

RICHLAND PLANNING COMMISSION REGULAR MEETING

**COUNCIL CHAMBER - RICHLAND CITY HALL
505 SWIFT BOULEVARD**

**WEDNESDAY, APRIL 27, 2011 - 7:00 P.M.
MEETING #2-2011**

COMMISSION MEMBERS

Kent Madsen, Chair	Rado Harrington
Debbie Berkowitz	Stanley Jones
Marianne Boring, Vice Chair	Carol Moser
Clifford Clark	James Utz
Mary Jo Coblentz	

LIAISONS: Rick Simon, Planning Manager
Sheila Sullivan, Council Liaison
Katherine Yuracko, Economic Development Advisory Committee

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES MEETING #1-2011

APPROVAL OF AGENDA

NEW BUSINESS

1. APPLICANT: CITY OF RICHLAND (M2011-100)

REQUEST: ADOPTION OF UPDATES TO HORN RAPIDS MASTER PLAN.

LOCATION: LANDS LOCATED NORTH OF SR 240, EAST OF THE CITY LANDFILL, SOUTH OF HORN RAPIDS ROAD AND WEST OF THE TRI-CITY RAILROAD RAIL LINES.

2. APPLICANT: CITY OF RICHLAND (M2011-101)

REQUEST: TEXT AMENDMENTS TO RICHLAND MUNICIPAL CODE TITLE 27 – SIGNS MODIFYING SIGN STANDARDS FOR PROPERTIES LOCATED WITHIN THE UPTOWN SHOPPING CENTER.

LOCATION: PROPERTY LOCATED EAST OF GEORGE WASHINGTON WAY, SOUTH OF SYMONS STREET, WEST OF JADWIN AVENUE AND NORTH OF WILLIAMS BOULEVARD.

3. APPLICANT: PORT OF BENTON (Z2011-103)

REQUEST: TEXT AMENDMENTS TO RICHLAND MUNICIPAL CODE SECTION 23.26.030 TO ALLOW SIT DOWN, DRIVE THROUGH AND TAKE OUT RESTAURANTS AS PERMITTED USES IN THE MEDIUM INDUSTRIAL (I-M) ZONING DISTRICT.

LOCATION: CITYWIDE

4. APPLICANT: CITY OF RICHLAND (Z2011-102)

REQUEST: TEXT AMENDMENTS TO RICHLAND MUNICIPAL CODE SECTION 23.18.040 TO PROVIDE FOR ONE AND TWO FAMILY DWELLINGS AS PERMITTED USES IN THE MULTIPLE FAMILY RESIDENTIAL (R-3) ZONING DISTRICT SUBJECT TO THE STANDARDS SET FORTH IN THE MEDIUM DENSITY RESIDENTIAL SMALL LOT (R-2S) ZONING DISTRICT.

LOCATION: CITYWIDE

COMMUNICATIONS

COMMISSION/STAFF/LIAISON COMMENTS

ADJOURNMENT

(NEXT REGULAR MEETING DATE – MAY 25, 2011)

(NEXT WORKSHOP DATE – MAY 11, 2011)

**RICHLAND PLANNING COMMISSION
COUNCIL CHAMBERS – RICHLAND CITY HALL
JANUARY 26, 2011 MEETING #1-2011**

MINUTES

CALL TO ORDER

Chair Madsen called meeting #1-2011, January 26, 2011, a meeting of the Planning Commission, to order at 7:00 p.m.

ROLL CALL

Members Present:	Kent Madsen, Chair	Marianne Boring, Vice Chair
	Stan Jones	Mary Jo Coblentz
	James Utz	Clifford Clark
	Debbie Berkowitz	Rado Harrington
	Carol Moser	

Also present were: Rick Simon, Planning Manager; Jeff Rolph, Senior Planner; Steve Stairs, Civil Engineer III; Sheila Sullivan, Council Liaison; and Marla Pierson, Recorder.

The minutes from the December 15, 2010 meeting were approved as presented.

The Agenda of the January 26, 2011 meeting was approved with the addition of "Election of Officers".

Marla Pierson 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. None were noted.

NEW BUSINESS

CITY OF RICHLAND (Z2011-101)

Mr. Simon presented the Staff Report and recommendation for adoption of zoning classification(s) for approximately 50-acres of property proposed for annexation into the City of Richland located east of Queensgate Drive, north of

Columbia Park Trail and adjacent to Tulip Lane and also Lands west of Queensgate Drive, adjacent to both Jericho Road and Jericho Court.

Chair Madsen opened the public hearing at 7:17 p.m.

Dianne Russell, 875 Tulip Ln., Richland, WA, was sworn in. Ms. Russell pointed out on the overhead map where her property is in conjunction with the other property being annexed. She thanked all Staff and in particular Bill King and Rick Simon for their help and cooperation in the many meetings she had with them. She commented that had her property been designated commercial, she would not have been able to pay the commercial property taxes.

Allan Joseph, 2614 Thoroughbred, Richland, WA, was sworn in. Mr. Joseph owns two properties in this area and he appreciates the consideration that was extended to him by Mr. Simon in continuing the recommended zoning consistent with what the current zoning and uses are. He stated that he is not certain what a holding zone for the immediate future is and what it means in terms of his property ever being zoned against his wishes. He asked Staff for some clarification on that issue. Mr. Joseph indicated that he does support this action although it is not something he prefers to do but is something that he can live with. He went on to voice his opinion about the perceptions of this process and how they are creating a contentious and litigious environment.

Chair Madsen closed the public hearing at 7:24 p.m.

Commissioner Moser stated that typically she has seen applications coming to the Planning Commission through property owners for the rezoning of parcels. She is curious as to why the City initiated this action and whether or not we were approached by any property owners.

Mr. Simon indicated that this is the same process used for other annexations and most recently the large Badger Mountain South annexation. He stated that if you look back in the record, it shows as a City action when it came forward to the Planning Commission. In this case, some of the winery owners had initiated the annexation process.

Commissioner Moser asked Staff to describe what a commercial winery designation means. Are there increased taxes on the property and does the City benefit from it being zoned commercial winery.

Mr. Simon explained that the Commercial Winery Zone is specifically designed for winery operations. Wineries are a little different than most uses as the processing of wine is light industrial, retail due to the wine tasting rooms and often times there a restaurant or entertainment which is commercial and then the growing of grapes which is agricultural.

Commissioner Clark asked staff why parcel 15 is designated as commercial winery given its location.

Mr. Simon reported that parcel 15 is owned by Kurk Watts who did not make a request for agricultural zoning. He indicated that the original proposal was to zone all of the property east of Queensgate with the Commercial Winery designation.

Commissioner Moser stated that the City should benefit from the taxes that come into the City as a result of this annexation and wondered if Mr. Simon had any idea what the difference would be.

Mr. Simon does not have any final numbers but indicated that the City would benefit both from property tax and from retail sales tax from this property. He reported that there is approximately 10 million dollars in assessed valuation in these 50-acres.

COMMISSIONER COBLENTZ moved that the Planning Commission concur with the Findings and Conclusions set forth in Staff Report Z2011-101 and recommend to the City Council assignment of the CW Commercial Winery, C-3 General Business and AG – Agricultural zones. Seconded by Commissioner Moser.

Commissioner Utz asked how the agriculture overlay would impact the property owner and what situation would change that or could they be forced out of agriculture into something else without going through this similar process.

Mr. Simon clarified that his intent for bringing this recommendation forward was that the agriculture zoning would stay in place until the owner decided it was time to change the use of the property and either develop it themselves or sell it, in which case they would need a commercial designation and they could come before the Planning Commission and request that.

Commissioner Clark asked about the transfer of property and if it is zoned agricultural now, it would remain in agriculture until some owner in the future wanted to do something different with it. However, simply a change in ownership would not change the zoning?

Mr. Simon confirmed that was correct.

Commissioner Moser feels this change is great and she will do her part to patronage these businesses especially knowing that all this tax revenue will accrue to the City. She believes the City can move forward and promote this area a little bit more. She stated she is curious why there were no letters from the property owners and is taking Staff's word for it that this is what they want to do.

She feels this is a great step for the City of Richland to get this tax base within our boundaries.

Mr. Simon reported that there are no letters in your packets but the letter that initiated the annexation request went to Council back in August.

Motion carried on the following roll call vote: Yes – Berkowitz, Boring, Clark, Coblenz, Harrington, Jones, Moser Utz and Madsen. No – None.

KENNEWICK IRRIGATION DISTRICT (Z2011-100)

Mr. Rolph presented the Staff Report and recommendation for approval of text amendments to Richland Municipal code Section 23.28.020(C) and 23.28.030 to allow for fuel stations/mini marts and automobile service stations as permitted uses within the Business Commerce (B-C) Zoning District. The location is Business Commerce zoned property citywide.

Chair Madsen opened the public hearing at 7:44 p.m.

Applicant Seth DeFoe, GIS Specialist, Kennewick Irrigation District, 12 W. Kennewick Ave., Kennewick, WA, was sworn in. Mr. Defoe gave a brief background on KID holdings and why we have this property and what we are trying to do with it. He stated that they have had this land for almost 70-years and are looking to sell it off along with some other surplus lots. He commented on one particular area called Stoneridge which consists of almost 65 acres which has been split into 22 lots, one lot has now been sold to a private business and another which is being looked at for a fueling station and mini-mart.

Chair Madsen closed the public hearing at 7:47 p.m.

Commissioner Boring stated she understands the BC zoning district out off of Duportail but there is also the BC zoning down in the Richland Wye. She feels that while a mini-mart or gas station would more likely be appropriate at Duportail and Kennedy, she is not certain it would be appropriate at the Richland Wye. She was thinking that perhaps making it a special use rather than a permitted use would be more appropriate.

Commissioner Berkowitz asked if these are the only two BC zoned areas in the City.

Mr. Rolph confirmed that there are currently only two BC zoned areas in the City which are designated as the purple areas on the map.

Commissioner Berkowitz asked if the BC zone included some of the residential overlay area in the Richland Wye.

Mr. Rolph stated that some of the residential areas that are close to the business park were considered residential overlay that eventually would go to the Business Commerce or the C3 zoning which is the other zoning out in that area.

Commissioner Berkowitz feels it would be problematic to have a gas station in the overlay zones.

Mr. Rolph stated that staff does not see it as a compatibility issue as there are 7-11 stores with gas stations right in the middle of residential zones all throughout the town. Those other commercial zones do not have the additional site design criteria that are required in the BC District and it has not been found to be a compatibility issue.

Commissioner Berkowitz stated she is more concerned with the gas stations.

Mr. Rolph advised that gas stations are an outright permitted use in the other commercial zones and he doesn't see it as a problem in the BC District.

Commissioner Berkowitz feels that making it a special use permit tends to make the Planning Commission allow it in the future. She thinks they tend to say that since it is a special use, it is okay. She wondered since they are two fairly different areas why we couldn't make a different zone for each one. She doesn't see a problem with having it in the Duportail area but she does have a problem with having it in the Wye area.

Commissioner Utz asked Staff why this was not originally permitted.

Mr. Rolph answered that in looking at it they feel it was probably just an oversight.

Commissioner Utz commented that he tends to agree with Staff's position that if you have all the rest of the automotive uses there and you are allowing convenience stores, people need a place to get fuel. He stated that everyone is going to need a car and fuel and if we decide not to allow a fuel station, where do those people in the area go to get fuel.

Commissioner Clark has a similar concern as Commissioner Boring and thinks that if anyone were going to put in a convenience store in that area, it would be down closer to the other stores and bait shop.

Mr. Rolph clarified that the BC properties in the Wye area are not on Columbia Park Trail or Columbia Center Blvd so the likelihood of a convenience store locating in BC zoned property in the Wye area are less likely.

Commissioner Moser asked if any of this BC zoned property lies within the Port of Kennewick's Spaulding Business Park.

Mr. Rolph pointed out on the overhead map the area of the Spaulding Business Park and what areas in and around it that are zoned BC.

