, I think, after the new year. And, that's something that the school board always wants to have public input on as we do that. So, say that the Sacajawea boundaries might change a little bit and as they do and as we go through the construction process, we'll put together safe walk routes and we'll look at the, what the traffic signals are and Jeff and his group at the City will have certain requirements. And whether there's a new light or not, that's something that we'll be looking at. One of the

things from the Marcus Whitman standpoint, the 320 families that live down there that go to that school that are represented in the school; those kids are probably not gonna walk to Sacajawea. And our plan is to bus them. It'll require six to nine busses depending on how many kids we put on the bus. We don't have the equipment to bus them on the bell schedule that the other elementaries are right now, so we'll offset those. I think the requirement is thirty minutes, so they'll be offset. And then, those kids we'll bus from the Marcus Whitman boundary to Sacajawea. And, in the morning, those busses don't all arrive at time, because they're picking up kids in different areas. They'll be arriving separately, so you won't have a line of eight busses coming in.

Our plan is to try to be good neighbors and try to get the parents from Marcus Whitman to not necessarily drive down there and drop their kids off and pick 'em up, because we want to be sensitive to the traffic issues in the neighborhood. That's why we want to make sure they all have the opportunity and it'll be our requirement to bus them up there. So, I just wanted to make that clear.

And, we do have a statutory requirement on the safe walk routes. Also, part of, when we go through the permitting process on the new Sacajawea, the code has changed in terms of parking lot areas. So, they'll probably be bigger than we see at the older schools. And that will give us an opportunity also to program in parent pick up and drop off. It won't necessarily be on the curb. We try to eliminate as much of that as we can. So, there are some unknowns there, but really our practice is gonna be to try to minimize a lot of traffic by bussing the kids. And, then as we open the new school, we'll look at new safe walk routes to route them through safe areas in whatever those boundaries look like when we do that. Thank you."

Chairman Boring closed the Public Hearing at 8:04 PM.

Discussion:

Commissioner Madsen asked about the length of construction, restoration of landscaping and the staggered schedule. **Mr. Knodel** explained that plan to build the new Sacajawea school and move in over the summer. The old Marcus Whitman demolition would begin in June. In September, the Marcus Whitman kids would attend school in the old Sacajawea school while they demolish and construct a new Marcus Whitman school. They anticipate project completion in the Spring of 2017, taking approximately a year and a half including the landscaping. **Mr. Knodel** confirmed that the applicant plans to stagger the school schedules.

Commissioner Madsen discussed the importance of schools and the necessity of rebuilding and renewing them. He asked about easements on the south end of the property. **Mr. Knodel** noted that there was a sewer easement there.

Commissioner Madsen clarified that this request was for only a temporary authority to operate two schools at one location. He asked if there were plans for a crosswalk at

Fuller Street and George Washington Way. **Mr. Panther** stated that they typically would not cross kids on George Washington Way at an uncontrolled intersection. Instead, they would have them go to Catskill Street or Saint Street to cross.

Commissioner Wise inquired about the environmental review and questioned the 'no impact' statements throughout the document. Specifically, in the following areas: Page 4 – Air quality; Page 6 – Plants, impact due to removal; Page 7 – Energy and Natural Resources, reduced potential of solar energy, noise; Page 10 – Light and Glare; Page 10 – Recreation, displacing recreational uses. **Commissioner Wise** felt the environmental study should be withdrawn, redone and resubmitted.

Chair Boring reviewed the environmental checklist, found no fault with it and reminded the Commission that recreational displacement would be a temporary situation while under construction. She expected those activities to resume after project completion. Chair Boring requested further information from the Traffic Study and the plan for additional traffic lights. **Mr. Peters** reported that the results of the study did not warrant an additional signal at this time. They look at delays and the number of vehicles that stack up at a signal and timing of the signals. Since the final layout of the school, the location and layout of parking lots and drop off locations haven't been determined, they would look at whether or not a signal is needed primarily be for student safety. **Chair Boring** stated her belief that the 1.5 year inconvenience is outweighed by the betterment of the schools for our kids.

Commissioner Clark asked for clarification of the exact destruction and construction time and the controls in place that will uphold the project schedule. **Mr. Knodel** informed all that bids would be requested in the Spring of 2014. Construction would start during the Summer of 2014. It would take one year to build the new school with a completion date in the Summer 2015. Sacajawea students would attend the new Sacajawea school beginning in the Fall of 2015. Marcus Whitman students would attend school in the old Sacajawea building during the 2015-2016 school year. In June 2016, after school closes, the Marcus Whitman building would be demolished in approximately two to three months, then begin construction of the new Marcus Whitman. As soon as it is complete, they would move the Marcus Whitman students into their new school. It would take approximately three months to tear down the old Sacajawea school and approximately 1.5 years for the entire process.

Commissioner Clark inquired about the safe walk routes and the method used to control the walking routes used by students **Mr. Panther** stated that they encourage kids to take safe walk routes within the one mile school boundary, walk them toward a main street, provide para-educators to assist with crossing, and publish the routes. They teach the kids about the routes and encourage families to use them. They bus all the kids outside a one mile area or where there is a hazard between them and the school. **Mr. Panther** explained that they would like to keep the Marcus Whitman bus transportation to a small number of buses entering and going through the neighborhood.

The details are not in place yet, but they may bus kids directly and/or have a central collection point.

Commissioner Clark asked for information on temporary bus transportation for Marcus Whitman students. **Mr. Panther** explained that they would like to keep the Marcus Whitman bus transportation to a small number of buses entering and going through the neighborhood. The details are not in place yet, but they may bus kids directly and/or have a central collection point.

Commissioner Clark noted that there are many issues that have not been worked out, yet the Commission is being asked to grant this authority before knowing how the task will be accomplished. **Mr. Panther** explained that the school boundaries will change and that changes the planned routes. He also submitted that the new school has not gone through the permitting process in order to work through some of the issues. **Mr. Knodel** stated it is a requirement to work out the safe routes for kids and they would work with the City to provide those safe routes.

Vice-Chair Utz restated the issue before the Planning Commission; to grant the temporary allowance for two operating schools on property intended for one school. He inquired about contingency plans if the construction was extended for two to three months. **Mr. Knodel** responded that the students could be moved at the mid-year point and/or the next break that would allow the necessary time. Their goal would be to move the students over as soon as they can after construction is complete.

Vice-Chair Utz also asked for their contingency plan if this allowance was denied. **Mr. Knodel** reported that their only other option would be to build the school where they buried the previous Marcus Whitman building with a cost of approximately three million dollars. The south Richland school is expected to be full upon opening. **Mr. Panther** mentioned that they could try to disperse the kids throughout district so they could be absorbed by already crowded schools, which is not seen as a viable option. When schools become overcrowded, problems with infrastructure arise.

Commissioner Wise discussed the Traffic Impact Study in great detail. Specifically, he questioned sampling methods, the impact of inclement weather, time distribution, and the estimations provided.

Mr. Spencer, J-U-B Engineers Inc., stated that the study had a two week deadline. He explained that the tendency for school traffic was to show a very high demand for about a twenty minute period and he used conservative assumptions for the estimates in the Traffic Study. Mr. Spencer recommended two separate parking lots to further assist with congestion. Parking spaces versus drop off areas were also discussed.

Commissioner Madsen shared his understanding of the discomfort caused by the project, but felt there were inherent advantages to moving the school. He stated that if he lived on Fuller Street, the move might be to his detriment. Overall, **Commissioner**

Madsen supports the request seeing the relocation as a benefit to the children and the City at large. He recommended approval of the request.

A motion was made by Commissioner Madsen and seconded by Commissioner Clark that the Planning Commission concur with the findings and conclusions set forth in staff report SUP2013-10 and approve the request to operate two schools on the Sacajawea Elementary School site, subject to the conditions outlined in points 1 through 4.

Vice-chair Utz reviewed the issue of detriment to the neighborhood. He reminded the attendees of the dramatic growth in our community and the need to address the needs of our school system. He asked the applicants to address neighborhood concerns and any issues that arise during construction quickly and for the good of the community.

MOTION CARRIED 5-1, with Commissioner Wise voting in opposition.

Commissioner Berkowitz re-entered the hearing room.

Communications:

Chair Boring

- Introduced Aaron Lambert, Senior Planner.

Mr. Simon

- Welcomed Aaron Lambert, Senior Planner.
- Reminded the Commission of the regular workshop on November 14, focusing on marijuana regulation.
- No agenda items have been received for the next Planning Commission Meeting. The deadline is this week.

Mr. Lambert

- Reported that he was excited to be with the City and looking forward to working with all.

Mr. Lemley

- Stated that he was also excited to be present.

Commissioner Berkowitz

- Attended a recent Parks and Recreation workshop where they expressed interest in having joint workshops with the Planning Commission.

Commissioner Wallner

- Appreciated the detailed analysis and discussion.

Commissioner Wise

- Thanked the Commission for their forbearance.

Commissioner Clark

- Noted that he believed the right decision was made, but possibly on inadequate information. Suggested thinking about the process so decisions are made with more solid information.
- Shared his desire for the City and School do their best for the safety of the students and the neighborhood.

Commissioner Madsen

- Shared his belief that the City and the School district will do their best on the project.

Vice-Chair Utz

- Concurred that he hopes that the City and School Board do their best on this project. The most important people in this decision were the children. It was impossible to have no impact.

Chairman Boring

- Agreed that the kids come first, neighborhood second, District third which includes us. The gain outweighs the negatives and the expense of continuing operation of the old school.
- Reported that she will not be in attendance at the next workshop.

ADJOURNMENT:

The October 23, 2013, Richland Planning Commission Regular Meeting 10-2013 was adjourned at 9:22 PM. The next regular meeting of the Planning Commission will be held on November 20, 2013.

PREPARED BY: Penny Howard, Recorder, Development Services

REVIEWED BY:

Rick Simon, Secretary
Richland Planning Commission

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: SUP 2013-101

PREPARED BY: RICK SIMON
MEETING DATE: OCT. 23, 2013

GENERAL INFORMATION

APPLICANT: RICHLAND SCHOOL DISTRICT (SUP2013-101)

REQUEST: APPROVAL TO ALLOW THE CONSTRUCTION OF A SECOND ELEMENTARY SCHOOL ON THE SAME SITE THAT CONTAINS THE EXISTING SACAJAWEA ELEMENTARY SCHOOL

LOCATION: 518 CATSKILL STREET, SOUTH OF FULLER STREET, EAST OF RAINIER AVENUE AND NORTH OF CATSKILL STREET.

REASON FOR REQUEST

Richland Municipal Code (RMC) Chapter 23.42.250(B) requires Planning Commission approval of any proposal to site schools on a parcel that does not meet the minimum acreage standard of 5 acres plus one additional usable acre for each 100 students or portion thereof of projected maximum enrollment.

FINDINGS AND CONCLUSIONS

Staff has completed their review of the Richland School District's request and subject to the recommended conditions of approval submits that:

1. The Richland Comprehensive Land Use Plan designates the site as suitable for Public Facilities. Public elementary schools are an appropriate use for this land use designation.
2. The subject property is zoned Parks and Public Facilities. Public schools are a permitted use in this zoning district subject to specific building setback and height requirements and subject to a minimum acreage standard contained in RMC 23.42.250(A).
3. The Richland School District proposes to construct a new elementary school on the subject site and continue to operate the existing elementary school on the site for the period that a new Marcus Whitman Elementary School is under construction. The District has committed to the removal of the old Sacajawea School at the completion of construction of the new Marcus Whitman School. The District anticipates that this construction period would likely be limited to a single school year. The anticipated enrollment of the old Sacajawea School is anticipated to be approximately 410 students.

4. The subject site contains an existing elementary school that has a current enrollment of approximately 480 students. Under the provisions of RMC 23.42.250 a total of 10 acres is needed to support this school. The proposed new Sacajawea Elementary School would be designed for 600 students and so would need a total of 11 acres to meet the requirements of RMC 23.42.250. In total both schools would require 21 acres; however, the site consists of only 16.8 acres.
5. The Planning Commission is given authority to allow the operation of both schools on the subject site provided that it makes a finding that *"the neighborhood in which the school facility is or will be situated will not be detrimentally impacted by the proposed site size reduction for reasons including, but not limited to, lack of parking for students, employees and the public or by the reduction of open space in general."*
6. RMC 23.42.250 requires the Planning Commission to hold a public hearing in accordance with the provisions of RMC 23.46. A public hearing has been properly advertised by publication of a legal advertisement in the newspaper; by mailing notice to property owners within 300 feet of the subject site; by posting notification on the site and by posting a notice on the City's webpage.
7. The Richland School District submitted an environmental checklist as required under the State Environmental Policy Act. The City reviewed the checklist and entered a Determination of Non-significance into the record on September 25, 2013. The District also submitted a Traffic Analysis that identified some mitigation measures that would reduce the traffic impacts associated with the operation of two schools on the subject site.
8. The mitigation measures identified in the Traffic Analysis consist of enlarging the parking lot of the new school to accommodate 150 vehicles and to stagger the start times of the two schools by at least 30 minutes.
9. Specific details relating to driveway placement and width, pedestrian facilities and safety signage will be addressed through the building permit review process.
10. Given the temporary nature of the operation of a second school on-site, together with the mitigation measures identified in the Traffic Analysis, the neighborhood will not be detrimentally impacted.
11. Based on the above findings and conclusions, conditional approval of the request would be in the public interest.

RECOMMENDATION

Staff recommends that the Planning Commission concur with the findings and conclusions set forth in the Staff Report (SUP2013-101) and approve the request to operate two schools on the Sacajawea Elementary School site, subject to the following

conditions of approval:

1. The second school shall be in operation only during the time period that the Marcus Whitman Elementary School is under construction. At the time said construction is completed, the old Sacajawea School will be vacated and demolished.
2. The parking lot(s) associated with the new Sacajawea School shall be sized to accommodate at least 150 vehicles.
3. The start and end times of the two schools operating on the Sacajawea site shall be staggered by at least 30 minutes.
4. This approval grants the District the ability to temporarily operate two schools on the Sacajawea Site. It does not approve any specific site plan.

ATTACHMENTS

- A - Supplemental Information
- B - Notice of Public Hearing & Vicinity Map
- C - Application
- D - Correspondence from Richland School District, 10/10/13
- E - Environmental Checklist
- F - Determination of Non-Significance
- G - Public Comments
- H - Traffic Impact Analysis
- I - Site Plan

SUPPLEMENTAL INFORMATION

PROPOSED DEVELOPMENT

The Richland School District is proposing to construct a new elementary school on the 16.83 acre site that currently houses Sacajawea Elementary. The new school would be built on the northern portion of the site, adjacent to Fuller Street. The district plans to build a two-story school building, designed for an enrollment of 600 K – 5 students. A parking lot for 90 vehicles would be provided in front of the school, accessing onto Fuller Street. A bus drop off/pick up area would be provided south of the school, which would be accessed from Catskill Street. The attached plans depict the general layout of the proposed facility.

