



Agenda

RICHLAND PLANNING COMMISSION MEETING NO. 5-2013

Richland City Hall - 505 Swift Boulevard - Council Chamber

WEDNESDAY, May 22, 2013

7:00 p.m.

COMMISSION MEMBERS: Marianne Boring, Chair; James Utz, Vice-Chair; Debbie Berkowitz; Clifford Clark; Stanley Jones; Carol Moser; Kent Madsen, Amanda Wallner and James Wise

LIAISONS: Rick Simon, Planning and Development Services Manager
Jeff Rolph, Senior Planner
Phil Lemley, City Council

Regular Meeting, 7:00 p.m.

Welcome and Roll Call

Approval of the Agenda

Approval of April 24, 2013 Meeting Minutes

Public Comments

Public Hearing Explanation

New Business – Public Hearings

- 1. APPLICANT: FREDERICK BOND, EDWARD SMITH & BARBARA CHEN, MIKE & MONA SHEY AND CHARLES & SHU-MEI LI (S2002-101)***
Request: APPROVAL OF SHORELINE DEVELOPMENT PLANS TO ALLOW FOR THE CONSTRUCTION OF FOUR PRIVATE DOCKS.
Location: ALONG THE SHORELINE OF THE COLUMBIA RIVER BETWEEN FERRY ROAD ON THE SOUTH AND SPROUT ROAD ON THE NORTH.

New Business – Other Items

- 1. APPLICANT: CITY OF RICHLAND (M2013-102)**
Request: SURPLUS OF A 2,956 SQUARE FOOT BUILDING ON A .44 ACRE SITE OF CITY OWNED PROPERTY
Location: 507 WRIGHT AVENUE
- 2. APPLICANT: CITY OF RICHLAND (M2013-103)**
Request: AMENDMENTS TO THE CITY OF RICHLAND TRANSPORTATION IMPROVEMENT PROGRAM 2014-2019.
Location: CITYWIDE

***Quasi-Judicial Hearing**

Planning Commission Workshop Meeting, Wednesday, June 12, 2013

Planning Commission Regular Meeting – Wednesday, June 26, 2013

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

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Communications

Commission/Staff/Liaison Comments

Adjournment

Planning Commission Workshop Meeting, Wednesday, June 12, 2013

Planning Commission Regular Meeting – Wednesday, June 26, 2013

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MINUTES

RICHLAND PLANNING COMMISSION MEETING No. 4-2013

Richland City Hall – 550 Swift Boulevard – Council Chamber

WEDNESDAY, April 24, 2013

7:00 p.m.

Call to Order:

Chairman Boring called the meeting to order at 7:00 p.m.

Attendance:

Present: Chairman Boring, Commission Members Berkowitz, Clark, Jones, Madsen, Moser, Utz and Wise. Also present were City Council Liaison Phil Lemley, Transportation & Development Manager Jeff Peters, Development Services Manager Rick Simon, Senior Planner Jeff Rolph and Recorder Pam Bykonen.

Approval of Agenda:

Chairman Boring presented the April 24, 2013 meeting agenda for approval.

The agenda was approved as presented.

Approval of Minutes

Chairman Boring presented the meeting minutes of the March 27, 2013 regular meeting for approval.

A motion was made by Commissioner Berkowitz and seconded by Commissioner Moser to approve the meeting minutes of the March 27, 2013 regular meeting as presented.

The motion carried, 8-0.

Public Comment

Chairman Boring asked for public comment on any item not on the agenda. Seeing none, she closed this portion of the meeting.

PUBLIC HEARING

Public Hearing Explanation: **Ms. Bykonen** explained the public hearing notice and appeal process and asked Commissioners to identify any conflicts of interest, ex-parte contact or any other appearance of fairness issues. **Commissioner Berkowitz**

disclosed that she had made a monetary contribution to Tapteal Greenway and is an inactive member of Tapteal Greenway. There were no objections to this disclosure.

New Business

1. KURK WATTS – Request for approval to extend the preliminary plat approval granted for Canyon Creek (S2002-101)

Mr. Simon reviewed the staff report for the request to extend approval for a preliminary plat approval originally granted in 2002. The property is located generally east of Leslie Road and the Amon Wasteway, west of the plat of Sunset Heights, and north of the plat of Canyon Terrace. The subdivision will consist of no more than 27 single-family residential lots which is consistent with current development in the immediate vicinity. This is the third extension request by the applicant and the extension would expire in 2016.

While there have been updates to Public Works standards, no changes have been made to the Comprehensive Plan or development regulations that would prohibit the extension of this plat approval. A revised Technical Advisory Committee report has been submitted as well as updated Kennewick Irrigation District standards that address the changes in development standards.

Staff recommends approval of the extension of the Canyon Creek preliminary plat approval subject to the revised Technical Advisory Committee report dated April 18, 2013.

Chairman Boring opened the Public Hearing at 7:14 PM and asked if there were any comments from the public on this item.

Kurt Watts, 1502 Hazelwood, Richland: "This plat is a difficult plat. I pre-platted Sunset Heights which is the plat above it. That plat turned out nice; I think the neighbors enjoyed the housing, the changes there. I know that any development is tough. A lot of the homeowners, they don't like change and I understand that. I've been in situations where it's kind of nice because you've got some seclusion and you really don't want to see something in front of you and I understand that. I do also understand that if it's done correctly, and it's a nice clean area and it looks good, I think it actually improves the community. I really do. I know that throughout this process, I've had several other projects going in the City of Richland. I have Watts and Sons mini-storage and we've been working on an extension over off of Dallas and Arena Road and that's been my latest projects for the last couple of years. There were, through the process of this whole plat, I had talked to the [Tapteal] Greenway and at one point they were interested in purchasing the property and I wasn't opposed to that but instead they chose a piece farther up and continued on working that route. In 2008, of course, we had the economic downturn so I wasn't really apt to jump in with both feet with the economic downturn. Like I say, I've already been working with the mini-storage facilities

and I needed an extension on that because things were going well and so I put my focus on that instead. I do look forward to developing this if the time comes and if, like I say, if there are any questions I can answer for you guys or anything that I can clarify, I'd sure be happy to."

Guy Steen, 126 Cimarron Street: "I have a list of questions or concerns. I want to state up front I'm in opposition to the development as it stands today. I'm going to go through this list rather quickly; I can give the clerk a copy of it or review it later.

Page 3 of the staff report states, and it was stated previously, the environmental checklist was done in 2002. It's my feeling that 2013, it justifies a new environmental statement due to everything that's happened in the area: the traffic, the kids, the whole – everything that's encompassed in that report. Page three of that same report states 2002 review. Also number eleven, which we should use a 2013, an updated, instead of a 2002, I think, of that so [inaudible] staff.

Attachment B, page two, number six talks to a secondary access road; there is no secondary access road to this property. There's no access road drawn on any of it.

Attachment B, page two, number nine eliminates park land. I would like to see a park in lieu of fees in that area. I think, when you get those kids down in that area, to keep them out of the waterway, if you have a park they can play in, I think it's going to be to their advantage.

Attachment B, page two, number eleven: I feel that the wetland buffer area needs to be identified now, not after preliminary plot approval and both just before construction approval of the plans. I was told that that wouldn't be done until later. So that's my feeling.

In the review – a review was mentioned on Attachment B, I assume page – number twelve, page two of Attachment B is a review if there are concerns about, I believe it was the wetland and environmental [inaudible] and it doesn't say that review comes before the public. My concern is it be the same thing – we would get to comment on any changes that happen to the plat as part of that, failing those two reviews.

The civil and utility comments, page four, number nineteen, talks to a traffic study being done before construction after this. I think, with the increased traffic that we have with the development on Bellerive and the other new developments in that area, they're served off of Canyon, I think a traffic study needs to be done before we approve 27 homes, 60 cars more and the people that go in and out of that. Same report, the civil and utilities comments, page four, number twenty addresses access to Leslie. I don't even understand why that's in there; there's no access on this plot. I know people that have asked to access to that, to Leslie. There's no access to Leslie drawn and I don't even think it should be a part, should be discussed [inaudible], if we're going to that then

we've got to have a traffic study. Show up in that neighborhood between seven and eight and you're up at the top of the hill trying to go down Leslie.

C&U report, page five, number twenty-four says the hammerhead – if there's a hammerhead road, does that address, do they still have to fulfill the requirements of a fire truck or is it just, it states in there that the traffic will have to be taken to the front street? My concern is that fire trucks will be able to get down that private road.

C&U report, page six, number thirty-five mentions Sunset Heights sewer attachment. That sewer attachment, along with all with all the development in Bellerive and to the northeast and the north of this property, it's got to be taxing the system in the area. I would like that, again, a part of the study before this is revisited with all these other things in place."

Scott Woodward, Tapteal Greenway: "This came to our attention; I would say that we are opposed to this project as it is designed. It came to our attention because in the new Parks & Recreation Master Plan for 2012-2018, there is reference under key number six, which I'll just read it verbatim here: 'To establish trails to connect the Amon Creek Natural Preserve with Little Badger Mountain and the Chamna Natural Preserve.' Now, it does not delineate where those trails are; that's specific, all right, we have to understand that straight up. But at the same time, in all of the preliminary discussions, looking at the potential of how this connectivity is going to happen, Leslie Canyon is the highest on the list as part of that system to connect to the Chamna Natural Preserve. So I just wanted to make sure that, in consideration, that we don't lose that potential forever. If we can possibly establish an easement, preserve that easement, then we can go to work on the rest of this system. One last comment: the City of Kennewick, just a few years before some of the people in this room were born, had an opportunity to do the same thing with Zintel Canyon. They could've connected Zintel Canyon all the way to Columbia Park, but they chose to dead end it and fill in the rest of it and take away that opportunity and it is lost forever. It would have been an awesome 'through the heart of the community' trail that connected the south end of town all the way to Columbia Park. And we're looking at Leslie Canyon as one of those potentials as well and we don't want to lose that forever."

James Kohler, 321 Satus Street: "Pretty much, I'm here with my neighbors, and they have the same concerns that were alluded to by these first two gentlemen, that it's going to add the traffic. They don't understand how that wildlife, that little preserve down there, will be taken care of, and that this be considered in any decision to build this complex. Right now, we see a lot of kids down there, playing down in that little canyon and I don't see, if you put 27 more homes down there, how you're going to keep kids out of there, keep them from messing it up. I also would like to support the gentleman who was up here before and say that, we do need to preserve access to these areas and through the City of Richland. The other thing is that it doesn't seem, to us, that having 27 homes on this site is a – it seems a little crowded. And the other concern is how are you going to protect – if you bring that in, how do you protect that

Amon waterway down there? That's about it, and I'll agree with the gentlemen that preceded me about the concerns that they expressed. There's three other people here with me but I'm coming up to talk to you about it."

Margaret Novy, 138 Cimarron Street: "Thank you for just giving us an opportunity to come before you and express our concerns or have an opportunity to get some clarification. I was one of those individuals that was here in 2002 objecting. I'm back here again [inaudible] for a couple of reasons. A lot of echoing what's been said before me; I don't understand or comprehend living there across how 27 homes are not going to impact what we currently have there. Listening to coyotes howl, seeing deer walk by – I'm one of those homes that lives right on that edge. It will forever change that particular little slice of Richland. We moved here in 2000 from Pennsylvania and love that little slice of Richland and it would be very, very different. I'm also very concerned about the impacts that have been stated before – traffic is crazy; I don't have a whole lot of knowledge about the sewer or the waste treatment or any of that kind of thing but I know that 27 homes is going to tax that as well as traffic and that kind of thing. I echo the comments about the - that man from Tapteal Greenway shared with you that once an opportunity like this, a decision is made, you can't ever go back and undo it. So I would just urge you – and I'm really going ask you very directly that if you have not gone to this site, this property site, that you would please go and look at it from all the different directions and try to picture 27 homes on a very steep hillside. Not quite sure how that's going to happen and not have an impact into that waterway, that watershed, where there's a lot of wildlife. Thank you again for giving us the opportunity to share our concerns with you."

Scott Revell, Kennewick Irrigation District (KID): "[Referring to a map attached to a letter from KID and submitted to the Planning Commission] The district has asked for, if the plat's extended, first off, that the extension be contingent upon compliance with our modern standards; there have been a number of things that have changed since the original approval. Secondly, we ask that any references in the Public Works section of the Conditions of Approval - there are a number of references to Amon Creek. It's not a creek; its formal name is the Amon Wasteway. That's established by the U.S. Geological Survey – that's the federal agency that actually names places in the United States. The district has made a formal request to City Council in the past, a written request, that all of the City's documents – their plans, conditions, letters – just refer to the wasteway in that manner, and so we would ask that you make the conditions subject to that change just by reference and that would be sufficient. The naming issue is important. We've attached, for the purpose of establishing a clear record – actually, I spoke to Mr. Steen and, I think, Mr. Heath – we attached the right-of-way document that established when the Bureau of Reclamation obtained the right-of-way in 1955. [Mr. Revell placed an archived photograph of the area on the document camera] That's what it looked like pre-development, pre-irrigation. The first irrigation was delivered in 1957. You can see it's a dry wash; it's actually the ancient river channel of the Yakima River before it jumped its banks out by Benton City and follows the course that it does today. I can say that all of the water that is there has been determined in 1975 by the

Department of Ecology to be Yakima Project return flows from the Bureau of Reclamation's Yakima Project which are the five alpine reservoirs up on White Pass, Chinook Pass and Snoqualmie Pass. We have spent a tremendous amount of time in the last several years researching both the hydrogeology and the aquatic habitat. If you were to drive out there, if you have not been there, you will see deer, you will see beaver, minks, skunks – I dodged a coyote myself yesterday on my way home from lunch, driving up Leslie Road. There are salmon at certain times of the year; there are bass – our fish biologist actually found an orange goldfish farther up a couple of years ago when he was doing a snorkel survey. We have a very good working relationship with the Tapteal Greenway. We have done annual fish counts. I've walked that area myself in three instances, in October, November, when the Coho salmon that the Yakama Nation have produced have started to come back. We are working with Tapteal Greenway on the access issue; the district's right-of-way is for a drain and Wasteway, it's not for access. That's an outstanding issue that we've been working on for about five years with the Bureau. The board of directors, to date, has been open to the idea but we haven't made – haven't been working on it in the last couple of years directly. With that, I'd be happy to answer any questions that you have. We have color versions here [of the map], I'm happy to leave these here for the record if you'd like them."

Chairman Boring asked if there were any further comments on this item. Seeing none, she closed the Public Hearing at 7:33 PM.

Discussion:

Commissioner Wise asked staff for additional information regarding errors on the original SEPA review. **Mr. Simon** explained that the errors and subsequent comments from the Department of Fish and Wildlife and corrections were considered part of the record and were included in the original approval from 2002.

Commissioner Madsen asked if the property for sale along Leslie Road was the same as the property being discussed at tonight's meeting. **Mr. Watts** said it was, adding that he will continue developing the property as planned if his schedule eases before the property sells.

Vice-Chair Utz asked for additional information regarding potential impacts a sensitive areas ordinance and other criteria could have on a preliminary plat that is under review. **Mr. Simon** explained that a geotechnical report would determine the ability to build homes on slopes, a wetlands delineation will be completed and the buffer specified in the ordinance will need to be observed. There is a maximum of 27 lots allowed but the number may be reduced depending on the outcome of those reports. The plat would not return to the Planning Commission for additional approval for changes that are not significant unless the Commission adds a condition requiring further review.

Commissioner Clark posed the issue of public safety regarding the lack of fencing or other barriers around the irrigation canals. He also asked what determines if a water

body is a creek or a wasteway. **Mr. Revell** explained that fencing the canal does not guarantee the fence would not be breached and encouraged the Commission to discuss the legal aspect of fencing waterways with the City Attorney. He then described the route the water flows from its origination in Prosser and the irrigation water it collects along the way to the wasteway. The term “wasteway” has been used in official documents for this area since 1955.

Commissioner Wise encouraged Mr. Revell to review a master thesis from a student at WSU-Tri-Cities regarding natural water flows/sources that feed into Amon Creek/Wasteway and offered to forward that information to Mr. Revell.

Commissioner Moser asked for additional information on the changes implemented by KID since the plat was originally submitted in 2002. **Mr. Revell** explained that most of the changes revolved around pipe, fittings and easement sizes. Changes to Fish & Wildlife definitions have also contributed to KID’s updated policies and standards. **Mr. Simon** further clarified the easement issue by explaining condition 14 of the Technical Advisory Committee (TAC) report which requires the 200-foot easement on the Amon Wasteway be designated as open space. This designation would not preclude creating a trail system in the easement. **Mr. Woodward** described in detail the trail connectivity opportunities through Leslie Canyon and how the proposed development could create a barrier to trail connectivity.

Commissioner Berkowitz noted that the Commission had approved a Comprehensive Plan amendment in 2012 that established a conceptual trail system to connect Little Badger to the Chamna Preserve via the Amon Wasteway that could affect the proposal before the Commission. She felt the extension proposal should also be reviewed by the Richland Parks & Recreation Commission before the Planning Commission makes a decision.

Vice-Chair Utz asked for clarification regarding where the current trail is located in relation to the wasteway easement. **Mr. Woodward** explained that the current trail was built by the City of Richland; it begins at Claybell Park and runs through the easement. **Vice-Chair Utz** commented that the land that was originally part of the proposed development and but not approved for the construction of 15 townhomes could be an option for placement of the trail outside of the easement.

In an effort to preserve wetlands in the area and potentially change the buffer requirement, **Commissioner Berkowitz** asked for a wetlands classification study to be conducted by the applicant and then reviewed by the Planning Commission before extending the plat approval.

Commissioner Jones asked staff if it was typical to have multiple changes requested to an extension of a plat approval. **Mr. Simon** said it is not unusual to make changes to a preliminary plat application extension although a third request for an extension is not typical.

Commissioner Clark asked for clarification regarding the easement (right-of-way) and buffer area. **Mr. Simon** explained that the easement and the buffer are located in the same general area with portions of the buffer extending beyond the easement in some sections. No development is allowed in either the buffer or the easement. The easement follows the watercourse due to the nature and purpose of the easement but may need adjustment over time if the watercourse route changes. The location of the buffer is tied directly to the location of the watercourse and its associated wetlands.

Commissioner Berkowitz commented that her desire to review a wetland delineation study prior to approving the plat extension is to avoid repeating the Commission's experience with the Yoke's site plan approval regarding wetlands.

Commissioner Wise expressed his opinion that the developer should re-plat the property in a different configuration. **Mr. Simon** cautioned against denying an extension of a plat approval that is consistent with current code requirements. **Chairman Boring** agreed, adding that not all of the commissioners concerns regarding water, geotechnical information, trails, etc. will be addressed at this time and reminded the Commission that the conditions laid out in the staff reports ensure that the applicant will follow through with those types of studies before the final plat is approved. She encouraged the Commission to move forward with the application as it relates to the Commission's authority.

Vice-Chair Utz asked Mr. Watts if he would like to respond to the Commission's concerns. **Mr. Watts** acknowledged the Commission's concerns and spoke about his commitment to the community and his desire to work on development in the Richland area.

A motion was made by Commissioner Madsen and seconded by Commissioner Jones that the Planning Commission concur with the findings and conclusions set forth in Staff Report S2002-101 Extension and approve the requested extension of the Canyon Creek preliminary plat until May 21, 2016, subject to the conditions of the approval as modified in the updated Technical Advisory Committee Report dated April 18, 2013 and to change all references to the watercourse in the report to read "Amon Wasteway".

Discussion:

The Commission discussed aspects of the extension of the plat approval such as the Planning Commission review of the wetland delineation study prior to making a recommendation, the definition of "significant" and review of the application by the Parks & Recreation Commission for potential trails. This discussion resulted in the following amendments, both of which were approved:

An amending motion was made by Commissioner Moser and seconded by Commissioner Wise to strike the word "significant" from page 3, condition number 12 of the TAC report dated April 18, 2013.

An amending motion was made by Commissioner Berkowitz and seconded by Commissioner Wise that the request to extend the plat approval be reviewed by the Parks and Recreation Commission for potential trails.

Final Amended Motion:

The Planning Commission concurs with the findings and conclusions set forth in Staff Report S2002-101 Extension and approve the requested extension of the Canyon Creek preliminary plat until May 21, 2016, subject to the conditions of the approval as modified in the updated Technical Advisory Committee Report dated April 18, 2013; to change all references to the watercourse in the TAC report dated April 18, 2013 to read “Amon Wasteway”; to strike the word “significant” from page 3, condition number 12 of the TAC report dated April 18, 2013; and to require the preliminary plat be reviewed by the Parks and Recreation Commission for potential trails.