Commissioner Moser feels the Port has made attempts to make a really upscale business park and wondered why we didn't get any feedback from them on this proposal.

Mr. Rolph explained that they did not contact the Port directly but they control what uses go into their business park. He stated that they have very strict requirements and covenants.

Commissioner Moser stated that her concerns are relieved a little bit knowing that they have control of who enters their park. She asked Staff to explain the setbacks required for an automobile dealership.

Mr. Rolph pointed out that on Attachment E of the Staff Report the Business Zoning District Section 23.28.020-D there are site design standards that have minimum requirements for the building itself as well as other requirements including landscaping that will provide a buffer.

Commissioner Moser asked if there is any screening required for outdoor use.

Mr. Rolph explained that if that zoning district adjoins a C3 General Business District, an Industrial Zoning District or another Business Commerce Zoning District, that additional landscape requirement would not apply, just the standard City requirements of a parking lot with a five-foot landscape strip between uses.

Commissioner Coblenz stated that as convenience stores and gas stations are currently allowed in other zoning districts in the Wye that have frontage on the main streets she feels this is a moot point as that is where they would locate rather than in the interior BC zoned areas.

Commissioner Berkowitz stated that she knows you didn't notify any of the Spaulding Business Park owners and asked if you notified any of the other people who live in that area.

Mr. Rolph indicated that the only notice requirement for a text amendment is publication.

Commissioner Berkowitz commented that the Spaulding Park owners have covenants for their protection but the rest of the Island View does not have that protection. She considers this a major problem. She has no problem with the

proposed amendment for the Duportail area but until this problem is solved, she will not vote for this.

Commissioner Boring explained that after looking at the zoning code and hearing all the testimony tonight, she is satisfied that a convenience store and gas station are more apt to build in the Duportail area. She is satisfied that she can support this item.

Chair Madsen echoed Commissioner Borings thoughts.

COMMISSIONER BORING moved that the Planning Commission concur with the Findings and Conclusions set forth in Staff Report Z2011-100 and recommend that City Council approve the proposed text amendments to RMC Sections 23.28.020(C) and 23.28.030 as set forth in Attachment A. Seconded by Commissioner Clark.

Commissioner Moser stated that she is troubled that notice was not sent out to the Port. She would rather error on the side of caution and be a good property owner and neighbor. She does not have any problem with the amendment for the Duportail area and would like to find a way to bifurcate this matter so we can go ahead and approve the Duportail property. She wants feedback from the Port of Kennewick as they are a big property owner down there. She wants feedback from the people who live there and doesn't think that is too much to ask. The people living in the Richland Wye area need to know this is a potential action and if no one has a problem with it, then she won't have a problem with it. She feels it would be prudent to be sensitive to the needs of our land owners down in the Wye.

Mr. Rolph suggested the following language: "Allow fuel stations/mini-marts when located adjacent to a principle arterial or minor arterial street." This could solve the concern as none of the BC zoned properties in the Richland Wye have frontage on principle or minor arterial streets but both Duportail Street and Kennedy Road in the City View area are so designated.

COMMISSIONER MOSER moved to amend the main motion to provide that Fuel Stations/Mini-Marts and Automobile Service Stations would be permitted in the B-C Zoning District when located adjacent to a principle or minor arterial street. Seconded by Commissioner Boring.

Commissioner Utz asked how that will impact Kennedy and Keene.

Mr. Rolph answered that Keene doesn't have any BC zoned property adjacent to it. Kennedy is a minor arterial so those uses would be allowed adjacent to Kennedy Road.

Commissioner Utz asked Mr. Revell, KID Planning Manager if this is something that seems reasonable to the KID's needs.

Scott Revell, KID Planning Manager. Mr. Revell believes the amendment would handle the problem. He stated that another way to handle it would be to recommend approval of the code amendment and direct the Staff to examine changing the zoning the Richland Wye. He feels the motion on the floor handles any issues the Port would have.

Commissioner Berkowitz stated that this solution works for her needs.

Motion on the amendment carried on unanimous voice vote.

Original Motion carried on the following roll call vote: Yes – Berkowitz, Boring, Clark, Coblenz, Harrington, Jones, Moser, Utz and Madsen. No – None.

ELECTION OF OFFICERS FOR 2011

Chairman

COMMISSIONER MOSER moved to nominate Kent Madsen as Chairman and Marianne Boring as Vice-Chairman, Seconded by Vice-Chairman Boring.

Motion carried on unanimous voice vote.

Chairman for 2011 term – **KENT MADSEN**

Vice-Chair for 2011 term – **MARIANNE BORING**

COMMUNICATIONS

Workshop will be held on Wednesday, February 9, 2011.

COMMISSION/STAFF LIAISON COMMENTS

Council Woman Sullivan

- Asked if it is appropriate for the Council Liaison to ask questions during and/or participate in any discussions during the meeting. It was her understanding that the Liaison was not to participate in Commission

discussions and was to speak only at the end of the meeting during comments. Mr. Simon explained that comments at the end of the meeting are always appropriate for the Liaison however; participation in the meeting is something he feels the Liaison should avoid. He went on to explain that many of the items that the Commission discusses are going to come to Council for final action. He feels from a procedural standpoint you should not participate in the Commission discussion.

She attended the Chamber of Commerce luncheon and there was a discussion on the crossing of the river. There were 4 bridge possibilities; one was the North Richland Bridge; the second was Rd 100 to Kennewick connecting with Columbia Center; the third was Rd 68 connecting with Edison; and the fourth was the expansion of the Blue Bridge. By the end of the luncheon, they had eliminated the Rd. 100 connection.

Commissioner Jones

- In regards to underground storage tanks, he wondered if there was any way on the fueling status of the zoning we could put a hook or reference to drive whoever is doing it into the UST requirements.

Mr. Simon indicated that they can take a look at that and see what has to be done.

Commissioner Coblentz

- None

Commissioner Berkowitz

- Commented that she appreciated how the process worked tonight and that with the help from Marianne and Carol we were able to come to a good resolution.

Commissioner Moser

- Asked about the big blue pipe that she sees along South Leslie and Clearwater. She asked if those were sewer lines.

Mr. Stairs confirmed that the City is laying sewer along Leslie Rd and Amon wasteway to take out a pump station that is near Lorraine J.

Commissioner Moser attended the Regional Public Facilities District meeting to weigh in on the options and suggested, for the record, that in light of the layoffs that we are seeing and the fact that there are going to be more, perhaps it would be prudent to get sustainable funding for the TRAC for the Convention Center and then move forward with the Hanford Reach and Interpretive Center since we already have \$26,000,000 raised for that. She wants to make sure that we can continue to support and maintain the facilities we have now. She further talked

about having a better vision of the strategic plan for this area and suggested that perhaps we may want to get Mayor Fox to go over the City's Strategic Plan.

Commissioner Utz

- Asked what the status is of the Badger Mountain South project.

Mr. Simon answered that plans have been submitted for extension of sewer mains down along Dallas Rd and into the site. He believes they should begin construction sometime this spring.

Commissioner Clark

- He commented that he is receiving correspondence from the group that was looking at the Columbia Park Cooperative effort and wondered what the status is.

Chairman Madsen stated that it is moving forward and occasionally we read about the progress in the paper. The plan has been accepted and the Physical Facilities Group is going to try and pull it together. He feels the plan is appropriate and since the City of Kennewick owns the Carrousel, he can't think of a better place to put it but at this west end.

Commissioner Harrington

- Commended the Staff on the job they did in putting together tonight's packets and for being attentive to the needs of the citizens who came and spoke here tonight.

Vice-Chair Boring

- Appreciated everybody's comments to help her feel a little bit better about her decision tonight. She was glad to see the entire Commission here tonight and thinks that makes a big difference. She further thanked everyone for the nomination and vote for Vice-Chairman.

Chair Madsen

- In conclusion, Chair Madsen hopes for a great 2011 and thanked Staff for everything they did in 2010.

Council Woman Sullivan stated that she appreciates the work of the Commission and believes this is one of the best Planning Commissions we have ever had. She thinks they are doing a great job.

ADJOURNMENT

Meeting #1-2011, January 26, 2011 a regular meeting of the Richland Planning Commission was adjourned at 8:38 p.m. A regular meeting of the Planning Commission will be held on February 23, 2011 with the workshop scheduled for February 9, 2011.

PREPARED BY: Marla Pierson, Secretary, Planning & Development

REVIEWED BY:

Rick Simon, Secretary
Richland Planning Commission

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: M2011-101

PREPARED BY: RICK SIMON
HEARING DATE: APRIL 27, 2011

GENERAL INFORMATION:

APPLICANT: CITY OF RICHLAND (M2011-101)

REQUEST: ADOPTION OF UPDATES TO THE HORN RAPIDS MASTER PLAN.

LOCATION: LANDS LOCATED NORTH OF SR 240, EAST OF THE CITY LANDFILL, SOUTH OF HORN RAPIDS ROAD AND WEST OF THE TRI-CITY RAIL LINES.

REASON FOR REQUEST:

City staff has been working to update the existing Horn Rapids Master Plan and have now prepared a draft document for public review and formal adoption.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the draft subarea plan (M2011-101) and submits that:

Findings:

1. The Horn Rapids Master Plan was originally adopted by the City in 1995 and was intended to guide the industrial development of City owned property located north of SR 240, south of Horn Rapids Road and generally west of Stevens Drive;
2. The Horn Rapids Master Plan served to guide the initial development of the Horn Rapids Business Center and the Horn Rapids Industrial Park;
3. The City's existing comprehensive plan and zoning regulations for this area largely based on the original Horn Rapids Master Plan;

4. While the master plan has served its function well, after 15 years, the plan is in need of update to extend its utility over the projected 20 to 30 year build-out period that is likely needed for full development of the master planning area;
5. The proposed update to the master plan continues to project mostly industrial development for the planning area and also continues to project future commercial development as well as parks, trails and open space preservation;
6. The proposed update included several new initiatives that represent improvements to the master plan including:
 - The future extension of business center development in the western portion of the planning area along the SR 240 frontage;
 - The development of an Eco Park along the perimeter of the City Landfill;
 - The construction of a network of local access and collector streets to serve the entire planning area;
 - The elimination of Logston Boulevard as a main north-south collector street through the planning area in favor of preserving an existing wetland;
 - The construction of private rail loops throughout the industrial park;
 - Revision and expansion of proposed parks, trail systems and the expansion of open space areas;
 - The development of specific road standards for use throughout the planning area;
 - The development of a stormwater system to meet current environmental standards;
 - Policies to encourage the use of sustainable development practices for new construction projects; and
 - The application of design standards for new construction projects throughout the business center.
7. The Planning Commission held a legally advertised hearing on April 27, 2011, in which the public was provided with opportunity to comment on the plan;
8. The proposed update is consistent with existing City plans and regulations and includes several new initiatives that will aid in the future development of the planning area in a fashion that encourages quality development, that is environmentally responsible and that includes appropriate provisions for street networks, trails and open spaces.

- Overall Conclusion:**
9. **Based on the above findings and conclusions, adoption of the draft Horn Rapids Master Plan Update would be in the best interest of the community of Richland.**

RECOMMENDATION

Staff recommends the Planning Commission concur with the findings and conclusions set forth in Staff Report (M2011-101) and recommend that the City Council adopt the draft update to the Horn Rapids Master Plan.

ATTACHMENTS

- A. Supplemental Information
- B. Draft Update to the Horn Rapids Master Plan

SUPPLEMENTAL INFORMATION

BACKGROUND

The Horn Rapids Master Plan was originally prepared in 1995 to establish a vision and set forth policies to guide the future development of the Horn Rapids area. Since the master plan was adopted, there have been significant changes that have occurred on-site, with the development of the Horn Rapids Industrial Park and the Horn Rapids Business Center. The update of this plan is intended to extend the useful life of the master plan as it continues to build out over the next 20 to 30 year period.

PLANNING AREA

The Horn Rapids Master Plan encompasses an area of approximately 2,466 acres that is roughly triangular in shape. It is located North of State Route 240, east of the City Landfill site and Twin Bridges Road, south of Horn Rapids Road and west of the Port of Benton's 1100 Area. (Refer to Figure 2 of the Master Plan.)