This project is part of a larger district wide plan for the upgrade and expansion of school facilities that was made possible through the passage of the bond measure earlier this year. The District is preparing plans for the replacement of three elementary schools – Marcus Whitman, Lewis and Clark and Sacajawea. The current plan for Lewis and Clark Elementary is to construct a new facility on the same site as the existing school. During the construction period, students would continue to attend school in the old facility. Once the new facility is completed and students begin to occupy it, the old building will be demolished. This is the same approach that the District used when it built the new Jason Lee Elementary School a few years ago. This approach would also work for the Sacajawea school.

The District does not have the same flexibility for the construction of a new Marcus Whitman school. Given the configuration of the property and the location of the existing administration buildings on-site, the new school needs to be built in the same location as the existing school. This means the current students will be displaced for the time it takes to demolish the old school and construct a new one, leaving the District with a need to find temporary facilities for their Marcus Whitman students. The District's proposal is to first build the new Sacajawea school and instead of tearing down the old Sacajawea building, using it to temporarily house Marcus Whitman students. The old Sacajawea building would be removed at the completion of the Marcus Whitman construction project.

The original application filed with the City indicated that the old Sacajawea School could be used for up to five years to temporarily house students of other schools during the construction of District elementary schools. However, that application has been amended. The District now states that the original Sacajawea School would be torn down following the completion of the Marcus Whitman Elementary construction project. Both the original application and the letter modifying the proposal are attached.

The District has stated that without the temporary use of the old Sacajawea School to house Marcus Whitman students, it would need to provide temporary facilities (portables)

for an entire school population, an alternative they described as unsafe and impractical. The District also notes that the Office of the Superintendent of Public Instruction (OSPI), which controls state funding for school construction projects, will have to authorize the temporary use of the old Sacajawea School after the new Sacajawea School is constructed. Therefore the old school will have to be removed in accordance with the timeframe agreed to by (OSPI) or otherwise risk the loss of state funding. This provides the community assurance that the old school will be removed.

The District also notes that for the time period that two schools would be operating on the same site, the school start times would be staggered in an effort to reduce the traffic congestion. They also note that the school bus loading areas for both schools will be strictly controlled and bus drive paths will be defined by the District to minimize impacts to the neighborhood.

SPECIFIC CODE REQUIREMENTS

The site is located within the PPF – Parks and Public Facilities Zoning District. This zone provides for schools. Building setbacks within this district are the same as in the adjacent residential zones, which require 20 foot front yard, 10 foot side yard and 25 foot rear yard setbacks. The maximum building height is 55 feet. The zoning regulations also require minimum acreage requirements as set forth in RMC 23.42.250:

A. The minimum acreage of a school site shall be five acres and one additional usable acre for each 100 students or portion thereof of projected maximum enrollment plus an additional five usable acres if the school contains any grade above grade six.

B. For school sites having less than 100 percent of the usable acreage as required in subsection (A) of this section, the planning commission, upon written request, may grant a site size reduction if it is demonstrated to the planning commission's satisfaction that the neighborhood in which the school facility is or will be situated will not be detrimentally impacted by the proposed site size reduction for reasons including, but not limited to, lack of parking for students, employees and the public or by the reduction of open space in general. Such written requests shall be reviewed by the planning commission following the public hearing and notice procedures set forth in Chapter 23.46 RMC for special use permits.

The total size of the Sacajawea parcel is 16.83 acres. The existing school has an enrollment of 480 students and so would require a total of 10 acres under the above listed code requirement. The proposed new Sacajawea School has a design capacity of 600 students and so would require a total of 11 acres. The site is large enough to accommodate either one of the schools but not both. A total of 21 acres would be needed for both schools, while only 16.8 acre available on-site. Therefore, the District is requesting approval from the Planning Commission under RMC Section 23.42.250(B).

SITE DATA

Physical features: The site consists of flat terrain that includes a school built on the southern portion of the site, with parking lots accessed off of both Catskill Street and Rainier Avenue. A number of portable units are located east of and adjacent to the school, with playground facilities located on the north side of the school. The remainder of the site is currently a large play field.

Current Enrollment – Sacajawea Elementary: Approximately 480 students

Current Enrollment – Marcus Whitman Elementary: Approximately 410 Students

Code Requirement for Old Sacajawea School: 10 Acres

Code Requirement for Proposed Sacajawea School: 11 Acres

Site Size: 16.83 acres.

SURROUNDING ZONING AND LAND USE

North & East– Properties to the north and east and northwest of the school site are developed with single family residences are zoned R1-10 Single Family Residential, which requires an average lot size of 10,000 square feet.

South & West– Properties to the south and southwest of the school site are developed with single family residences and are zoned R-2 Medium Density Residential, which requires a minimum lot size of 6,000 square feet.

COMPREHENSIVE PLAN

The City's comprehensive plan land use map designates the site as suitable for Public Facilities. This category is intended for a variety of public and institutional uses including facilities operated by the federal, state, county, municipal or other government agencies, public educational institutions; public libraries, hospitals, cemeteries and some developed parks.

ENVIRONMENTAL REVIEW

The District filed an environmental checklist for the construction of a new school. Following review of the checklist and the City's existing regulations, staff issued a determination of non-significance on September 25, 2013. The District also submitted a traffic impact analysis that considered the traffic impacts of the operation of both schools on the site. Copies of all three documents are attached.

PUBLIC COMMENT

The City received letters and e-mails from the following area residents:

1. E-mail from Mary Peters – 10/5/13
2. E-mail from Royce & Sandy Thomas – 10/8/13
3. Letter from Brenda Christie – 10/15/13
4. Comments & photographs from John & Judith Cox – 10/17/13
5. Letter from Don & Pam Sebelien – 10/17/13
6. E-mail from Diana Knoll – 10/17/13
7. E-mail & photographs from Pete Sederburg – 10/17/13

Issues addressed in the correspondence range from concerns for the safety of school children; objections to a two-story building; a lack of need for the replacement of the school and concerns regarding traffic impact on the neighborhood and the ability of the existing street system to accommodate the increased traffic from the proposal. Copies of all correspondence are attached.

ANALYSIS

The decision before the Planning Commission is whether or not it should grant the District permission to construct a second school on the Sacajawea site, when the operation of both schools would exceed the acreage requirement specified in code. Some issues voiced by neighborhood residents, such as the location of the new school on the Fuller Avenue side of the site; the plan to make the new school a two-story building and the District's decision to even build a new school on the site are beyond the scope of this permit review. In fact, the construction of the new school is not at issue in the review of this application, as there are no approvals necessary for the construction of the new school. It would meet setback and building height requirements and all other applicable zoning standards. The issue that is properly before the Commission is whether the existing school can remain in operation for a year following construction of the new school building.

The issues raised in some of the letters received regarding whether a new school is needed at this site or other sites and the fiscal impacts of those decisions are for the School Board and not part of the criteria that the Planning Commission should consider. The specific code language states that the Commission "may grant a site size reduction if it is demonstrated to the planning commission's satisfaction that the neighborhood in which the school facility is or will be situated will not be detrimentally impacted by the proposed site size reduction for reasons including, but not limited to, lack of parking for students, employees and the public or by the reduction of open space in general."

Many of the comments focused on traffic and this is an issue that relates directly to the impact of the schools on the neighborhood. Some of the concerns were focused on the

narrow streets which are present in the area. Catskill Street measures 30 feet in width, which does impact traffic flow during the period when parents are dropping off and picking up students. Fuller Street is a 36 foot wide street and Rainier Avenue transitions from 36 feet down to a 30 foot width midway between Fuller and Catskill.

The Traffic Impact Analysis included some recommendations that would help to reduce the impact of the new school. The report recommended that the parking lot be enlarged to accommodate 150 vehicles. The siting of the school adjacent to Fuller Street will be better able to accommodate the on-street parking demands than is Catskill Street. Additionally, the bus drop off area would be accessed off of Catskill Street, which would help to split the traffic generated by the school between Fuller and Catskill streets. Some additional mitigation measures may also be identified as the project goes through the building permit review stage. The details of driveway entrances, signage, crosswalk locations, and other pedestrian safety features will be evaluated at that time.

During the time period when both the old and new schools would be operating on-site, which is estimated to be a single school year, the traffic analysis recommended that the school start times to staggered by at least 30 minutes, thereby helping to spread the period of peak traffic flow and thereby to help to reduce congestion. While the new school will be designed for 600 students, the anticipated enrollment during the first year of operation would be much closer to 480 students and this will also help to limit the temporary impact of the two schools operating on-site.

SUMMARY

The operation of two schools on the Sacajawea school site would be limited to a single school year. The proposed mitigation is the traffic analysis of enlarging the parking lot and staggering school start times would be sufficient to mitigate the temporary traffic impacts of the two schools.

CITY OF RICHLAND **NOTICE OF APPLICATION** **AND PUBLIC HEARING (SUP2013-101)**

Notice is hereby given that the Richland School District, on September 24, 2013 filed application for an approval (SUP2013-101)) to allow for the construction of a new elementary school designed for 600 K-5 students on the same site that contains the existing Sacajawea Elementary School at 518 Catskill Street. The proposal would keep the existing school in operation temporarily after the new school is completed. The existing school is proposed for demolition no later than 2020. The proposed new school would be located on the north side of the existing school site, adjacent to Fuller Street.

The Richland Planning Commission, on Wednesday October 23, 2013, will conduct a public hearing and review of the application at 7:00 p.m. in the Council Chamber at the Richland City Hall, 505 Swift Boulevard. All interested parties are invited to attend and give testimony at the public hearing.

Any person desiring to express his views or to be notified of any decisions pertaining to this application should notify Rick Simon, Development Services Manager, 840 Northgate Avenue, P.O. Box 190, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or e-mailed to rsimon@ci.richland.wa.us . Written comments should be received no later than 5:00 p.m. on October 17, 2013 to be included in the material that is distributed to the Planning Commission prior to the public hearing. Comments received after that time will be distributed to the Commission the night of the public hearing. Copies of the Staff Report and recommendation will be available in the Development Services Division Office (840 Northgate Drive) and the Richland Public Library beginning Friday October 19, 2013.

Notice is further given that the City of Richland has determined that this proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the City. This Determination of Non-Significance (DNS) is issued under WAC 197-11-340(2); the City will not act on this proposal until the comment period has concluded. Comments on this DNS must be submitted by October 17, 2013. Copies of the environmental checklist, the proposed development plans and other information related to the application are available for review at the Richland Development Services Center at 840 Northgate Drive, Richland, Washington.

The proposed application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulation Administration and RMC Title 23 Zoning. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Development Services Division at the above referenced address with questions related to the available appeal process.



Rick Simon,
Development Services Manager

SUP2013-101 SACAJAWEA ELEMENTARY SCHOOL





Development Services Division • Planning Section
840 Northgate Drive • Richland, WA 99352
General Information: (509) 942-7794 • Fax: (509) 942-7764

P.O. Box 190 Richland, WA 99352
www.ci.richland.wa.us

APPLICATION FOR SCHOOL SITE SIZE REDUCTION

Applicant's Section

Applicant: Richland School District #400

Address: 615 Snow Ave

City: Richland

State: WA

Zip: 99352

Phone Number: 509-967-6000

Fax Number: 509-942-2401

Other

Address and/or Location of Property: Sacajawea Elementary School, 518 Catskill Street

Legal Description (including lot, block, and plat): PLAT OF RICHLAND, BLOCK 904, TOGETHER WITH THE WEST ONE HALF VACATED EVEREST STREET, ORGINANCE #347 (8/65). (UNIMPROVED SCHOOL SITE) SUBJECT TO EASEMENTS.

Present Zoning: PPF – Parks and Public Facility

Size of Parcel: 16.83

Estimated Number of Students in School: 480 for New School, 410 for Old School = 890 student total

Grade Range: K-5

Minimum Site Size as Required under RMC 23.42.250: 18 Acres

5 min. acres, plus 4 additional acres/100 students = 9 acres for New School

5 min. acres, plus 4 additional acres/100 students = 9 acres for Old School

Number of Parking Spaces to be Provided: 76 spaces, plus 90 spaces = 166 total on parcel

Amount and Description of Outdoor Play Space to be Provided: All play structures will remain on the existing campus. The new campus will have three additional large play structures, plus multiple hard courts. Large open space areas will remain on the northwest, northeast, and southeast corners of the parcel.

Explanation of use: Use the space below to describe the operation of the proposed school, including the amount and timing of the traffic that would be generated by the school, the adequacy of the proposed number of parking spaces, bus loading areas, outdoor play spaces and open space areas. Identify the type and size of any buffer(s) proposed onsite to separate the school for adjoining residential uses and provide any other pertinent information to demonstrate the adequacy of the school site.

The proposal for your consideration is to have both the New Sacajawea Elementary School and the Old Sacajawea Elementary School on the same 16.83 acre site for a temporary period of time. The reasons for operating two schools on one site are outlined below.

- Provide temporary space for Marcus Whitman Elementary students during the demolition and construction of a new Marcus Whitman Elementary School at 1704 Gray.

-- Without a brick and mortar school for these students to attend, the District would need to provide temporary housing (portables) for the entire student population. This is viewed as an unsafe and impractical alternative.

- Possibly provide future temporary space for Badger Mountain Elementary students during the demolition and construction of the new Badger Mountain Elementary School. This is a possibility for the next school bond.

- The Old Sacajawea Elementary School will be demolition at the duration of these projects. Anticipated to be completed in 2020, if not earlier.

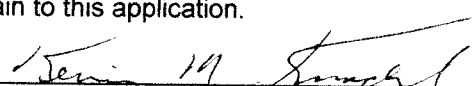
- It is a requirement to receive state funding for the projects that the Old Sacajawea Elementary School be demolition. OSPI will require a date and this same list of projects prior to Richland School District receiving authorization to maintain the Old Sacajawea Elementary School once the New Sacajawea Elementary School is constructed.

Currently, elementary students start at 8:40am and end at 3:15pm. With two schools operating on one campus, the temporary school will stagger the start and end times by approximately 30 minutes to reduce bus and parent traffic congestion.

Additionally, the new parking areas will be segregated and large to allow for easier flow around the neighborhood. There are 76 parking spaces available at the Old Sacajawea Elementary School site and 90 parking spaces for the New Sacajawea Elementary School. The school bus loading areas for both schools will be strictly controlled and bus drive paths will be defined by the Richland School District to minimize impact to the neighborhood and parent traffic.

Schools are built to last for a minimum of 30 years. It is the School District's intention to place the schools on their respective sites to enhance student learning while providing a positive community environment.

I have examined and am familiar with the regulations covered in Title 23 of the Richland Municipal Code, as they pertain to this application.


Signature of Applicant or Authorized Agent

Signature of Applicant or Authorized Agent

I have read and consent to the filing of this application as the owner of record of the property for which the Special Use Permit is being requested.

I DECLARE UNDER PENALTY OF THE PERJURY LAWS THAT THE INFORMATION I HAVE PROVIDED ON THIS FORM/APPLICATION IS TRUE, CORRECT AND COOMplete.

Richland School District #400

Owner's Name

Owner's Name

615 Snow Avenue

Address

Address

Richland

City

City

WA

State

99352

Zip

State

Zip

509-967-6000

Phone No.

Other No.

Phone No.

Other No.