Called for a vote: Commissioner Berkowitz: Yes; Commissioner Clark: Yes; Commissioner Jones: Yes; Commissioner Madsen: Yes; Commissioner Moser: Yes; Vice-Chairman Utz: Yes; Commissioner Wise: Yes; Chairman Boring: Yes.

MOTION CARRIED 8-0.

2. YELLAHAMMERER, INC – Approval of a sidewalk use license to operate a sidewalk café adjacent to the Town Crier (SUL2013-001)

Mr. Rolph presented the staff report for the proposed sidewalk use license to enclose an area immediately adjacent to the building with railing to use as a sidewalk cafe. A trash receptacle and planting box would need to be relocated to accommodate the new eating area. The property is located at 1319 George Washington Way in the Uptown Shopping Center and the application has been approved by the Uptown Business Improvement District with the conditions that the area be non-smoking, the trash can and planter be moved and parking bumpers be installed to prevent vehicle overhang onto the sidewalk.

Chairman Boring opened the Public Hearing at 9:05 PM and asked the applicant if they would like to provide additional information on this item.

Paul Chartrand, Applicant: “As you can see from our application, we did get approval from the BID, from James Go who owns the building. We had all of our paperwork in order. We made sure the City was additionally covered on our insurance with a couple million dollar liability. We are aware that and we will have no smoking out there. We are also aware that this is something that the City is looking for, is to improve that area and we are also looking to improve that area. Eventually, not with this right away, is probably where this window is right there [indicates on a photograph the southernmost window on the front façade of the building] that will eventually be a door so hopefully the

access – right now it'll be the outside, the access will be outside [the rail] but eventually, hopefully in the nearer future, the entrance and exit from the outdoor area will be from the inside so we have a little better control over that than we would now. That will eventually happen; we're just not quite sure when that will happen."

Chairman Boring asked if there were any further comments from the public on this item. Seeing none, she closed the Public Hearing at 9:07 PM.

Discussion:

Commissioner Clark asked the applicant what the hours of operation would be for the outdoor area. **Mr. Chartrand** explained that the hours would vary depending on weather, number of customers, etc. but would generally end by 11:00 PM on weekends. The applicant plans on installing an awning over the area at a later date.

Commissioners Jones and Wise suggested having the Police Department review the application for additional safety measures.

Commissioner Moser asked Mr. Chartrand how the no-smoking requirement would be enforced. **Mr. Chartrand** said that smoking would be enforced as it is inside the business and staff would be responsible for informing patrons of the no-smoking rule. Any trash generated by customers of the Town Crier will be cleaned up by the employees each night.

Commissioner Berkowitz asked if any electronics such as music or television would be used in the proposed outdoor eating area. **Mr. Chartrand** said there would not be music or television outside and any large groups that are too noisy would be asked to go inside.

Commissioner Berkowitz asked staff if a no-smoking requirement was included in the Uptown Tavern's sidewalk use license. **Mr. Simon** explained that the sidewalk use license process is fairly new and a no-smoking requirement had not been included in the Uptown Tavern's approval. He reminded the Commission that state law requires no smoking within 25 feet of any entrance. He added that future sidewalk use license approvals will include the no-smoking requirement.

Vice-Chair Utz asked staff about the possibility of amending the application to include the ability to use City air space in anticipation of installing an awning. The purpose of the amendment would be for the applicant to avoid having to return to the Commission for additional approval on the same license. **Mr. Simon** said it was possible to add that provision to the license during this approval process.

Commissioner Madsen commented that he liked the idea of more outdoor eating spaces at the Uptown and encouraged the applicant to look for ways to make that area more attractive.

A motion was made by Commissioner Moser and seconded by Commissioner Wise that the Planning Commission concur with the findings and conclusions set forth in Staff Report SUP2013-001 and approve the request for a Sidewalk Use License to operate a sidewalk café subject to the conditions set forth in Attachment B to the Staff Report and include the provision to add awnings as a permitted use in this application.

Called for a vote: Commissioner Berkowitz: Yes; Commissioner Clark: Yes; Commissioner Jones: Yes; Commissioner Madsen: Yes; Commissioner Moser: Yes; Vice-Chairman Utz: Yes; Commissioner Wise: Yes; Chairman Boring: Yes.

MOTION CARRIED 8-0.

3. CITY OF RICHLAND – Approval of a proposed text amendment to the zoning code to prohibit any use which is in violation of any local, state or federal regulation. (Z2013-104)

Mr. Simon reviewed the staff report for the proposed amendment to the zoning code. The amendment is in response to the 2011 state legislature allowing the production of medical cannabis. City Council implemented a moratorium on the permitting and locating of cannabis collective gardens. The text amendment would state that all land uses in violation of local, state or federal law are prohibited.

Chairman Boring opened the Public Hearing at 9:24 PM and asked if there were any comments from the public in on this item. Seeing none, she closed the Public Hearing at 9:24 PM.

Discussion:

Commissioner Clark asked for additional language to clarify what “local” means. Mr. Simon offered to replace “local” with “City of Richland”.

Commissioner Berkowitz asked to add “land” to the Staff Report summary to read, “. . .federal law regarding the land use of marijuana.”

Commissioner Jones pointed out that the term “local, state and federal” is a standard legal term and is understood as to what areas are affected. He recommended leaving the language as is.

Commissioner Madsen asked if the language used in the amendment was drafted by the City Attorney. **Mr. Simon** said it was.

A motion was made by Commissioner Moser and seconded by Commissioner Madsen that the Planning Commission concur with the findings and conclusions set forth in Staff Report Z2013-104 and recommend to the City Council adoption of the proposed amendments to Section 23.08.070 of the Richland Municipal Code – Zoning Affects Every Structure and Use.

Called for a vote: Commissioner Berkowitz: Yes; Commissioner Clark: Yes; Commissioner Jones: Yes; Commissioner Madsen: Yes; Commissioner Moser: Yes; Vice-Chairman Utz: Yes; Commissioner Wise: Yes; Chairman Boring: Yes.

MOTION CARRIED 8-0.

Communications:

Mr. Simon

- Reminded the commissioners of their workshop on May 8. The shoreline consultants will be at the workshop to work on the Shoreline Master Program update and the workshop and open house will both take place at Richland Community Center.

Mr. Peters

- Offered to discuss commissioner concerns regarding pedestrian safety. City regulations and policies were discussed.

Commissioner Jones

- Attended the EDC meeting. Items discussed were the properties at Columbia Point and how the Shoreline Master Program update may affect future development along the shoreline in that area.

Commissioner Madsen

- Reminded the Commission of the Steptoe Street extension ribbon cutting ceremony on April 25th.
- Noted that Five Guys Burgers recently opened in Vintner Square off Queensgate.

Commissioner Wise

- Noted that the Porche Club will have a parade of older Porches at the Steptoe ribbon cutting event.

Commissioner Moser

- Attended the Volunteer Appreciation Awards event.
- Noted her appreciation for volunteer groups that established Richland's trail systems.

ADJOURNMENT:

The April 24, 2013, Richland Planning Commission Regular Meeting 4-2013 was adjourned at 9:54 PM. The next regular meeting of the Planning Commission will be held on May 22, 2013.

PREPARED BY: Pam Bykonen, Recorder, Planning & Development

REVIEWED BY:

Rick Simon, Secretary
Richland Planning Commission

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: SM1-2013

MEETING DATE: MAY 22, 2013
PREPARED BY: JEFF ROLPH

GENERAL INFORMATION

APPLICANTS: FREDERICK BOND, EDWARD SMITH & BARBARA CHEN, MIKE & MONA SHEY AND CHARLES & SHU-MEI LI.

REQUEST: APPROVAL OF SHORELINE MANAGEMENT DEVELOPMENT PLANS TO ALLOW FOR CONSTRUCTION OF FOUR PRIVATE DOCKS.

LOCATION: ALONG THE SHORELINE OF THE COLUMBIA RIVER BETWEEN FERRY ROAD ON THE SOUTH AND SPROUT ROAD ON THE NORTH.

REASON FOR REQUEST

The applicants are proposing construction of private boat docks on the Columbia River adjacent to their properties located at 35 Vista Court, 2528 and 2550 Harris Avenue and 1 Sprout Road. As the fair market value of each of the proposed docks exceeds \$10,000 they are not exempt from the permitting requirements of the State Shoreline Management Act.

FINDINGS AND CONCLUSIONS

Staff has completed a review of the request for shoreline management development plan approval and subject to the recommended conditions of approval submits:

1. The proposed developments are in the City of Richland, adjacent to and within the Columbia River in an area designated as an Urban Shoreline environment by the Richland Shoreline Master Program.
2. Richland Municipal Code (RMC) Section 26.25.040 requires approval of development plans by the Richland Planning Commission prior to issuance of a Shoreline Management Substantial Development Permit.
3. The surrounding properties are developed with single family residential uses many of which have existing private boat docks.
4. The proposed private boat docks are considered a permitted use in Urban Shoreline areas pursuant to RMC Section 26.21.010.
5. RMC Section 26.21.180 and RMC Chapter 26.17 set forth requirements for piers and docks and for development in areas designated as Urban Shoreline environments.

6. The proposed plans as submitted and conditioned would result in a boat docks that are in general compliance with the specific development requirements of RMC Section 26.21.180.
7. The proposed docks will be required to comply with all of the review and permitting requirements set forth in the McNary Lakeshore Management Plan adopted by the U.S. Army Corps of Engineers dated January 2012, including but not limited to requirements pertaining to cultural resource review, site re-vegetation and/or mitigation and prescriptive dock construction standards to mitigate impacts to endangered fish species.
8. The U.S. Army Corps of Engineers prepared a Revised Programmatic Environmental Assessment (EA) to evaluate changes to the McNary Lakeshore Management Plan and after agency and public review issued a Finding of No Significant Impact (FONSI) dated December 14, 2011.
9. Pursuant to RMC Section 22.09 State Environmental Policy Act (SEPA), City staff reviewed the proposed construction of the private docks for compliance with SEPA and determined that the projects would not have a probable significant adverse impact on the environment and after review adopted the FONSI issued by the Corps of Engineers to satisfy the requirements of SEPA for the project. The City issued a Determination of Non-Significance and Notice of Adoption of Existing Environmental Document on April 5, 2013.
10. Based on the above findings and conclusions approval of the request would be in the best interest of the community of Richland.

RECOMMENDATION

Staff recommends that the Planning Commission concur with the findings and conclusions set forth in Staff Report (SM1-2013) and approve the shoreline development plans to allow for construction of private docks adjacent to 35 Vista Court, 2528 and 2550 Harris Avenue and at 1 Sprout Road subject to the following conditions:

1. Prior to any construction pursuant to the approved development plans the applicant shall apply for and obtain any necessary permits, licenses, certifications, and approvals required by local, state, or federal agencies having jurisdiction over said activities including but not limited to those required pursuant to the U.S. Army Corps of Engineers McNary Lakeshore Management Plan. Copies of all required permits and approvals shall be submitted to the Richland Community and Development Services Department.
2. If piling is used as the dock anchoring method, no more than 2 piles shall be utilized unless the dock design engineer of record determines that additional piling is required to adequately anchor the proposed dock to meet the Corps of Engineers dock anchoring design criteria based on the site specific conditions in which case a maximum of 4 piles may be utilized.

ATTACHMENTS

- A - Supplemental Information
- B - Vicinity Map
- D - Notice of Public Hearing
- E - RMC Chapter 26.17 & Section 26.21.180
- F - Parks and Recreation Commission Recommendation
- G - NEPA Finding of No Significant Impact and SEPA DNS and Notice of Adoption
- H - Comment Letters/E-mails
 - Dept. of Army, Corps of Engineers, 4/29/13
 - Fred A. Miller, 4/23/13
- I - Matrix Engineering Letter on Pile Installation
- J - Aerial Photographs
- K - Development Plans

SUPPLEMENTAL INFORMATION

PROJECT DESCRIPTION

The development involves construction of a four private docks, three of which will be replacing existing structures. Three of the docks would be single owner docks of approximately 160 square feet and one of the docks would be a joint use (3-family) private dock located near Vista Ct. of approximately 318 square feet. All of the docks would have 4-foot wide access ramps ranging in length from 34-feet to 43-feet, a 4-foot by 4-foot concrete pier to anchor the access ramps to shore and a dock anchoring system consisting of 2 or 3 piles or alternatively 13 submerged concrete blocks. Access down to the docks from the adjoining homes would be by way of un-surfaced meandering trails with the exception of the dock proposed for 2550 Harris Avenue which may include masonry block steps if approved by the Corps of Engineers through a separate real estate license review and approval process (see Attachment H).

PHYSICAL FEATURES

The shoreline in the immediate project vicinity is currently undeveloped, with steep slopes covered primarily with weeds and grasses. The majority of adjoining residential uses have existing private boat docks with informal unimproved access paths leading to the docks from their adjoining residences.

SHORELINE PROGRAM

The shoreline area in the project vicinity has been designated as an Urban Shoreline Environment. The Richland Shoreline Master Program (RMC Title 26) sets forth policies and regulations for the various uses in Urban Shoreline Environments. These regulations and permitted uses are found in RMC Chapters 26.17 and RMC Chapter 26.21. The regulations specifically for docks are set forth in RMC Section 26.21.180.

PARKS AND RECREATION COMMISSION REVIEW

The Parks and Recreation Commission reviewed the proposed development plans at their May regular meeting. The Commission took action (Attachment F) recommending that the Planning Commission be informed that the Parks and Recreation Commission determined that there would be no impacts to existing or planned parks, trails, open spaces or recreation areas from the development of the four private docks.

ANALYSIS

Conformance to Shoreline Program

The Urban environment is identified as a shoreline area which has few biophysical limitations to development and is either developed with or subject to development with

higher intensity urban uses including high density residential, general retail/commercial development, intensely developed parks and recreation facilities and industrial/port development.

The regulations for development in an Urban Shoreline Environment, Richland Municipal Code (RMC) 26.17 are intended to insure that development is done in a manner that enhances and maintains the shorelines for a multiplicity of urban uses and provides for maximum public access and circulation. Regulations for development of piers and docks are set forth in RMC Section 26.21.180.

The proposed private docks are permitted uses in the Urban Shoreline Environment and are in general conformance to the applicable regulations for development as set forth in the City's Shoreline Program. The State Shoreline Management Act exempts private docks that have a fair market value of \$10,000 or less from the permitting requirements of the Act. Given the very prescriptive requirements for dock construction to ensure impacts to endangered fish species are mitigated, most of the docks designed to meet the new Corps of Engineers regulations will likely exceed the \$10,000 fair market value threshold and will require a shoreline management substantial development permit.

In general, the City's Shoreline Master Plan encourages public access to and along the shorelines in the City. The Columbia River shoreline in the project vicinity between Ferry Road on the south and Sprout Road on the north has slopes between 30% and 40%. There are no formal public access improvements currently existing or planned through this area. The adopted City Trails and Bike Route Map shows the northerly end of the riverfront trail through Leslie Groves Park connecting to Harris Avenue at Ferry Road and reconnecting to the riverfront trail behind WSU Tri-Cities at Sprout Road. As such, no adverse impacts to public access would result from the proposed development.

The submitted development plans (Attachment K) are in general compliance with the specific requirements for private dock construction set forth in RMC Section 26.21.180.

The development plans prepared by the engineer for three of the proposed docks show a dock anchoring option that utilizes 3 pilings. The City's shoreline regulations currently suggest that docks utilize a maximum of 2 pilings per dock. It is not clear if this refers to maximum pilings per float or for an entire dock system. Clearly other larger dock systems including those done for local marinas and public launching dock facilities are of sizes that require more than 2 piles.

The company designing and providing the engineering for three of the currently proposed docks has stated (Attachment I) that depending on the actual conditions found in the field at each individual dock location during the pile driving, it may be necessary to utilize additional piling in instances where conditions do not allow a pile to be driven to the recommended depth or there are other site specific conditions that prevent the secure anchoring of the dock with only 2 piles. Staff has recommended a condition of approval that would allow for additional piling should the site specific conditions so warrant based on the recommendation of the engineer of record. The Corps of Engineers standards approved through their NEPA process would allow for up to 4 anchoring piles per dock.

Conformance with McNary Lakeshore Management Plan

The McNary Lakeshore Management Plan adopted in January of 2012 places restrictions on the type and amount of development that can occur on Corps of Engineers managed property. The Plan and associated NEPA Environmental Assessment are available for review at the following link:

<http://www.nwww.usace.army.mil/Missions/Projects/McNaryShorelineManagementPlan.aspx> .

The Plan addresses rules and regulations including requirements for permitting private use of public lands managed by the Corps of Engineers. The plan was approved after several years of public meetings. The new design criteria that will be reviewed and approved by the Corps of Engineers includes specific permits and requirements for cultural resource protection, restoration of riparian habitat if impacted and specific construction requirements for docks and associated access ramps to mitigate impacts to endangered fish species.

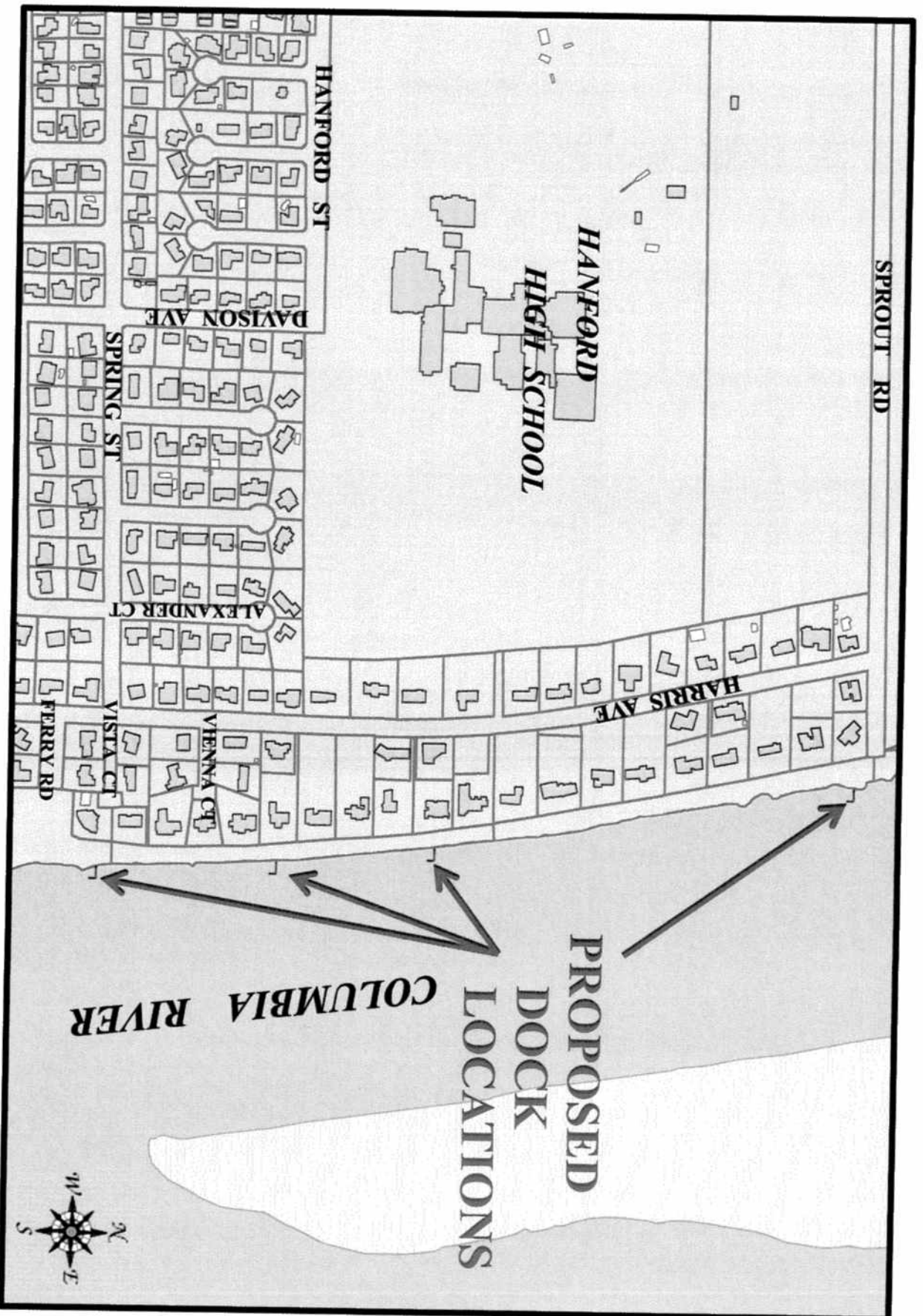
The 20 residential lots located between Ferry Road on the south and Sprout Road on the north are the only properties in Richland that adjoin the McNary Pool that are within a designated "Limited Development Area" where individual private boat dock facilities would be allowed. Many of the docks in this area are considered "grandfathered" as they were already present prior to the development of the initial McNary Lakeshore Management Plan in 1980. The Lakeshore Management Plans shows that 15 or 16 of the 20 lots in this area currently have private docks.