Existing land uses within the master planning area include the Horn Rapids Business Center which is located in the southeastern corner of the planning area. It has been partially developed with a series of light industrial buildings on small, one to two acre sized lots. Large industrial users within the master planned area include Areva and Ferguson, a pipe distribution facility. Commercial uses consist of an RV park located on the corner of SR 240 and Kingsgate Way. On much of the land within the Horn Rapids Industrial Park that has not yet been developed, lands have been leased for irrigated agricultural uses. Additionally, the City operates two parks, the new Hanford Legacy Park, which is located adjacent to SR 240, west of Kingsgate Way and the Horn Rapids Athletic Complex located in the extreme southeastern corner of the planning area.

SURROUNDING LAND USES AND LAND USE DESIGNATIONS

Properties surrounding the area of the master planning area are generally described as follows:

North: The Hanford Nuclear Reservation is located to the north of the site and is the dominant land use in the area.

South: The Horn Rapids Golf Course Community, comprised of some 835 acres is the major land use located south of the site. The Richland Airport, operated by the Port of Benton is located south of the eastern boundary of the master planning area.

East: A variety of industrial uses, including a gravel mining and processing operation, a railroad line and the former DOE 1100 Area are located east of the site.

West: The City Landfill is located directly west of the master planning area.

MASTER PLAN DESCRIPTION

The master plan includes specific sections on existing conditions within the planning area; goals and objectives to guide the future development that occurs within the planning area; proposed land uses; proposed parks, trails and open space areas; needed utility, street and rail extensions to serve the anticipated levels of development; wetland mitigation measures; and an implementation strategy. Appendices to the plan provide a boundary legal description of the planning area; development standards that would in effect be administered by the City as covenants as parcels are sold for development. Finally, the document includes a cost estimate detailing the costs associated with the extension of streets and utility line extensions.

PROCESS

The preparation of the master plan has been undertaken by the project consultants, who developed the draft plan based on interviews with key City staff members. Preliminary alternatives were developed and additional interviews were held. The draft plan was then completed and has been made available for public review. The Planning Commission held workshops to review the plan draft in February and March. Additionally, several Commission members walked the wetland portions of the site with staff members and the project wetland consultant. Other boards and commissions, including the Parks and Recreation Commission and the Economic Development Advisory Committee also have reviewed the master plan. By the date of the public hearing, staff will have made a presentation to the Board of the Horn Rapids Golf Community Home Owners Association.

Following the public hearing and action taken by the Planning Commission, the draft plan and Commission recommendation will be forwarded to the City Council for their consideration and possible adoption. Once formally adopted, the master plan may trigger some comprehensive plan amendments in order to make both documents consistent with each other.

It's also important to note that during the field view of the wetland area, one Commission member had requested that an area of old growth sagebrush be set aside as open space in the far southeastern corner of the master planning area, near the existing Horn Rapids Athletic Complex. Staff did not object to this set aside and agreed to incorporate it into the plan. However, that change is not yet reflected in the copy of the draft plan that is attached to this report. An amendment to the land use map will be made to reflect the additional open space area in the version of the plan that is forwarded to the City Council.

ANALYSIS

The plan calls for the continued development of the majority of the master planning area with industrial uses and so does not represent a major shift from the previous master plan. Rather, the plan is more of a refinement of the previous plan by providing some needed adjustments. Some of the more significant improvements to the existing plan include the extension of the business center development further to the west along the SR 240 frontage; the development of an Eco Park along the perimeter of the City Landfill; the development of private rail loops within the Industrial Park area; the development of a local and collector street network to serve the planning area; the adjustment and expansion of proposed open space areas; and the use of sustainable principles and design standards to apply to new construction projects within the planning area.

At the previous Commission workshops, there were some concerns expressed regarding the impacts of a proposed sewer line extension through a wetland area. The draft plan has been modified to express that wetland impacts would be avoided or minimized to the greatest extent possible. However, the need for extending the sewer line through the wetland area is based on several long held master plans for the City's sewer system, including the presently adopted General Sewer Plan that is part of the City's Comprehensive Plan. These plans seek gravity sewer service as the most cost-effective and reliable way of providing the environmental benefit that sewer systems provide. The proposed gravity sewer line is planned to accomplish several things: First, it would extend gravity service to the north half of the Horn Rapids Industrial Park, some of which is now served by an old pump station on Battelle Boulevard. Second, it would allow the abandonment of the long and vulnerable pressure sewer from the Battelle Boulevard pump station to the Tri-Cities Research District. The City's Wastewater utility desires to avoid the expense of construction and operation of a sewer pump station to meet these goals.

Given the length of the sewer line and the relatively flat gradient, the potential for routing a gravity flow sewer line around the wetland is very low. The plan (refer to Section 8 – Wetland Impacts and Mitigation) does call for the enhancement of

existing wetland areas to offset the impacts of the sewer line construction, in a manner that is consistent with the City's Sensitive Areas regulations.

The costs associated with the installation and operation of a sewer pump station would vary significantly depending upon the design of the system and the capacity of the pumps. Installation of the pump station itself would likely range between \$400K and \$750K. In addition to this initial cost, there would likely be a loss of system capacity when a pump station is compared to a gravity line. A gravity line would provide for greater capacity service to the northern portion of the industrial park. Finally, the operation and maintenance costs associated with the pump station would add several tens of thousands of dollars annually to the cost, when staff time and power costs are considered. In addition, mechanical and electrical equipment in the pump station would likely require replacement on a 15-year cycle, introducing more cost. In total the costs of installation and operation of a sewer pump station are significant when compared to the costs associated with restoration and enhancement of the wetland following any disturbance to the wetland caused by the installation of a sewer main. Over time, as plants mature, following wetland restoration and enhancement, the gravity sewer line would provide greater capacity at a lower cost, without ongoing maintenance issues, while no long-term functional losses to the wetland would occur.

RECOMMENDATION

Staff recommends approval of the draft update to the Horn Rapids Master Plan.

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: M2011-101

PREPARED BY: RICK SIMON
MEETING DATE: APRIL 27, 2011

GENERAL INFORMATION:

APPLICANT: CITY OF RICHLAND (M2011-101)

REQUEST: TEXT AMENDMENTS TO RICHLAND MUNICIPAL CODE TITLE 27
– SIGNS – MODIFYING SIGN STANDARDS FOR PROPERTIES
LOCATED WITHIN THE UPTOWN SHOPPING CENTER.

LOCATION: PROPERTIES IMPACTED BY THIS PROPOSED AMENDMENT
ARE LOCATED EAST OF GEORGE WASHINGTON WAY,
SOUTH OF SYMONS STREET, WEST OF JADWIN AVENUE
AND NORTH OF WILLIAMS BOULEVARD.

REASON FOR REQUEST

The Uptown Business Improvement District has requested that the City amend its sign code in order to provide Uptown businesses with greater flexibility to construct signs that are in keeping with the architectural style prevalent within the Uptown Shopping Center.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the proposed code amendment to provide alternative sign standards for use specifically within the Uptown Shopping Center (M2011-101) and submits that:

- 1) The Uptown Shopping Center is unique within the City of Richland as an example of “Googie/Populuxe” style of architecture that was popular from the 1940’s through the 1960’s in many locations throughout the country;
- 2) Several iconic signs within the Uptown, were originally built and continue to display the “Googie/Populuxe” architectural themes; however; many of these signs would not be permitted under the City’s existing sign code by virtue of the fact that there are located on a roof or awning or extend perpendicularly from a building façade;
- 3) Installation of additional “Googie/Populuxe” style signs would be consistent with the existing architectural themes present in the Uptown Shopping Center and would aid in the overall improvement and revitalization of the Uptown;
- 4) The City’s Comprehensive Plan recognizes the need for revitalization of declining commercial areas within the City and specifically calls out the Uptown Shopping Center as an area in need of revitalization;

- 5) Urban Design Goal #2 contained in the comprehensive plan recognizes the importance of adopting standards to aid in the improvement of the design character of an area targeted for revitalization;
- 6) The proposed sign code amendments would provide for increased flexibility for building and business owners to install “Googie/Populuxe” style signs that are presently not permitted under the City’s current sign regulations;
- 7) The unique nature of the Uptown Shopping Center justifies the placement of limits on where these “Googie/Populuxe” style signs should be allowed and the proposed sign code amendments would limit their use to the Uptown area only;
- 8) Based on the above findings and conclusions, adoption of the proposed sign code standards specific to the Uptown Shopping Center would be in the best interest of the community of Richland.

RECOMMENDATION

Staff recommends the Planning Commission concur with the findings and conclusions set forth in Staff Report (M2011-101) and recommend to the City Council adoption of the proposed code amendments for the Uptown Shopping Center.

ATTACHMENTS

- A. Supplemental Information
- B. Draft Code Amendments
- C. Plate 2 from RMC Section 23.22.040
- D. Uptown Shopping Center Signage Standard Recommendations – Wave Architects

ATTACHMENT A

(M2011-101)

SUPPLEMENTAL INFORMATIONBACKGROUND

The Uptown Business Improvement District (BID) has proposed amendments to the City sign code. This is in reaction to the fact that many existing signs at the Uptown that have been in place for years would not be permitted under the City's current sign regulations. The proposed amendments are designed to allow for new signage that would be in keeping with the architecture of the Uptown buildings. The proposed amendments would provide for the "Googie/Populuxe" style signs that are prevalent throughout the Uptown. The BID has hired Harvey Prickett of Wave Architects to review the existing sign standards and propose code amendments. A copy of the architect's recommendations is attached.

DESCRIPTION

The "Googie/Populuxe" style of architecture originated in the 1940's and remained popular until the mid – 1960's. It was heavily influenced by car culture and the space and atomic ages. Googie-themed architecture was popular among motels, coffee houses and gas stations. According to Wikipedia, Googie style "features upswept roofs, curvaceous, geometric shapes, and bold use of glass, steel and neon. Googie was also characterized by Space Age designs depicting motion, such as boomerangs, flying saucers, atoms and parabolas."

Existing "Googie/Populuxe" style signs in the Uptown include the "Uptown" sign located at the northwest corner of the complex at the previous Joanne Fabric location. Other examples include the Tahitian sign, Ray's Golden Lion sign, and the "Uptown" sign located over the Uptown Deli. None of these signs are permitted in the City's present sign code because they either are placed on a roof or awning or extend out from the face of the building façade – which are prohibited sign locations under the City's existing code.

The proposed code amendments would provide for a set of sign standards that would be specific to the Uptown Shopping Center. They would specifically allow signs to be mounted on top of an awning or a roof or they could extend perpendicularly from the façade of the structure. The amendments provide standards for channel lettering, which is a common feature of Googie style signs. The amendments would also prohibit the use of painted construction grade plywood as a material used for signs. A copy of the specific code amendments is attached.

COMPREHENSIVE PLAN

The City's comprehensive plan includes several goal and policy statements that are relevant to the proposed code amendments. Land Use Goal #3 and Policy 3 read as follows:

Land Use Goal #3. The City will promote commercial growth and revitalization that serves residents and strengthens and expands the tax base.

Policy 3 – The City will work to develop an attractive Central Business District and to revitalize declining commercial areas.

Additionally, Urban Design Goal 2 and Policy 3 read as follows:

Urban Design Goal #2. The City will endeavor to revitalize declining commercial areas, such as the Central Business District, the Uptown retail area and the Wye area.

Policy 3 – The City will adopt standards for the Central Business District and other parts of the City to enhance the design character of the area and to encourage mixed use developments.

ANALYSIS

The proposed code amendments would apply only to the Uptown Shopping Center. The zoning code sets forth design standards for the Uptown sub-district, which is a part of the City's Central Business District, so a clear definition of the Uptown area already exists as part of the municipal code. (See the attached Plate 2 of RMC Section 23.22.040).