Owner's Signature

Owner's Signature



October 10, 2013

Development Services Division
City of Richland
840 Northgate Drive
Richland, WA 99352

To whom it may concern,

The Richland School District submitted an application on September 24, 2013, requesting a temporary waiver in the site size requirement for a school. We are still requesting a temporary waiver. However, our timeline for the duration the waiver is needed has changed.

The application mentions the possibility of keeping the current Sacajawea Elementary School building operational until 2020. The Richland School District has refined some details in our planning process and that is not something we are considering at this point. We are now only requesting to keep the current Sacajawea Elementary School operational during the short period of construction at Marcus Whitman Elementary School.

Thank you for your consideration in this matter. We hope this helps clarify some details for you. If you have any questions at all, please feel free to contact me at 509-967-6138.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Knodel".

Kevin Knodel
Executive Director
Capital Projects
Richland School District

cj

Planning & Development Services Division • Current Planning Section
840 Northgate Drive • Richland, WA 99352 • 509/942-7598 • FAX 509/942-7764
State Environmental Policy Act Checklist

File Number: _____

EA11-13

Purpose of Checklist

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Applicant Instructions

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answers, or if a question does not apply to your proposal, write *do not know* or *does not apply*. Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have any problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonable related to determining if there may be significant adverse impact.

Use of Checklist for Nonproject Proposals

Complete this checklist for nonproject proposals, even though questions may be answered *does not apply*. In addition, complete the **Supplemental Sheet for Nonproject Actions (Part D)**.

For nonproject actions, the references in the checklist to the words *project*, *applicant*, and *property* or *site* should be read as *proposal*, *proposer*, and *affected geographic area*, respectively.

Part A • Background			
Name of proposed project, if applicable: Sacajawea Elementary School Replacement			
Applicant's Name/Contact Person Richland School District			Phone (509) 967-6000
Address 615 Snow Avenue	City Richland	State WA	Zip 99352
Date Checklist Prepared 8/21/2013		Agency Requesting Checklist City of Richland	
Proposed timing or schedule (including phasing, if applicable) Begin Construction May 2014 End Construction August 2015			

If you have future plans for additions, expansion, or further activity related to or connected with this proposal, please explain:

Portables.

List any environmental information you know about that has been prepared, directly related to this proposal:

None known.

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? Yes ☐ No ☒ If yes, please explain:

None known.

Are you aware of any government approval or permits that will be needed for your proposal? Yes ☒ No ☐
If known, please explain:

City of Richland approval of plans and specifications, L&I Electrical permit required.

Give a brief description of your proposal, including the proposed uses and size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal, you need not list them now.

Replacement of the existing Sacajawea Elementary School and associated parking and play areas. The existing site is approximately 17 acres. The replacement project will disturb approximately 9 acres.

Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, section, township, and range, if known. If a proposal will occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if available. While you should submit any plans required by the agency, you are required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The existing school is located along Catskill Street between Fuller Street and Rainier Avenue at 518 Catskill Street, Richland, Washington, 99354. More particularly, the site is located in a portion of Section 35, Township 10 North, Range 28 East, W.M., City of Richland, Benton County, Washington, tax parcel # 135082020904000, Plat of Richland, Block 904, together with the west one half of vacated Everest Street, Ordinance #347 (8/65).(unimproved school site) subject to easements..

TO BE COMPLETED BY APPLICANT	For Agency Use Only
Part B • Environmental Elements	
Earth	
General description of the site (check one): Flat <input checked="" type="checkbox"/> Hilly <input type="checkbox"/> Mountainous <input type="checkbox"/> Rolling <input type="checkbox"/> Steep Slopes <input type="checkbox"/> Other: Flat	
What is the steepest slope on the site (approximate percent slope)? Two (2) percent slope	
What general types of soils are found on the site (for example, clay, gravel, muck, peat, sand)? According to the soil survey prepared by the United States Department of Agriculture, two soils are found within the project boundary: Burbank loamy fine sand and Finley fine sandy loam.	
If you know the classification of agricultural soils, specify them and note any prime farmland: No Prime Farmland located on site.	
Are there surface indications or history of unstable soils in the immediate vicinity? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, describe: No	
Describe the purpose, types, and approximate quantities of any filling or grading proposed, and indicate source of fill: Approximately 3,800 cubic yards of cut and fill is anticipated to support the new building and paved parking areas. The site will be balanced for cut and fill and material will be generated onsite.	
Could erosion occur as a result of clearing, construction, or use? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If so, generally describe: Clearing, grubbing, and earthwork operations will be performed for the new building and associated parking. Wind and storm water erosion could occur as a result of clearing and construction activity if no erosion control measures are put in place.	
About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? Approximately 25% of the site will be impervious at construction completion.	

Air	For Agency Use Only
<p>Check the types of emissions to the air that would result from the proposal during construction and when the project is completed: Automobile <input checked="" type="checkbox"/> Dust <input checked="" type="checkbox"/> Industrial Wood Smoke <input type="checkbox"/> Odors <input type="checkbox"/> If any, generally describe and give approximate quantities, if known.</p> <p>During construction, minor amounts of dust and exhaust from equipment activity may occur. The completed project will not affect air quality. Traffic and HVAC building exhaust air will be present post completion of the project.</p>	
<p>Are there any off-site sources of emissions or odor that may affect your proposal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, generally describe:</p> <p>There are no known off-site sources of emissions that would affect the proposal.</p>	
<p>Proposed measures to reduce or control emissions or other impacts to air, if any:</p> <p>Dust control measures will be implemented to the maximum extent practicable in accordance with recommendations by the Department of Ecology and the Benton County Clean Air Authority. Measures include but are not limited to, watering, lowering speed, limit of construction vehicles, and reducing the amount of dust generating activities on windy days.</p>	
<p>Water</p>	
<p>Surface</p>	
<p>Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, describe type and provide names:</p> <p>Columbia River, about 0.6 miles east of site.</p>	
<p>If appropriate, state what stream or river it flows into:</p> <p>Not applicable</p>	
<p>Will the project require any work over, in, or adjacent to (within 200-feet) of the described waters? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, please describe and attach available plans:</p> <p>No</p>	
<p>Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected, indicating the source of fill materials:</p> <p>None</p>	
<p>Will the proposal require surface water withdrawals or diversions? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Give general description, purpose, and approximate quantities if known:</p> <p>No</p>	

<p>Does the proposal lie within a 100-year floodplain? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, note the location on the site plan.</p> <p>Per FEMA firm map panel #5355330010E, the site does not lie within a 100-year floodplain.</p>	<p>For Agency Use Only</p>
<p>Does the proposal involve any discharges of waste materials to surface waters? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, describe the type of waste and anticipated volume of discharge</p> <p>No</p>	
<p>Ground</p>	
<p>Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities, if known.</p> <p>No</p>	
<p>Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage, industrial, containing the following chemicals.....: agricultural, etc.).</p> <p>None</p>	
<p>Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve:</p> <p>Not applicable</p>	
<p>Water Runoff (including storm water)</p>	
<p>Describe the source of runoff (including storm water), and method of collection and disposal, if any (including quantities, if known).</p> <p>Stormwater runoff will be generated on all impervious and pervious surfaces and will be collected and discharged on-site.</p>	
<p>Will this water flow into other waters? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, generally describe:</p> <p>No</p>	
<p>Could waste materials enter ground or surface waters? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, generally describe:</p> <p>No</p>	

<p>Proposed measures to reduce or control surface, ground, and runoff water impacts, if any: Runoff generated from pervious surfaces will either infiltrate into underlying soils or flow to on-site collection systems. Stormwater generated from impervious surfaces will be collected and treated prior to on-site infiltration.</p>	<p>For Agency Use Only</p>
<p>Plants</p>	
<p>Check the types of vegetation found on the site: Deciduous tree: alder <input type="checkbox"/> aspen <input type="checkbox"/> maple <input checked="" type="checkbox"/> other <input type="checkbox"/> (list) Other</p>	
<p>Evergreen tree: cedar <input checked="" type="checkbox"/> fir <input type="checkbox"/> pine <input checked="" type="checkbox"/> other <input type="checkbox"/> (list) Fir</p>	
<p>Shrubs <input checked="" type="checkbox"/> grass <input type="checkbox"/> pasture <input type="checkbox"/> crop or grain <input type="checkbox"/> Grass</p>	
<p>Wet soil plants: bulrush <input type="checkbox"/> buttercup <input type="checkbox"/> cattail <input type="checkbox"/> skunk cabbage <input type="checkbox"/> other <input type="checkbox"/> (list) None known</p>	
<p>Water plants: eelgrass <input type="checkbox"/> milfoil <input type="checkbox"/> water lily <input type="checkbox"/> other types of vegetation <input type="checkbox"/> (list) None known</p>	
<p>What kind and amount of vegetation will be removed or altered: Approximately 3 acres of existing lawn will be removed and replaced with new buildings and paved parking areas.</p>	
<p>List threatened or endangered species known to be on or near the site: None</p>	
<p>Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: Native plants and trees will be planted in interior landscaped areas and around the perimeter of the site improvements.</p>	
<p>Animals</p>	
<p>Check any birds and animals which have been observed on or near the site or are known to be on or near the site: Birds: eagle <input type="checkbox"/> hawk <input type="checkbox"/> heron <input type="checkbox"/> songbirds <input checked="" type="checkbox"/> other <input checked="" type="checkbox"/> (list) Robins, Sparrows, Pigeons and Crows</p>	
<p>Mammals: bear <input type="checkbox"/> beaver <input type="checkbox"/> deer <input type="checkbox"/> elk <input type="checkbox"/> other <input type="checkbox"/> (list) None known</p>	
<p>Fish: bass <input type="checkbox"/> herring <input type="checkbox"/> salmon <input type="checkbox"/> shellfish <input type="checkbox"/> trout <input type="checkbox"/> other <input type="checkbox"/> (list) None</p>	
<p>List any threatened or endangered species known to be on or near the site: None known</p>	
<p>Is the site part of a migration route? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, explain:</p>	
<p>Proposed measures to preserve or enhance wildlife, if any: None</p>	

Energy and Natural Resources	For Agency Use Only
<p>What type(s) of energy will be used to meet the completed project's energy needs: Electrical <input checked="" type="checkbox"/> Natural Gas <input checked="" type="checkbox"/> Oil <input type="checkbox"/> Solar <input type="checkbox"/> Wood Stove <input type="checkbox"/> Describe whether it will be used for heating, manufacturing, etc. Electrical for power, lighting, heat and boiler/natural gas for domestic water heating</p>	
<p>Would your project affect the potential use of solar energy by adjacent properties? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, generally describe: No</p>	
<p>What kind(s) of energy conservation features are included in the plans of this proposal? Use of LED light fixtures and energy efficient gas boilers and water heaters</p>	
<p>List other proposed measures to reduce or control energy impacts, if any: Day-lighting of spaces to reduce need for artificial lighting</p>	
Environmental Health	
<p>Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, describe: No</p>	
<p>Describe special emergency services that may be required: None</p>	
<p>Proposed measures to reduce or control environmental health hazards, if any: None</p>	
Noise	
<p>What types of noise exist in the area that may affect your project (for example: traffic, equipment, operations, other?): None</p>	

<p>What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example: traffic, construction, operation, other)?</p> <p>Short term: Construction noise will occur on the project for approximately 12 months. Long term: building operation and associated traffic noises during normal facility operation hours, presumably daytime.</p>	<p>For Agency Use Only</p>
<p>Indicate the hours noise would come from the site:</p> <p>Working hours will be restricted to 7A.M. to 7 P.M.</p>	
<p>Proposed measures to reduce or control noise impacts, if any:</p> <p>Construction will be limited to 7 A.M. to 7 P.M.</p>	
<p><i>Land and Shoreline Use</i></p>	
<p>What is the current use of the site and adjacent properties?</p> <p>The current use of the site is an elementary school. Adjacent properties to the north and east are single family residential. Adjacent properties to the south and west are medium density residential.</p>	
<p>Has the site been used for agriculture? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, describe:</p> <p>No</p>	
<p>Describe any structures on the site:</p> <p>There is an existing elementary school that will be demolished after improvements are completed.</p>	
<p>Will any structure(s) be demolished ? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If so, what?</p> <p>The existing elementary school will be demolished and disposed of off-site after completion of the new elementary school.</p>	
<p>What is the current zoning classification at the site?</p> <p>PPF- Parks and Public Facilities</p>	
<p>What is the current comprehensive plan designation of the site?</p> <p>Public Facility</p>	
<p>If applicable, what is the current shoreline master program designation of the site?</p> <p>Not applicable</p>	
<p>Has any part of the site been classified as an "environmentally sensitive area"? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, please specify:</p> <p>No</p>	

<p>Approximately how many people would reside or work in the completed project?</p> <p>The new school will have a capacity for 600 students with approximately 50 teachers and support staff.</p>	<p>For Agency Use Only</p>
<p>Approximately how many people would the completed project displace?</p> <p>None</p>	
<p>Proposed measures to avoid or reduce displacement impacts, if any:</p> <p>None</p>	
<p>Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:</p> <p>The project design is compatible with projected land uses.</p>	
<p><i>Housing</i></p>	
<p>Approximately how many units would be provided, if any? None Check the type of housing: High <input type="checkbox"/> Middle <input type="checkbox"/> Low-income <input type="checkbox"/></p>	
<p>Approximately how many housing units, if any, would be eliminated?</p> <p>None</p>	
<p>Check the type of housing: High <input type="checkbox"/> Middle <input type="checkbox"/> Low-income <input type="checkbox"/> N/A</p>	
<p>Proposed measures to reduce or control housing impacts, if any:</p> <p>None</p>	
<p><i>Aesthetics</i></p>	
<p>What is the tallest height of any proposed structure(s), not including antennas? The tallest portion of the building will be approximately 45 feet. No antennas are planned at this time.</p>	
<p>What is the principal exterior building material(s) proposed? The principal exterior building material will be concrete masonry units with metal wall panel, Portland cement plaster and glazing.</p>	
<p>What views, in the immediate vicinity, would be altered or obstructed?</p> <p>None</p>	
<p>Proposed measures to reduce or control aesthetic impacts, if any:</p> <p>None</p>	

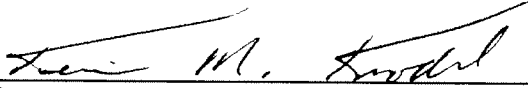
Light and Glare	For Agency Use Only
What type of light or glare will the proposal produce? Lighting will be installed in the parking lots and in various locations throughout the site for security.	
What time of day would it mainly occur? During night time hours.	
Could light or glare from the finished project be a safety hazard or interfere with views? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
What existing off-site sources of light or glare may affect your proposal? None	
Proposed measures to reduce or control light and glare impacts, if any: Light control will be maintained through light fixture selection and light shields on various light fixtures.	
Recreation	
What designated and informal recreational opportunities are in the immediate vicinity? There is a playground on the site.	
Would the proposed project displace any existing recreational uses? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, describe: No	
Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: None	
Historic and Cultural Preservation	
Are there any places or objects listed on, or proposed for national, state, or local preservation registers known to be on or next to the site? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, generally describe: No	
Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site: Not applicable	
Proposed measure to reduce or control impacts, if any: None	