The proposed docks have been designed to meet the new strict requirements of the Corps of Engineers McNary Shoreline Management Plan. The applicants, in addition to the shoreline permit from the City will be required to obtain permits and approvals from the Corps of Engineers and the Washington Department of Fish and Wildlife.

The City has adopted the Corps Issued NEPA Finding of No Significant Impact (Attachment G) to meet the requirements of the State Environmental Policy Act for the proposed development.

SUMMARY

Staff has recommended conditions of approval to ensure that the proposed development will be consistent with the regulations of the Richland Shoreline Program. Subject to these conditions the proposal is generally consistent with the policies and regulations for development in an Urban Shoreline environment and compliance with the conditions of all other required permits and approvals should ensure that the proposed private dock will have negligible impact on the shoreline resources in the project vicinity.



SM1-2013
VICINITY MAP

CITY OF RICHLAND
NOTICE OF APPLICATION
AND PUBLIC HEARING SM1-2013

Notice is hereby given that Frederick Bond, Edward Smith and Barbara Chen, Mike and Mona Shay and Charles and Shu-Mei Li the owners of the below described properties, on March 25, 2013 filed applications for Shoreline Management Substantial Development Permits (SM1-2013) to allow for construction of 4 private docks with associated access ramps. The proposed docks would be located adjacent to and within the Columbia River adjacent to the applicant's homes located at 35 Vista Ct., 2528 Harris Ave., 2550 Harris Ave. and 1 Sprout Rd. Said parcels being within the NW 1/4 of Section 25, T. 10 N., R. 28 E., W.M. Said development is proposed to be within the Columbia River and/or its associated shorelands. Pursuant to the Richland Municipal Code (RMC) Section 19.30.030 the City of Richland determined the application complete for processing on April 2, 2013.

A public hearing and review of the applications will be conducted by the Richland Planning Commission, on Wednesday, May 22, 2013, at 7:00 p.m. in the Council Chamber, Richland City Hall, 505 Swift Boulevard. Interested parties are invited to attend and give testimony at the public hearing. Copies of the Staff Report and recommendation will be available in the Development Services Division Office and the Richland Public Library beginning Friday May 17, 2013.

Any person desiring to express his views or to be notified of any decisions pertaining to this application should notify Rick Simon, Development Services Manager, 840 Northgate Drive, P.O. Box 190, Richland, WA 99352 in writing within 30 days of the final date of issuance of this Notice of Application which is April 14, 2013. Comments may also be faxed to (509) 942-7764 or emailed to rsimon@ci.richland.wa.us . Written comments should be received no later than 5:00 p.m. on May 14, 2013.

Notice is further given that the project has been reviewed in accordance with the provisions of the State Environmental Policy Act (SEPA). The City has issued a Determination of Non-Significance (DNS) and issued a Notice of Adoption of Existing Environmental Document. Specifically, the City has adopted the NEPA Finding of No Significant Impact (FONSI) for the NEPA Revised Programmatic Environmental Assessment for McNary Lakeshore Management Plan prepared by the Corps of Engineers dated December 14, 2011. The DNS was issued with a 15 day comment period. Comments on the DNS should be received at the above address no later than April 29, 2013.

The proposed application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulation Administration and Title 26 Shoreline Management. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Development Services Division at the above referenced address with questions related to the available appeal process.

RICK SIMON,
DEVELOPMENT SERVICES MANAGER

Chapter 26.17 URBAN ENVIRONMENT

Sections:

- 26.17.010 Purpose.
- 26.17.020 Permitted uses – Special conditions.
- 26.17.030 Regulations.

26.17.010 Purpose.

The designation of urban environments on Richland's shorelines is intended to ensure optimum utilization of shorelines within urban areas in a manner which enhances and maintains the shorelines for a multiplicity of urban uses and provides for maximum public access and circulation. [Ord. 55-79 § 1.01].

26.17.020 Permitted uses – Special conditions.

Uses are generally allowed as indicated on the use chart as set forth in RMC 26.21.010. Recognizing the need for an order of preference for shoreline development the following shall apply:

A. Water-dependent uses requiring frontage on navigable waters or other uses of water resources shall be given highest priority for waterfront sites, and water-related uses shall be given second priority.

B. Industrial and commercial development shall be encouraged to locate in already developed but underutilized areas. [Ord. 55-79 § 1.01].

26.17.030 Regulations.

A. Building Location. The location of all buildings and structures in the urban environment shall be as indicated on the approved development plan. In no case shall a building or structure be located in a manner which unreasonably alters or restricts public access or circulation along the shoreline.

B. Building Height. No new or expanded building or structure within the urban environment shall exceed a height of 35 feet above average grade level; provided, that the physical planning commission may permit buildings and structures to exceed a height of 35 feet in the urban environment, up to a maximum height of 55 feet, if after review and public hearing the commission finds:

1. The proposed use of the building or structure is a permitted use in the urban environment and is otherwise in conformance with the shoreline master plan;
2. The increased height of the proposed building or structure would not cause obstruction of the view from a substantial number of residences in areas adjoining the shoreline environment;
3. The increased height would not have significant detrimental effect on existing or planned land use of the adjacent upland areas; and
4. The increased height would be in the best interest of the general public.

C. Access and Circulation. Development plans and subdivision plats shall include provisions for appropriate public access roads and easements to public recreation areas along the shorelines, and shall provide for appropriate linear circulation roads, bicycle or hiking paths, and easements along the shoreline. Roadways, pathways and bikeways intended for recreational movement shall be designed and constructed in accordance with provisions for road and railroad design and construction as set forth in RMC 26.21.170 and recreation as set forth in RMC 26.21.200.

D. Parking. Parking areas shall be designed and constructed in accordance with applicable provisions of this code and regulations contained in RMC 26.09.030. All parking areas shall be located on the inland side of the use proposed.

E. Water and Sanitation. Any development proposed in the urban environment shall be required to connect to available city of Richland water and sewer facilities in accordance with applicable provisions of this code except that temporary facilities for construction activity are permitted in accordance with applicable provisions of the code. Storm drainage facilities must be separated from sewage disposal systems.

F. Signs. General regulations for outdoor advertising signs as set forth in RMC 26.21.070 shall be complied with. [Ord. 55-79 § 1.01; Ord. 35-83].

26.21.180 Piers and docks.

Piers and docks are over-water structures designed and intended for the landing and moorage of watercraft and for recreational activities. The size, location and frequency of occurrence of piers and docks greatly impacts shoreline and water uses and aesthetics.

A. All recreational piers and docks constructed along Richland shorelines shall be floating structures, except that a maximum of two pilings may be used to secure a floating dock, and open piling piers may be approved where it can be shown that:

1. Sand movement patterns will be adversely affected by construction of floating piers or docks; or

2. Conflicts with recreational users are likely to result from construction of floating piers or docks; or

3. Open piers are necessary to carry out development theme or otherwise recognize or commemorate a significant historical or cultural event.

B. In approving a development plan for residential developments involving two or more dwelling units or nonresidential developments where multiple uses are anticipated, the physical planning commission shall require that where piers or docks are permitted and proposed, they shall be constructed in a manner to cooperatively serve the entire development, utilizing a minimum amount of shoreline and water frontage.

C. Shoreline and water areas which are found to be incapable of absorbing waste discharges or fuel spillage shall not be used for the development of piers and docks.

D. The location, spacing and dimensions of community piers and docks intended for cooperative use or any pier or dock intended for industrial uses shall be determined by the administrator. Single-purpose private piers and docks shall be subject to the following regulations:

1. No pier or dock shall extend more than 50 feet from the average high water line into the water body.

2. No pier or dock shall exceed 300 square feet in surface area.

E. In no case shall a pier or dock be allowed to encroach on established navigable channels or water areas where their construction would pose a threat to the safety of water recreational users.

F. Regulations applicable to piers and docks for the environment in which the proposed development is located shall be complied with. See Chapters 26.05 through 26.17 RMC. [Ord. 55-79 § 1.01].



MEMORANDUM
Parks and Recreation Department

TO: Planning Commission

FROM: Joe Schiessl, Director
Parks and Recreation Department

DATE: May 15, 2013

SUBJECT: Shoreline Management Development Plan Review and Recommendation –
Construction of Four Private Boat Docks (SM1-2013)

At their meeting on May 9, 2013, the Parks and Recreation Commission unanimously approved a motion to forward a recommendation to the Planning Commission for the proposed construction of four private boat docks.

Commissioner Doran **moved** to recommend that the Parks and Recreation Commission identify to the Planning Commission that there are no impacts to existing or planned parks, trails, open spaces or recreation areas for the proposed four private boat docks as specified in file SM1-2013. Dawn Bern **seconded** the motion. Motion Carried.

**CITY OF RICHLAND
DETERMINATION OF NONSIGNIFICANCE
AND ADOPTION OF EXISTING
ENVIRONMENTAL DOCUMENT**

Description of current proposal Construction of 4 private residential docks with associated access ramps.

Proponents Frederick Bond, Edward Smith and Barbara Chen, Mike and Mona Shay, and Charles and Shu-Mei Li

Location of current proposal Along the right bank of the Columbia River adjacent to the homes located at 35 Vista Ct., 2528 Harris Ave., 2550 Harris Ave. and 1 Sprout Rd., Richland, WA.

Title of document being adopted Finding of No Significant Impact (FONSI) NEPA Revised Programmatic Environmental Assessment for McNary Lakeshore Management Plan prepared by the Walla Walla District of the Corps of Engineers.

Date adopted document was prepared December 2011

Description of document (or portion) being adopted The NEPA EA for the McNary Lakeshore Management Plan describes the environmental effects of the management strategy the Corps of Engineers will use to manage the shoreline to balance permitted private uses, compliance with the current shoreline management regulations and resource protection specifically supporting threatened and endangered species.

If the document being adopted has been challenged (WAC 197-11-630), please describe:

The document is available to be read at (place/time) City of Richland Development Services Center, 840 Northgate Drive, Richland Washington weekdays from 8:00 a.m. to 5:00 p.m.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of the NEPA Environmental Assessment for the McNary Lakeshore Management Plan and other information on file with the lead agency. This information is available to the public on request.

- This DNS is issued under WAC 197-11-340(2); the lead agency will not act on the proposal for a minimum of 15 days from the date below. Comments must be submitted by April 29, 2013.

We have identified and adopted this document as being appropriate for this proposal after independent review. The document meets our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Name of agency adopting document City of Richland

Contact person, if other than responsible official Jeff Rolph Phone (509) 942-7587

Responsible Official Rick Simon

Position/Title Development Services Manager Phone (509) 942-7596

Address P.O. Box 190, Richland, WA 99352

Date 4/5/2013 Signature Jeff Rolph for Rick Simon

FINDING OF NO SIGNIFICANT IMPACT
for the Shoreline Management Plan Update for
Lake Wallula, Oregon and Washington

The U.S. Army Corps of Engineers, Walla Walla District (Corps), has prepared a Revised Programmatic Environmental Assessment (EA) to evaluate proposed changes to the 1983 *McNary Lakeshore Management Plan, Lake Wallula, Oregon and Washington*, which is attached hereto and incorporated herein by reference.

I. Proposed Action

The Corps is proposing to update the 1983 Lakeshore Management Plan (1983 LMP) (the updated plan will hereinafter be referred to as the Shoreline Management Plan or SMP) in accordance with 36 C.F.R. Part 327.30 and Engineer Regulation (ER) 1130-2-406, *Project Operation – Shoreline Management at Civil Works Projects*. The proposed action is formal review of the 1983 LMP and subsequent implementation of the SMP.

II. Purpose and Need

The purpose of the proposed action is to identify a management strategy the Corps will use to manage the shoreline in a manner that will promote the safe and healthful use of these shorelines by the public while maintaining environmental safeguards to ensure a quality resource for use by the public. The Corps' main objective is to achieve a balance between permitted private uses, compliance with the current shoreline management regulations and resource protection specifically supporting threatened and endangered fish species. The secondary objective is to reasonably limit impacts to current permit holders, if at all possible.

The need for the proposed action is to meet the regulatory requirements established by 36 C.F.R. 327.30 and the Chief of Engineers (ER 1130-2-406), which require that an SMP be prepared for each Corps water resource development project where private shoreline use is allowed, and that the SMP be reviewed every five years and revised as necessary. The original Lakeshore Management Plan was prepared in 1980, and the last revision was completed in 1983. Since that time, several changes have taken place, such as the listing of several fish species and critical habitat under the Endangered Species Act (ESA) and increased development along the shoreline. The updated SMP seeks to balance increasing demands for private shoreline use with the changing resource requirements.

III. Alternatives Considered

The Corps identified three alternatives: Alternative 1 - the No Action Alternative, Alternative 2 - the Best Balanced Alternative between Private Use and Environmental Considerations (preferred), and Alternative 3 – Maximum Environmental Benefits.

The No Action Alternative is prescribed by the Council of Environmental Quality (CEQ) Regulations to serve as the baseline against which all other alternatives are analyzed. In this case, the No Action Alternative is actually the no change alternative, as private use of the shoreline would continue as described in the 1983 LMP for Lake Wallula.

Implementation of Alternative 2 would achieve the best balance between private use and environmental considerations and is the alternative the Corps has selected as preferred. Implementation of this alternative would provide opportunities for private use of Corps-managed Federal lands and McNary Project waters (Lake Wallula), while maintaining compliance with environmental laws. The 1983 LMP would be updated and the shoreline would be re-allocated by reducing the Limited Development Areas (LDAs), wherein private use is authorized. The Corps would continue to issue new permits for boat docks, however new docks must be constructed to meet SMP dock criteria. Existing docks would be allowed to remain per the conditions of the 2011 dock inspection if the dock is in a safe condition and has not been extensively modified without authorization. Upon sale or transfer of the adjacent property, existing docks must be upgraded to meet SMP dock criteria. When replacing major dock components (e.g. floats, decking) dock owners will replace with SMP dock criteria-compliant components. Those upgrading or installing new docks (such as new homeowners) will have four (4) full in-water work windows (November 1 through February 28) after the issuance of their permit to accomplish construction. Permits for special status docks (those that existed prior to November 17, 1986) will be renewed, but will require upgrading when the adjacent property is sold/transferred. When replacing major dock components (e.g. floats, decking, walkways) owners of special status docks will replace with SMP dock criteria components. The Corps would issue new permits and renewals for vegetation modification, but would require mitigation (restoration of riparian habitat to offset any negative environmental impacts). Activities characterized as other shoreline uses would only be permitted after the applicant received a real estate license for the activity on Corps land and mitigation would be required.

Alternative 3 – Maximum Environmental Benefits – would provide maximum benefits to key environmental resources, specifically threatened and endangered species and their critical habitat. The Corps would revise the 1983 LMP to reallocate the shoreline to further reduce the LDAs. No new permits would be issued for boat docks, however permits would be renewed for existing docks once the dock was upgraded to meet the SMP dock criteria. No new permits would be issued for vegetation modification, however existing permits would be

renewed but only after mitigation requirements were implemented. Activities characterized as other shoreline uses would only be permitted after the applicant received a real estate license for the activity on Corps land and mitigation would be required.

IV. Factors Considered in Determining that No Environmental Impact Statement is Required

The EA examines the potential effects of the three alternatives on resource areas and areas of environmental and socioeconomic concern: water quality, soils, vegetation, aquatic resources, wildlife, threatened and endangered species, cultural resources, recreation, socioeconomics, and cumulative impacts.

Implementing the No Action Alternative would be expected to result in a combination of short- and long-term adverse and beneficial effects. Implementing the No Action Alternative would be expected to result in minor adverse effects on water quality, soils, vegetation and wildlife. Moderate adverse effects could be expected for aquatic resources, threatened and endangered species, and cultural resources due to the fact that an unlimited number of docks could be constructed. Minor to moderate beneficial effects to recreation and socioeconomics would result from implementation of this alternative.

Implementing the Preferred Alternative – Alternative 2 – Best Balanced Alternative between Private Use and Environmental Considerations – would be expected to result in a combination of short- and long-term minor adverse and beneficial effects. Implementing this alternative would be expected to result in short-term minor adverse effects on water quality, soils, vegetation, some aquatic resources, wildlife and threatened and endangered species, mostly due to disturbances associated with construction activities. There would be long-term beneficial effects to aquatic resources, threatened and endangered species and cultural resources associated with compliance with environmental laws and the mitigation requirements. Negative effects to recreation would be minor as new permits and renewals would still be allowed, albeit with less docks in a reduced LDA. There would be both adverse and beneficial negligible effects on the socioeconomics of the vicinity. Because the proposed action affects such a small portion of the overall Tri-Cities population, any potential negative socioeconomic impacts would be non-controversial and insignificant to the majority.

Implementation of Alternative 3 – Maximum Environmental Benefits – would be expected to result in a combination of short- and long-term minor adverse and beneficial effects. Implementing this alternative would result in minor short-term adverse effects to water quality, soils, vegetation, some aquatic resources, wildlife, and threatened and endangered species, again, mostly due to disturbances associated with construction activities. There would be long-term

beneficial effects to aquatic resources, threatened and endangered species, and cultural resources as private use and construction along the shoreline would be reduced. There would be minor adverse effects on recreation and socioeconomics in the vicinity.

V. Mitigation Requirements

Potential adverse effects to various environmental resources associated with the proposed action of updating the SMP will be minimized or avoided by the mitigation measures required in the SMP, as outlined below and in Appendix H of the EA:

- New dock permits will require: 1) the dock must be constructed to meet the SMP dock criteria; and 2) the restoration of riparian habitat at a ratio of 5 to 1 based on the square footage of the dock.
- Existing docks must be upgraded upon sale or transfer of the adjacent property to meet the SMP dock criteria with four (4) in-water work windows allowed to accomplish the upgrade.
- Vegetation modification permits will require restoration of riparian habitat at a ratio of 2 to 1 based on the square footage of disturbed ground.
- Activities or facilities classified as "Other Shoreline Uses" will require mitigation and will be addressed on a case-by-case basis.

Mitigation requirements will be a condition of the Shoreline Management Permit and, if applicable, the upland support structure real estate license.

The Corps will conduct onsite monitoring to ensure full compliance with mitigation requirements.

VI. Public Review

In May 2011, the Corps released the updated SMP and Revised Programmatic Environmental Assessment for public review and comment and a public meeting was held in Pasco on June 9, 2011. During the 90-day review period from May 27 to August 27, 2011 approximately 66 comments were received. In response to those comments and after extensive review, the Corps modified the SMP and accompanying EA. The revised EA and Draft Finding of No Significant Impact (FONSI), as well as the updated Draft SMP, were formally released for a 30-day public review and comment period on October 27, 2011. The Corps also held a public meeting on November 9, 2011, in Pasco, in which interested parties were given the opportunity to comment on the revised documents. As a result of those comments, the Corps modified the shoreline allocations slightly and created a 2,018 foot limited development area on the Snake River in the Burbank Heights area.

VII. Conclusion/Finding

Having reviewed the Environmental Assessment and associated appendices, I find that the documents provide sufficient discussions on the purpose of and need for the proposed action, alternatives, the environmental impacts of the proposed action and the alternatives, and a listing of agencies and persons consulted. Therefore, I believe these documents provide sufficient evidence and analysis to meet the Corps' requirements pursuant to the National Environmental Policy Act and for the Corps to make a finding of no significant impact to the quality of the human environment. I have taken into consideration the technical aspects of the project, best scientific information available, and public comments received. Based on this information, I find that implementation of the preferred alternative would not result in significant impacts on the quality of the human environment. Therefore, an environmental impact statement is not required.