Given the unique "Googie" style architecture that is prevalent throughout the Uptown and the Uptown Business Improvement District's desire to improve the Uptown, it is logical to recognize the unique characteristics of the Uptown and support the Business Owners efforts for improvement. The City's comprehensive plan references revitalization of the downtown area and specifically calls out the Uptown as an area in need of revitalization. The proposed code amendments would provide options for business or building owners that wanted to make improvements to their buildings in a way that is compatible with the Uptown's existing architecture and signage. Encouraging the installation of signs that are consistent with the "Googie/Populuxe" style of architecture is one method of promoting the improvement and revitalization of the Uptown, which would help to implement the goals of the City's comprehensive plan.

Limiting the code amendments to the Uptown area recognizes that the unique character of the Uptown warrants specific standards that may not be applicable in other parts of the City.

SUMMARY

The proposed amendments to the sign code would provide business and/or building owners with the ability to improve building signage within the Uptown in a way that is compatible with the unique architecture that exists there.

PROPOSED SIGN CODE AMENDMENTS – 4/27/11

Existing code language is shown in regular black type. Proposed amendments are shown in red typestyle. Only those sections of code proposed for amendment are included here.

Proposed New Definitions:

27.06.52 Channel Letters.

“Channel Letters” means three-dimensional individually cut letters or figures, typically made from metal or plastic and affixed to a structure.

27.06.112 Sign, Can

“Sign, Can” means a sign that contains all text and/or logo symbols within a single enclosed cabinet that may or may not be illuminated.

Section 27.08.020 Standards specific to zones.

A. Floodplain, Agricultural, Public Reserve, Single-Family, and Duplex Residential Zones. This subsection shall apply to all areas zoned floodplain (FP), agricultural (AG), public reserve (PR), suburban agriculture (SAG), and all areas zoned suburban residential (R-1) through high-density residential (R-2).

1. Residential Uses. Residential uses are permitted identification signs, indicating only the name of the occupant and/or street address of the unit.

2. Signs for Other Permitted Uses. Signs for nonresidential uses permitted in the district shall be limited to identification signs, except that home occupations shall be limited to the size limitations set forth for residential identification signs in Table 27.10.020(A).

3. Permanent Subdivision of Neighborhood Designation Signs. Signs shall be unobtrusive, in keeping with the character of the neighborhood, and constructed of quality materials, as approved in advance by the sign code administrator.

4. All signs shall be in accordance with Chapter 27.10 RMC, Measurements.

B. Apartments and Manufactured Home Parks. This subsection shall apply to all areas zoned multiple-family residential (R-3) and all approved manufactured home parks.

1. Sign Regulations. Apartment buildings and manufactured home parks are permitted one identification sign per street frontage. For the purpose of determining the limit on number of signs for apartments, a single apartment complex, regardless of the number of buildings, shall be considered one “building.”

2. All signs shall be in accordance with Chapter 27.10 RMC, Measurements.

C. Neighborhood Business Districts. This subsection shall apply to all areas zoned neighborhood business (C-1).

1. Except as provided in subsection (C)(2) of this section, permitted signs and their regulation shall be the same as those zoned limited business (C-LB).
2. Where signs for permitted uses are not visible to residential uses, or are located more than 200 feet from residential uses, the size limitations of the C-2 and C-3 zoning districts shall apply.
3. All signs shall be in accordance with Chapter 27.10 RMC, Measurements.

D. Limited Business District. This subsection shall apply to all areas zoned limited business (C-LB) with the exception that apartment buildings in the limited business district shall be regulated by subsection (B) of this section.

1. Permitted signs are as follows: No more than one freestanding business identification sign is permitted unless the property faces on more than one street or unless the property contains multiple buildings that house multiple businesses. In such cases, each street frontage shall be permitted one freestanding business identification sign or each building shall be permitted one freestanding business identification sign, whichever is greater. One building mounted business identification sign is permitted per street frontage on each building.
2. Buildings Facing on More Than One Street. Buildings or building complexes on street corner locations are permitted a maximum of one freestanding sign per street frontage; provided, that each freestanding sign must be located on a different street and must be more than 100 feet apart, measured in straight line between signs. Buildings or building complexes which extend through a block to face on two parallel streets are permitted one freestanding sign per street frontage.
3. All signs shall be in accordance with Chapter 27.10 RMC, Measurements.

E. Central Business and General Business Districts. This subsection shall apply to all areas zoned commercial recreation (C-R), retail business (C-2), ~~central business district (CBD)~~, or general business (C-3).

1. Permitted Signs. Permitted signs and their regulations in the retail business, central business, commercial recreation, commercial winery and general business districts shall be the same as those in the limited business district (subsection (D) of this section) with the following additions:
 - a. Freeway interchange signs are permitted, provided such signs are located on the freeway side of a line 350 feet from and parallel to the interchange right-of-way. The interchange right-of-way shall begin at a point along the freeway 1,500 feet from the center of the street passing over and under the freeway.

b. Freestanding signs which incorporate the features of an automatic changing sign or an electronic changing sign may, when assuring 25 percent of the message will be devoted to public service-time-temperature, exceed the maximum size allowed by 15 percent.

c. Where freeway interchange signs are permitted or where more than one freestanding sign is permitted, the total allowable surface area may be increased by a multiplier of two; provided, that no individual freestanding sign shall exceed 240 square feet in surface area.

d. All signs shall be in accordance with Chapter 27.10 RMC, Measurements.

F. Central Business District. This subsection shall apply to all areas zoned central business district (CBD).

1. **Permitted Signs.** Permitted signs and their regulations in the central business district shall be the same as those in the limited business district (subsection (D) of this section) with the following additions:

a. Freestanding signs which incorporate the features of an automatic changing sign or an electronic changing sign may, when assuring 25 percent of the message will be devoted to public service-time-temperature, exceed the maximum size allowed by 15 percent.

b. Where more than one freestanding sign is permitted, the total allowable surface area may be increased by a multiplier of two; provided, that no individual freestanding sign shall exceed 240 square feet in surface area.

c. All signs shall be in accordance with Chapter 27.10 RMC, Measurements.

2, Supplemental Sign Standards for the Uptown District. Purpose: These supplemental sign standards are put in place to encourage the installation and maintenance of signs that complement and enhance the Googie/Populuxe style of architecture that is prevalent in the Uptown Shopping Center. Signs located within the Uptown District as defined in RMC 23.22.040 Plate 2 shall comply with the following standards and with all sign standards applicable in the Central Business District. Wherever there is conflict between general sign standards applicable to the Central Business District and the following specific sign standards, the following specific sign standards shall control:

- a. All signs shall be constructed of durable, weather resistant and easily maintainable materials. No exposed or painted construction grade plywood is permitted on any sign;
- b. Whenever signs are placed on an awning or a roof, the applicant shall demonstrate that the awning or roof is able to support the imposed loads of the proposed sign, or that the design of the roof or awning supporting the sign incorporates adequate structural elements to support the sign;

- c. Any channel letters included on any sign shall not exceed a maximum size of sixteen inches (16") in width and twenty-four inches (24") in height;
- d. Any corporate or business logo/symbol included on any sign shall not exceed a maximum size of twelve (12) square feet and a maximum width or height of four feet (4');
- e. Structural supporting elements shall be incorporated in such a fashion so that they appear to be an integral architectural and aesthetic element of the sign;
- f. Roof signs shall meet the following criteria:
 - 1. Roof signs may extend up to a maximum of five feet (5') above the intersection of the sign and the building wall or parapet wall. Roof signs may be attached to or placed above a mansard type roof;
 - 2. Signs attached to a mansard shall be placed in a structure or box extending from the perimeter of the sign face back to the building wall or parapet or mansard roof. Said box shall be either perpendicular to the plane of the sign face or perpendicular to the main building wall.
 - 3. The base of any channel letters shall extend a minimum of eighteen inches (18") above the top of the parapet or building wall supporting the mansard.
 - 4. No backlit or internally illuminated or "can" type signs shall be permitted on the roof of any building.
- g. When constructed in conjunction with an awning, "architectural blade" type signs mounted on a building wall may project horizontally a maximum of six feet (6') over the public sidewalk. Where there is no awning present, "blade" type signs may project horizontally a maximum of four feet (4') over the public sidewalk. In all cases the lowest portion of any blade sign shall be placed at least eight feet (8') in height above the public sidewalk.
- h. Signs may be located on the face of an awning subject to the following criteria:
 - 1. If the sign is a "can" type then the sign box should be constructed to extend from the perimeter of the sign face back to the edge of the fascia a maximum distance of twelve inches (12").
 - 2. The sign must be installed so that the base is flush with the bottom of the awning.
 - 3. The height of the sign face shall not be more than one-hundred fifty percent (150%) of the height of the awning fascia.

G. Industrial and Manufacturing Districts. This subsection shall apply to all areas zoned limited manufacturing (I-1), medium industrial (I-M), and heavy manufacturing (M-2).

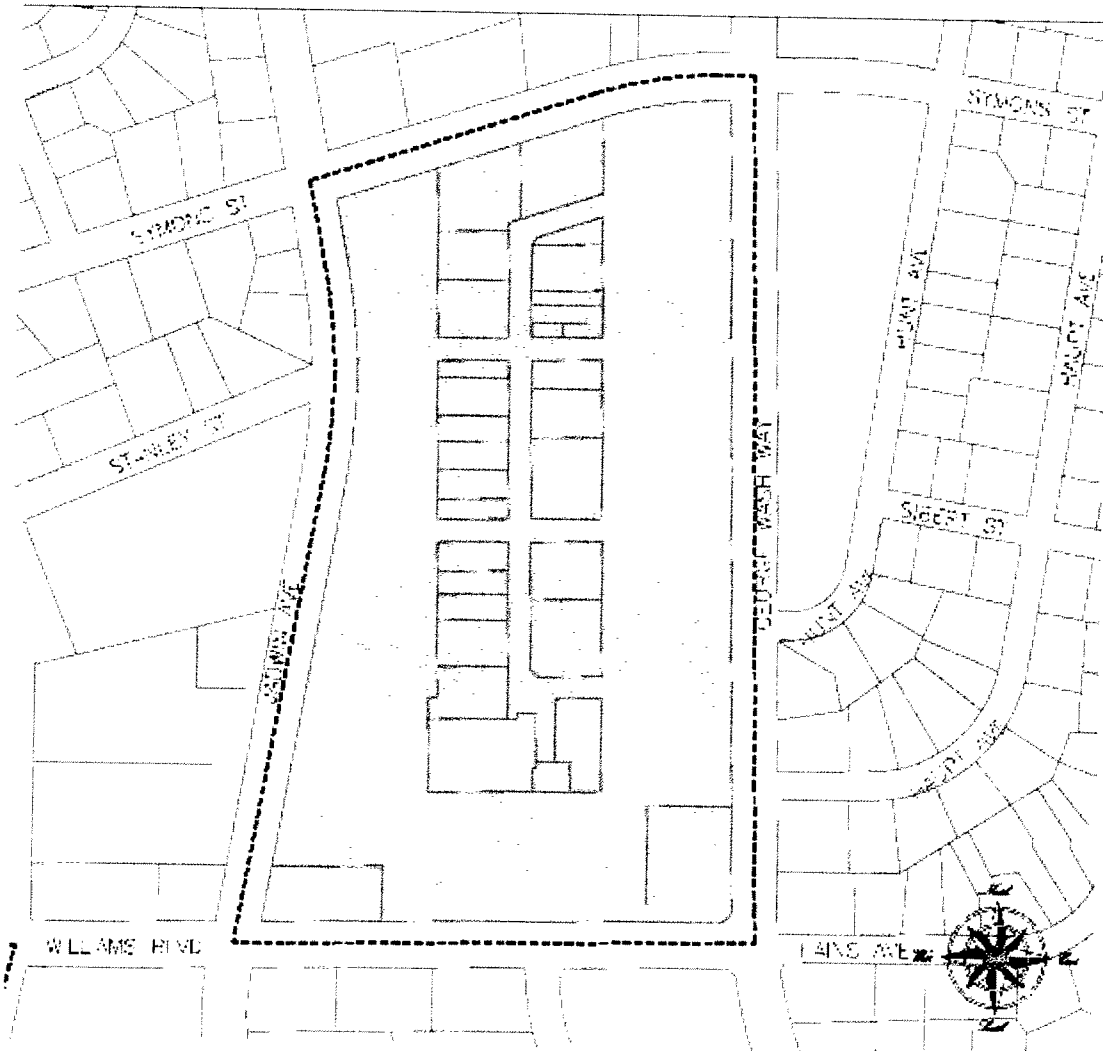
- 1. Permitted Signs. Permitted signs and their regulations shall be the same as those in the central business, commercial recreation, and general business districts (see subsection (C) of this section) except for permanent industrial park or subdivision designation signs. For the

purpose of this subsection, "industrial park or subdivision" shall mean a tract of land which is subdivided and developed according to a comprehensive plan and for use by a community of industries, with streets and utilities installed before sites are sold or leased to prospective occupants.