Transportation	For Agency Use Only
Identify public streets and highways serving the site: Catskill Street serves the site on the south and Rainier Avenue serves the site on the west.	<p>The site plan shows access from both Fuller Street and from Catskill for the proposed school. All existing access to the existing school is from Catskill and Rainier. RS 9/25/13</p>
Describe proposed access to the exiting street system. Show on site plans, if any. The proposed access to the site will only be from Catskill Street. See attached site plan.	
Is site currently served by public transit? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is the approximate distance to the nearest transit stop? Transit stop located at George Washington Way and Catskill Street intersection, approximately 350 feet east of site.	
How many parking spaces would the completed project have? 100 parking spaces	
How many parking spaces would the project eliminate? 75 parking spaces	
Will the proposal require any new roads, streets, or improvements to existing roads or streets, not including driveways? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, generally describe : No	
Will the new roads, streets, or improvements to existing roads or streets, not including driveways be: Public <input type="checkbox"/> Private <input type="checkbox"/> N/A	
Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, generally describe: No	
How many vehicle trips, per day, would be generated by the completed project? Approximately 1,560 vehicle trips	
If known, indicate when peak volumes would occur: Peak volumes will occur at 8:30 A.M. and 3:30 P.M.	
Proposed measures to reduce or control transportation impacts, if any: Separating bus and parent drop off and pick up traffic on site	<p>A traffic analysis to more specifically identify impacts is being prepared and will be submitted to the City for review. RS 9/25/13</p>

Public Services	For Agency Use Only
<p>Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, or other)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If so, generally describe:</p> <p>No</p>	
<p>Proposed measures to reduce or control direct impacts on public services, if any:</p> <p>None</p>	
<p>Utilities</p>	
<p>Check utilities currently available at the site: Electricity <input checked="" type="checkbox"/> Gas <input checked="" type="checkbox"/> Other <input type="checkbox"/> Phone <input checked="" type="checkbox"/> Refuse Service <input checked="" type="checkbox"/> Sanitary Sewer <input checked="" type="checkbox"/> Septic System <input type="checkbox"/> Water <input checked="" type="checkbox"/></p>	
<p>Check the utilities that are proposed for the project, and list the utility providing the service:</p>	
<p>Electricity <input checked="" type="checkbox"/></p> <p>City of Richland</p>	
<p>Gas <input checked="" type="checkbox"/></p> <p>Cascade Natural Gas</p>	
<p>Other <input type="checkbox"/></p> <p>Not applicable</p>	
<p>Phone <input checked="" type="checkbox"/></p> <p>Frontier</p>	
<p>Refuse Service <input checked="" type="checkbox"/></p> <p>City of Richland</p>	
<p>Sanitary Sewer <input checked="" type="checkbox"/></p> <p>City of Richland</p>	
<p>Septic System <input type="checkbox"/></p> <p>Not applicable</p>	
<p>Water <input checked="" type="checkbox"/></p> <p>City of Richland</p>	
<p>Describe the general construction activities on the site or in the immediate vicinity which may be needed:</p> <p>Installation of new water service, irrigation water service, electric service, fire sprinkler service line, gas service line, sanitary sewer service line, telephone line, and other communication are anticipated on the site.</p>	

Part C • Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.



Signature



Date Submitted

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal: Construction of a new elementary school designed for 600 K – 5 students on the 16.8 acre Sacajawea School Site that already contains an existing elementary school. Both schools would operate temporarily during other facility construction projects in the district. The existing school would be removed no later than 2020.

Proponent: Richland School District

Location of Proposal: 518 Catskill Street, north of Catskill, east of Rainier and south of Fuller Street.

Lead Agency City of Richland

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- () There is no comment for the DNS.
- (X) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by October 17, 2013.
- () This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Rick Simon

Position/Title: Development Services Manager

Address: P.O. Box 190, Richland, WA 99352

Date: September 25, 2013

Signature _____



Simon, Rick

From: Mary Peters <marylynne888@msn.com>
Sent: Saturday, October 05, 2013 11:26 AM
To: Simon, Rick
Subject: SUP2013-101

Richland Planning Commission-

Please accept this letter as my testimony as I will be unable to attend the Oct. 23, 2013 meeting.

For the past 30 years I have had the pleasure of residing on Fuller Street across the play field from Sacajawea School where I taught for several years. I am a strong supporter of schools but also of the safety of children and the public. I do not think having two elementary schools running on one campus is a safe situation. It will negatively impact the neighborhood with excess traffic and the potential for more accidents. There will be more buses (noise) and many more parents double parking, idling engines, taking 'short cuts', and driving down the streets. With the siting of the new two-story (view-blocking) building with the entrance on Fuller St., it will be hard enough to back out of my driveway without having double the traffic. Yes, the bus lot will be on Catskill but the 'ya buts' will still pick up their kids to avoid using the buses. Staggered start sounds good but it just stretches out the traffic for a longer time and won't thin it out that much as people try to get the best spot, etc.

Is there another building or portables that could be used to house each of the re-build school students while their old buildings are torn down and rebuilt? What if a new school was built (where it is more needed) and that was a staging school for the first few years? When voting it wasn't clear that the schools would be demolished and re-sited and there certainly was no mention of housing two schools on one campus. I will think long and hard about a yes vote for a 'new school' in the future.

Thank you for your time.

Mary Peters

508 Fuller St.
Richland, WA

Simon, Rick

From: Sandy Jo <sandyjo@effectivevoice.com>
Sent: Tuesday, October 08, 2013 8:47 AM
To: Simon, Rick
Subject: Sacajawea Elementary

Hi Rick-

It's Royce & Sandy Thomas we hope you & Kim are doing well.

We are writing in regards to the two schools at Sacajawea Elementary. We are okay with the plan but we do have one concern regarding the traffic on Coast Street and also Rainer Street.

Coast Street is way to narrow it already has one way traffic due to parking on both sides of the street and when school starts and ends the extra car load is scary and we worry about the children getting hit or worse. Adding a second school will only increase the vehicle traffic. Coast is not even listed as a school zone so we do get cars that go a little fast on our street. Our street is one that is used more than people realize for Sacajawea parents dropping off and picking kids up from school.

We just wanted to bring this to your attention so you can think about it when you are planning.

Thanks

Royce & Sandy

Brenda Christie
2152 Baker Ave.
Richland, WA 99354

Mr. Rick Simon
Development Services Manager
840 Northgate Ave.
P.O. Box 190
Richland, WA 99352

October 15, 2013

Dear Mr. Simon,

I am writing in regards to the relocation of Sacajawea Elementary School. I have several concerns about this move.

- **Fiscal responsibility:** Sacajawea is less than 40 years old, so I see no compelling reason to replace it. If there is over-crowding, an annex could be added at the existing location for much less money or stop bussing children over here.
 - **Build where it is needed.** Newer areas are much more in need of schools. The growth is on the edges of the city, mostly to the south.
 - A new school is needed near Badger Mountain.
 - One of the designs for Amon Basin includes a new school.
 - The school bond was written as an all-or-nothing proposition. It was also not clear during the bond election that two schools would be operated on this site for 5 years. The bond passed because home owners understand the need to support the schools, not because they agreed with every item on the list.
 - That said – it is not necessary to spend the money just because you have it. The bond could be revised and sent back to the voters.
 - I had classes in portable trailers back in the 1970s and 1980s. It's no big deal.
- **Traffic:** This area cannot handle the additional traffic.
 - The proposed location is too close to George Washington Way. This will cause a traffic jam from people trying to turn left on Fuller and accidents from people trying to turn on George Washington Way.
 - Parents will turn on to Fuller and just stop. So a traffic jam will form at Fuller/Baker and back up to George Washington.
 - The only place to turn around is the cul de sac on Franklin. Cul de sacs are not designed for high traffic.

- Catskill connects George Washington Way and Jadwin. Fuller does not, so this traffic will still go around to Coast or Catskill (or Franklin).
 - Coast also connects to Jadwin, right at the intersection of Stevens and SR-240. This is a convenient route to get most places. Baker Avenue does not go anywhere. Taking Baker requires taking Franklin to Shasta to Saint or Franklin to Shasta to Coast. Either way, it affects traffic flow for blocks.
 - It was not clear during the bond election that two schools would be operated on this site for 5 years. Two schools on this loop are too much. There is enough of a traffic jam at Catskill/Rainier/Coast. Cars line both sides on the road on Rainier. All of the cars in the area cause additional hazards to drivers and pedestrians. Adding another traffic jam at Fuller/Baker/George Washington will bring traffic to a halt. People along Fuller will not be able to go anywhere when school is beginning or ending.
- The neighborhood and citizens: Relocating Sacajawea will greatly change the neighborhood. A large 2-story building will drastically change the skyline. For those of us on the north side, it blocks the view to the south. South is the direction the big storms come from.
 - It will also block sunlight. This is not an issue in the southwest corner where it is now.
 - Loss of the open areas used for sports are a loss for the whole community. The school yard is also used on the weekends by various people.
 - The current location is near the lower end houses. These people knew the school was there before they moved in. The proposed location will lower property values on the newer, nicer houses.
 - In addition to the increased traffic, the increased noise and light pollution will affect the quality of life and quality of sleep.

The citizens along Catskill/Rainier/Fuller do not want the school moved and definitely do not want two schools operating on this site. Traffic will be horrible on these residential streets.

Sacajawea is a relatively young building and does not need to be replaced. A wing or second building could be added, if needed. Build new schools where they are really needed.

Thank you for considering my comments.

Sincerely,

A handwritten signature in cursive script that reads "Brenda Christie".

Brenda Christie

RECEIVED

OCT 17 2013

Planning &
Development Services

Comments Regarding Rebuilding Sacajawea Elementary School 518 Catskill Richland, Washington 99354

John and Judith Cox
526 Fuller Street
Richland, Washington 99354

October 17, 2013

(Pictures taken 9/18/13 & 10/04/13 at approximately 2:55 – 3:40 pm)

Comments Regarding Rebuilding Sacajawea Elementary School

- Sacajawea, an inner-city elementary school building is in a non-growth area. A new school here is not the best use of bond monies.
- RSD's forecast by subarea shows that the fastest residential growth is in peripheral areas, the south and west, not inner-city

Comments (Continued)

- Using Sacajawea to house other schools' students over an undesignated period of time is undesirable

Above all else, students and parents on foot will be at risk

- Unsafe traffic congestion already exists (see pictures following comment section taken 09/18/13 & 10/04/13) showing a typical afternoon release of students at Sacajawea Elementary)
- With two schools operating at the Sacajawea site, we believe traffic would overwhelm our neighborhood regardless of staggering the start/end times
- We believe Hanford traffic on George Washington Way will be negatively impacted regardless of altering the start/end time if two schools operate on the Sacajawea school site

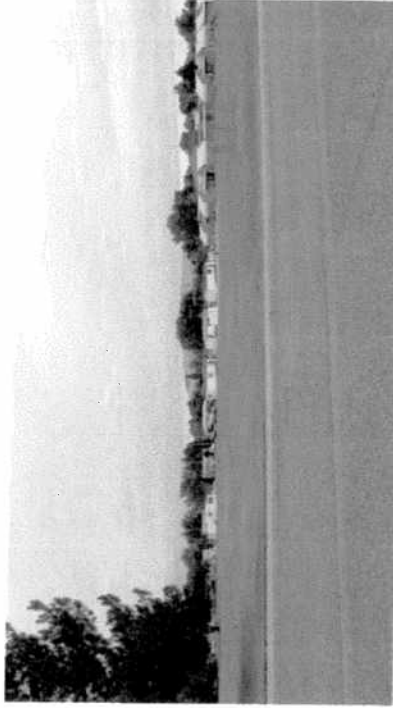
Is There A More Efficient Plan?

- Safer, Saner Plan:
 1. Build the bond approved elementary and middle schools in South Richland that can accommodate growth in South Richland
 2. Move/bus Sacajawea students or one of the other sister school students to one of these newly built schools
 3. Concurrently, tear down Sacajawea (or one or more sister schools) and build in the old school's location, continuing in this manner until all sister schools are rebuilt

Comments (Continued)

- Other Concerns:
 - Property Values
 - Construction Impact on neighborhoods
 - Viewscapes
 - Greenspaces

Unobstructed View from 526 Fuller
St. (09/18/13, ~2:30 pm)



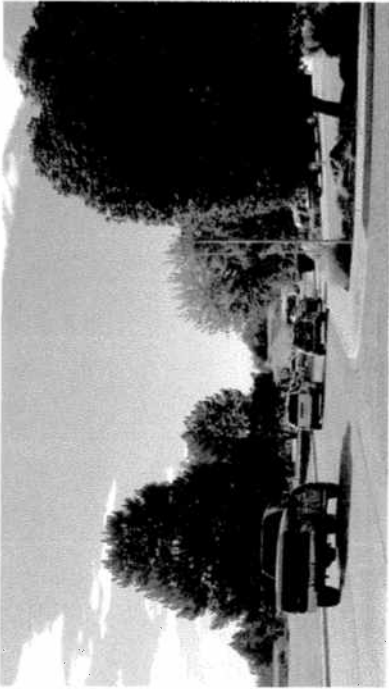
(09/18/13, ~2:30 pm)

Potential 2015 Viewscape & Greenspace for
Sacajawea as seen from 526 Fuller St.



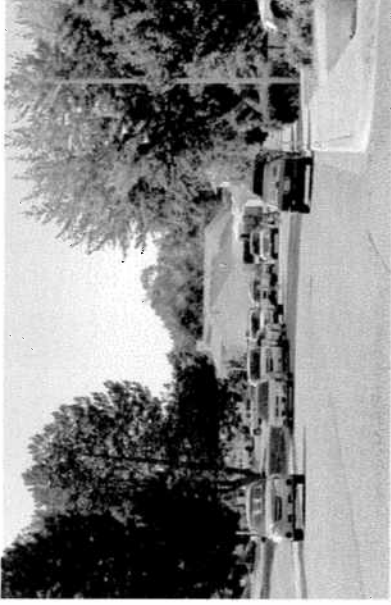
Jason Lee Elementary Photo - 2013

Traffic Congestion on Fuller St.



Looking West on Fuller St. 3:10 pm, 10/04/13

Traffic & Pedestrian Congestion on Fuller St.



Looking West from corner of Baker & Fuller Sts., 3:13 pm, 10/04/13

Parking & Traffic Congestion on Catskill



Looking East on Catskill at Reiner, ~3:00 pm

Parking & Traffic Congestion on Catskill



Looking West on Catskill near Everest St., ~3:02 pm

Traffic & Parking Congestion on Catskill



Looking West on Catskill near Everest St. (~3:03 pm)

Traffic, Parking & Pedestrian Congestion on Rainer



Looking North on Rainer (~3:10 pm)

Traffic, Parking & Pedestrian Congestion on Rainer Near Coast



Looking North on Rainer near Coast, ~3:11 pm

Parking & Pedestrian Congestion on Coast & Rainer



Looking East on Coast (~3:13 pm)

Traffic, Parking & Pedestrian Congestion on Coast & Rainer



Looking East on Coast & Rainer, ~3:14 pm

Traffic on George Washington Way at Fuller St. (~3:40 pm)



Looking North from corner of Fuller St. & George Washington Way, (~3:40 pm)

Thank you
for your thoughtful
consideration.