David A. Caldwell
Lieutenant Colonel, Corps of Engineers
District Commander

14 December 2011

Date



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
201 NORTH THIRD AVENUE
WALLA WALLA WA 99362-1876

April 29, 2013

Real Estate Division

Mr. Rick Simon
Development Services Manager
PO Box 190
Richland, WA 99352

Dear Mr. Simon:

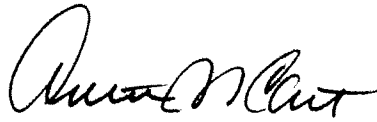
This is in response to your letter dated April 5, 2013, referencing the city of Richland (the City) Shoreline Management Substantial Development Permit for construction of four private residential docks along the Columbia River in the City. The four dock applications that you enclosed with your letter for our review (Bond, Smith/Chen, Shay, Li) are located in a Limited Development Area in the City, identified in the McNary Shoreline Management Plan January 2012 (the Plan), Figure 4, Harris Avenue. The City proposes to adopt the Revised Programmatic Environmental Assessment (EA) and Finding of No Significant Impact, signed December 14, 2011, located on the Internet at <http://www.nwww.usace.army.mil/Portals/28/docs/programsandprojects/msmp/FinalEA-AttachedFONSI.pdf>. This document describes additional permits required of dock applicants to assess potential specific environmental impacts of their individual docks. Other US Army Corps of Engineers (Corps) review requirements are also listed in the EA, 1.8.4, on page 1-10 and page 1-11.

It is important to note that the EA does not address site-specific determinations of effects to historic properties. Impacts to historic properties can only be determined after necessary additional environmental review. Therefore, each applicant must seek a professional archeologist to perform literature reviews, archaeological surveys, and site evaluations. In order for the professional archeologist to obtain authorization to do surveys and site evaluations on Corps property adjoining private property, the applicant is responsible for ensuring an application is made to obtain an Archeological Resources Protection Act (ARPA) permit from the Corps, Walla Walla District, Real Estate Division. For information on the dock permitting process, including the ARPA permit process, applicants should reference the McNary Shoreline Management Plan online at <http://www.nwww.usace.army.mil/Missions/Projects/McNaryShorelineManagementPlan.aspxm> and contact the Ice Harbor Lock and Dam Natural Resources Management Office at 509-543-6062 or 509-543-6060 or by e-mail at McNarySMP@usace.army.mil.

In addition, please note that any upland structures that may be authorized by the Plan (stairways, steps, footbridges, hard-surface walkways) require a real estate license. These licenses were identified in the EA; however, site-specific impacts were not assessed. These individual license applications will be reviewed for environmental impacts on a case-by-case basis. A real estate application is submitted to the Real Estate Division to initiate these reviews.

If there are any questions, you may contact me at 509-527-7328 or by e-mail at Annette.N.Carter@usace.army.mil, or Mr. Paul Shampine, Realty Specialist, at 509-7324 or by e-mail at Paul.S.Shampine@usace.army.mil. Mr. Shampine is the primary point of contact for real estate actions on Lake Wallula in the City.

Sincerely,

A handwritten signature in black ink, appearing to read "Annette N. Carter". The signature is fluid and cursive, with the first name being the most prominent.

Annette N. Carter
Chief, Management and Disposal

Rolph, Jeff

From: Simon, Rick
Sent: Tuesday, April 23, 2013 4:22 PM
To: Rolph, Jeff
Subject: FW: Support for Dock Permits (Public Hearing SM1-2013)

From: Bev_Fred Miller [mailto:bev_fred_miller@msn.com]
Sent: Tuesday, April 23, 2013 3:42 PM
To: Simon, Rick
Subject: Support for Dock Permits (Public Hearing SM1-2013)

I would like to voice my support for the boat dock permits applied for by Frederick Bond, et al, on March 25, 2013.

I urge you to approve these permits.

Thank you,
Fred A. Miller
41 Vista Ct.
Richland, WA 99354



May 16, 2013

Mr. Jeff Rolph, Senior Planner

City of Richland Development Services
Planning Commission
840 Northgate Drive
P.O. Box 190 MS 15
Richland, WA 99362

**RE: Steel Support Piles for Marine Docks on Columbia River
Pile Installation per Specific Site Conditions
Summary for City of Richland**

Dear Mr. Rolph,

As the principal engineer with Matrix Engineering I have been providing engineering support services to Barbara Chen and Ed Smith, Mike and Mona Shay, and Charles Li, (the Owners) related to the installation of their private dock systems on the Columbia River within the impact area of the City of Richland. To properly brace and restrain the dock systems a series of steel piles will be driven into the Columbia River bed. The advancement of this letter serves to request the ability to employ site specific data to determine the number and location of steel piles at each specific dock location to adequately brace and restrain the dock systems.

Many physical and environment factors influence the size, number, and placement of dock support piles. Historical data of local site conditions and, typical and similar pile driving operations associated with predicting pile behavior is always very helpful information. In the absence of this information data obtained during the actual pile driving operation serves as the best resource to determine the required number of piles to employ at each specific dock site.

Pile design for the Owner's dock sites must consider the fetch and current of the Columbia River, the wind speed (85 mph as required by the City of Richland), wave height, water depth, debris load, and river bed conditions. Proper consideration of these variables will result in the need to install two (2) to four (4) eight-inch diameter steel piles at each dock location on the Columbia River. The piles at the Owner's dock sites also serve to maintain the proper position of the gangways which bear on the landside end of the dock.

Based on dock geometry and marine system configuration the proposed location of the piles for each of the Owner's docks has been included in the plan documents prepared jointly by HDB Marine and Matrix Engineering. We initially anticipate three (3) eight-inch diameter steel piles, with strategic placement, will be adequate for each dock system.

Please grant your approval to employ the required number of piles (anticipated to be between two (2) to four (4)) for the proper installation of the Owner's dock systems. Again, the number of piles will be validated during the pile driving operation. If needed, I will be available to the Owners and/or contractor during the pile driving operation to offer guidance regarding the adequacy of the load bearing capacity of the piles at each Owner's dock site based on site specific data. If required my support will involve review of the field data and the employment of recognized ASCE analysis methods to verify that the number and spacing of the piles for

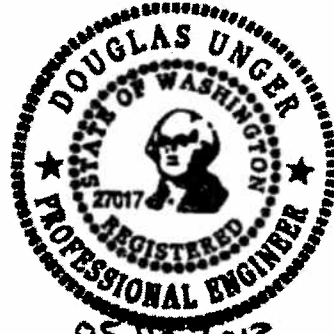
each specific dock installation is acceptable. (A partial (limited) analysis for a typical pile installation is included within).

Please advise if you have any questions/comments, or desire additional substantiation regarding this matter.

Sincerely,
Matrix Engineering, Inc.

Douglas Unger, P.E.
President/Principal Engineer

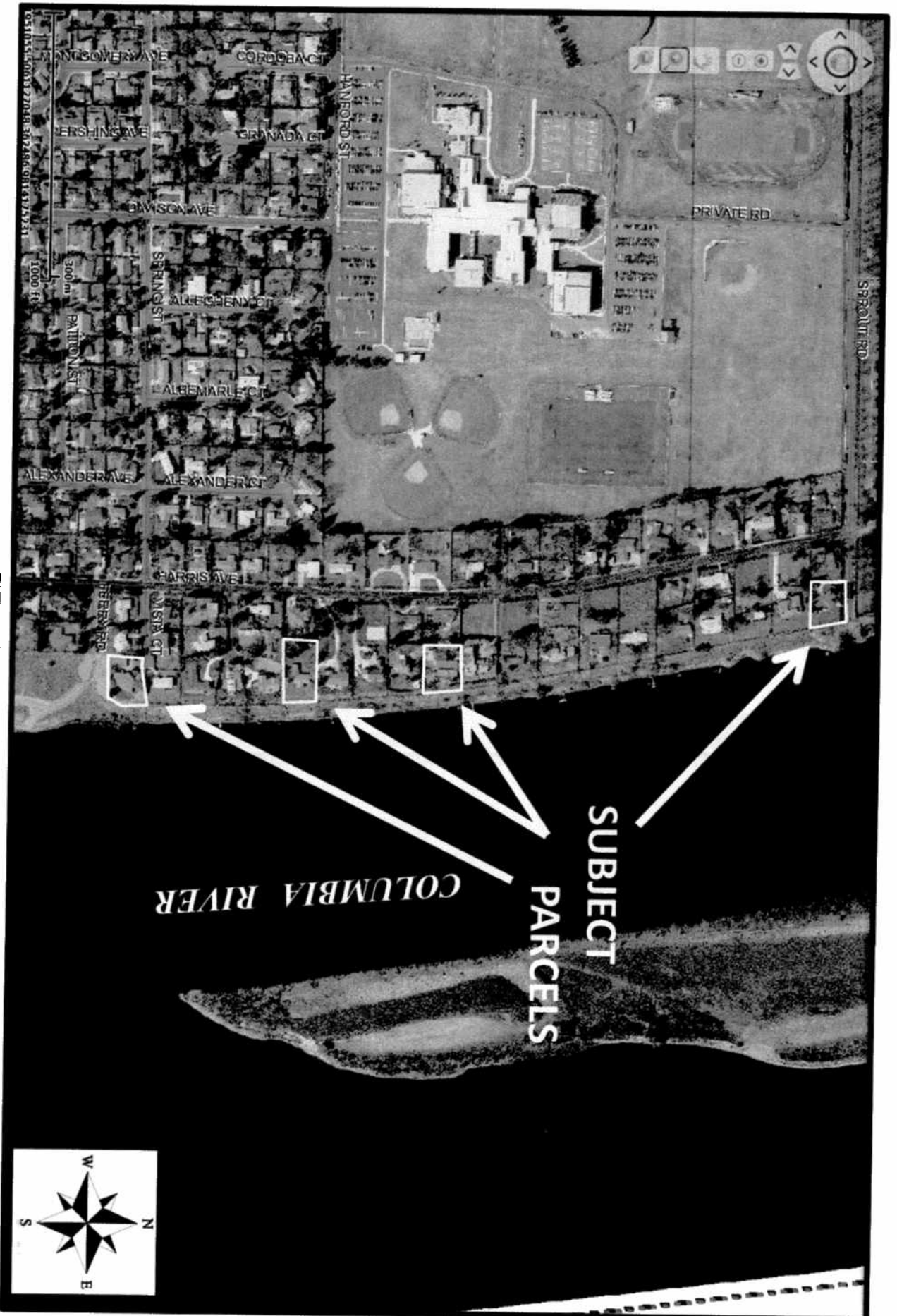
cc: The Owners:
Barbara Chen and Ed Smith
Mike and Mona Shay
Charles Li



05.10.2013
Douglas Unger

CASE 1 : 85 MPH WIND, 40% FULL OF BOATS		
$K_z = 1.03$	velocity pressure coefficient (from ASCE 7-05 Table 6-3)	
$K_{zt} = 1.0$	topographic factor (see ASCE 7-05 Section 6.5.7.2)	
$K_d = 0.95$	wind directionality factor (from ASCE 7-05 Table 6-4)	
$I = 1.0$	Importance factor (from ASCE 7-05 Table 6-1)	
$q_z = 18.1$ psf	ASCE 7-05 Eq. 6-15 $q_z = 0.00256 K_z K_{zt} K_d V^2 I$	
$G = 0.85$	gust-effect factor (from ASCE 7-05 Section 6.5.8)	
$C_f = 1.2$	force coefficient	
$F = 18.5$ xAf lb.	ASCE 7-05 Eq. 6-28 $F = q_z G C_f A_f$	
$h_1 = 2$ ft.	boat height	
$h_2 = 2$ ft.	free-board	
$f_1 = 40\%$	percent full at first row	
$f_2 = 40\%$	percent full at second row (assumed sheilded)	
$\rho = 0.2$	sheilding factor	
w = 37 plf	$w = F [h_1 f_1 + h_2 (1 - f_1)] + F \rho (h_1 - h_2) f_2$	

Wave Height Calculation											
U	85 mph	fastest mile wind speed									
F	0.75 mi	fetch									
H _b	3.7 ft	wave height									
		$H_b = 0.17\sqrt{UF} + 2.5 - \sqrt{F}$									
Wave Force Calculation											
C _p	1.6	dynamic pressure coefficient									
γ _w	62.4 lb/ft ³	weight of water									
H _b	3.7 ft	wave height									
H	2 ft	dock height (total)									
F _b	1.75 ft	free-board									
F_t 599.17 lb/ft		wave force (perpendicular)									
$F_t = 1.3 C_p \gamma_w H_b \left(\frac{H}{2} \right) + \frac{1}{2} \gamma_w H^2 - \frac{1}{2} \gamma_w (H - F_b)^2$											
<p>*Equation based on ASCE 7-05 Eq 5.5 and is modified for deep waters where wave height is not dependent on still water depth. In addition, the static wave pressure portion of the equation has been modified to take into account the fact that the dock is floating in water.</p>											
% _d	15%	percent of wave force transferred into dock system									
<table border="1"> <thead> <tr> <th>α (deg)</th> <th>F_{oi} (lb/ft)</th> <th>F_p (lb/ft)</th> </tr> </thead> <tbody> <tr> <td>45</td> <td>300</td> <td>45</td> </tr> <tr> <td>90</td> <td>599</td> <td>90</td> </tr> </tbody> </table>			α (deg)	F _{oi} (lb/ft)	F _p (lb/ft)	45	300	45	90	599	90
α (deg)	F _{oi} (lb/ft)	F _p (lb/ft)									
45	300	45									
90	599	90									
		$F_{oi} = F_t \sin^2 \alpha$									



SM1-2013
VICINITY MAP

5/30/2007 1:15 PM

5/30/2007 1:15 PM

FERRY RD

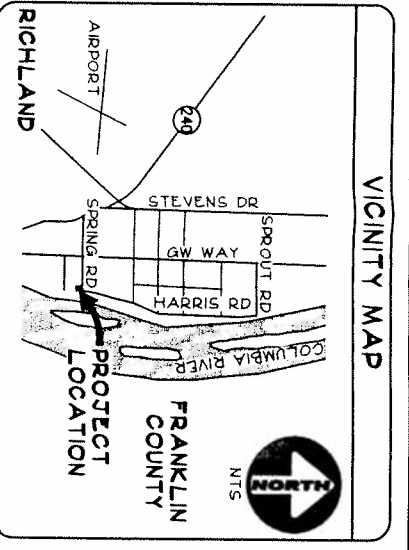
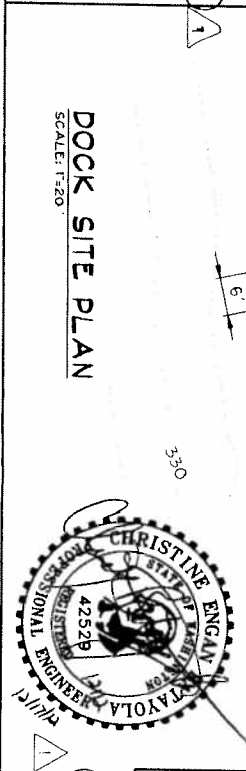
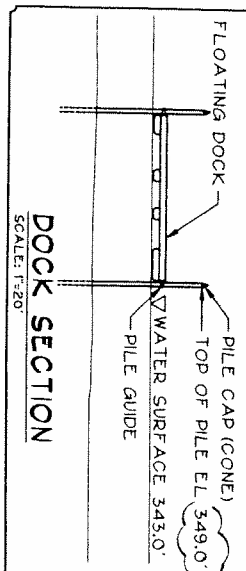
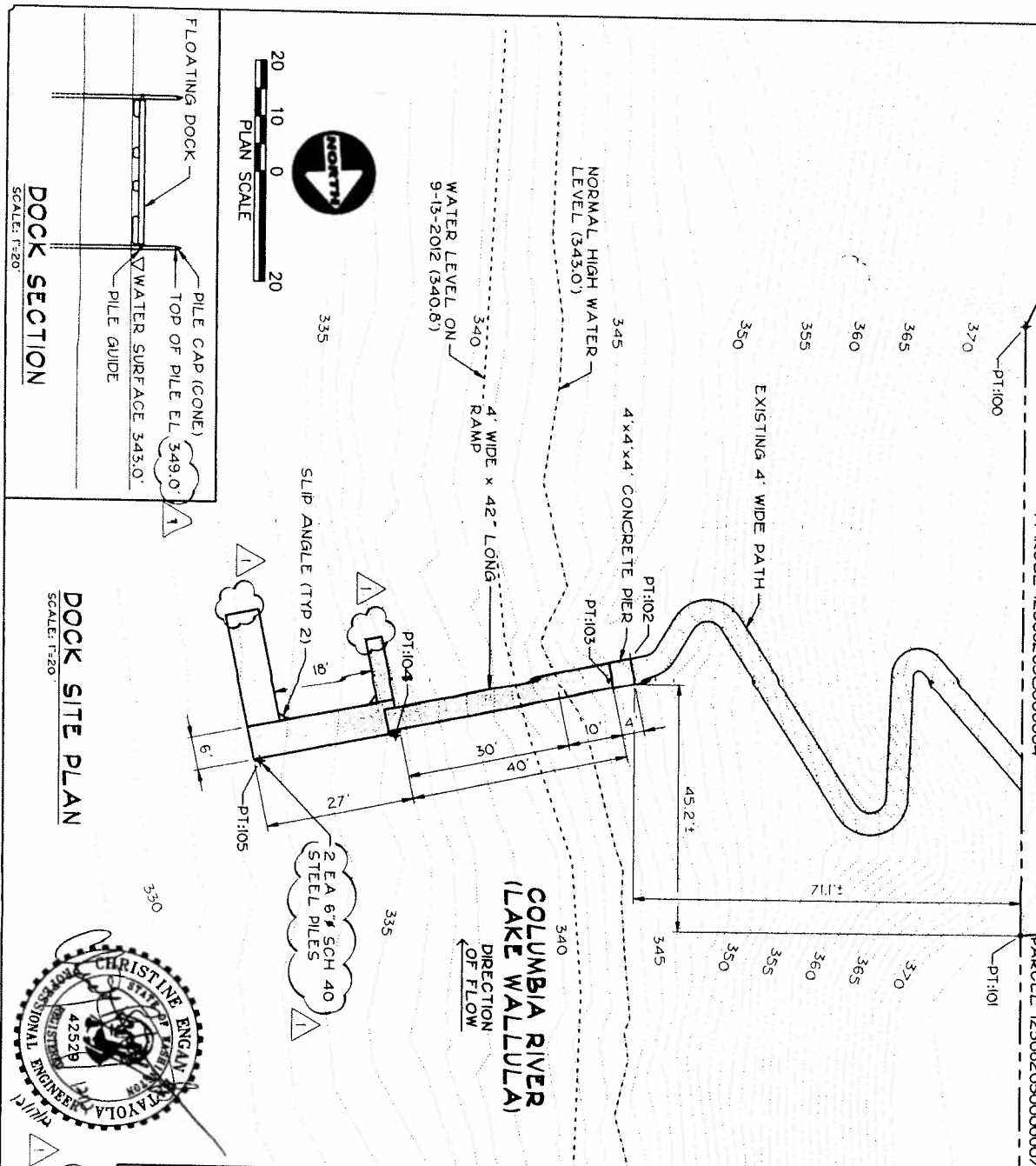
HARRIS AVE

VISTA CT



RICK & CHRISTINE BOND
35 VISTA CT
RIVER VISTA LOT 4
PARCEL 125082050000004

ROGER & JENNIFER OVNIK
36 VISTA CT
RIVER VISTA LOT 3
PARCEL 125082050000007



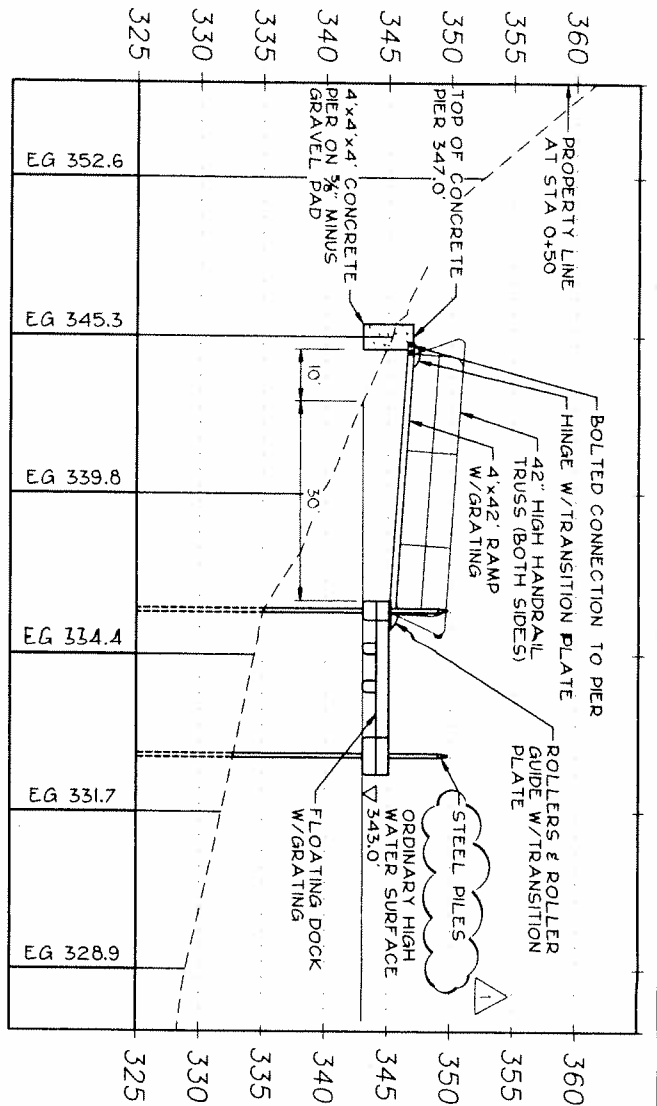
REFERENCE MATERIALS

1. TOPOGRAPHICAL SURVEY, PROJECT #12-228
RECEIVED SEPTEMBER 15, 2012
WORLEY SURVEYING SERVICE, INC., KENNEWICK, WA

DATUM/BENCHMARK

DATUM: CITY OF RICHLAND NGVD 1929
BENCHMARK: INTERSECTION MONUMENT ELEVATIONS,
PAGE 50, SI OF HARRIS AVE AND SPROUT RD,
ELEVATION 377.74'