2. All signs shall be in accordance with Chapter 27.10 RMC, Measurements. [Ord. 3-89; Ord. 14-04; Ord. 04-09].

PLATE NO. 2 - 23.22.040

PLATE 2



CBD - UPTOWN DISTRICT



DRAFT

Washington ~ Alaska
PO Box 1276 ~ Richland, WA 99352
(509) 539-5055

November 1, 2010

Trisha Kirk-Herron
City of Richland
505 Swift
Richland, WA 99352

**UPTOWN SHOPPING CENTER
SIGNAGE STANDARD
RECOMMENDATIONS**

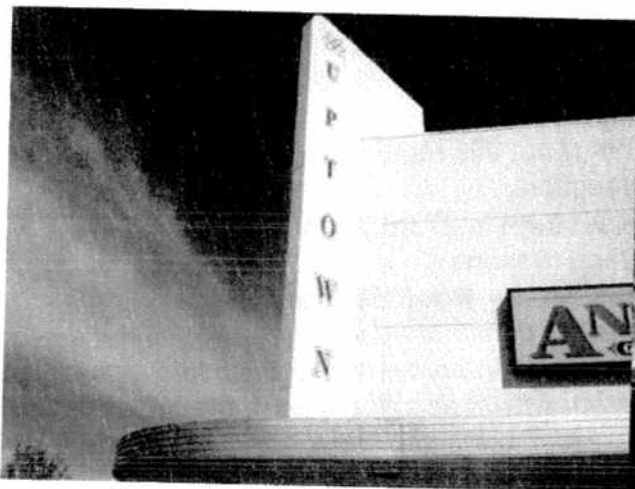
Dear Ms. Kirk-Herron:

The following addresses both the current and proposed building signage in the Uptown Shopping Center. Our goal is to provide recommendations for standardization and to state requested amendments to the existing sign code that will allow for new applications of the indigenous style of signage that is prevalent in this location.

Signage Design Style:

Googie / Populuxe –

- The style of signage that we will be addressing will be the Googie/Populuxe style that is indigenous to the Uptown. This is reflected in the existing signage located at the Uptown Deli, Rays, The Tahitian, and the previous Joanne Fabric location. Our intent is to encourage quality application of this type of signage. This style has been adopted as the design standard for the center by the BID.



The existing "Uptown" sign – Northwest Corner



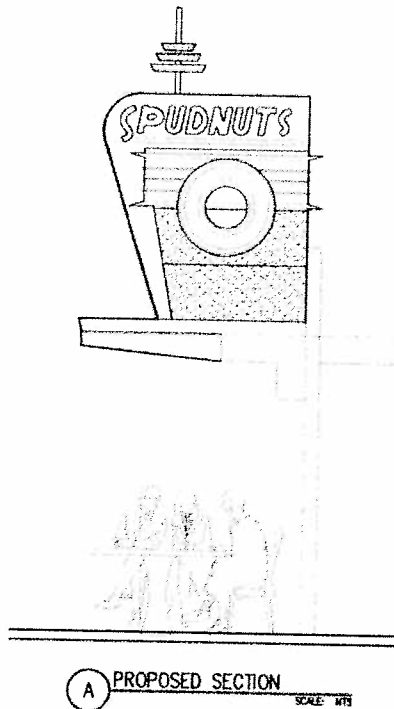
The existing sign at the Tahitian – (Below)

With the exception of the "Uptown", blade type sign located at the northwest corner of the development these existing signs do not meet this requirement for the following reasons –

- They are not "blade" or "penthouse" type signs.
- There is a clearly visible means of structural support.
- They do not appear to part of the building itself.

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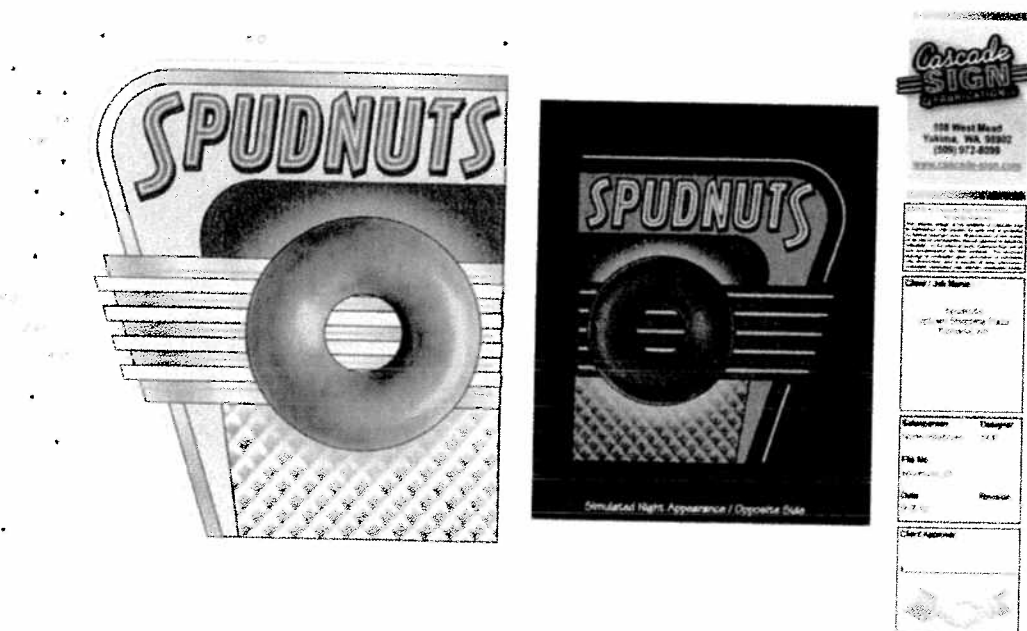
Case Study A - Spudnuts



The owners of Spudnuts have been working with our team to redesign the exterior of their building using the One on One – Design Assistance program through the City of Richland. They intend to make application in March of 2011 for the Commercial Improvement Program monies to construct these improvements. A large portion of these requested funds will be potentially utilized to construct the sign shown below.

Figure 1

The proposed Spudnuts building section (at left) shows the scale of the signage and how it is located in relationship to the building and proposed awning. The preliminary design created by Cascade signs (below) indicates the materials, colors and illumination of the sign.



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This sign does not meet the current code for the following reasons –

Based on the current code this sign may be considered both a projecting sign and a roof sign. The sign projects from the building wall. However, it is located on the roof of the existing awning.

- **27.08.010 B, Specific Provisions, 2 – Building Mounted Signs**
*“Wall signs shall not extend above the point of intersection of the building wall to which the sign is attached and the building roof except that wall signs may extend to the top of the parapet wall... The structural support for projecting signs shall be an integral part of the sign design or shall be concealed from view. **All structural supports for projecting signs shall be entirely from the building wall or parapet from which the sign projects.**”*
- **27.08.010 B, Specific Provisions, 6 – Roof Signs**
*“**All roof signs shall be constructed in such a way that they appear as an architectural blade or penthouse and are finished in such a manner that the visual appearance from all sides is such that they appear to be part of the building itself. Roof signs shall be erected in such a manner that there is no visible means of support.”***

Recommendations:

1. Add language that allows for hybrid roof type sign to be located on an awning with the following provisions –
 - a. The awning itself is shown to be able to support the proposed sign, or the design of the awning supporting the signage incorporates structural elements to support the sign.
 - b. The sign will be constructed to incorporate channel letters a maximum of 16” in width and 24” in height.
 - c. A corporate or business logo / symbol may also be incorporated in the sign with a maximum total of 12 sq. ft. and a maximum width or height of 4’-0”.
 - d. Structural supporting elements must be incorporated in such a fashion so that they appear to be an integral architectural and aesthetic element of the sign.
2. All other provisions of the current sign code apply.

Mansard Mounted Signs:

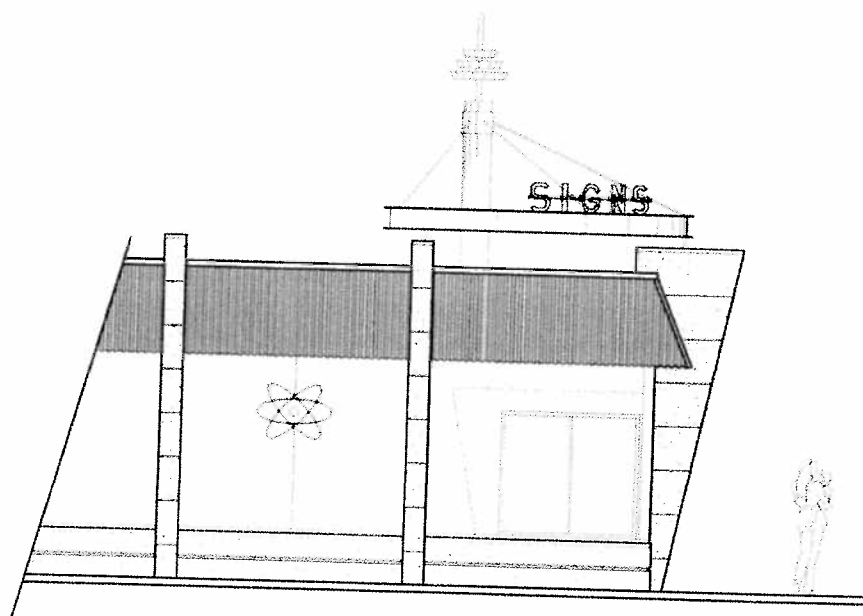
The Uptown is represented by many different façade design elements. One of the most prevalent is the single level building with a sloped mansard extending from the top of the parapet. This condition provides a challenge when installing inexpensive signage based on current sign code. Many of the businesses have installed inexpensive signs that are code compliant but aesthetically challenged due the means of support and the installation location.

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At left is an example of current, "in place" signage that meets our recommendations. The sign face is of durable easily maintainable materials. The backing for the sign extends from the perimeter of the sign face back to the mansard or building face in a perpendicular or level plane.

An additional type of signage we would encourage for areas where there is a sloped mansard would be a modified roof sign as seen below.



2 SOUTH ELEVATION – SE CORNER
SCALE: 1/4" = 1'-0"

Figure 5

The drawing at left shows proposed roof top signage in the areas where mansard roofs exist. Also shown are "Googie" style elements that have been adopted by the Uptown BID.

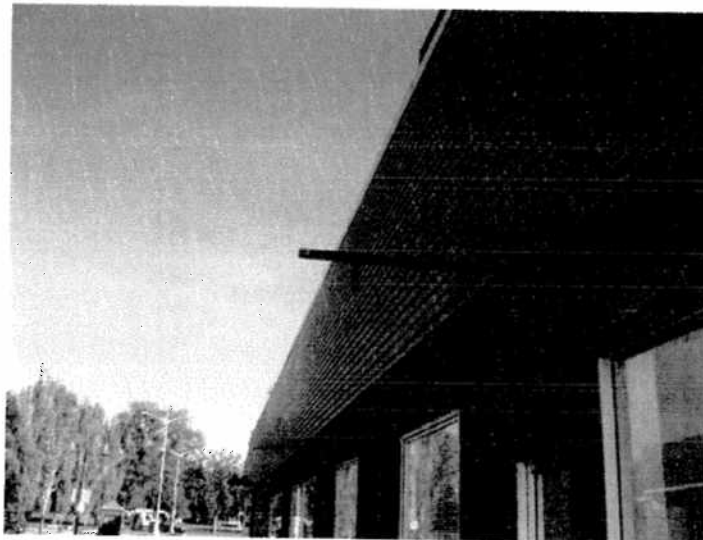
Due to the language contained in 27.08.010 B, Specific Provisions, 2 – Building Mounted Signs and 27.08.010 B, Specific Provisions, 2 – Building Mounted Signs, this type of signage is not currently compliant.