Simon, Rick

From: Pete Sederburg <psederburg@gmail.com>
Sent: Thursday, October 17, 2013 2:27 PM
To: Simon, Rick
Cc: Sederburg, Jan
Subject: PHOTOS WE HAVE DISCUSSED
Attachments: photo 1.JPG; photo 2.JPG

Rick,

As promised here are the electronic files for the two photos I have recently provided you as hardcopies. Both of these photos were taken by me using my cellphone camera on 9 October 2013 about the 8:30 AM time of day:

photo 1) Crossing guard parked in front of 401 Catskill with tire down middle of sidewalk - NOTE: no sidewalk on opposite side of Catskill at this location.

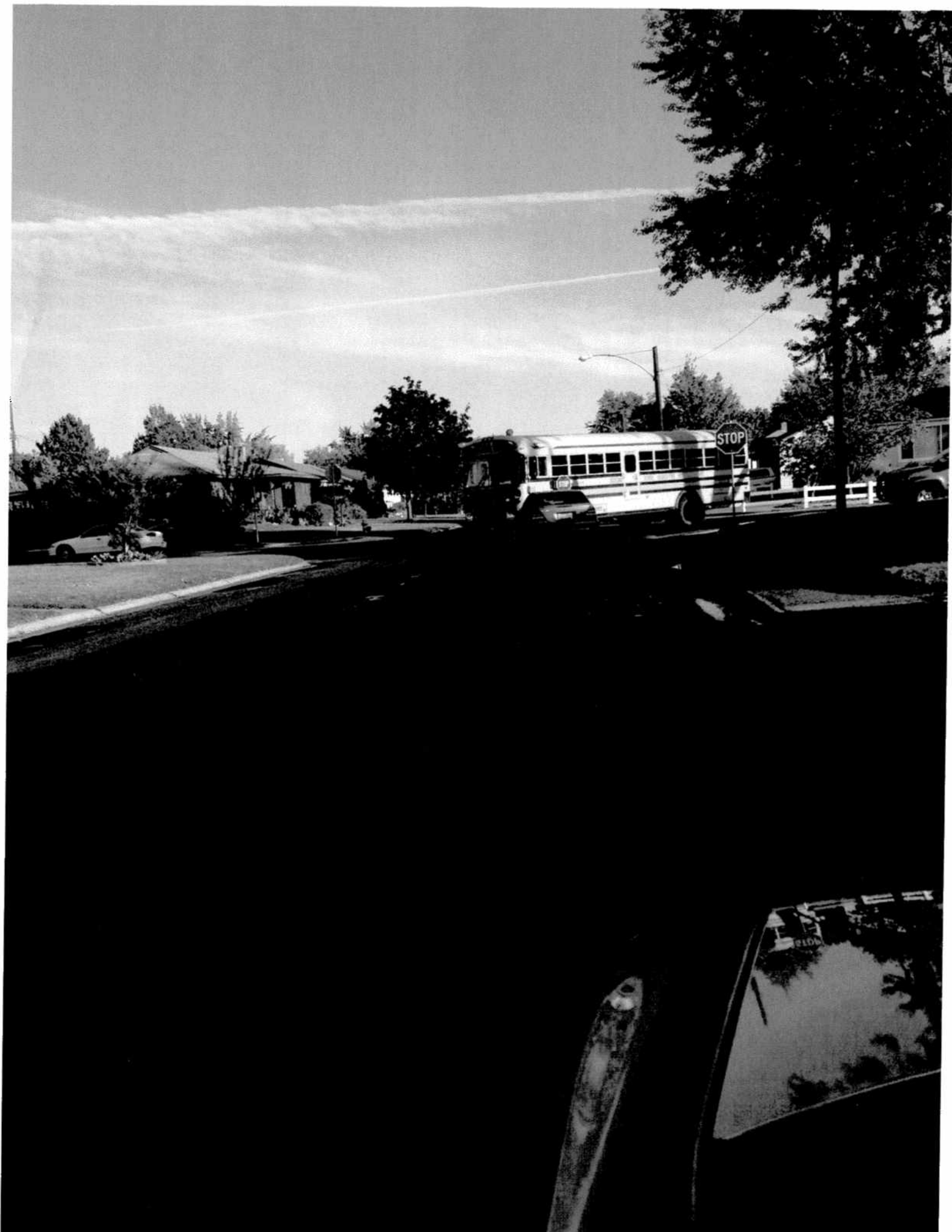
photo 2) School bus front tire up on hood of car at intersection of Everest & Newcomer.

Both of these are evidence that the older streets (eg. Catskill) within this part of town are not adequate for any appreciable increase in larger traffic (eg. buses) that a new school would bring - the problem could only be made worse during a period of time when both old and new Sacajawea schools are operating together.

Feel free to call on me as needed.

Pete
509-430-5328
404 Catskill





Simon, Rick

From: diana knoll <distniwi@hotmail.com>
Sent: Thursday, October 17, 2013 3:50 PM
To: Simon, Rick
Subject: Sacajawea elementary school proposal

Dear Mr. Simon,

We are writing concerning the proposed new site for Sacajawea Elementary and the proposal of the keeping the existing school until 2020. We live on Baker Avenue and have several concerns about the traffic flow if this goes thru as proposed.

Currently the school is 2 blocks off of George Washington Way (GWWay) with a traffic light at Catskill and has direct access to Jadwin both of which prevents traffic from backing up on GWWay. The proposed site for the new school on Fuller would put the school only 1 block off of GWWay where there is no traffic light. This would impact traffic on GWWay tremendously. Will a traffic light be going in at Fuller and George Washington Way? One would need to. This is also going to make it difficult to to get on and off of Baker Ave. in the mornings and afternoons as the drop off driveway will lead directly down Baker.

Richland schools have notoriously bad traffic patterns around them. They are a free for all. The traffic in this small area will need to be controlled, how do you intend to do that? We would like to be able to get on and off our street. The proposal of 2 elementary schools sitting on this property for 5 years is ludicrous. The neighborhood as a whole cannot handle that kind of traffic. It is a very small space. We will be locked in morning and afternoon.

We have heard that there is a proposal is to stagger start times to alleviate traffic back up. This would only lengthen the chaos to an hour in the morning and afternoon as opposed to the 1/2 hour it is now for one school.

We are in full support of a new school being built on this property. However we think that the traffic impact on all of North Richland needs to seriously be considered.

We understand the want to continue using the existing school, however if this school can continue to be used for another 5 years then why is it being redone first? There are other schools, i.e Jefferson, that are in more urgent need of work. The reason for doing Sacajawea first was because Jefferson was going to be repurposed. That is no longer the case. Maybe you need to reevaluate your plans.

Our neighborhood is already prepared to endure a year and a half of construction. This will benefit the children of our neighborhood greatly. However, to ask us to endure a year and a half of construction, 5 years of 2 schools on a property meant to house one, then the demolition of that school is asking way too much of our neighborhood.

Please keep us notified of any decisions pertaining to Sacajawea Elementary property. Don't hesitate to contact us if needed.

Thank you for your time.

Steve and Diana Knoll
2155 Baker Ave.
Richland
375-1306

Rick Simon
Development Services Manager and
The Richland Planning Commission

October 17, 2013

This letter is to provide written comments regarding the application by the Richland School District to build a new school on the existing Sacajawea Elementary property and retain the old school for possible use until 2020. Our concerns primarily are focused on student safety and traffic flow during the period of time that two schools will be in operation on the site.

Our student safety concerns:

- Existing school crossings are shown on the plans for the site. Where will additional crossings be located and what impact will they have on traffic flow? Only one crossing is shown near the front of the new school, but more will be necessary where Fuller intersects Baker Street and where Fuller crosses George Washington Way.
- A higher density of students increases the incidence of school violence, which generally demands a police officer presence more frequently.
- Parent drop-off and pick-up times create huge congestion for a short period of time. This problem is greater at pick-up, when a great number of parents line both sides of Catskill and both sides of Rainier. With two schools in session cars will line both sides of Catskill, Rainier and Fuller to pick up students at the same time buses and walkers are also present. Two-way traffic becomes difficult to impossible and impatient drivers increase the incidence of student injury.
- We will need additional school zone flashing lights. They currently exist on Fuller and on Catskill traveling west from George Washington Way toward the school. There is also a flashing light traveling east on Catskill from Jadwin as you approach the school. There are no school zone lights on Coast or Baker or George Washington Way. With increased students and increased traffic congestion these are a must for student safety.

Our traffic flow concerns:

- We will need a traffic light at Fuller and George Washington Way. Turning left onto George Washington Way is difficult at present. Parents picking up and delivering their students will hold up all traffic trying to make a left turn.
- Buses are too big to safely navigate through the Richland Village streets, which are narrow and filled with parked cars.
- Both schools show bus pick-up and delivery in parking lots accessing Catskill. How will traffic flow between buses and parents be managed? How will student safety be affected by double bus usage in the same area as student crossings?
- Two-way traffic through the Richland Village streets is always a challenge. Streets in this neighborhood will see increased usage while two schools are operating on the Sacajawea site, which will increase the safety risks for those living in the area and for their property (i.e. cars, theft, etc.).

Obviously this proposal has the potential to turn our neighborhood community upside down. We are pleased that the school district bond passed, and that we will have a new school for our neighborhood children. We are not pleased with the prospect of two schools operating on the same site, or the challenges that presents. The School District has set a demolition date of 2020. Why wait so long? We will definitely be impacted by two schools operating here during the construction of one other elementary. There needs to be some assurance that we will not have to endure it for more than one year.

Please consider our concerns and limit the length of time the Richland School District has to demolish the old Sacajawea.

Don and Pam Sebelien
2039 George Washington Way
Richland, WA 99354

Sacajawea Elementary School

Traffic Impact Analysis

Richland, WA

October 9, 2013

Prepared by:



J-U-B ENGINEERS, Inc.
2810 W. Clearwater Avenue, Suite 201
Kennewick, Washington 99336

Sacajawea Elementary School

Traffic Impact Analysis

October 9, 2013



Prepared by:

Spencer Montgomery
Darral Moore, PE



J-U-B ENGINEERS, Inc.
2810 W. Clearwater Avenue, Suite 201
Kennewick, Washington 99336

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Appendix

Current Concept for the New Sacajawea Elementary School
Existing Richland School District Elementary School Boundaries

Introduction and Background

The Richland School District (RSD) has experienced growth increases in student enrollment over the last several years. The School Board has worked to address existing crowding issues and address future needs. Residents of the District have approved a bond to construct additional facilities, including one new elementary school and reconstruction/replacement of three others with upgraded learning facilities.

One of the decisions made to improve upon the facilities of the District, is to replace the Existing Sacajawea Elementary School (SES) in north Richland, west of George Washington Way and north of Catskill Street. As part of the remodel additional capacity will be provided increasing from the existing enrollment of 480 to potentially serve 600 students. The new facility would be constructed on the same site which has 17 acres. The front door as currently envisioned would be located on Fuller Street on the north side of the property rather than at the southwest corner where it is today.

Marcus Whitman Elementary School (MWES) will also be rebuilt, and the ideal location for the long-term needs of the school are to rebuild it in its' current location. One of the options being considered by the District is to house the Marcus Whitman students in the existing SES after the new Sacajawea building is completed. It is anticipated that if this option is selected that both schools would operate on the same site for approximately one and a half school years.

This traffic study is being performed primarily to address two issues:

- 1) Total trip generation with two schools in place at the same time and the associated impacts to the surrounding roadway network.
- 2) Identify needs for parking and drop-off/pick-up areas.

Existing Conditions

Sacajawea Elementary School currently serves 480 students and is situated north of Catskill Street and east of Rainier Street in a residential neighborhood. This section will describe key roadways, available parking and drop-off/pick-up areas and generally describe traffic conditions.

Roadway Characteristics

Catskill Street is an east-west local street that is 30' wide with no pavement markings. It has mountable rolled curbs and 5' sidewalks on both sides of the Street east of Rainier Avenue, but only has sidewalks on the south/east side west of Rainier Street. It has three driveways that access parking and drop-off areas for SES. It provides a connection to George Washington Way at a signalized intersection one block to the east of SES. The speed limit is 25 MPH.

Rainier Street is a north-south local street that is 30' wide width with no pavement markings. It has mountable rolled curbs and 5' sidewalks on the east side north of Catskill Street and on both sides north of Coast Street. It has two driveways that provide access parking for SES. Rainier Street connects directly to and becomes Fuller Street as it heads north from Catskill Street. The speed limit is 25 MPH.

Fuller Street is an east-west local street that is 36' wide width with no pavement markings. It has vertical curbs and 5' sidewalks on both sides. It provides a connection to George Washington Way one block to the east of SES. The speed limit is 25 MPH.

George Washington Way is a north south principal arterial roadway that extends from I-182/SR 240 on the south several miles to the north end of the City, passing through the heart of the City of Richland. In the vicinity of SES it has 4 lanes and sidewalks on both sides of the street. The speed limit is 35 MPH.

Parking and Drop-off Areas

SES has three parking areas, one which accesses Rainier Street for employees and has 25 spaces. The main parking area accesses Catskill Street and provides 44 regular spaces and one handicapped space as well as curb drop-off/pick up space for buses. There is a small parking area with 4 visitor spaces and 2 handicapped spaces near the front door. There is a designated drop-off area approximately 125' long which is closed during the PM time period when children are picked up from school to promote safety. These areas are shown in Figure 1 below.



Figure 1. Existing Sacajawea Elementary School Parking and Drop-off Areas

Traffic Conditions

Traffic was observed during the AM arrival times and PM departure times for the school on September 25 and October 2, 2013, respectively. In addition, traffic patterns and conditions were discussed with a school crossing guard having several years of experience helping students get to/from school at Sacajawea, the school Principal, district staff and interested parents. The following summarizes existing traffic circulation in the vicinity of the school:

- As with most schools, there was very little traffic using the neighborhood streets prior to the AM arrival and PM departure, with traffic being very concentrated during a 15-20 minute stretch of time and conditions can be quite congested.
- Although the afternoon release time has fewer vehicle trips, it appears busier because pick-up trips take longer than drop-off trips. This happens because arrival times in the morning are more staggered, whereas in the afternoon most parents picking up children are there at the same time when school lets out.
- There were approximately 56 parking spaces filled prior to parents arriving when school let out, with 14 empty parking spaces.
- There were an additional 80 vehicles parked on the streets as well as in the main parking area when school let out.
- Several parents dropping off and picking up their students on Catskill Street and Rainier Avenue will use the rolled curb and park partially on the sidewalk to reduce their impact to traffic flow on those streets. Even with this pattern, these roads often function with a single lane for a few minutes and the school crossing guard indicated that occasionally traffic can get stopped altogether until a particular vehicle moves.
- The access to the formal drop-off area and the employee parking entrance are closed during the afternoon when school gets out because pick-up times require longer and a true drop-off can not occur.
- Crossing Guards are at 5 locations: adults at the main driveway on Catskill near the formal drop-off area and at George Washington Way/Catskill and students at the Catskill Street/Everest Avenue intersection Coast Street/Rainier Street intersection and on Fuller Street at the pathway crossing west of Baker Avenue.
- Even with crossing guards there is a concern with small students passing between parked cars to cross the street and circulating vehicles not being aware of their presence.
- Another concern is that with the new front door moving to Fuller Street a lot more students will walk to George Washington Way on Fuller Street. Currently at Catskill Street/George Washington Way the crossing guard has the advantage of a traffic signal, whereas Fuller Street has no traffic signal.