PROJECT POINTS				
PT #	DESCRIPTION	ELEV	NORTHING	EASTING
100	PROP CORNER	374.06	362677.86	1953592.06
101	PROP CORNER		362967.75	1953600.26
102	CONC PIER	347.00	362933.47	1953668.32
103	CONC PIER	347.00	362937.95	1953671.77
104	PILE CENTER	349.00	362944.22	1953712.30
105	PILE CENTER	349.00	362947.44	1953737.10



0+85 1+00

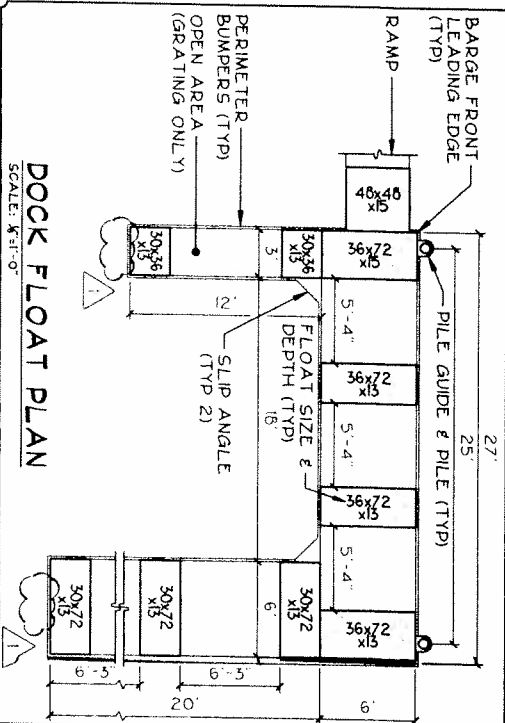
1+50

2+00

2+35

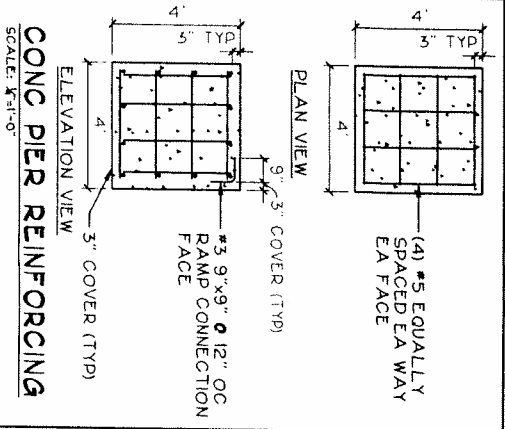
PROFILE

SCALE: 1"=20' (H) 1"=40' (V)



DOCK FLOAT PLAN

SCALE: 1/8"=1'-0"



CONC PIER REINFORCING

SCALE: 1/8"=1'-0"

NOTES

1. GENERAL: DOCK TO MEET ALL REQUIREMENTS OF THE MCNARY SHORELINE MANAGEMENT PLAN, JANUARY 2012, APPENDIX B: DOCK DESIGN CRITERIA.
2. DESIGN OF RAMP AND DOCK TO BE BY SUPPLIER.
3. UNCURED CONCRETE OR ITS BYPRODUCTS SHALL NOT BE ALLOWED IN CONTACT WITH THE RIVER.
4. DOCK TO BE BUILT OF MATERIALS THAT DO NOT LEACH PRESERVATIVES OR OTHER MATERIALS KNOWN TO BE DELETERIOUS TO FISH.
5. CONSTRUCTION LIMITED TO THAT ALLOWED BY PERMIT (NOVEMBER 1 THROUGH FEBRUARY 28).
6. DOCK CONSTRUCTION TO BE MITIGATED PER MCNARY SHORELINE MANAGEMENT PLAN, JAN 2012, APPENDIX D: MITIGATION.
7. ENTIRE SURFACE OF RAMP AND DOCK TO BE COVERED WITH GRATING HAVING AT LEAST 50% OPEN AREA:
 - 7.1. FIBERGRATE WITH 1'x4'x1\"/>
- 7.2. MANUFACTURED BY GRATING PACIFIC.
- 7.3. STEEL DECK ECO SERIES, 60% OPEN AREA, PVC ENCAPSULATED STEEL, AS MANUFACTURED BY XCCENT MARINA.
- 7.4. OR ENGINEER APPROVED EQUAL.
8. DOCK FRAME TO BE GALVANIZED STEEL OR ALUMINUM WITH GRATING SUPPORTS AT A MAXIMUM OF 24\"/>
9. FLOATS TO BE FULLY ENCAPSULATED FOAM. MAXIMUM FLOAT AREA TO BE 50% OF DOCK AREA.
10. RAMP TO BE 4\"/>
11. PILES TO BE 6\"/>

DESIGN CRITERIA:

1. LIVE LOAD: 15 PEOPLE MAXIMUM / 10 PSF.
2. RIVER FLOW: 7 FPS (100-YEAR RETURN), 4.75 FPS (3-YEAR RETURN).
3. WIND: 85 MPH, EXP D.

DOCK AREA SUMMARY

DOCK AREA = 318 SF
 FLOAT AREA = 142 SF
 OPEN AREA = 176 SF
 PERCENT OPEN AREA = 55%

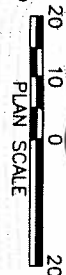


**BOND FLOATING DOCK
 PROFILE AND DETAILS**
 35 VISTA CT, RICHLAND, WA
RICK AND CHRISTINE BOND
RICK BOND (509) 378-1151
 35 VISTA CT, RICHLAND, WA 99352

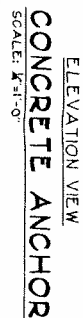
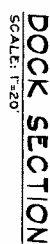


HARMS ENGINEERING, INC
 1632 W Sylvester, Pasco, WA 99352
 Phone (509) 547-2878 Fax (509) 547-3787
 Web Site: www.HarmsEngineering.com
 Email: info@HarmsEngineering.com
 Designed By: C.BATAYOLA
 Drawn By: M.CULBER

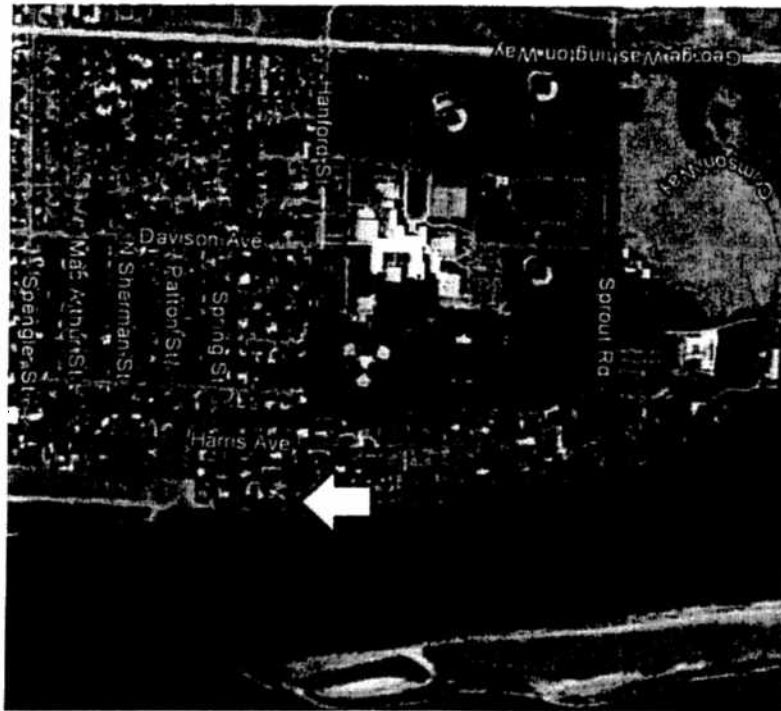
ROGER & JENNIFER OVINK
38 VISTA CT
RIVER VISTA LOT 3
PARCEL 125082050000007



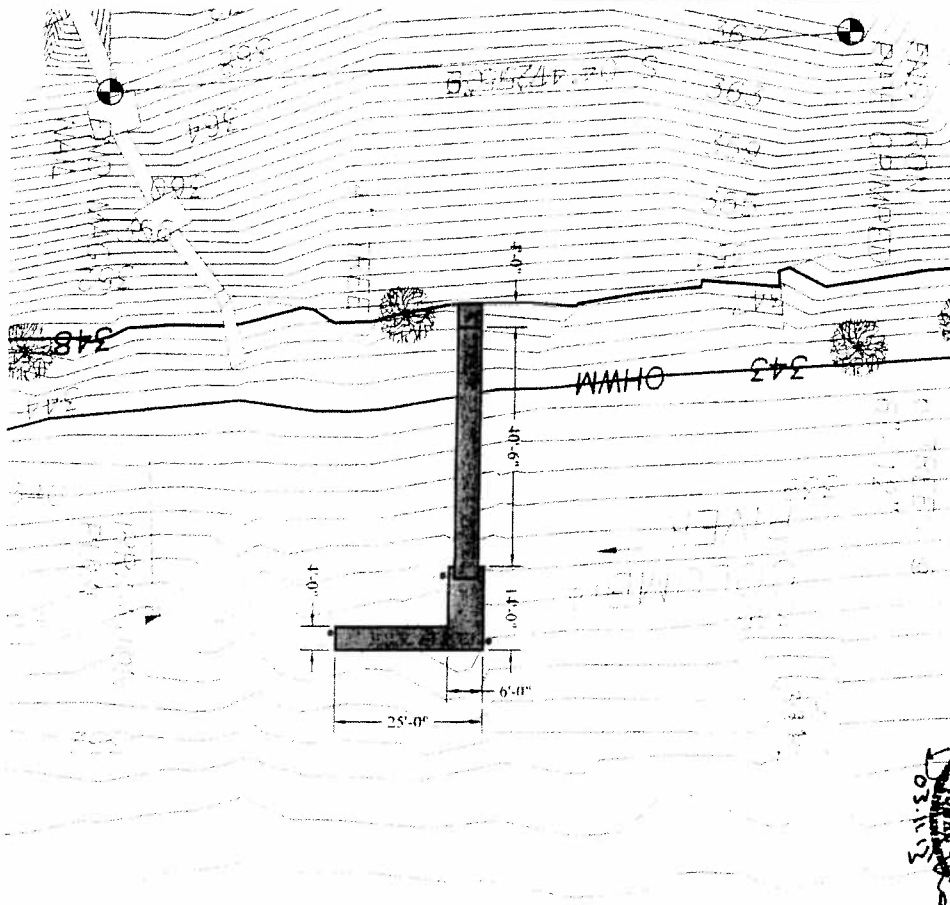
1. AT OWNER'S OPTION CONCRETE ANCHORS MAY BE USED IN LIEU OF PILES.
2. GRATING AND FLOAT SIZES ARE UNCHANGED.
3. HINGES AND LENGTH OF RAMP ARE MODIFIED AS SHOWN.



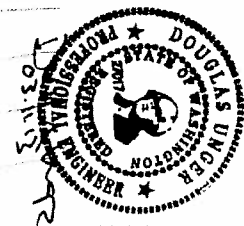
SMITH/CHEN FLOATING DOCK RICHLAND, WA



VICINITY MAP
(NOT TO SCALE)
© 2004, 2013



TOPOGRAPHICAL SITE PLAN
NOT TO SCALE
N.T.S.



HDB MARINE

WWW.HDBMARINE.COM

(888) 689-3248

48401 S. HWY 97, HARRISON, ID 83833

SMITH/CHEN - FLOATING DOCK
BENTON COUNTY WASHINGTON

PROJECT SITE PLAN

PROPRIETARY & CONFIDENTIAL

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INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE
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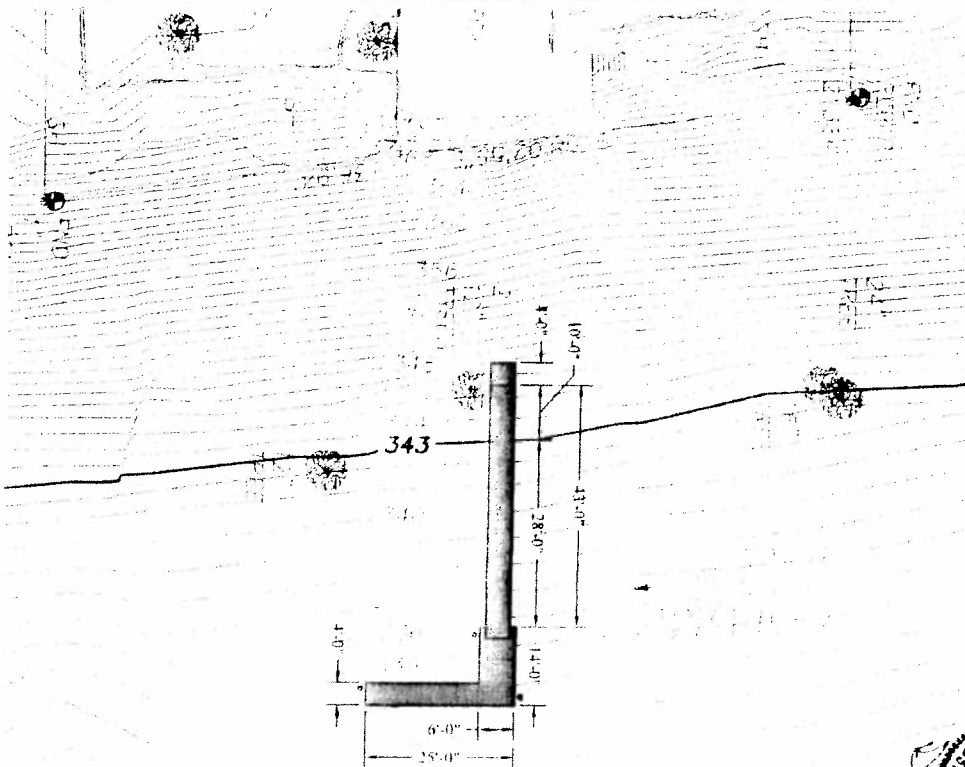


SHEET NO.
1 of 5

MIKE & MONA SHAY FLOATING DOCK RICHLAND, WA



VICINITY MAP
NOT TO SCALE
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TOPOGRAPHICAL SITE PLAN
SCALE 1" = 20'-0"



HDB MARINE

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(888) 689-3218

48401 S. HWY 97, HARRISON, ID 83833

MIKE & MONA SHAY - FLOATING DOCK
2550 HARRIS AVENUE, RICHLAND, WA 99354

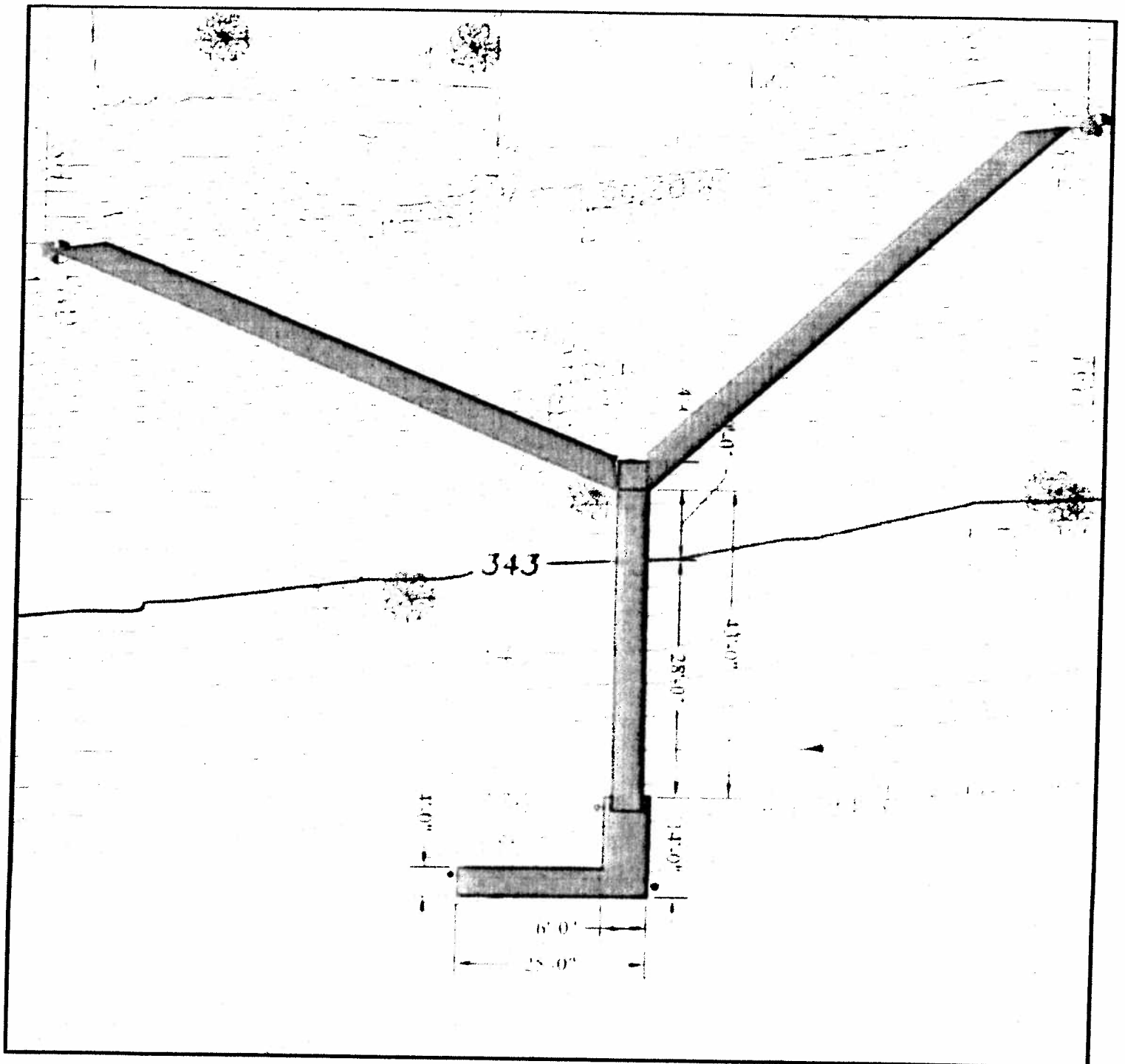
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PROJECT SITE PLAN

SHEET NO.
1 of 5



Southern staircase alignment and northern ramp alignment

Shay Dock

2550 Harris Avenue, Richland, Washington

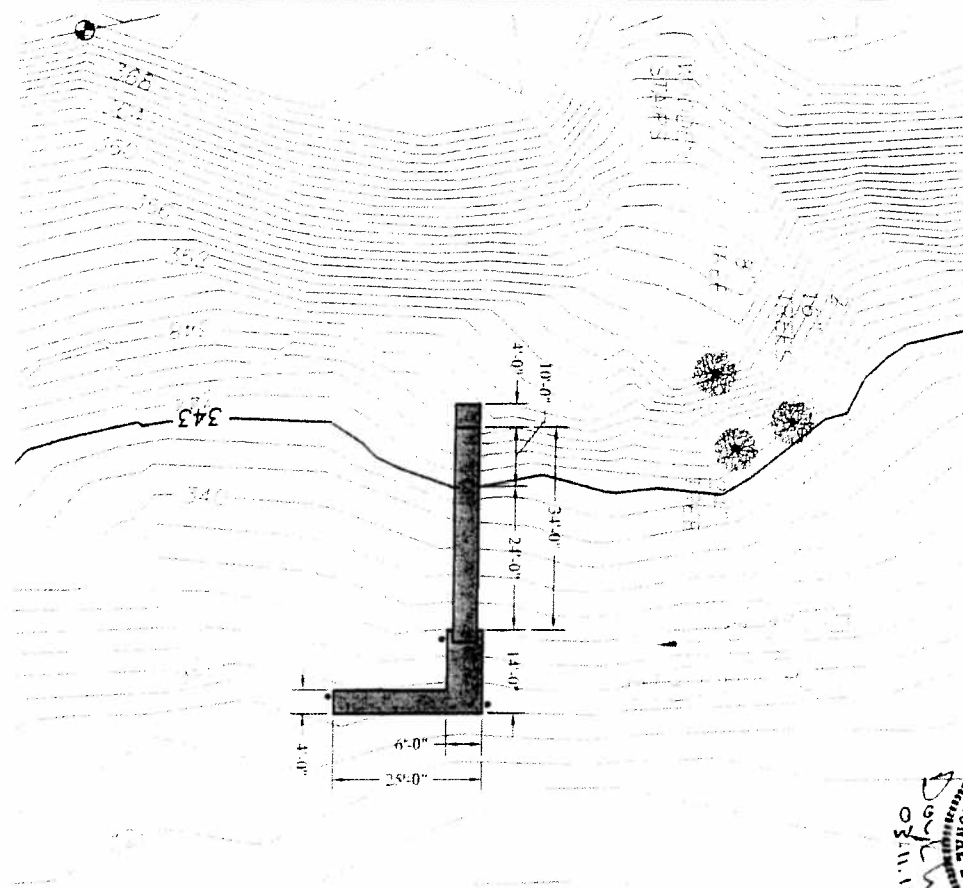
Stairs to the dock will be constructed by minimally hand excavating cobble, gravel, and sand and hand emplacing un-mortared natural stone or landscape pavestones to form steps from the adjacent land owners South and North corners of the property. As outlined in the SMP natural colors like tan or brown materials will be used to blend into the Natural background. Materials excavated for the steps will be used to provide a level surface between the steps.