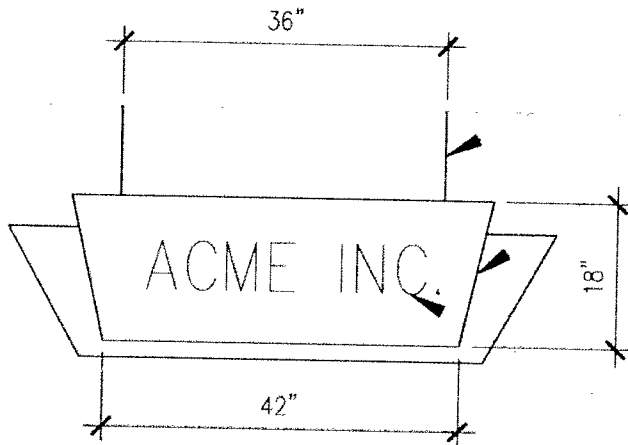
The example at right shows signage that has been attached to the face of the existing awning in conjunction with a false parapet. One reason for this may have been to comply with the provisions of the current sign code relative to the attachment point to the building wall or parapet. Many of the business also provide signs hung below the awning, perpendicular to the plane of the building. These signs are inconsistent in height, dimension and materials. Additionally, the method of attaching these signs to the awning above is inconsistent.



This is an example of a sign that is attached to the face of the existing awning. We feel this is a good example of a method of installation that should be encouraged. The base of the sign is flush with the bottom of the awning. The form of the sign and neon lighting are consistent with the intended direction of the overall development style.

Wall mounted, "Hung" style signs are prevalent in both of the development breezeways. This signage is generally inconsistent in height, dimension and style. In many locations the supports are too inadequate to support the weight of the signs and are deflecting. The method of attachment is also inconsistent. See photo below.





S.S. MOUNTING WIRE ATTACHED TO AWNING WITH S.S. EYE BOLTS. (MOUNTING STRENGTH 200# EA.)

HIGH PRESSURE LAMINATE SIGN BOARD. 2" THICK AT LETTERS, 1" THICK AT FIN DETAIL. "ARPA" OR EQUAL. 2608 IRIDESCENT SILVER GLOSS FINISH.

NOTE:
MOUNT SIGN PERPEDICULAR TO THE FACE OF THE BUILDING WALL

RAISED LETTERS ATTACHED TO MAXIMUM 12" IN HEIGHT. 6" RECOMMENDED.

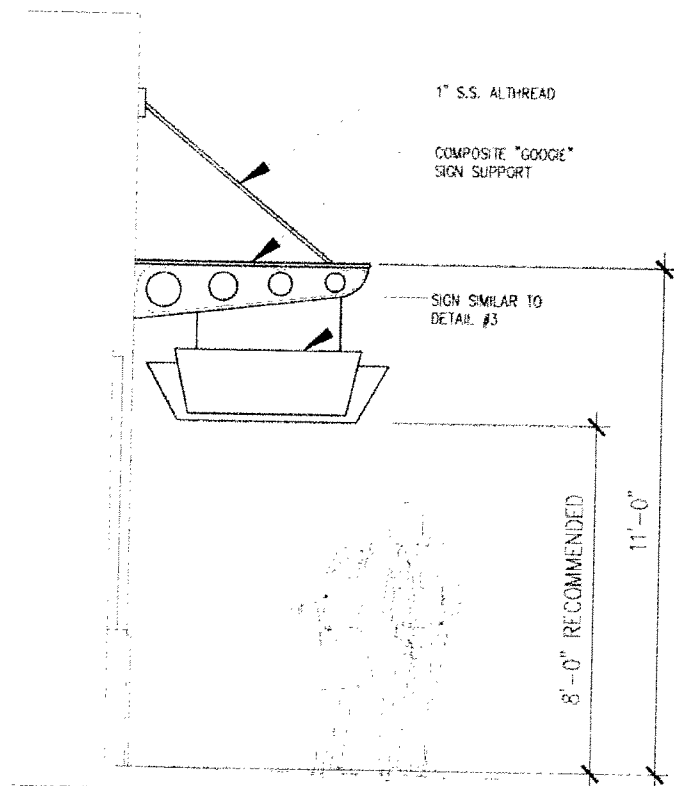
3 UNDER AWNING SIGN
SCALE: N.T.S.

Figure 8

The sign board itself (above) is made of durable high pressure laminate and hung from the awning or support with stainless steel wire and eye hooks. The lettering is be raised with a maximum height dimension of 12".

Figure 9

The wall hung breezeway signage is to be consistent with the below awning signage in height and dimension. The support is be constructed of light weight composite ACM. A single althread provides additional support.



1" S.S. ALTHREAD

COMPOSITE "GOOGE" SIGN SUPPORT

SIGN SIMILAR TO DETAIL #3

8'-0" RECOMMENDED

11'-0"

4 SECTION @ PERP. BUILDING SIGN
SCALE: N.T.S.

Recommendations:

1. Signs shall be structurally sound and located as to pose no threat to pedestrian or vehicular traffic.
2. Permanent signs shall be fabricated on and of materials that are of good quality and good durability.
3. Electrical signs and all signs involving structural requirements of the building code shall be installed, repaired, altered and serviced only by a contractor licensed to perform such tasks.
4. No sign shall be erected so as to obstruct any window, door, fire escape, stairway, vent, or means of egress of any building.
5. No sign shall be attached to a tree, utility pole, trash receptacle, bench or other structure not intended or approved as a sign support.
6. Temporary signs shall be durable and weather resistant and fastened or anchored sufficiently, whether attached to the building or position on the ground.
7. The location of main permanent building signage shall meet the following –
 - a. The sign must be located in such a fashion as to clearly define the business it represents.
 - b. The sign must not obstruct the signage of any other business.
 - c. The sign must not obstruct any safety or emergency related signage.
 - d. The sign shall be centered on the space or building it represents or, in the case of blade signage similar to Case Study A – Figure 1, can be located directly over the main door servicing the business as long as it meets the requirements of a, b and c.
 - e. If a permanent tree obstructs the signage location set forth above then the owner may locate the sign accordingly as long the rest of the provisions are met.
 - f. If the space or building is located on the corner of a developed area, and two sides are clearly represented as business frontage, the owner may install two signs as long as the provisions above are met. However, only a single blade sign as described in Figure 1 may be installed per building, structure or space. An additional location at the intersection of the two sides designated as business frontage may be used as signage. In this case the sign itself may extend away from the corner in both directions provided it meets all the other provisions of the code set forth. (See also – Iconic Building Signage).
 - g. One primary sign location is allowed per business location, except for corner locations.
 - h. If constructed in multiple parts all signs must be installed with contiguous elements, so to appear as one sign.
8. All other provisions of the existing sign code apply.

Prohibited Materials:

Permanent Signage:

- Paper
- Cardboard
- Exposed construction grade painted plywood
- Vinyl Banner Material, (except as stated in the following “Banners” section).
- Paint directly applied to the building façade

1. Additional Iconic building signage must represent the development as a whole.
2. The iconic building sign must be in a location that does not conflict with any other signage in the development.
3. The sign must be located close to or at one of the developments corners. This includes the corners created by the breezeways and the alleys.
4. The signs must meet the intent of the style and materials adopted by the Uptown BID and represent the theme carried throughout the Uptown for the future.
5. The application must be approved by the BID prior to submittal to the City of Richland.
6. The sign may be exempt from the sign code with the exception of safety and maintenance related provisions.
7. The sign must be approved by the City of Richland through administrative process.

Building Banners:

Building - In some areas of the development, banners, that are intended to be temporary in nature, have become permanent. Some of these banners are poorly hung, sagging and faded. We recommend the following –

Recommendations:

1. Banners that are attached by rope or string will be considered temporary in nature.
2. Banners must be attached to withstand wind speeds of 100 MPH (Exposure B).
3. Grommets should be located at 1'-0" on center minimum and all attachment points should be utilized.
4. Snap ties or screws and washers may be used provided they do not damage the building façade and meet the strength requirements set forth.
5. Banner material must be strong woven vinyl or equal.
6. Vinyl or equal graphics must be used on banners. No paint or marker.
7. Banner must represent a sale, event or seasonal occurrence and must meet the requirements set forth in the window graphics section.
8. A banner may be installed as signage to represent a new business. The banner must be replaced by permanent signage within 90 days of installation.
9. A Banner may be used as semi-permanent signage if the following provisions are met –
 - a. The banner is attached to the building using screws and washers at all grommet points.
 - b. A frame or existing sign box exists that the banner fits within.
 - c. The banner is mounted flat with no creasing.
 - d. If the banner becomes torn, damaged, or discolored the responsible party will adequately repair or replace the banner within 7 days.

Light Pole Banners:

The BID has represented that they may wish to provide semi permanent banners on the light poles throughout the development. The following are recommendations in this regard.

Recommendations:

1. Primary enforcement shall be the responsibility of the City of Richland administrative staff.

Conclusion:

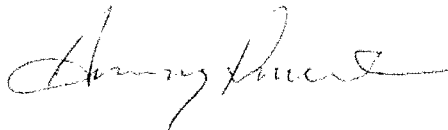
The goal of these recommendations is to create an environment that promotes quality, uniform, affordable signage that is specific to the Uptown Shopping Center's historic style.

All recommendations are made as amendments to the existing sign code and specifically designed for the Uptown.

Some of these recommendations may not be enforceable at the level of city government. They may require adoption by the Uptown BID as guidelines with enforcement then being related to business membership and fees.

If you have any questions please call me at 539-5055 or e-mail me at harvey@wavearchitects.com

Sincerely,

A handwritten signature in cursive script, appearing to read "Harvey D Prickett".

Harvey D Prickett AIA, AIBD
Principal

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: Z2011 -103

PREPARED BY: JEFF ROLPH
MEETING DATE: APRIL 27, 2011

GENERAL INFORMATION:

APPLICANT: PORT OF BENTON (Z2011-103)

REQUEST: TEXT AMENDMENTS TO RICHLAND MUNICIPAL CODE SECTION 23.26.030 TO ALLOW SIT DOWN, DRIVE THROUGH AND TAKE OUT RESTAURANTS AS PERMITTED USES IN THE MEDIUM INDUSTRIAL (I-M) ZONING DISTRICT.

LOCATION: CITYWIDE

BACKGROUND

Richland Municipal Code Chapter 23.06 Definitions defines four separate categories of restaurant:

23.06.810 Restaurant.

A retail establishment engaged in the preparation and sale of food and beverages, including coffee shops, sandwich shops, ice cream parlors, fast food take-out, espresso stands, and similar uses. The term restaurant can be further described by the following types:

- A. **Restaurant; Drive-through:** *A restaurant which has one or more drive-through lanes for ordering and dispensing of food and beverages to patrons remaining in their vehicles, for consumption off the premises. A drive-through restaurant may also have seating facilities.*
- B. **Restaurant; Lounge:** *A restaurant which includes licensed "on-site" provision of alcoholic beverages for consumption on the premises as an accessory to food service.*
- C. **Restaurant; Sit-down:** *A restaurant at which all food and drink is consumed on the premises.*
- D. **Restaurant; Take-out:** *A restaurant that offers take-out service whereby food may be consumed off the premises. A take-out restaurant may also have seating facilities.*

Additionally, although not included in the definitions section of Title 23 Zoning, a fifth separate category, *Restaurant with Entertainment/Dancing Facilities*, is also listed in several of the Permitted Land Use tables throughout the various zoning districts in Title 23.