It should also be noted that the peak travel times on George Washington Way and many other collector and arterial roadways in this portion of the City is prior to school opening in the morning and after school releasing in the afternoon. In other words the peak hour occurs from 7:30 – 8:30 AM on the roadway network and most school related trips are arriving between 8:30 and 8:45 AM. In the afternoon school releases students at 3:15 and the associated traffic has essentially subsided by 3:30 and the evening rush hour doesn't begin until 4:30 PM.

Future Conditions

This section will describe the proposed parking facilities for the reconstructed school, evaluate additional new trips and parking needs for the larger facility. An evaluation of the temporary condition of housing Marcus Whitman Elementary School students while that facility is rebuilt in the event that this option is pursued by the Richland School District.

Sacajawea Elementary School Configuration

When SES is reconstructed it will be situated on the same property. However it is anticipated that the construction will occur while students attend the existing facility, reducing the construction cost, but requiring a new location. The location of the new building is proposed to be to the north and east, with the front door facing Fuller Street. The capacity of SES once it has been rebuilt will increase from 480 to 600 students. Visitor parking for 50 and a formal student drop-off area for 14 vehicles will be provided on Fuller Street, with additional 40 parking spaces and parking for 5 buses accessed from Catskill Street. With a total of 90 parking spaces it will provide an increase of 15 spaces. The current school concept is included in the Appendix.

Future Trip Generation

The City of Richland Public Works Department has long held a position that new developments that add more than 25 trips to any intersection on a collector roadway during the Peak Hour should evaluate the traffic operations of those intersections to ensure that they meet the City standard for Levels of Service.

Given that schools release students well before the PM peak hour in the afternoon, the PM peak hour has not typically been evaluated for traffic operations for a new school. However the AM peak hour does have the potential of adding some trips during the peak hour, although with the AM peak hour on George Washington Way occurring from 7:30 – 8:30 and school opening at 8:45, the vast majority of most elementary school trips in the City occur outside of the AM peak hour as well.

The Institute of Transportation Engineers (ITE) Trip Generation Manual 8th Edition, supports the above justification for minimal PM peak hour impact for a typical elementary school. ITE trip generation rates for elementary schools are approximately 1.29 trips per student per day, with 0.45 trips per student during the AM peak hour and the PM peak hour rate being only 0.15 trips per student. ITE indicates that 120 students would result in potentially 54 new trips in the morning and only 18 in the evening peak hour (4:30 – 5:30 PM). Thus it is clear that a traffic operations analysis is not warranted during the PM peak hour. That said, traffic congestion immediately adjacent to schools can be significant for a short period of time and parking needs must be evaluated.

School related trips are an interesting phenomenon. It stands to reason that, with buses carrying many students that live outside the walk area to and from school, and that many of the vehicle trips associated with schools must come from the walk area. For prior generations most students that lived within the walk area either walked or rode a bicycle. Now, many parents are concerned with their children walking unsupervised and consequently many students in the walk area are driven to school by parents or others.

For the purposes of this analysis, both the Sacajawea and Marcus Whitman Elementary Schools are anticipated to have different trip generation rates than the national averages as explained below.

Sacajawea Elementary School

The current school boundaries for SES comprise the northern portion of the City and extends to the west to include the developing Horn Rapids area neighborhood south of SR 240. A copy of the current school boundaries is included in the Appendix. Much of the walk area of the school is already developed. As a result, it is anticipated that the vast majority of new trips would come from this developing area and would fall outside the one-mile walk area of the school and that correspondingly most of these new students would arrive and depart school on a bus.

All of the 120 new students could fit on two new buses (although some existing routes may have available capacity). A recent study performed by J-U-B Engineers for the new Richland Elementary School #10 projected that 14% of trips would come from outside the walk area. To be conservative, for the purposes of this analysis, if 15% of the new students are assumed to be driven to school, even though they have the opportunity to ride a bus, then a total of 18 new trips for drop-off, plus the 2 new buses would result in 20 new trips. (This is conservative because some of the 15% are likely included in the current conditions. It would clearly appear that no traffic operations analysis should be required during the AM peak hour.

Marcus Whitman Elementary School

One of the scenarios being investigated by the Richland School District is to temporarily house the Marcus Whitman Elementary School (MWES) students at the existing SES facility while the former is being rebuilt at its' current location. District staff indicated that, under this scenario, since all students would live more than one mile from the SES site buses would be provided for all students. School buses are all currently being used for existing school needs because all elementary schools begin classes at 8:45 AM. District staff indicated they would need to stagger start times in order to have enough buses available. In order to transport the 410 existing students of MWES to the Sacajawea site it could take as many as 6 buses (72 seat capacity per bus).

Traffic conditions around MWES were observed at the start and end of school on October 3, 2013. Conditions were very similar to those observed at SES, with the afternoon peak appearing to be more congested due to the longer time required to pick students up. It was observed that there were 66 vehicles parked in available parking areas and on the adjacent street network when school let out. This number is nearly an identical proportion to the number at SES when adjusted for the differences in school size. (MWE is 410 students versus 480 students at SES = 85.4%, while observed vehicles for picking up students was 66 at MWE versus 80 at SES = 82.5%.)

Given that some parents at MWE are accustomed to driving their children to school, some may continue, even though their children will have the opportunity to ride a bus while attending at the SES location. If 25% of the current students (66) being picked up continue this pattern while MWES is housed at SES then a total of 17 personal auto trips and 6 buses would travel to MWE, clearly not placing more than 25 new trips at any intersection.

If the scenario of housing MWES at SES is selected by the District staggering the start times is the best approach. In order to not overlap MWES and SES arrival and departure times, and given the potential number of trips for each school, it is recommended that the starting and ending times for the two

schools be at least 30 minutes apart in order to minimize the impacts on the roadway network around the site. Reason would indicate that having the school with the lowest number of trips start first would be best, thus it is recommended that MWES start at least 30 minutes prior to SES. It could be that SES start time could be shifted back as well to create the staggered times.

Student Drop-off/Pick-up Area

Based on the trip generation discussion above, the parking needs for the PM dismissal of school was calculated. There were 85 vehicles waiting to pick up students during the observation period discussed above; it is forecast that 18 additional vehicles will be added to this amount for student pick-up needs. There were also 38 vehicles parked in the staff parking prior to school release. Assuming that these 38 are all staff related and the increase in staff is proportionate to the student increase (25%) then 9 additional spaces will be needed for staff. Total future parking needs for student pick-up and employees amounts to 150.

A significant amount of student pick up can be accommodated on the Street as is accomplished today. Since Fuller Street is wider than both Catskill Street and Rainier Street it will function much better when vehicles are parked on both sides. There is over 1000' of curb space along the school frontage of Fuller Street and the northern portion of Rainier Avenue. This would accommodate 30 vehicles if each vehicle uses 30'. It is recommended that an additional 120 spaces be provided to accommodate the anticipated demand.

The current concept has parking spaces for 90 vehicles as well as drop-off space for 14 additional vehicles. Since the current drop-off area is restricted when school lets out because pick-up times take more than a few seconds to let students out, it is recommended that these 14 drop-off spaces be converted to parking spaces, which would increase the number to 25, and that the length be extended to add 19 more spaces. Alternatively, to promote safety, it is recommended that the parking lot on Fuller Street eliminate the drop-off area so that student do not have to cross it to get to waiting vehicles in the lot, and that the length of the parking lot be extended to accommodate two rows of 40 vehicles. Making that lot have one-way operation would also promote safety.

Existing parking areas at SES are more than adequate to accommodate the anticipated trips during the potential temporary housing of MWES at that location, primarily because most students will arrive on buses.

Summary and Recommendations

The City of Richland has requested that a traffic study be performed for the reconstruction of the Sacajawea Elementary School in the northern portion of the City. The school is anticipated to accommodate 600 students when completed, an increase of 120 student and will open in 2015 school year. The District is also evaluating the possibility of housing students from the Marcus Whitman Elementary School at the existing Sacajawea Elementary School site while the Marcus Whitman facility is reconstructed at its' current location.

This study has evaluated the existing and future traffic conditions and parking/student pick-up needs for the larger Sacajawea Elementary School as well as the impacts of two schools temporarily operating on the same site.

It is not anticipated that any traffic operational issues will arise during the AM or PM peak hours on collector or arterial facilities. This is primarily due to two facts:

1. Most school trips are made after the AM peak hour and before the PM peak hour of the roadway network.
2. Most of the trips associated with both the increased students for Sacajawea Elementary School and the temporary housing of Marcus Whitman Elementary School at the existing Sacajawea site will be taken by bus.

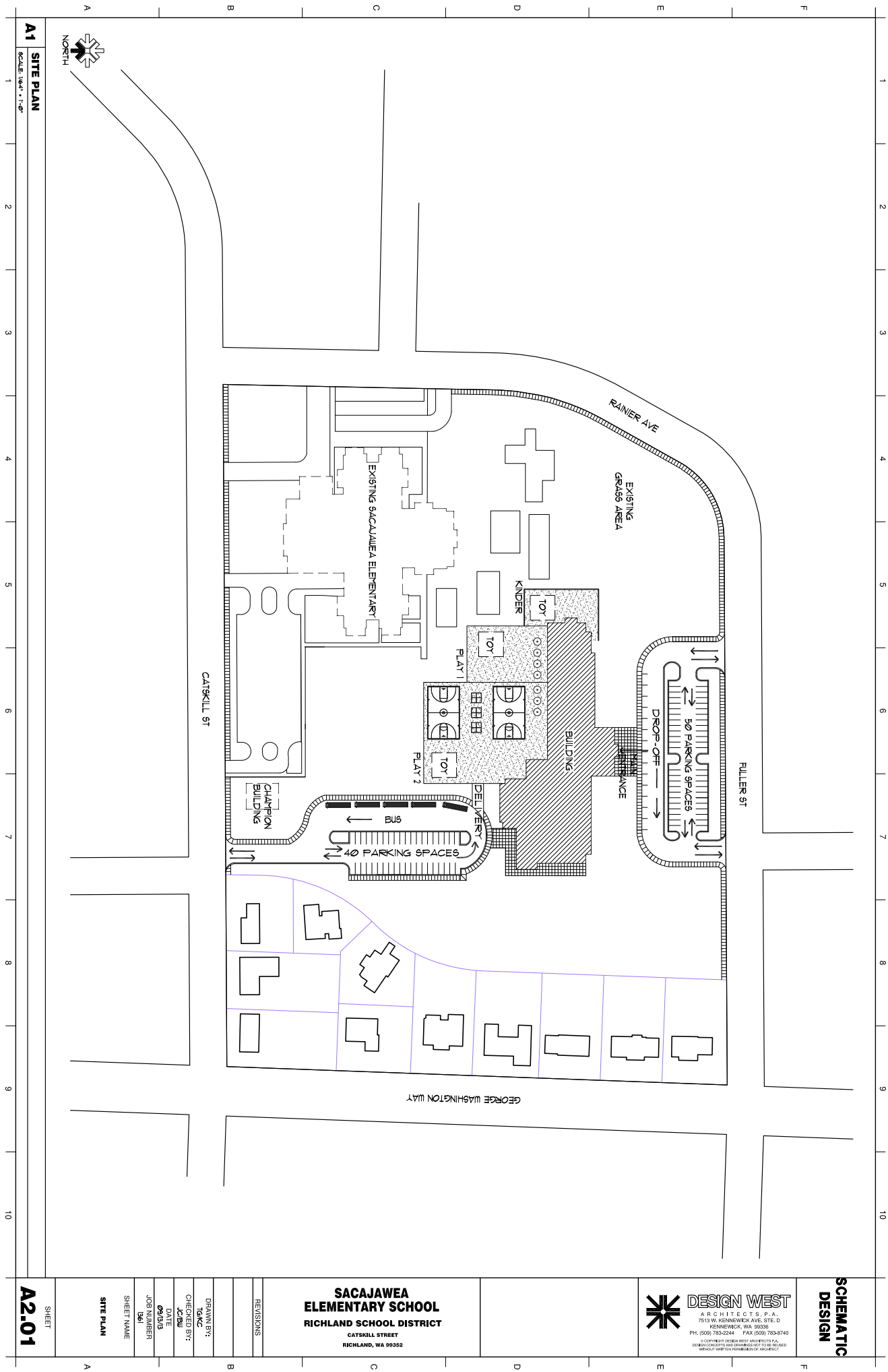
These findings do not dismiss the fact that conditions immediately surrounding schools is often very pronounced during a short period of time before and after school. Thus future parking needs were also evaluated.

It was estimated that future parking/student pick-up needs amount to space for 150 vehicles. The current concept has parking spaces for 90 vehicles as well as drop-off space for 14 additional vehicles and 5 buses. Since the current drop-off area is restricted when school lets out because pick-up times take more than a few seconds to let students out, it is recommended that these 14 drop-off spaces be converted to parking spaces, which would increase the number to 25, and that the length be extended to add 19 more spaces. Alternatively, to promote safety, it is recommended that the parking lot on Fuller Street eliminate the drop-off area so that students do not have to cross it to get to waiting vehicles in the lot, and that the length of the parking lot be extended to accommodate two rows of 40 vehicles. Making that lot have one-way operation would also promote safety.

If the scenario of housing MWES at SES is selected by the District staggering the start times is the best approach. In order to not overlap MWES and SES arrival and departure times, and given the potential number of trips for each school, it is recommended that the starting and ending times for the two schools be at least 30 minutes apart in order to minimize the impacts on the roadway network around the site. Reason would indicate that having the school with the lowest number of trips start first would be best, thus it is recommended that MWES start at least 30 minutes prior to SES. It could be that SES start time could be shifted back as well to create the staggered times.