CHARLES LI FLOATING DOCK RICHLAND, WA



VICINITY MAP
NOT TO SCALE
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TOPOGRAPHICAL SITE PLAN
N.T.S.



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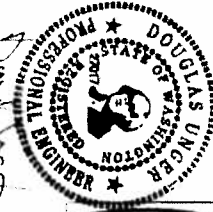
48401 S. HWY 97, HARRISON, ID 83833

CHARLES LI - FLOATING DOCK
1 SPROUT ROAD, RICHLAND, WA 99354

PROJECT SITE PLAN

PROPRIETARY & CONFIDENTIAL

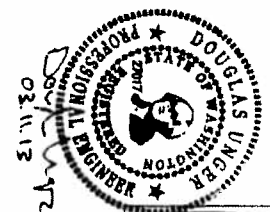
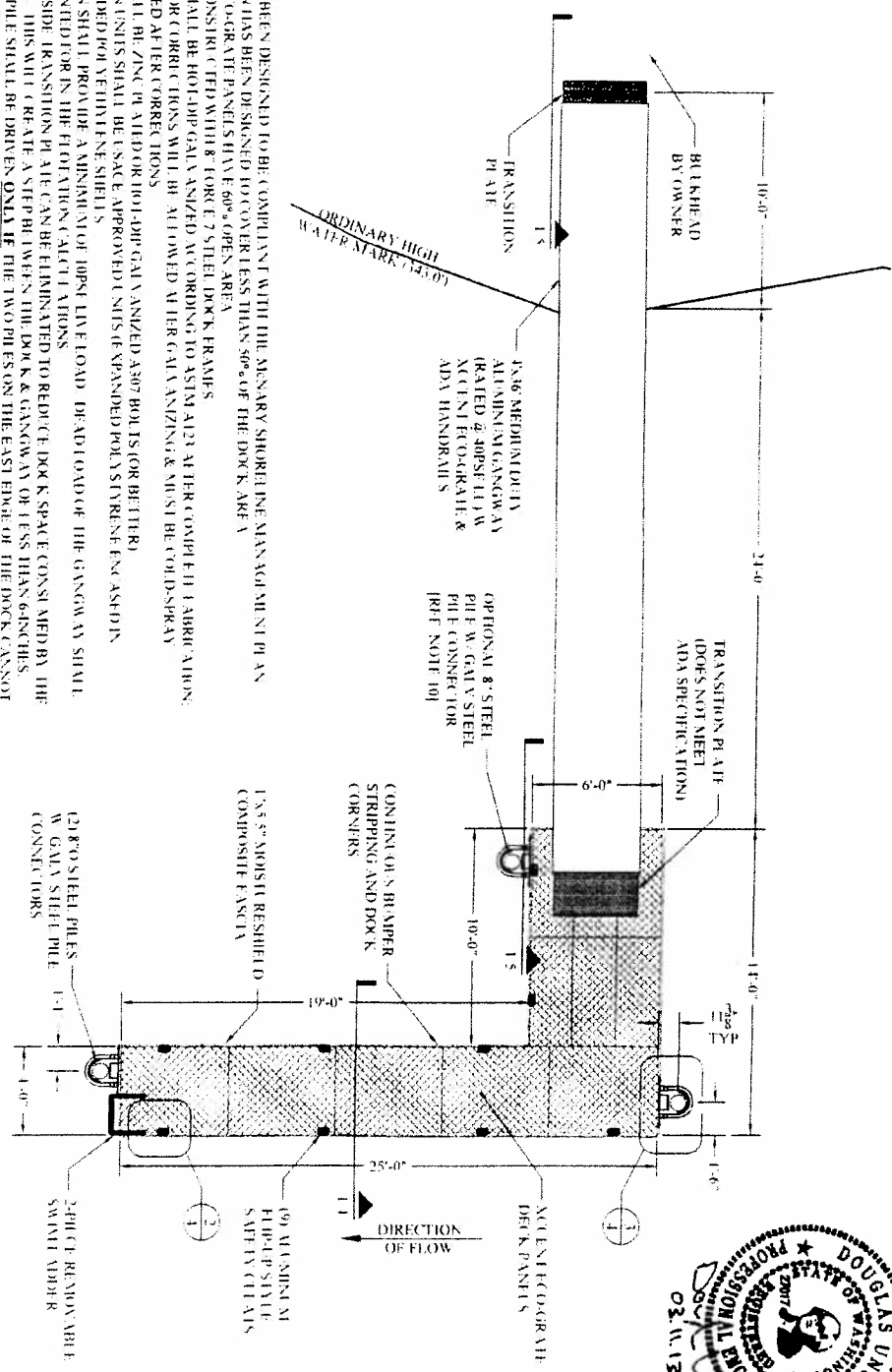
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SHEET NO.
1 of 5

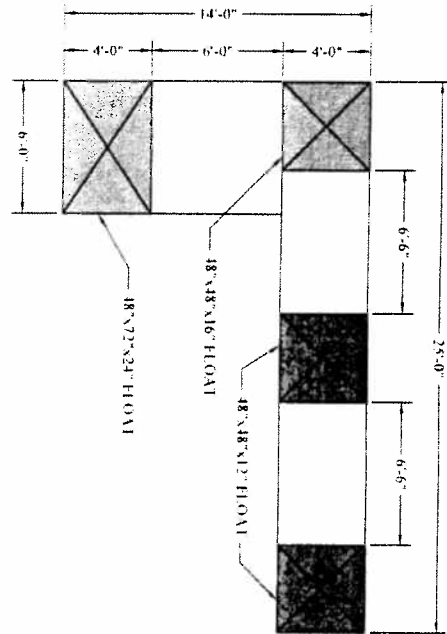
DETAILED DOCK PLAN
N.T.S.

- NOTES:
1. DOCK HAS BEEN DESIGNED TO BE COMPLIANT WITH THE MARYLAND SHORELINE MANAGEMENT PLAN
 2. FLOTATION HAS BEEN DESIGNED TO COVER LESS THAN 50% OF THE DOCK AREA
 3. ACCENT FLOGRATE PANELS HAVE 60% OPEN AREA
 4. DOCK IS CONSTRUCTED WITH 7" STEEL DOCK FRAMES
 5. FRAMES SHALL BE HOT-DIP GALVANIZED ACCORDING TO ASTM A123 AFTER COMPLETE FABRICATION
 6. ONLY MINOR CORRECTIONS WILL BE ALLOWED AFTER GALVANIZING & MUST BE SPRAY GALVANIZED AFTER CORRECTIONS
 7. BOLTS SHALL BE ZINC PLATED OR HOT-DIP GALVANIZED A307 BOLTS (OR BETTER)
 8. FLOTATION UNITS SHALL BE SPACE APPROVED UNITS OF SPANDED POLYSTYRENE AS SHOWN
 9. FLOTATION UNITS SHALL PROVIDE A MINIMUM OF 100 PSI LIVE LOAD DEAD LOAD OF THE GANGWAY SHALL BE ACCOUNTED FOR IN THE FLOTATION CALCULATIONS
 10. THE DOCK SIDE TRANSITION PLATE CAN BE ELIMINATED TO REDUCE DOCK SPACE CONSIDERED BY THE GANGWAY THIS WILL CREATE A STEP BETWEEN THE DOCK & GANGWAY OR LESS THAN 6 INCHES
 11. OPTIONAL PILE SHALL BE DRIVEN ONLY IF THE TWO PILES ON THE EAST END OF THE DOCK CANNOT BE DRIVEN TO A DEPTH REQUIRED TO PROVIDE ADOPTED HOLDING CAPACITY

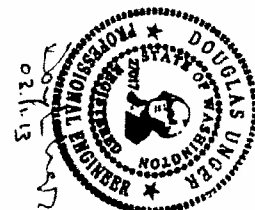


FLOTATION PLAN

N.T.S.

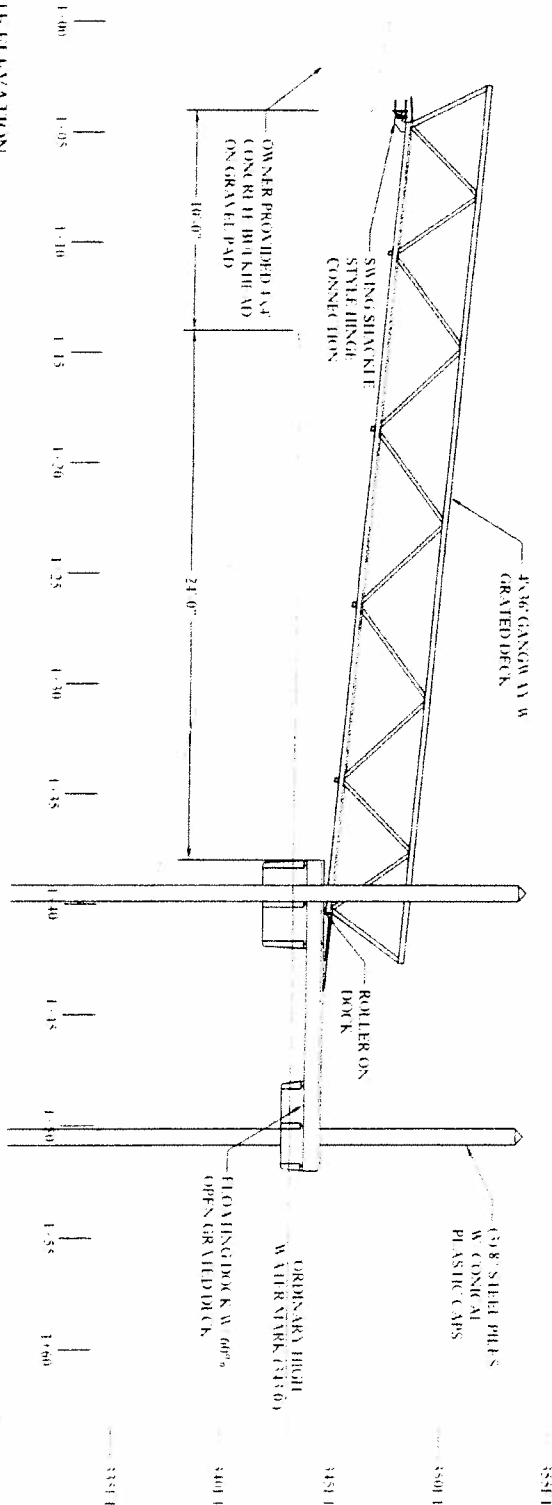


DOCK AREA TABLE	
DOCK AREA	1600 FT ²
FLOAT AREA	720 FT ²
OPEN AREA	880 FT ²
% OPEN AREA	55%



SIDE ELEVATION

N.T.S.



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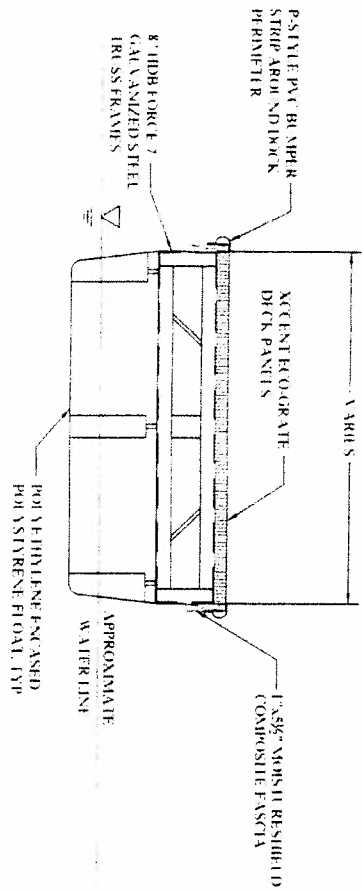
CHARLES LI - FLOATING DOCK
1 SPROUT ROAD RICHLAND, WA 99354

FLOAT PLAN & ELEVATION

PROPRIETARY & CONFIDENTIAL

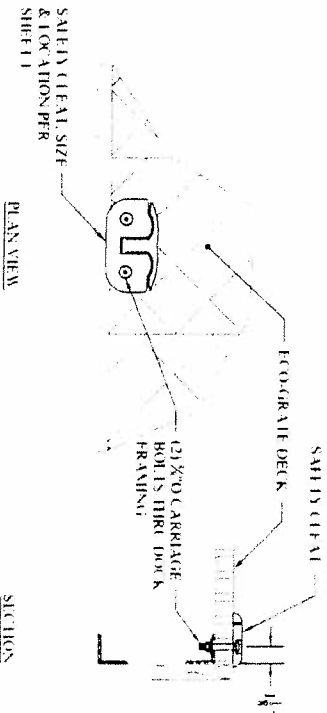
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HDB MARINE, HARRISON, ID 83833





TYPICAL DOCK SECTION
N.T.S.

1

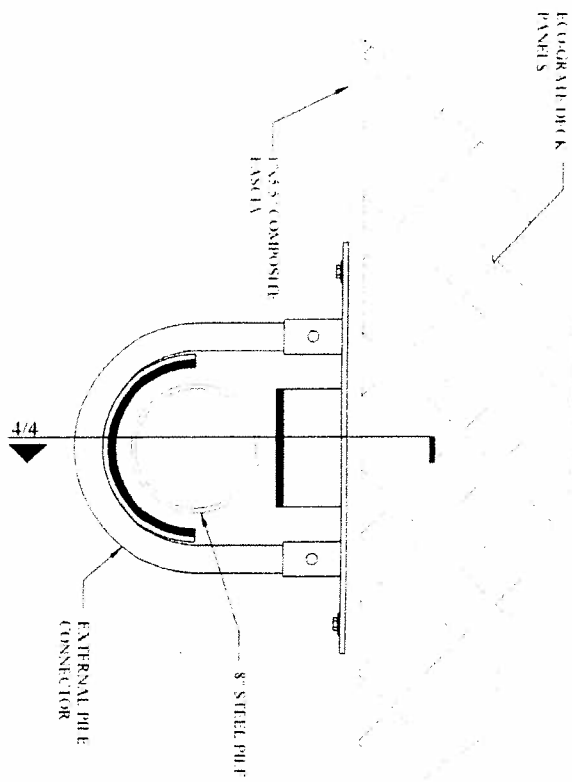


NOTE: DRILL HOLES THRU DOCK PLATE AFTER DECKING HAS BEEN INSTALLED TO ENSURE PROPER CLEAT LOCATION

SAFETY CLEAT SIZE & LOCATION PER SHEET 1
PLAN VIEW
SECTION

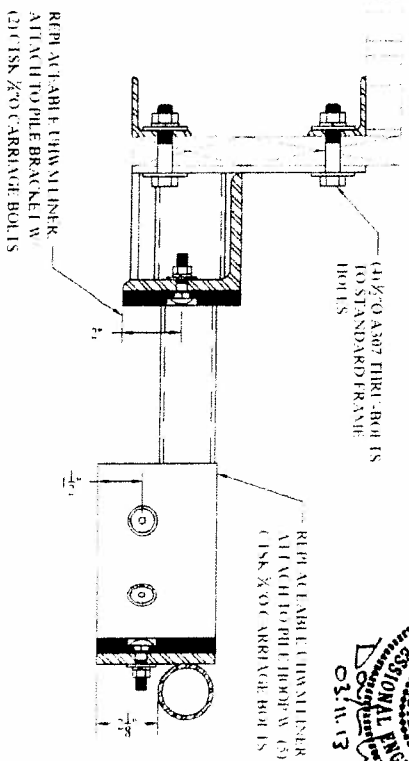
N.T.S.

2



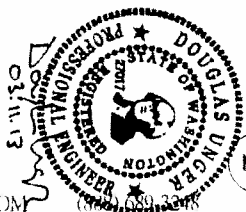
TYPICAL PLAN OF 8\"/>

3



TYPICAL SECTION OF 8\"/>

4



HDB MARINE

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48401 S. HWY 97, HARRISON, ID 83833

CHARLES LI - FLOATING DOCK
SPROUT ROAD, RICHLAND, WA 99354

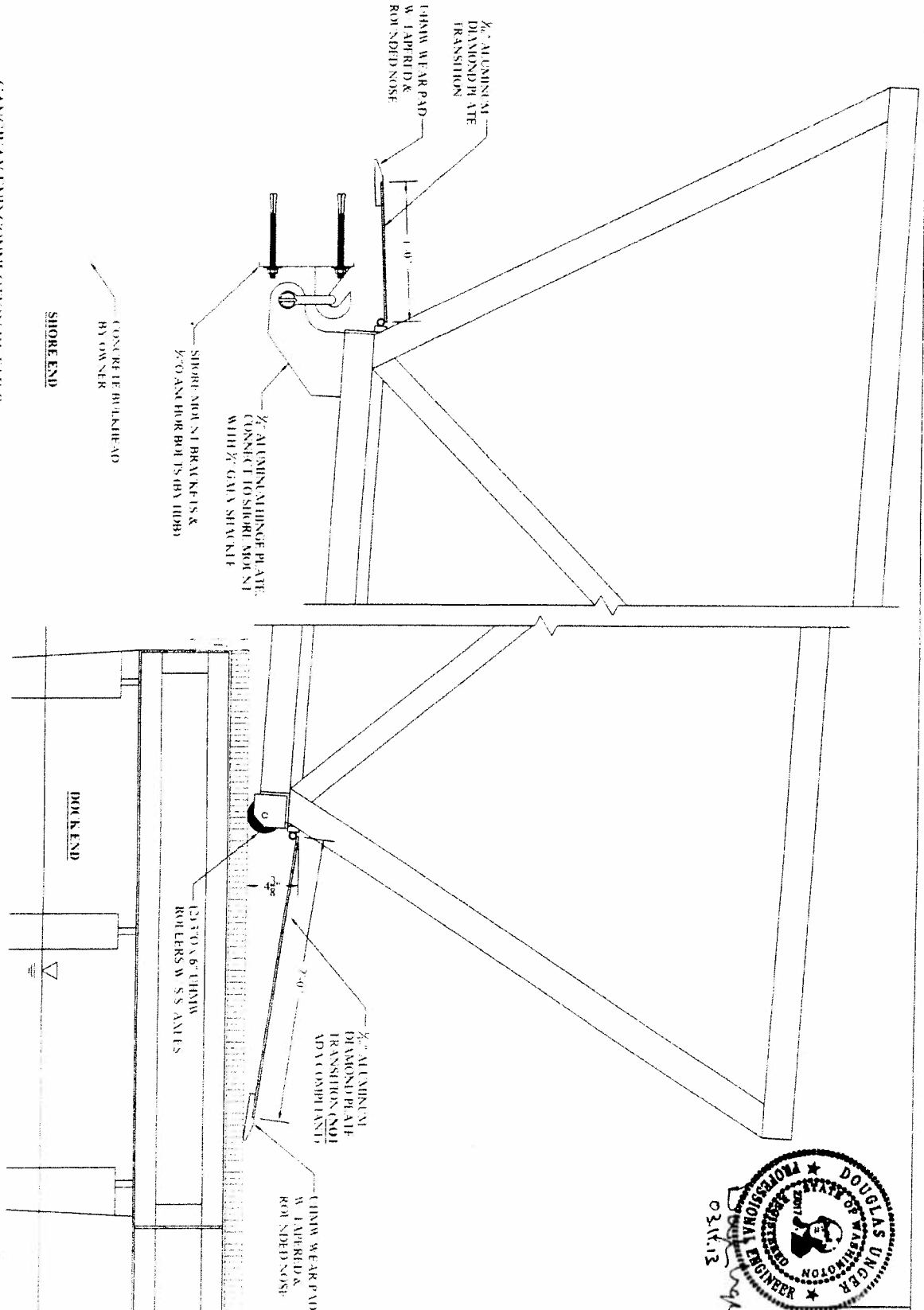
PROPRIETARY & CONFIDENTIAL



DOCK DETAILS

Sheet No. 4 of 5

GANGWAY END CONNECTION DETAILS
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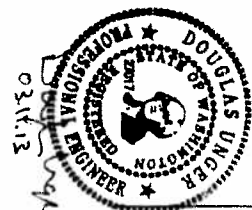
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 1 SPROUT ROAD, RICHLAND, WA 99354

GANGWAY END CONDITIONS

PROPRIETARY & CONFIDENTIAL

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TO: Planning Commission

FROM: Joe Schiessl, Parks and Recreation Director

DATE: May 22, 2013

SUBJECT: Declaring 507 Wright Street as Surplus to the City's Current and Future Needs

STAFF RECOMMENDATION

That the Planning Commission concur with the Parks and Recreation Commission, under the authority of RMC 3.06.030, and recommend that the City Council declare the property located at 507 Wright Street commonly known as the Wright Street Fire Station surplus to the City's current and future needs.