Currently the Medium Industrial (I-M) zoning district in RMC Section 23.26.030 (Attachment A) under the general category of Food Service identifies 4 of the 5 categories of restaurants. Restaurants/Lounge and Restaurants with Entertainment/Dancing Facilities are listed as Permitted uses. Restaurant/Drive Through is listed as an Accessory use and Restaurant/Take Out is listed as a use allowed with a Special Use Permit. Restaurant Sit-Down is not listed in the I-M zoning district Use Table.

The Port of Benton currently owns a significant amount of property in the North Richland area that is zoned I-M including the property surrounding the Richland Airport and the property the Port obtained from the Department of Energy that comprised the former Department of Energy 1100 and 3000 Areas lying on both the east and west sides of Stevens Drive.

The Port of Benton has requested an amendment to Title 23 that would allow for Sit-Down Restaurants, Take-Out Restaurants and Drive-Through Restaurants as outright permitted uses in the I-M zoning district.

ANALYSIS

It is not clear why the only outright permitted restaurant uses currently allowed in the I-M zoning district are those that either have a lounge or offer entertainment and dancing facilities. Given the large daytime work force that is located in and around the Port property in the North Richland area, the provision of conveniently located restaurant facilities, regardless of category type, would appear to be in keeping with the purpose statement for the I-M zoning district by providing commercial uses that are supportive of and compatible with other uses allowed in the district.

The I-M zoned properties in the City are generally separated from any nearby residentially zoned areas by other land uses and/or large highway and road rights of way. Impacts typically associated with restaurant use and in particular those associated with drive through uses should not be of concern if developed in the I-M zoning district.

Given the fact that the large work force presence in the North Richland area is primarily during the weekday/daytime hours it is not anticipated that there will be a significant number of new restaurants opening in the area based on the proposed text amendments, but removing any obstacles to development based on zoning restrictions for those that are interested in providing the service would seem appropriate.

Attachment A includes proposed revisions to RMC Section 23.26.030 that if adopted would allow for the establishment of all categories of restaurants in the I-M zoning district as outright permitted uses.

FINDINGS AND CONCLUSIONS

Staff has completed a review of the proposed text amendments (Z2011-103) to RMC Section 23.26.030 as set forth in Attachment A to this report and submits that:

1. RMC Section 23.26.030 sets forth the allowable uses in the Medium Industrial (I-M) zoning district.

2. The I-M zoning district provides for a variety of office, research and development facilities and light and general manufacturing uses that can be a significant source of employment.
3. The purpose statement for the I-M zoning district set forth in 23.26.010(A) includes provision for commercial uses that are supportive of and compatible with other uses allowed in the district.
4. Conveniently located restaurant uses regardless of restaurant category would be supportive of and compatible with other uses that are allowed in the I-M zoning district and would provide a benefit to employees working in the surrounding areas.
5. RMC Section 23.26.030 currently allows a restaurant as an outright permitted use in the I-M zoning district only if it is associated with a lounge or has entertainment and dancing facilities, with drive through restaurant uses permitted only as an accessory use to another outright permitted use and take-out restaurant service only permitted subject to the issuance of a Special Use Permit. Sit down restaurants are currently not listed as a permitted, accessory or special use allowed in the I-M zoning district.
6. Removing zoning restrictions to development of sit down, drive through and take out restaurant uses would be consistent with the purpose and intent of the I-M zoning district.
7. Based on the above findings and conclusions, approval of the proposed text amendments to allow for sit down, drive through and take out restaurants as permitted uses in the I-M zoning district would be in the best interest of the community of Richland.

RECOMMENDATION

Staff recommends the Planning Commission concur with the findings and conclusions set forth in Staff Report (Z2011-103) and recommend that City Council approve the proposed text amendments to RMC Section 23.26.030 to allow for sit down, drive through and take out restaurants as permitted uses in the I-M zoning district as set forth in Attachment A.

ATTACHMENT

- A - Proposed Text Amendments
- B - Application

23.26.030 Industrial use districts permitted land uses.

In the following chart, land use classifications are listed on the vertical axis. Zoning districts are listed on the horizontal axis.

A. If the symbol "P" appears in the box at the intersection of the column and row, the use is permitted, subject to the general requirements and performance standards required in that zoning district.

B. If the symbol "S" appears in the box at the intersection of the column and row, the use is permitted subject to the special use permit provisions contained in Chapter 23.46 RMC.

C. If the symbol "A" appears in the box at the intersection of the column and the row, the use is permitted as an accessory use, subject to the general requirements and performance standards required in the zoning district.

D. If a number appears in the box at the intersection of the column and the row, the use is subject to the general conditions and special provisions indicated in the corresponding note.

E. If no symbol appears in the box at the intersection of the column and the row, the use is prohibited in that zoning district.

Land Use	I-M	M-2
Automotive, Marine and Heavy Equipment Uses		
Automotive Repair – Major	P	
Automotive Repair – Minor	P	
Automotive Repair – Specialty Shop	P	
Automobile Service Station	S	
Automobile Wrecking		S ¹
Boat Building	P	P
Bottling Plants	P	P
Car Wash – Automatic or Self-Service	P ²	
Equipment Rentals	P	
Farm Equipment and Supplies Sales	P	
Gas/Fuel Station	P	
Heavy Equipment Sales and Repair	P	
Marine Repair	P	P
Towing, Vehicle Impound Lots	P ³	
Truck Rentals	P	

Land Use	I-M	M-2
Truck Stop – Diesel Fuel Sales	P	P
Truck Terminal	P	P
Vehicle Sales	P	
Warehousing, Wholesale Use	P	P
Business and Personal Services		
Animal Shelter	S ⁴	
Contractors' Offices and Shops	P	
General Service Businesses	P	P
Health/Fitness Facility	P	A
Health/Fitness Center	P	
Laundry/Dry Cleaning, Commercial	P	
Laundry/Dry Cleaning, Retail	P	
Mini-Warehouse	P ⁵	
Mailing Service	P	
Personal Loan Business	P	
Personal Services Businesses	P	
Photo Processing, Copying and Printing Services	P	
Telemarketing Services	P	
Food Service		
Cafeterias	A	A
Delicatessen	A	A
Drinking Establishments	P	P
<u>Restaurants/Sit Down</u>	<u>P</u>	
Restaurants/Drive-Through	A <u>P</u> ⁶	A ⁶
Restaurants/Lounge	P	
Restaurants/Take Out	S <u>P</u>	
Restaurants with Entertainment/Dancing Facilities	P	
Wineries	P	
Industrial/Manufacturing Uses		

Land Use	I-M	M-2
Airport, Industrial	P	
Excavating, Processing, Removal of Topsoil, Sand, Gravel, Rock or Similar Natural Deposits	S ⁷	S ⁷
Junkyard		S
Laundry and Cleaning Plants	P	P
General Manufacturing Uses	P	P
Heavy Manufacturing Uses		P
Light Manufacturing Uses	P	P
Research, Development and Testing Facilities	P	P
Warehousing, Storage and Distribution	P	P
Wholesale Facilities and Operations	P	P
Office Uses		
Financial Institutions	P	
Medical, Dental and Other Clinics	P	
Office – Consulting Services	P	
Office – Corporate	P	
Office – General	P	
Office – Research and Development	P	P
General Park Operations and Maintenance Activities	P	P
Public/Quasi-Public Uses		
Passive Open Space Use	P	P
Power Transmission and Irrigation Wasteway Easements and Utility Uses	P ⁸	P ⁸
Public Agency Buildings	P ⁸	P ⁸
Public Agency Facilities	P ⁸	P ⁸
Public Parks	P	
Special Events Including Concerts, Tournaments and Competitions, Fairs, Festivals and Similar Public Gatherings	P	P
Trail Head Facilities	P	P
Trails for Equestrian, Pedestrian, or Nonmotorized Vehicle Use	P	P
Recreational Uses		

Land Use	I-M	M-2
Commercial Recreation, Outdoor	S ⁹	
Residential Uses		
Accessory Dwelling Unit	A	
Day Care Center	S ¹⁰	
Dwelling Units for a Resident Watchman or Custodian	A	A
Hotels or Motels		P
Temporary Residence	P ¹¹	P ¹¹
Retail Uses		
Adult Use Establishments	P ¹²	
Airport, Commercial	P	
Parking Lot or Structure	P	P
Miscellaneous Uses		
Bus Station	P	
Bus Terminal	P	
Bus Transfer Station	P	P
Community Festivals and Street Fairs	P	P
Farming of Land	P	P
Micro- and Macro-Antennas	P	P
Monopole	P ¹³	P ¹³
On-Site Hazardous Waste Treatment and Storage	P	P
Outdoor Storage	P ¹⁴	P ¹⁴
Storage in an Enclosed Building	P	P

1. RMC 23.42.290 2. RMC 23.42.270 3. RMC 23.42.320 4. RMC 23.42.040 5. RMC 23.42.170

6. RMC 23.42.047 7. RMC 23.42.070 8. RMC 23.42.200 9. RMC 23.42.175 10. RMC 23.42.080

11. RMC 23.42.110 12. RMC 23.42.030 13. Chapter 23.62 RMC 14. RMC 23.42.180

[Ord. 28-05 § 1.02; Ord. 04-09].

Planning & Development Services Division • Current Planning Section
840 Northgate Drive • Richland, WA 99352
General Information: 509/942-7794 • Fax: 509/942-7764

Petition for Zoning Ordinance Text Amendment

Application is hereby made to the Richland Planning Commission for a Zoning Ordinance Text Amendment pursuant to Section 23.82.180 of the Richland Municipal Code.

The following required information must be furnished and filing fee paid before the Secretary of the Physical Planning Commission will accept this application.

APPLICANT INFORMATION			
Applicant's Name: <u>Port of Benton</u>			
Applicant's Address: <u>3100 George Washington Way</u>			
City: <u>Richland</u>	State: <u>WA</u>	Zip: <u>99352</u>	
Phone: <u>375-3060</u>	Fax: <u>375-5287</u>	Other: <u>—</u>	
Section(s) for which amendment(s) is/are proposed: <u>Chap 23.26.030</u>			
State exactly how you feel the section(s) should read, incorporating your amendment(s):			
<u>Remove drive thru and take out to allow</u>			
<u>all restaurants to be a permitted use.</u>			
State your reason for requesting the zoning ordinance text amendment(s):			
<u>Currently a restaurant is only a permitted</u>			
<u>use within this zoning code if it</u>			
<u>has a bar or dancing. Any type</u>			
<u>of restaurant should be a permitted use</u>			
The information provided is "said to be true under penalty of perjury by the Laws of the State of Washington."			
<u>Shahanna Hummel</u>			
Signature of Applicant			
For Office Use:			
Petition accepted for filing _____			
Signature _____		Title _____	

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: Z2011 -102

PREPARED BY: JEFF ROLPH
MEETING DATE: APRIL 27, 2011

GENERAL INFORMATION:

APPLICANT: CITY OF RICHLAND (Z2011-102)

REQUEST: TEXT AMENDMENTS TO RICHLAND MUNICIPAL CODE SECTION 23.18.040 TO PROVIDE FOR ONE AND TWO FAMILY DWELLINGS AS PERMITTED USES IN THE MULTIPLE FAMILY RESIDENTIAL (R-3) ZONING DISTRICT SUBJECT TO THE STANDARDS SET FORTH IN THE MEDIUM DENSITY RESIDENTIAL SMALL LOT (R-2S) ZONING DISTRICT.

LOCATION: CITYWIDE

BACKGROUND

The Multiple Family Residential (R-3) zoning district currently allows for development of residential uses including multiple family development (apartments and condominiums), attached and detached one family dwellings and detached two-family (duplex) dwellings. The standards related to minimum lot size, building setbacks and building height for detached one family and two family dwellings currently reference the City's standards for those uses as they are set forth in the Medium Density Residential (R-2) zoning district. This provision has been in place since adoption of the City's original zoning code in 1960.