Appendix A

Existing RSD Elementary School Boundaries



A1 SITE PLAN

SCALE 1/8" = 1'-0"

A2.01

SHEET

SITE PLAN

SHEET NAME

JOB NUMBER

DATE

CHECKED BY:


DRAWN BY:

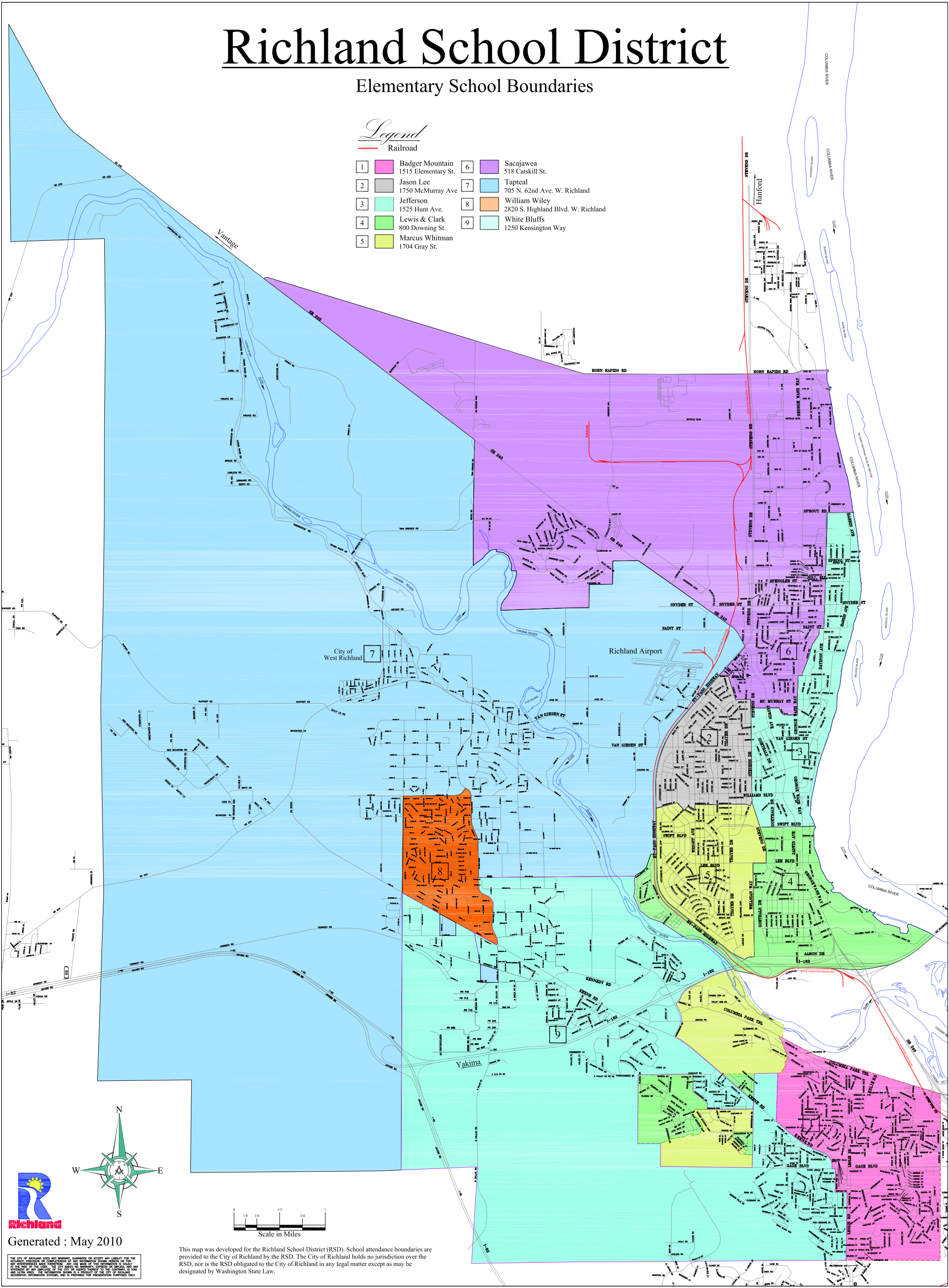
REVISIONS

Richland School District

Elementary School Boundaries

Legend

-  Railroad
- | | | | |
|---|--|---|---|
| 1 | Badger Mountain
1515 Elementary St. | 6 | Sacajawea
518 Catskill St. |
| 2 | Jason Lee
1750 McMurray Ave | 7 | Tapteal
705 N. 62nd Ave. W. Richland |
| 3 | Jefferson
1525 Hunt Ave. | 8 | William Wiley
2820 S. Highland Blvd. W. Richland |
| 4 | Lewis & Clark
800 Downing St. | 9 | White Bluffs
1250 Kensington Way |
| 5 | Marcus Whitman
1704 Gray St. | | |



Generated : May 2010

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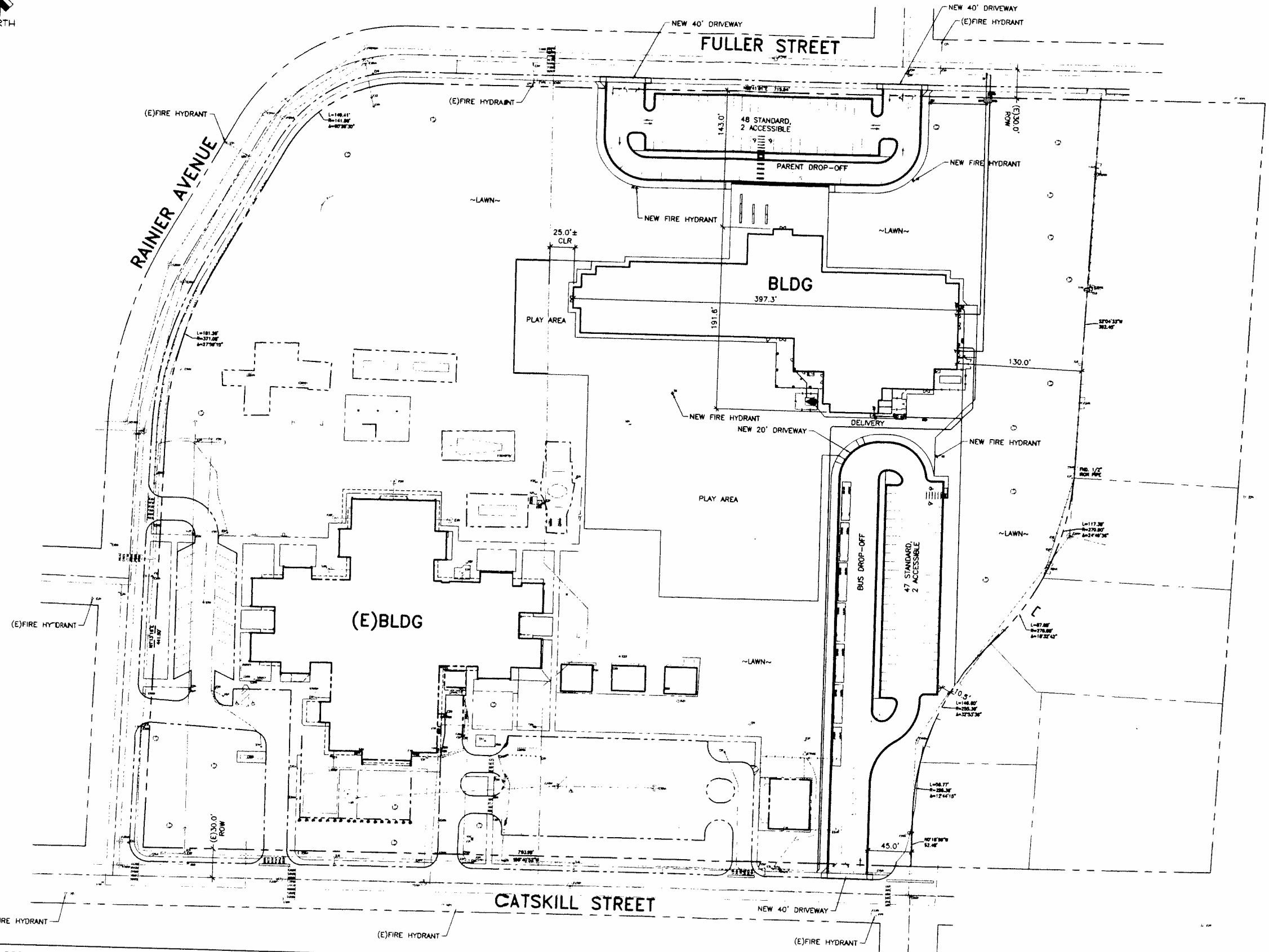
This map was developed for the Richland School District (RSD). School attendance boundaries are provided to the City of Richland by the RSD. The City of Richland holds no jurisdiction over the RSD, nor is the RSD obligated to the City of Richland in any legal matter except as may be designated by Washington State Law.



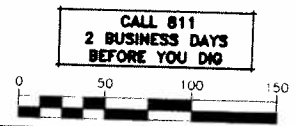
RAINIER AVENUE

FULLER STREET

CATSKILL STREET



A1 SITE PLAN - PHASE 1
SCALE: 1" = 50'-0"



**SCHEMATIC
DESIGN**

DESIGN WEST
ARCHITECTS
7513 W. KENNEDY AVE. STE. D
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**SACAJAWIEA
ELEMENTARY SCHOOL
RICHLAND SCHOOL DISTRICT**
CATSKILL STREET
RICHLAND, WA 98382

REVISIONS

DRAWN BY:
SJT

CHECKED BY:
JEI

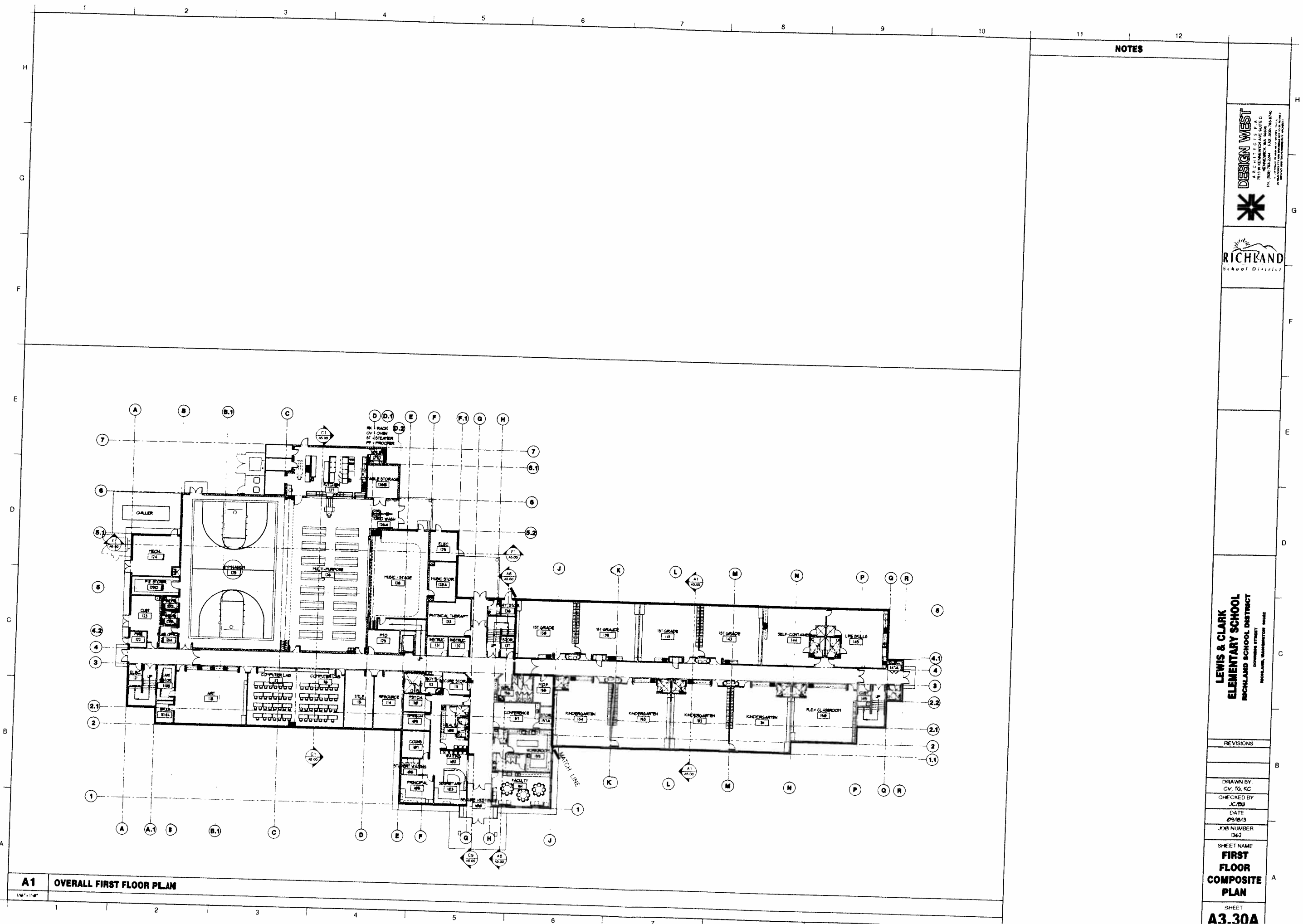
DATE
03/20/13

JOB NUMBER
1361

SHEET NAME

**SITE PLAN
PHASE 1**

SHEET



A1 OVERALL FIRST FLOOR PLAN

NOTES

DESIGN WEST
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1000 10TH AVENUE, SUITE 100
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RICHLAND
School District