FISCAL IMPACT

There will not be a fiscal impact to declare the facility surplus. There may be future, positive fiscal impact if the city sells or leases the facility at a market-based rate.

BACKGROUND

The City owns and manages a building located at 507 Wright Street (commonly known as the Wright Street Fire Station) at the southwest corner of Wright and Frankfort Streets. The facility was constructed in 1954 as a small, neighborhood fire station. The facility is no longer used as a fire station and has been used for several decades as a part-time preschool run by various public and private entities. The current operator is a parent cooperative and uses the facility approximately 7.5 hours per week. The City maintains the building, grounds and covers utility costs.

The building is 2,956 square feet on 19,238 square feet of property adjacent to Frankfort Park. The City has been approached by a local private Montessori school expressing an interest to lease then purchase the facility.

ANALYSIS

Negotiating a sale or lease of City property is a two-step process as outlined in RMC 3.06. The property must first be declared surplus to the City's current and future needs. Second, a lease or sale is negotiated using one of several possible solicitation methods. Per RMC 3.06.040, the Economic Development Committee, Planning Commission and the Parks and Recreation Commission are to forward recommendations to Council. Tonight's recommendation will only consider the surplus action.

On May 9 the Parks and Recreation Commission recommended that Council declare the property and facility excess to the City's current and future needs. The Planning

Commission's Recommendation along with the Economic Development Committee's recommendation (June 3) will be forwarded to the City Council for public hearing June 4. Council is scheduled to consider a resolution declaring the property surplus June 18.

The structure, finishes and mechanical systems in the building have not had significant upgrade and would require investment of approximately \$100 / square foot, or approximately \$300,000 to fully program the facility (for new activities beyond the existing 7.5 hours/week for preschool), plus the addition of on-site staff at the fully burdened cost of approximately \$40,000 annually. Rehabilitation of the facility is not included in the City's Capital Improvement Program.

The City's Community Center can accommodate the existing preschool activity. Staff is bringing new activities into the Center to reduce the median age of users and to fully implement the original "place for all ages" concept introduced in the construction bond and the existing preschool cooperative would be a good fit.

It is staff's recommendation that the Wright Street Fire Station be declared surplus to the City's current and future needs based on the limited, existing use of the facility and the significant investment in capital and on-going labor that would be needed to fully utilize the facility. City department heads have been consulted and there is not a current or anticipated future public need for this property and/or building.

RMC Chapter 3.06

SALE OR LEASE OF CITY REAL PROPERTY

3.06.010 Purpose – Policy – Objectives.

A. Purpose. The purpose of this chapter is to establish policies and procedures regarding the surplusing and the sale or lease of certain real property owned or otherwise controlled by the city.

B. Policy. It shall be the policy of the city to consider sale or lease of real property owned or controlled by the city when such property is determined to be surplus to the needs of the city, and where it is demonstrated to the satisfaction of the city council that sale or lease will best serve the public interest. For purposes of this chapter, the public interest will best be served when a transaction accomplishes one or more of the objectives listed in subsection (C) of this section.

C. Objectives. The purpose and policies of this chapter are intended to accomplish the following basic objectives, which should be achieved in a balanced manner to ensure that none are over-emphasized to the detriment of the others:

1. Stimulate the development of the city's economic base to provide employment opportunities and tax revenues for the city and other local taxing entities;

2. Meet the financial obligations resulting from prior property transactions of the city;
3. Provide capital for economic development purposes, for parkland operations (planning, acquisition, design, construction and maintenance and operation), and such other purposes as the council determines are necessary and appropriate; and
4. Provide a source of general revenue to the city over and above the tax yields from such real property. [Ord. 24-84].

3.06.020 Authority.

Whenever it is determined by the city council that it is in the best interest of the city that real property owned by the city should be sold or leased, the council may authorize the sale or lease and conveyance of such real property, upon any terms and conditions which it deems appropriate. In taking such action, the council may reserve, sell or lease mineral or other resources on any such real property separate and apart from the land in the same manner and upon the same terms and conditions as provided for in this chapter. [Ord. 24-84].

3.06.030 Declaration of surplus.

Prior to the sale or lease of any city-owned real property, the city council shall determine that the property is excess to the present and future municipal needs of the city.

A. In making such a determination, the council shall utilize the following criteria:

1. Conformance with the city's comprehensive plan as provided in RMC Title [23](#);
2. Recommendations from the economic development board and the physical planning commission, and, as deemed appropriate and requested by the council, recommendations from other city boards and commissions such as the utility advisory board and the parks and recreation commission;
3. Input from the public at a duly advertised public hearing;
4. Recommendations within the 1973 report prepared for the council by the land sale/lease policy committee entitled, "Proposed Policy for the Sale or Lease of Excessed City Owned Property," and adopted as a guideline by council by resolution (No. 64-84); and
5. Other forms of input determined appropriate or desirable by the council.

B. If the council determines the property to be no longer necessary for present and future municipal use, it may declare by resolution the property to be surplus. Upon making such declaration of surplus, the council may also make the following determinations:

1. Whether the parcel should be sold or leased;
2. Whether special consideration should be given to abutting land owners;
3. Whether special covenants or restrictions should be placed on the real property as a condition of sale or lease;
4. Whether the parcel should be sold or leased by sealed bid;
5. What formality of appraisal is necessary to set the minimum acceptable price to achieve reasonable value.

C. Upon declaration of surplus by the council, the city manager or designee shall undertake disposal of the parcel(s) in accordance with the council's directives. [Ord. 24-84].

3.06.040 Sale or lease procedures.

Sale or lease procedures may be initiated following one of two events: a determination by the city council that economic indicators favor sale or lease or upon specific request by a firm or individual to lease or purchase city property. In determining which process to utilize, the council shall give consideration to the findings and recommendation of the economic development board.

A. Sealed Bid Process. If the council requires the real property to be sold or leased upon competitive bids, the following procedures shall be utilized:

1. The city clerk shall give notice that the city will invite bids for purchase or lease of the property by one publication in the official newspaper of the city, posting in a conspicuous place in the City Hall and on the subject real property, and/or such other notification or advertising determined to be appropriate. The publication and posting shall be at least 10 calendar days before the final date for submitting bids;
2. Publication and posting for bids shall particularly describe the property or portion thereof proposed to be sold or leased, shall designate the place and the time of the bids to be opened, and shall set forth any terms and minimum price, if any, established by the council;
3. Bids shall be opened in public at the time and place stated; and
4. The council may reject any and all bids, or the bid for any one or more of the parcels included in the advertisement for bids, and reserves the right to waive any irregularities in the bid process.

B. Negotiation Process. The council may determine that property should be sold or leased through negotiations, either as a result of a specific request, or as a result of city-initiated advertising or other solicitation. In either event, sale or lease consideration shall proceed as follows:

1. All requests shall be directed to the city manager or his designee;
2. The city manager or his designee shall schedule the request for review and consideration by the economic development board, along with a report discussing the following:
 - a. Status of the surplus property;
 - b. Whether the property should be considered for public bid offerings;
 - c. Whether, and for what reason(s), sale or lease would be advantageous to the city; and
 - d. Any other special considerations which apply to and which will aid the board in considering the request;
3. The economic development board shall review the request and make findings, based on the policy and objectives and the criteria provided in this chapter, for the council's consideration;
4. The council shall act on the request, with due consideration to the findings and recommendation of the economic development board and, as appropriate, other boards, commissions, or individuals. [Ord. 24-84].

3.06.050 Conveyance procedures.

Upon receipt of an acceptable bid or negotiated offer for sale or lease of city real property, the city manager or his designee shall submit a report and recommendation to the city council for action. The council shall proceed as follows:

- A. The council may solicit additional information it deems necessary and appropriate, including input from the public at a duly advertised public hearing, prior to taking action to accept or reject any sale or lease offer.
- B. Upon determination of an acceptable bid or offer, the council shall authorize the city manager to cause the necessary instruments to be prepared and executed.
- C. Copies of such instruments shall be filed with the Benton County assessor's office by the city clerk.
- D. The title to any sold city real property shall not be transferred until the purchase price therefor has been fully paid and any applicable terms or conditions have been fully satisfied.
- E. The net receipts from sold city real property, not designated for other purposes, shall be deposited into the capital improvement fund. [Ord. 24-84; Ord. 41-93].

3.06.060 Exceptions.

This chapter shall not apply to the following dispositions of real property:

A. When selling to another governmental agency, in which event the transfer is approved by the court as provided by law; and

B. When provisions of the RCW impose conditions for the disposition of municipal property, those laws shall be treated as limited exceptions to this chapter. Exceptions include, but are not limited to, the following as they may from time to time be amended:

1. RCW [35.21.660](#) through [35.21.680](#) and [35.31.725](#) through [35.31.755](#) relating to transfers to corporations charter by the city;

2. Chapter [35.94](#) RCW relating to surplus utility property; and

3. Chapters [39.33](#) and [39.34](#) RCW relating to intergovernmental transactions.

C. Sale of properties that have been acquired by the city by means of foreclosures of real estate sales contracts or for nonpayment of LID or other assessments and whether by deed in lieu of foreclosure or by judgment of foreclosure and attendant sheriff's deed. [Ord. 24-84].

RESOLUTION NO. 64-84

A RESOLUTION of the City of Richland relating to the disposition of excess city real property and adopting a policy on the sale or lease of said property.

WHEREAS, a council committee was formed in 1973 to investigate city land sale and lease practices and to consider the various alternatives for the disposal of city owned land, which land is in excess of the city's present and future needs; and

WHEREAS, the committee subsequently submitted a written report to the City Council which provided guidelines to achieve the basic objectives to be served in selling or leasing city land; and

WHEREAS, the City Council subsequently passed Ordinance No. 809 adopting the principal provisions of that report as the policy of the city regarding the sale and lease of real property owned or controlled by the city; and

WHEREAS, the city council has repealed Ordinance No. 809 in its entirety and replaced it with an ordinance which provides updated and refined policies and procedures relating to the surplusizing and the sale or lease of city owned real property; and

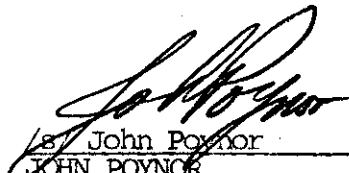
WHEREAS, the City Council is desirous of continuing to utilize the said 1973 report as a guideline for determining whether city real property is excess to the city's present and future municipal needs as stated in the new ordinance:

NOW THEREFORE the City of Richland, acting by and through its City Council, does resolve:

1. The City hereby adopts as a guideline for surplusizing and disposing of city owned real property, by sale or lease, the 1973 report prepared for the City Council by the Land Sale/Lease Policy Committee entitled "Proposed Policy for the Sale or Lease of Excessed City Owned Property", a copy of which is attached hereto.


2. This resolution shall take effect simultaneously with the ordinance relating to sale or lease of city owned property.

PASSED by the City Council of the City of Richland at a regular meeting on the 6th day of August, 1984.



/s/ John Poynor
JOHN POYNOR
Mayor

FORM APPROVED:



/s/ Martin F. Muench
MARTIN F. MUENCH
City Attorney

C/A -

PROPOSED POLICY FOR THE SALE OR LEASE OF
EXCESSED CITY-OWNED PROPERTY

JUNE 18, 1973

by Council Committee on Land Sale/Lease Policy

I. POLICY OBJECTIVES

A. There are five basic objectives to be served in selling or leasing of City land:

1. Meeting financial obligations resulting from prior property transactions of the City;
2. Providing capital for park development;
3. Providing a source of general revenue to the City over and above the property tax yields from such land;
4. Controlling the physical development of the City and preventing or minimizing future deterioration of core areas;
5. Stimulating development of the City's economic base to provide more primary employment opportunities and tax revenues for City and school district.

B. These objectives need to be served in a balanced manner to insure that none are overemphasized to the detriment of the others.

In general, parks are related to both population needs for recreation and City needs for beautification. Park development cannot outrun maintenance support. Consequently, while there is a need for both capital accumulation to develop parks, there is an additional need to improve City revenues from which park maintenance funds are derived.

City general revenues are currently based upon a tax structure that is very slow to react to inflationary pressures. There is a real need to find a more inflation-sensitive source of income, as well as to generally increase the City's revenues. Land leases are one revenue source which would do both, if the leases are properly drawn.

It is difficult to control physical development in a city through zoning laws alone. The easiest approach is through control over development proposals involving City owned land leased to the developers. For in this case, the land lease arrangement can provide for specific project approval--both type and design--prior to the release of the land for actual development. A second form of control exists at the end of the lease (after agreed upon extensions) if the lease provides for City takeover of the erected facility.

Then the City is in a position to refurbish or demolish that facility and replace it in an acceptable manner. Outright sale of City land leaves the whole issue of control in private hands. Development and rehabilitation control is lost by the City except through the lengthy and costly process of condemnation.

A city's economic base provides two necessary things: jobs for its citizens, and tax revenue for the City and schools. Unfortunately, in the case of Richland, the economic base within the City is unbalanced and disproportionately small compared with cities of similar size. The main source of City jobs lies outside the City. Yet the City must house and care for those employed outside. Thus, the City has costs but not revenue from jobs at Hanford and Columbia Center, the loci of many Richlanders' jobs. The City's future well being requires a stronger industrial and commercial base within the City's taxing jurisdiction.

City land ownership, particularly in the Horn Rapids area, can provide the City with a mechanism for helping to bring into the City new industrial plants. Since Richland is but one of thousands of cities which compete for such new plants, Richland needs something to give it a competitive edge in that struggle. Using City industrial lands as a form of subsidy is one such competitive edge. While the City cannot give away its land, lease-sale-road-utility development packages can be put together to provide the necessary subsidies and still leave the City's finances whole. This will take skill, time and patience, but it can be done on a selective basis. Given the growth of in-City industry, down town commercial activity will grow as a consequence and grow without subsidies. Hence, central City areas can and should be treated to serve Objectives 3 and 4 (above); providing new revenue and controlling physical development.

II. CITY LAND AREAS

The City may be conveniently divided into three broad areas for the purpose of setting City land disposal policy.

- Central Area
- Horn Rapids Area
- All Others

A. Central Area

This is the core of the City. It has the potential for becoming a significant source of revenue to the City, for determining the physical and activity character of the City and for becoming a core area slum if not carefully controlled. Generally speaking, this area lies between Stevens Drive and the Columbia River, and between Van Giesen Street and the Yakima River.

It is to the City's long term interest to retain maximum control over the development of the Central Area. Land use planning and zoning is but one tool for this purpose. The careful development of City owned land is the other. Here the use of leasing rather than outright sale offers the most direct control over development and ultimate redevelopment (when necessary) and offers the greatest income potential to the City government.

The timing of any development will be critical. Once a parcel is developed, its character and income (to the City) potential will be fixed for 25 to 50 years. Since land in this area is limited, its value will grow as the City grows. Therefore, there is no reason to rush the development of such land. Specific development proposals should be considered in terms of long term benefit to the City rather than short term benefit.

B. Horn Rapids Area

This is the section west of Stevens Drive and north of Van Giesen Street, generally known as the Horn Rapids Triangle. Its potential use is industrial development and, over the longer term, residential development with some supporting commercial activity. Of these, the industrial potential is the most significant to the City.

C. All Others

This includes all parts of the City not covered by the preceding. The predominant land use here is residential development and the industrial sites at the north end of the City.

III. THE SALE OR LEASING OF CITY PROPERTY

There are advantages to the City for both sale and lease of its land. The decision in any particular case will depend upon what the City seeks to accomplish. Disposing of land by sale is a relatively quick and simple act resulting in a lump sum payment to the City. The money so raised can then be used in accordance with City ordinances to develop parks or for other purposes. The sale approach also places the land, whether developed or left idle, on the tax rolls (if not purchased by a tax exempt agency). Control over such land becomes largely a matter of zoning regulations.

Disposing of land by leasing provides a long term revenue to the City which can be used for general budget purposes. It also provides greater control over development and encourages more rapid development, if the leasing arrangements are carefully executed. But the proper use of leasing requires great care on the City's part in selecting a responsible lessee and negotiating a lease responsive to the best interests of both parties. In general, City land in the "All Others" area should be sold outright, but subject to conditions appropriate to the particular sites being sold. In the Horn Rapids area the sale technique would also be

preferred if complications did not exist due to the purchase contract with the Federal Government. Central Area land is best handled by land lease arrangements.

A. The Sale of Land

City land designated for sale should be sold at or above appraised value on a sealed bid basis after appropriate advertisement. An exception to this may be made for sites planned for industrial development. In these cases, to encourage industry to establish itself within City limits, the City Council may choose to sell at cost (i.e., City purchase price) rather than at appraised value. The method of appraisal is covered in Section IV, below. The sale of large parcels should allow for commissions to brokers licensed in Richland, if the bidders used a broker. This would encourage brokers to seek out prospective buyers and, hence, lead to wider bidding interest.

B. Leasing of City Property

1. General Considerations

Land can be leased in either of two ways: a non-subordinated or a subordinated base. A subordinated base is one which grants to the mortgagors a right, in the event of default on the mortgage, to possess the property as well as the development on it. A nonsubordinated base withholds that right. Lending institutions provide the developers with funds under both forms of base. But nonsubordinated bases are quite rare and, obviously, not desired by lenders.

A subordinated base offers both developer and lender certain advantages over a nonsubordinated base. First, subordination by making the land part of the mortgage security package provides the lender with a more satisfactory base for his mortgage. Second, by including the land in the mortgage the borrower can get a larger loan for his project. For example:

	<u>Subordinated</u>	<u>Nonsubordinated</u>
Value of land	\$1,000	\$ none
Value of facilities	5,000	5,000
Total Mortgagable Value	<u>\$6,000</u>	<u>\$5,000</u>
Mortgage at 80% of value	4,800	4,000
Developer's equity cash	200	1,000
Value Of Facilities	<u>\$5,000</u>	<u>\$5,000</u>

In effect, then, the landholder is a junior partner in the deal when the lease is subordinated. As such, the landholders should be entitled to:

- (a) Take over the facility as though he was a second mortgage holder, and to operate the facility or find a new lessee if the original lessee fails to meet lease or mortgage payments;
- (b) As a junior partner with the lessee, the landholder is entitled to a share in the facility profits over and above the value of land rental in the absence of subordination.

Moreover, as a junior partner, the City must insure itself that the developer is financially responsible enough to complete the project development as planned and that the project itself is sufficiently soundly planned and managed to yield the profits and cash flow necessary to meet both mortgage and lease payments. For this purpose, the City would be well advised to use third party experts as advisors in determining the desirability of the City entering such a lease in each specific case. With well conceived, financed and managed projects the City can gain benefits that more than compensate for the risks involved.