In the mid 1990's the City adopted a new zoning classification, the Medium Density Residential – Small Lot (R-2S) zoning district that allows for development of one family attached and detached dwellings and detached two-family dwellings on somewhat smaller lots and with lesser setback requirements than those set forth in the R-2 zoning district. The purpose of the R-2S zoning district as set forth in RMC Section 23.18.010 (D) is to permit a higher density of population, encouraging small lot development conducive to energy conservation and to other factors contributing to the production of affordable housing.

To date there has not been a substantial amount of development pursuant to the R-2S zoning standards. Examples of single family detached housing developed pursuant to the R-2S standards can be seen in the Sandpiper, Eagle Watch and Copperleaf subdivisions in the Horn Rapids Community. Examples of attached single family dwellings developed to the R-2S standards can be found along Waterford Street in the Brookshire Estates subdivision off of Keene Road in South Richland.

ANALYSIS

The development standards for the different classifications of residential uses are set forth in RMC Section 23.18.040. The R-2 zoning district and by reference the R-3 zoning district currently allow for one family and two-family detached dwellings on lots with minimum lot sizes of 6,000 and 10,000 square feet respectively, with side yard setbacks of 6-feet, front yard setbacks of 20-feet and rear yard setbacks of 25-feet. The front and rear yard setbacks for development of these uses in the R-2 and R-3 zoning district are the same as required for development of one family detached dwellings in the City's R1-10 and R1-12 zoning classifications, which are the least dense single family residential zoning classifications in the City.

The R-2S zoning district allows for a density of residential development that falls between that allowed in the R-2 zoning district and the R-3 zoning district. Minimum lot sizes for one family and two-family detached dwellings are 4,000 and 7,000 square feet respectively, with side yard setbacks of 6-feet, front yard setbacks of 15-feet to a living area and 18-feet to a garage and rear yard setback of 20-feet. Attached one family dwellings are also allowed in the R-2S zoning district on lots of 3,000 square feet with the same setbacks as required for one and two family detached dwellings.

Permitting one and two family attached and detached dwelling units in the R-3 zoning district subject to the standards for development of those uses set forth in the R-2S zoning district will continue to allow for development of the R-3 zoned areas with a variety of housing types including single family and two family dwellings but will allow for increased density for those types of dwellings that is more consistent with the overall density of development envisioned to occur within those R-3 zoned areas of the City.

Attachment A includes proposed revisions to RMC Section 23.18.040 that if adopted would continue to allow for development of attached and detached one and two family dwellings in the R-3 zoned areas of the City but with development standards as set forth in the R-2S zoning district as opposed to the R-2 zoning district as currently required.

FINDINGS AND CONCLUSIONS

Staff has completed a review of the proposed text amendments (Z2011-102) to RMC Section 23.18.040 as set forth in Attachment A to this report and submits that:

1. RMC Section 23.18.040 sets forth requirements for development in the residentially zoned areas of the City.
2. One family and two family dwellings are currently permitted uses with the Multiple Family Residential (R-3) zoning district of the City subject to the development

standards for those uses that are set forth in the Medium Density Residential (R-2) zoning district.

3. The Medium Density Residential Small Lot (R-2S) zoning district is a newer zoning classification that includes standards that are intended to provide for single family and two family dwellings at a higher density of population, encouraging small lot development conducive to energy conservation and other factors contributing to the production of affordable housing.
4. The R-2S zoning district allows for development of detached one family and detached two family dwelling units on smaller lots and with lesser setbacks than required for development of those uses in the R-2 zoning district.
5. Allowing for the development of one family and two family dwellings in the R-3 zoning district subject to the standards for those uses as set forth in the R-2S zoning district as opposed to the R-2 zoning district will continue to allow for development of one family and two family housing but at an increased density and with building setback provisions that are more consistent with the residential development envisioned to occur in the R-3 zoned areas of the City.
6. Based on the above findings and conclusions, approval of the proposed text amendments would be in the best interest of the community of Richland.

RECOMMENDATION

Staff recommends the Planning Commission concur with the findings and conclusions set forth in Staff Report (Z2011-102) and recommend that City Council approve the proposed text amendments to RMC Section 23.18.040 as set forth in Attachment A.

ATTACHMENT

- A - Proposed Text Amendment
- B - Definitions and Sketches of Dwelling Unit Types

23.18.040 Site Requirements for Residential Use Districts

In the following chart, development standards are listed on the vertical axis. Zoning districts are listed on the horizontal axis. If a number appears in the box at the intersection of the column and row, that number represents the dimensional standard that applies to that zoning district.

Standard	R1-12	R1-10	R-2	R-2S	R-3
Minimum Lot Area Requirement – One Family Detached Dwelling	10,000 ¹	8,000	6,000	4,000	6,000 4,000
Minimum Lot Area Requirement – Two Family Detached Dwelling	N/A	N/A	10,000	7,000	10,000 7,000
Minimum Lot Area Requirement One-Family Attached Dwellings	N/A	N/A	N/A	3,000	3,000
Maximum Density – Multi Family Dwellings (units/square foot).	N/A	N/A	N/A	N/A	1:3,000
Minimum Lot Width – One Family Detached Dwelling	90	70	50	42	50 42
Minimum Lot Width – Two Family Detached Dwelling	N/A	N/A	70	64	70 64
Minimum Lot Width – One Family Attached Dwellings	N/A	N/A	N/A	30	30
Average Lot Size Requirement ²	12,000	10,000	None	None	None
Minimum Front Yard Setback ³	20	20	20	15/18 ⁴	20 ¹⁰
Minimum Side Yard Setback	10	10	6	6 ⁵	Note 6, 10
Minimum Rear Yard Setback	25	25	25	20/3 ⁷	25 ¹⁰
Maximum Lot Coverage ⁸	40	40	40	50	33/45 ^{9,10}
Maximum Building Height - Main Building	30	30	30	30	40 ¹⁰
Maximum Building Height – Detached Accessory Buildings ¹¹	16	16	16	16	16

¹ The minimum lot size in existing residential neighborhoods shall be based on the mean average lot size of existing platted R-1-12 lots within a radius of 500 feet (500') of the property proposed for subdivision. However, in no case shall the minimum lot requirement exceed 12,000 square feet, nor be less than 10,000 square feet.

² Minimum average lot area per subdivision, exclusive of the area of streets and lots designated for nonresidential uses. In calculating average lot size, at least 35% of all lots shall be larger than the average lot size requirement.

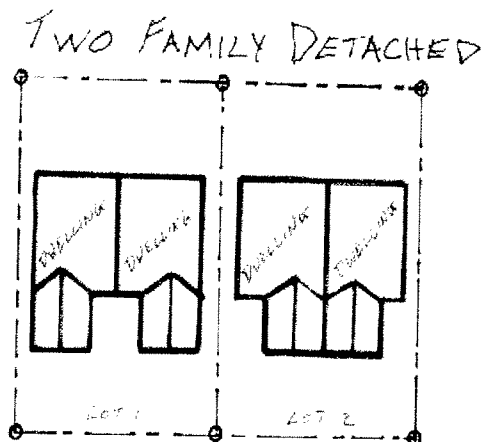
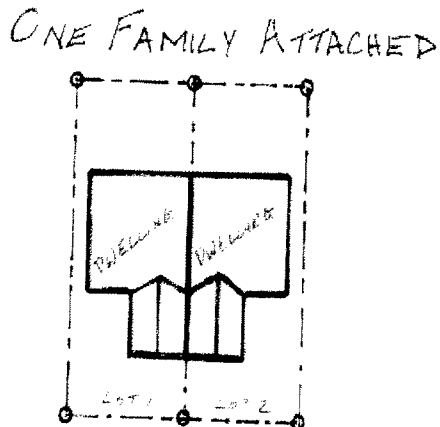
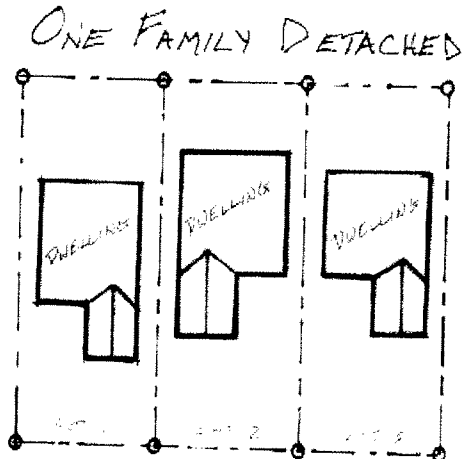
³ Front yard setbacks are required from all street rights-of-way adjoining a lot as shown in the table above, except as follows:

- A. In single-family residence districts and in R-2 and R-3 districts where more than fifty percent of the normal or average-size lots in a block fronting on one side of the street are developed with existing buildings, other than accessory buildings, with front-yard setbacks less than that required for the district, a new single-family or duplex dwelling shall adopt a minimum front yard setback dimension which is the average of the setbacks of the buildings on the two adjoining lots, existing prior to July 22, 1960, but in no case shall this dimension be less than fifteen feet nor need it exceed thirty feet.
- B. Residential Districts. In any "R" district, or any combination therewith, on any corner lot where there is provided a side yard along the interior side lot line at least equal in width to the minimum depth of the rear yard required for the district, the main building may encroach upon the required rear yard up to a line where the remaining rear yard is no less in depth than the minimum width of the side yard required for the district. No accessory buildings may be located in said side yard, except a patio shelter enclosed on no more than two sides by walls or other enclosures and in conformity with the other provisions of this title.

- ⁴ Front yards shall not be less than fifteen (15) feet in front of living areas, up to a maximum of fifty-five (55) percent of the front lot line and not less than eighteen (18) feet in front of all other areas.
- ⁵ Detached one family or detached two-family dwellings shall have two (2) side yards with each side yard having a width of not less than six (6) feet. A non-attached side of a one family attached dwelling shall have a side yard having a width of not less than six (6) feet. ~~Each lot upon which an attached one-family dwelling is constructed shall have one (1) side yard of zero (0) feet, the other side yard shall be not less than six (6) feet.~~
- ⁶ For Multiple-family dwellings. Side yards shall be equal to one foot of side yard for each three feet or portion thereof of building height. ~~Attached one-family dwellings shall have side yards of zero feet except as required for corner lots; and further provided that there shall be a minimum separation of twenty feet between building clusters/complexes or a side yard of ten feet to the parcel boundary adjoining the end of a building cluster/complex.~~
- ⁷ Rear yards shall be not less than twenty (20) feet in back of living areas and three (3) feet in back of garages or carports up to a maximum of sixty (60) percent of the rear lot line for the garage or carport portion of the rear yard.
- ⁸ Lot coverage includes all buildings, including accessory buildings or structures on any lot in a residential district, exclusive of patios without roof coverings or patios with only open lattice or similar type roof construction.
- ⁹ Buildings in an R-3 district shall cover not more than thirty-three percent of the area of the lot except one-family attached dwellings which may cover up to forty-five per cent of the area of the lot.
- ¹⁰ Setbacks, building heights, and lot coverage requirements for one-family attached, one family detached and two-family dwellings in the R-3 zoning district shall be the same as those set forth for development in the R-2 R-2S zoning district.
- ¹¹ Detached accessory structures built pursuant to the setback provisions of RMC Section 23.38.020 are limited to one story.
(Ord. 04-09; Ord. 20-10)

DWELLING UNIT TYPES

Definitions



23.06.305 Dwelling, one-family detached.
“Dwelling, one-family detached” means a detached building designed for or containing one dwelling unit, which may include an accessory apartment subject to the provisions of the zoning districts and RMC 23.42.020.

23.06.300 Dwelling, one-family attached.
“Dwelling, one-family attached” means a building designed for or containing one dwelling unit, which is attached on one or both sides with a common wall/zero lot line wall to one or more buildings of the same type.

23.06.310 Dwelling, two-family detached.

“Dwelling, two-family detached” means a detached building designed for or containing two independent dwelling units.