**LEWIS & CLARK
ELEMENTARY SCHOOL**
RICHLAND SCHOOL DISTRICT
DENVER, COLORADO

REVISIONS

DRAWN BY

CV, TG, KC

CHECKED BY

JC, BU

DATE

09/13

JOB NUMBER

1362

SHEET NAME

FIRST

FLOOR

COMPOSITE

PLAN

SHEET

A3.30A

NOTES

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RICHLAND
School District

LEWIS & CLARK
ELEMENTARY SCHOOL
RICHLAND SCHOOL DISTRICT
SCHOOL STREET
RICHLAND, WASHINGTON 98841

REVISIONS

DRAWN BY

CV, TG, KC

CHECKED BY

JCB

DATE

05/16/13

JOB NUMBER

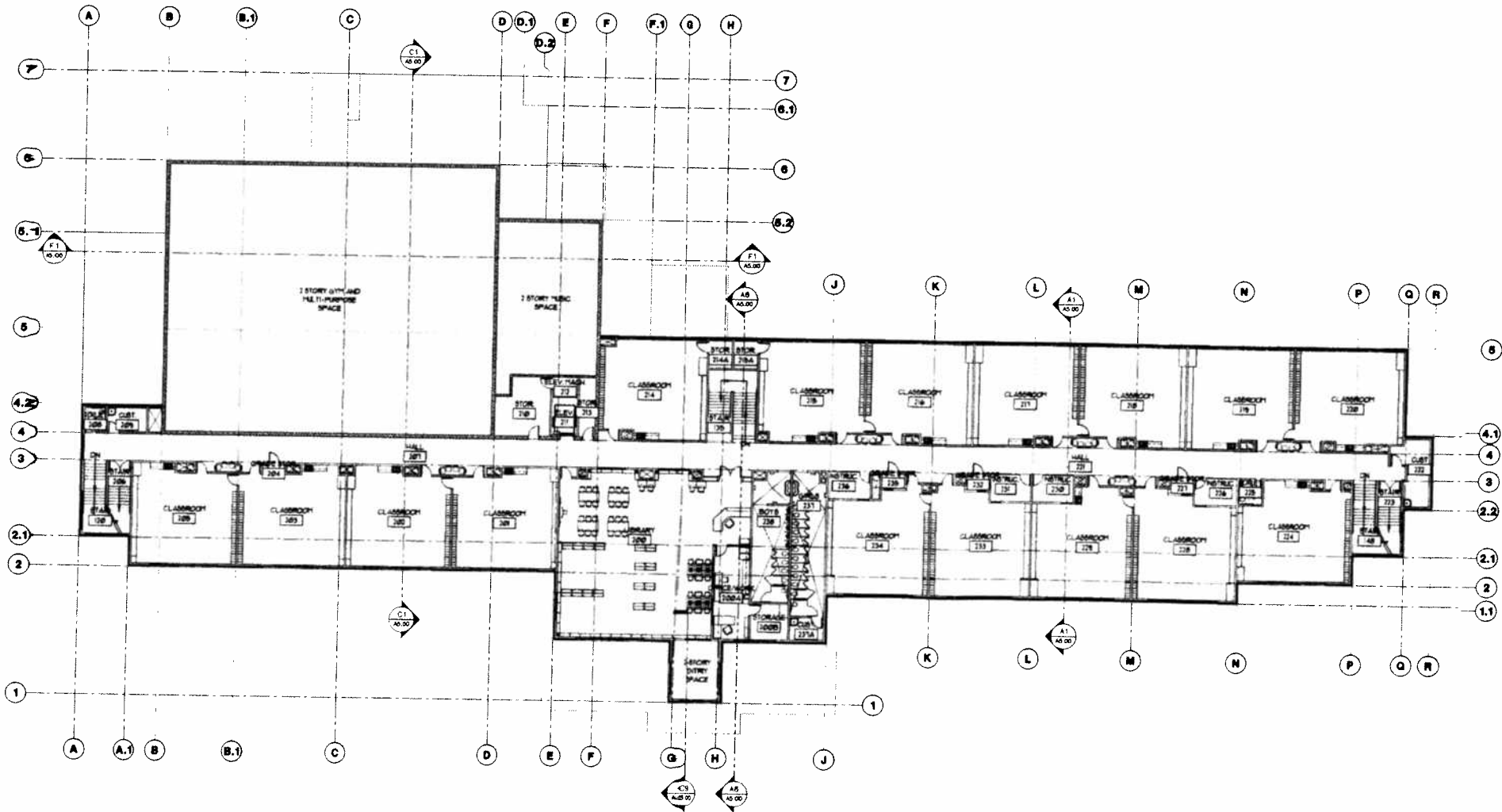
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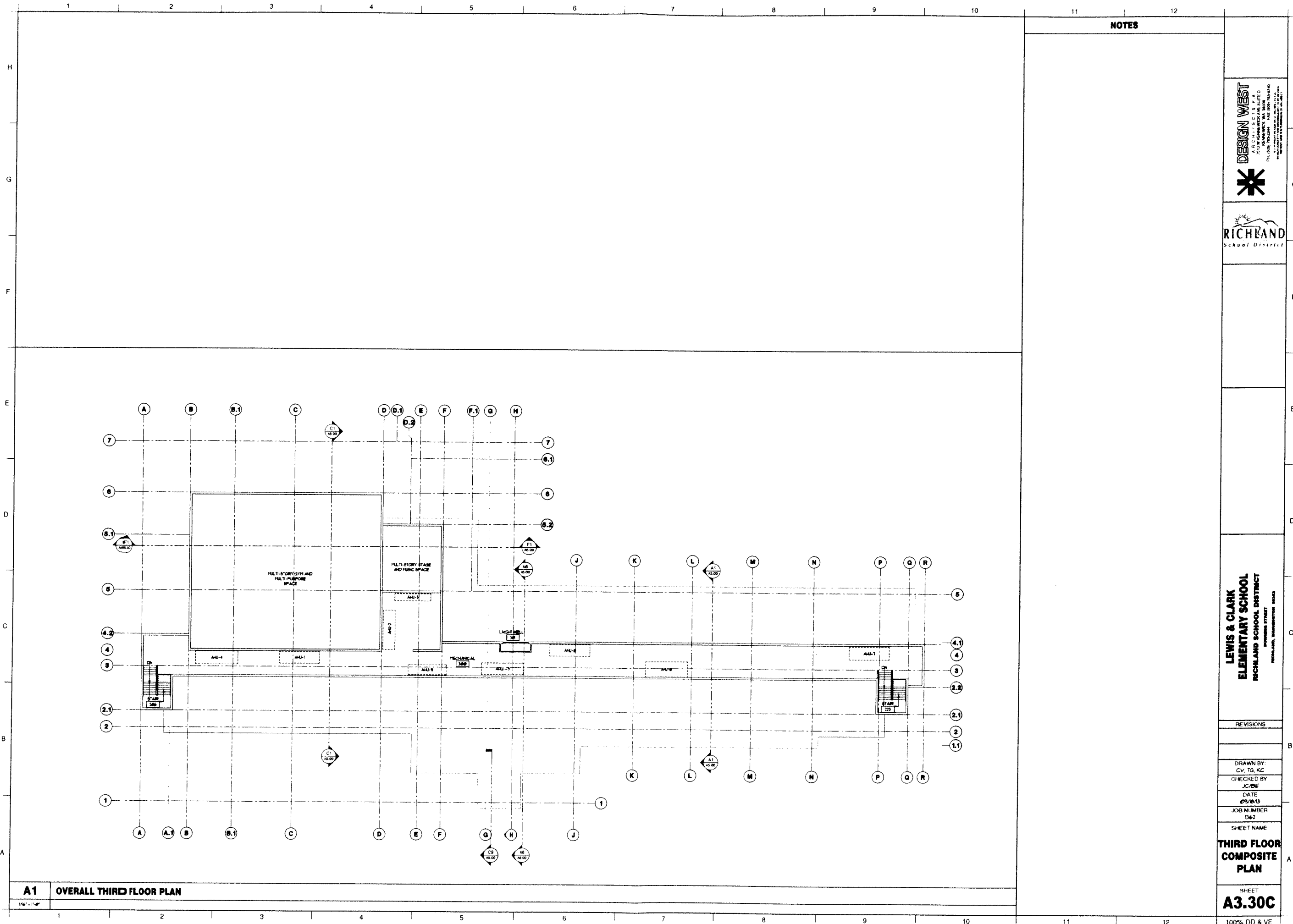
SECOND
FLOOR
COMPOSITE
PLAN

SHEET

A3.30B



A1 OVERALL SECOND FLOOR PLAN



NOTES

DESIGN WEST
ARCHITECTS P.A.
7501 KENNEDY BLVD
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RICHLAND
School District

LEWIS & CLARK
ELEMENTARY SCHOOL
RICHLAND SCHOOL DISTRICT
BOWEN STREET
RICHMOND, VIRGINIA 23220

REVISIONS

DRAWN BY:

CV, TG, KC

CHECKED BY:

JC/BN

DATE:

09/10/13

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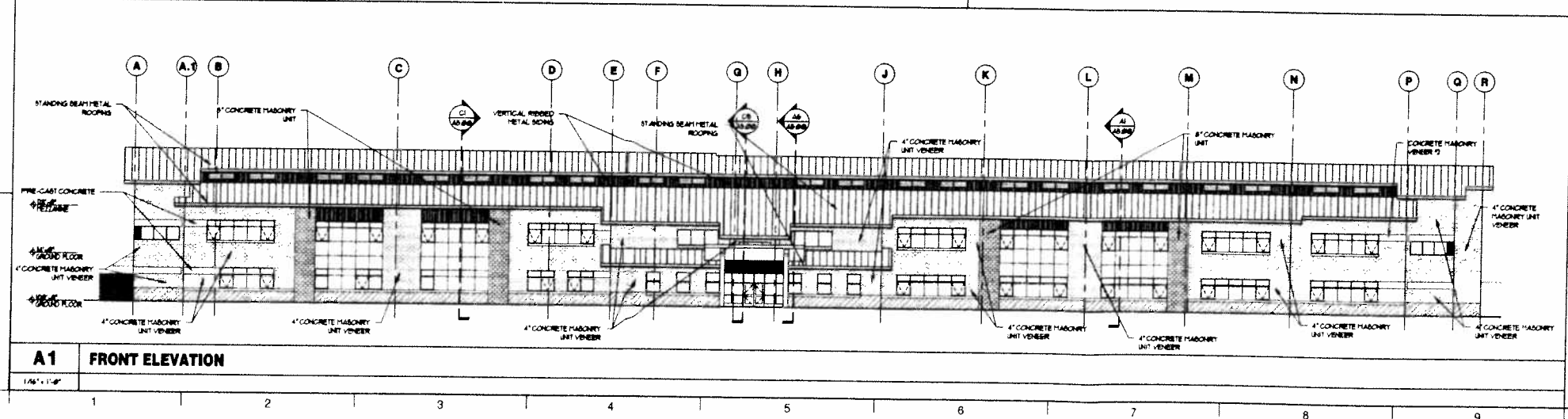
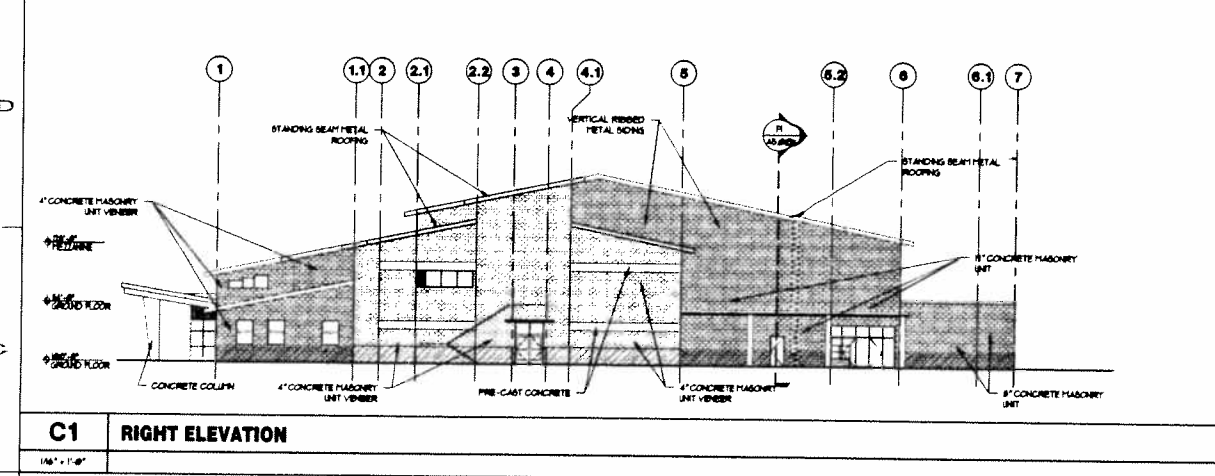
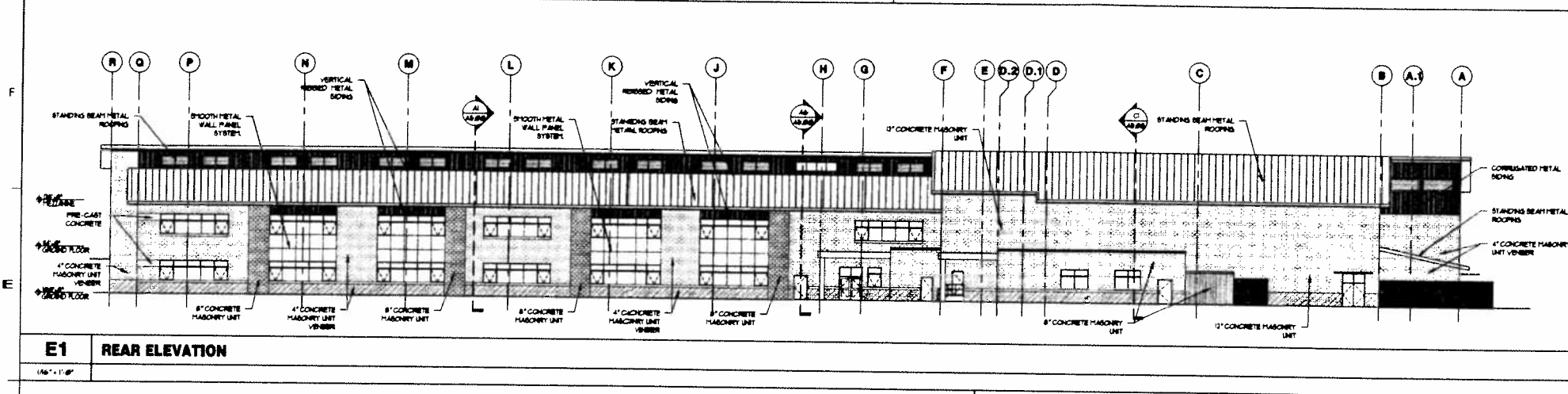
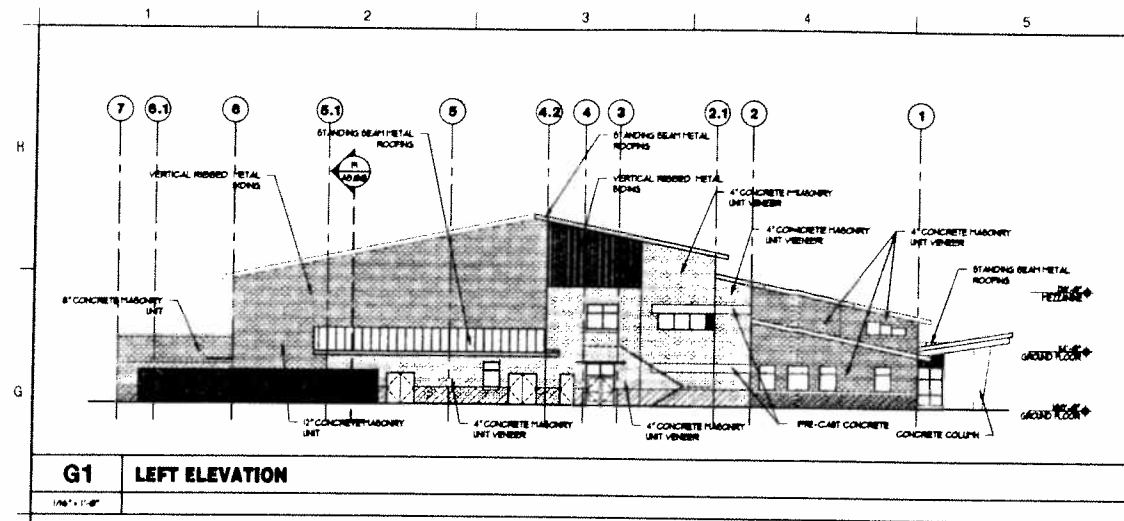
SHEET NAME:

THIRD FLOOR
COMPOSITE
PLAN

SHEET

A3.30C

100% DD & VE



NOTES



RICHLAND
School District

LEWIS & CLARK
ELEMENTARY SCHOOL
RICHLAND SCHOOL DISTRICT
10000 1ST STREET
RICHLAND, WASHINGTON 98841

REVISIONS

DRAWN BY
CV, TG, KC
CHECKED BY
JC/BW
DATE
03/08/13
JOB NUMBER
1062
SHEET NAME

EXTERIOR
ELEVATIONS

SHEET
A4.00

100% DD & VE