Accepted industry practice is to offer subordinated land leases as follows:

- (a) The term of the initial lease is the term of the mortgage;
- (b) A single renewal option for some years as mutually agreed, up to the length of the original lease;
- (c) An initial rental rate with specified increases every five years (the initial rate is about 0.5% per month for nonsubordinated leases; 1% per month for subordinated leases), or (d) below;
- (d) A base rental rate based on land value, with a percentage of gross income of the facility's business, whichever is greater. This applies most often to restaurants and other retail establishments using the facilities;
- (e) At the end of the lease term, after renewal options are exercised, either the land goes to the developer or the facility goes to the landholder, depending upon the desire of the parties at the time of the lease negotiations. The Port of Seattle takes title to the facility. It is recommended that the City of Richland do the same;

This would insure control over land use. An exception to this is land in the Horn Rapids Area (see below);

- (f) In no event is a lease longer than the mortgage term required by responsible lenders;
- (g) The size of the land parcel to be leased should be restricted to that amount necessary to the projected development upon which the lease is based. Providing more acreage than necessary for the proposed development ties up land that could be used for other developments and thereby reduces income to the City. An example of this is the City lease on the property just north of City Hall.

2. Lease Of Central Area Land

The most valuable City property site parcels in the Central Area need the greatest care in negotiating leases with developers. In the past, the City has entered into leasing arrangements which were unwise. Greater care must be exercised in the future. The guidelines provided under (a) through (g) above should be applied. In addition, the lessee should demonstrate financial responsibility and the availability to him of a mortgage commitment from a responsible lender if felt financial participation of lender is necessary. (See Appendix, Example A.)

3. Lease Of Horn Rapids Area Land

The City's purpose in purchasing Horn Rapids land from the Federal Government was to control its eventual development. The potential residential areas are in the western part of this area. Residential development is not now needed and is unlikely to be needed prior to 1980 or 1985. Some of this land could be leased for farming prior to conversion into residential uses. Industrial sites lie along the eastern portion of the area. Development here should proceed as rapidly as possible to strengthen the City's economic base. City action for this purpose should provide all the incentives legally available to start this development and bring in new industry. (Note: Not every type of industrial plant is desirable; some discretion should be exercised.)

Ideally, the City should sell off its land here when and as needed for development, both industrial and residential. Unfortunately, the City has not yet completed its payment for that land. Under the terms

of the purchase contract, the City is required to make annual payments to the Federal Government with interest at 6-1/4% per year. Any payment by the City of principal over and above the normal annual payment is used to reduce the final payments due. It does not cause a pro rata reduction of the annual payments. Therefore, if the City seeks to reduce the current annual burden of payments, it can only do so by leasing land parcels and applying the rent received to the City payments made. Moreover, any sale or lease by the City must have prior approval by the Federal Government. In the past, GSA (as the arm of the Federal Government) has refused permission for City sales unless any sale price excess of City costs reverted to GSA.

These arrangements literally force the City (a) to sell off all the property quickly, or (b) to lease as much as necessary to reduce the City's current payment level to a tolerable point. Since rapid sale is not in the long term interest of the City, the leasing alternative is the only practical one. This alternative would provide the City both development control and an easing of its payment burden.

Using the leasing arrangement, what kind of leases make sense. . .

- (a) Each lease should run for length of development mortgage term or for 20 years if no mortgage required;
- (b) Each lease should contain an option to purchase, not to be exercised prior to the year in which the City completes its purchase contract with the Federal Government;
- (c) The purchase price should be included in the original lease;
- (d) The land improvements should revert to the City if the lease expires and the purchase option is not exercised;
- (e) Land for residential development--lease rate:
(See Appendix, Example C.)

The key here is to at least recover for the City the equivalent of the appraised value of the land, the taxes on the land and any LID type improvements made by the City to serve that land. This would be accomplished by accepting a *pro forma* price (using sealed bid method) at or above the parcel's appraised value. Then set a rental rate

equivalent to monthly payments, which would amortize that *pro forma* price at FHA mortgage interest rates (in effect at the time this lease is made) over a period of 20 years, plus an amount equivalent to land taxes which would be due if the land had in fact been sold. At the time that the lease's option to purchase can be exercised, the purchase price would be the balance of the *pro forma* price and the purchaser would assume any outstanding LID payments.

- (f) Land for nonresidential development--lease rate:
(See Appendix, Example B.)

This lease rate computation would be similar to that for residential sites in the Horn Rapids Area (see e above). But, because of the City's more urgent need to attract industry, certain modifications from residential type bases may be set by the City Council for industrial parcels. Here, if necessary to attract industry, a lower lease rate may be set by using as a base simply the land cost to the City. Road and utility improvements can also be subsidized by a higher than usual application of one-half cent gas tax or similar funds.

It would also be appropriate, as an aid to developing industry in the Horn Rapids Area, to allow for the use of brokers hired by the purchaser (or lessee of the land) and to provide for a period, say up to two years, of direct City contact and negotiation with companies looking for plant sites--if acceptable bids do not come forth when the City advertises the availability of such parcels.

4. Use Of Lease Income

Over the next 16 years or so, the City faces a heavy drain of funds required to complete its payments for the Horn Rapids Area land. This purchase may be supplemented by the acreage still in BLM hands which BLM is seeking to sell. To help pay for such land and ease the current City burden of payments, all land lease income to the City should go into a special account, being invested as any temporary City surplus funds, to be used only for the annual payments on the City's Horn Rapids purchase contract.

IV. APPRAISAL OF CITY LAND

Property is generally appraised differently for different reasons: for tax assessment, for investment, for use by a developer and for sale. For the purposes of City sale or lease, the appraisal should be made by a professional appraiser, keeping in mind market value and potential use of the land.

Some City parcels have characteristics which can lead to high or low appraisals, depending upon how these parcels are subdivided. For example; the City Parcel bounded by Saint Street, Harris Avenue, Davison and Wallace contains a large and deep depression. One can subdivide that parcel (about ten acres) into two (or more) pieces, one of which would be the "hole". Obviously, that hole would carry a very low value because of the cost of filling it to make it usable for housing. On this basis, the total parcel would have a low market value. As an alternative, the City can sell the parcel as a single unit, with the requirement that it be developed as a "planned unit development". In this case, the hole could be developed as a part of the "common" land and the high ground be used for housing. The result is a more valuable piece of property and a higher total price for the City.

A contrary example may be found in the center of Richland. The City parcel near the Bali-Hi Motel includes part of the drainage ditch. Taken as a whole, it has a lower value because of the ditch than it would have if divided into three parcels--two high ground parcels and the drainage ditch between them. The City can then maintain the ditch as part of its park program, leaving the two high parcels for development.

Any appraisals and sale or lease terms of City property must be made with such problem situations properly analyzed.

V. POINTS FOR INCLUSION IN DRAFT ORDINANCE ON SALE OR LEASE OF CITY OWNED PROPERTY

A. Residential Parcels

1. That property be appraised by an independent qualified appraiser for its market value not more than six months before being offered for sale.
2. That all sales be made on an advertised sealed bid basis with automatic rejection if the highest bid falls below appraised value.
3. That the bidder agrees, as part of his bid, to develop the property in accord with zoning existing at time of sale, including use of planned unit development zone if approved by the City Planning Commission; or any other zone if the City Planning Commission acts on its own initiative to do rezone the property and the City Council

then adopts such a rezone.

This is an issue of insuring residential parcels being developed in line with City plans. Such plans should look at the existing surrounding areas as well as longer term prospects. The land should be zoned as the City sees its use. The price charged will be in accord with that use. A purchaser should not be permitted to buy at a low price and then rezone to improve his land value, unless circumstances have significantly changed since he bought the land. This clause seeks to assure that the Planning Commission controls the zoning situation.

4. That parcels of land in excess of two acres not be subdivided by the City in advance of the sale, unless specifically recommended by the Planning Commission and then approved by the City Council.

The purpose of these conditions is to insure that the City receives fair value for each sale and that neighborhoods which surround the City parcels being sold are not unjustly downgraded in quality.

B. Leasing Central Area Parcels

1. Land be appraised (as in A above).
2. Public offering.
3. Lease to bidder offering most favorable combination of lease revenue and development terms.
4. Lease term of years limited to term of first mortgage with one option to renew lease for same, or lesser, time period.
5. Non-subordinated leases. Minimum lease payment shall be percentage of appraised market value of land not less than current rate for U. S. Treasury Notes, as determined by Finance Director, together with pro rata monthly equivalent of property taxes which would have been due if property was owned by a tax paying person or organization. Lessee also agrees to pay for any LID type improvements if costs of such improvements are not already included in appraised price, either in cash or on an LID equivalent basis.

Subordinated leases. Minimum lease payment not less than 1-1/2 times the rate specified for a nonsubordinated lease.

6. Lease payments to be raised at the end of every fifth year of the lease by an amount equivalent to the percentage rise in the cost of living index for Seattle or for some other appropriate published index.

7. For retail establishments, including restaurants and the like, that the lease be one per cent of gross sales of the establishment or Condition 5, whichever is higher; Condition 6 then not applicable.
8. That no lease be signed and executed until:
 - (a) The lessee presents City with letter of commitment for construction and mortgage loans from reputable lender, or demonstrates financial capability not requiring such a mortgage;
 - (b) A firm date (not to exceed six months) for the start of construction be specified;
 - (c) Lessee demonstrate to City with appropriate financial statements his ability to meet lease and mortgage requirements for his proposed development;
 - (d) If lease subordination is requested by lessee, that failure of lessee to meet either lease or mortgage payments causes lease to be canceled and title to leasehold improvements to pass to City; but City obligations to mortgage holder are limited to the land subordinated under the lease.
 - (e) All improvements pass to City ownership at expiration of lease.
9. A conditional prelease agreement can be executed with proposed lessee to enable him to move forward with his final plans to secure necessary funding, provided that this prelease agreement shall expire within nine months or when the actual lease is executed, whichever comes first.

C. Leasing Horn Rapids Area Parcels

Similar to B, except for Items 5, 6 and 7. See Policy Proposal, III. B3(a-f) for guidelines to determine lease rental rate and option to purchase.

APPENDIX I

EXAMPLE A

LAND LEASES/FACILITIES OTHER THAN RETAIL TYPE ESTABLISHMENTS

Facts

1. Lease subordinated to first mortgage.
2. Term of lease 25 years.
3. Renewal option--one renewal for 25 years.
4. Title to facilities and other improvements passes to City after end of lease, including renewal period if lease is renewed.
5. Land parcel valuation is \$20,000.
6. Improvements for road, water sewer, etc. totaling \$10,000--borne by developer either as direct payment or on LID basis. If road improvement is required and road qualifies as an arterial, usual City arterial funding is applicable.
7. Base rental--first five year period--is 1%/month, including the property tax equivalent due) of land value exclusive of improvements. (Note: If improvements are paid for by City--not counting normal arterial funding--then improvements are added to land valuation.
8. Incremental Rent Increases:

At the end of every fifth year of the lease term (including renewal) the rent is increased by x per cent. For example, assuming a 10% increase each five years:

Land Value At Time Of Contract	<u>\$20,000</u>
Monthly rental for years 1- 5	200.00
Monthly rental for years 6-10	220.00
Monthly rental for years 11-15	242.00
Monthly rental for years 16-20	266.20
Monthly rental for years 21-25	292.82
Monthly rental for years 26-30	322.10
Monthly rental for years 31-35	354.31
Monthly rental for years 36-40	389.74
Monthly rental for years 41-45	428.72
Monthly rental for years 45-50	471.59

NOTE: Under this leasing arrangement the land, being City property, is not taxed. Therefore, the lessee can figure that the rent he is required to pay includes a property tax otherwise payable. In the first year such a tax would be \$16.67 per month. By the end of the lease, assuming a

continued three per cent per year growth in property values, his tax would be \$58.33 per month in the fifteenth year, and his net rent \$412.96.

EXAMPLE B

LEASE, WITH OPTION TO BUY (HORN RAPIDS AREA PARCELS)

Industrial Uses

Assumed Data

1. Value of property to City is \$20,000 as of December, 1975.
2. Lease runs for 20 years (to 1995).
3. Purchase option is exercised at end of fifteenth year (1990).
4. FHA current interest rate if 7-1/2% per year.

Lease Rental Rate

\$161.12 per month for 20 years.

Option Purchase Price

(At time option is exercised; in this example at the end of fifteenth year of lease): \$8,040.23.

NOTE: The *pro forma* price, rental rate and option purchase price are all related values derived from interest/discount tables based upon the going FHA interest rate on the effective date of the lease. In effect, the *pro forma* price may be considered as that price which the City would accept (on the day of the agreement) if the land could be sold rather than leased. The monthly rental is then the monthly payments of principal and interest needed to amortize that price over a twenty year period. The option purchase price is then the lump sum payment of principal due at the time the option is exercised, or \$100, whichever is greater. As an incentive to purchase the land on the first option date, the City can set price as of that date and keep it constant to end of lease period.

EXAMPLE C

LEASE/PURCHASE--HOUSING USES (HORN RAPIDS AREA)

(Similar to Example B, but with the addition of a property tax equivalent amount.)

Lease Rate	
Before tax	\$161.12 per month
*Tax Adjustment	30.35 per month
TOTAL RENT	<u>\$191.47 per month</u>

*Tax Adjustment Computation:

Original property value	\$20,000.00
Tax at 1% per year of value	200.00
Monthly equivalent	16.67

Factor for land value escalation over 20 years at 3% per year	1.820755
--	----------

Multiply by current year tax equivalent	16.67
Equals adjusted (tax) rate	<u>\$ 30.35</u>

APPENDIX II

COST OF LAND IN HORN RAPIDS TRIANGLE

Under the purchase agreement between the City and the United States Government, a twenty year payout is required with interest at 6-1/4% per year on the unpaid balance.

The effect of this agreement is to increase the cost to the City of this land each year that the contract runs. One can measure the impact of this cost by converting the existing payment schedule of principal and interest into an equivalent of original price plus annual increments. The table below displays the contract terms and cumulated cost over the contract period. Dividing the cumulative final cost (1989) by the initial cost yields a growth factor of 159.05%. From appropriate interest tables this factor yields an annual growth rate of 4-5/8%.

Thus, it is appropriate to assume that Horn Rapids City land cost, and therefore lease/sale values, increases by 4-5/8% per year. Therefore, the December 1973 value should be approximately 1.246 times the original purchase price.

The growth factor should be considered when leasing or selling parcels in the Horn Rapids area.

CITY COST OF HORN RAPIDS AREA LAND

<u>Time</u> <u>Period</u>	<u>For Year</u> <u>Ending 12/5</u>	<u>Unpaid Balance</u>	<u>Interest Due</u> <u>6-1/4%</u>	<u>Cummulated Cost</u>
0	1969	609,300	\$ 0	\$677,000.00
1	1970	578,835	38,081.25	715,081.25
2	1971	548,370	36,177.19	751,258.44
3	1972	517,905	34,273.13	785,531.57
4	1973	487,440	32,369.06	817,900.63
5	1974	456,975	30,465.00	848,365.63
6	1975	426,501	28,560.94	876,926.57
7	1976	396,045	26,656.88	903,583.45
8	1977	365,580	24,752.81	928,336.26
9	1978	335,115	22,848.75	951,185.01
10	1979	304,650	20,944.69	972,129.70
11	1980	274,185	19,040.63	991,170.33
12	1981	243,720	17,136.56	1,008,306.89
13	1982	213,255	15,232.50	1,023,539.39
14	1983	182,790	13,328.44	1,036,867.83
15	1984	152,325	11,424.38	1,048,292.21
16	1985	121,186	9,520.31	1,057,812.52
17	1986	91,395	7,574.12	1,065,386.64
18	1987	60,930	5,712.19	1,071,098.83
19	1988	30,465	3,808.13	1,074,906.96
20	1989	0	1,904.06	1,076,811.02

Wright Street Fire Station

507 Wright Street



Owner: City of Richland Parks Department

Property size: 19,238 square feet (.44 ac)

Benton County parcel no: 110983020120003

Zoning: Parks and Public Facilities

Year constructed: 1954

Structure size: 2,956 square feet

Total assessed value: \$222,300 (land \$42,060, structure \$180,240)

Current user: Parent Co-op Mon 9:15-10:45, Tues-Th 9:15-11:15 - 7.5 hours/week (2012 use 236 hours, ave 4.5 hrs/wk)

2012 Revenue: \$13,930

2012 Utility expenses (power, water, sewer, waste, stormwater): \$2,152

2012 Labor expenses (est): \$2,100

2012 Contract expenses (janitorial): tbd

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO: M2013-103

PREPARED BY: JEFF PETERS
MEETING DATE: MAY 22, 2013

GENERAL INFORMATION

APPLICANT: CITY OF RICHLAND

REQUEST: APPROVAL OF THE 2014-2019, SIX-YEAR TRANSPORTATION
IMPROVEMENT PROGRAM

LOCATION: THROUGHOUT THE CITY OF RICHLAND

REASON FOR REQUEST:

To comply with the Revised Code of Washington (RCW) which requires all cities to annually update their Transportation Improvement Plans.

BACKGROUND:

Each year, the City is required to update its Six-Year Transportation Improvement Program (TIP) and file a copy of the adopted TIP with the State Department of Transportation. The TIP is a planning tool for federal, state, and local governments and is utilized by state and federal funding agencies in awarding funds for transportation improvement projects. Once adopted by Council and pursuant to a public hearing, the TIP may be amended any time to add funding, modify project scope and/or limits.

After action by the Planning Commission tonight, staff will present the TIP to the Parks and Recreation Commission at their May 23, 2013 workshop. Once approved by both Commissions, staff will schedule another public hearing and Resolution for adoption by the City Council at their June 18, 2013 meeting.

The following is a list of projects that have been added and deleted from the previous TIP (2013-2018).

Projects Added

1. Duportail Street / Wright Avenue Intersection Improvements
2. Duportail Street Extension
3. Gage Boulevard Improvements
4. Steptoe Street / Tapteal Drive Intersection Improvements

Projects Expected to be Deleted

1. Research District Sidewalk Project
2. Citywide Safety Improvements

FINDINGS AND CONCLUSIONS

1. RCW Section 35.77.010 requires cities to annually update their six-year Transportation Improvement Program.
2. Staff has prepared the 2014 – 2019 Transportation Improvement Program and identified those projects that have been added and deleted from last year's TIP.
3. Staff has identified projects shown on the TIP that will best serve the multi-modal transportation needs of the City.

RECOMMENDATION

Staff recommends that the Planning Commission concur with the findings and conclusions set forth in the staff report (M2013-103) and to forward a recommendation to the City Council to approve the 2014-2019 Six-Year Transportation Improvement Program.

ATTACHMENTS

- A. 2014-2019 Transportation Improvement Program
- B. 2014 Transportation Improvements Planning Map



Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: (none)

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	1	Research District Sidewalk Project George Washington Way Various to Various New Construction of approximately 1 mile of pedestrian sidewalk. From Horn Rapids Road south along the west side of George Washington Way to the Technology and Business Campus of the Port of Benton. \$50,000 of local funds was spent on PE in 2012.	WA-01837					28		1.250	CE	Yes

Funding							
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Total Funds
S	CN	2014	STP(E)	156,000		0	176,000
Totals				156,000		0	176,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	176,000	0	0	0	0
Totals	176,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Richland	156,000	0	20,000	176,000

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Citywide Safety Improvements Citywide Various to Various Improve traffic signal timing, install countdown pedestrian signals, and increase the visibility of a crosswalk on Leslie Rd.	R025					21			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2014	HSIP	300,000		0	8,200	308,200
Totals				300,000		0	8,200	308,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	308,200	0	0	0	0
Totals	308,200	0	0	0	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Duportail Street / Wright Avenue Intersection Improvements Duportail Street Wright Ave to Wright Ave Reconfigure the Duportail/Wright intersection by constructing a roundabout.	R027					03	P S W	0.100	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016		0		0	52,500	52,500
P	CN	2017		0		0	380,000	380,000
Totals				0		0	432,500	432,500

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	52,500	0	0
CN	0	0	0	380,000	0
Totals	0	0	52,500	380,000	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Duportail Street Extension Duportail Street Wellsian Way to Robert Avenue Construct new 3 lane street with sidewalks, curb and gutter, water, sewer, storm drainage, street lights and bike lanes. Construct a new roundabout intersection at Duportail Street and Thayer Drive.	R026					01	P S W	0.330	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015		0		0	168,000	168,000
P	RW	2015		0		0	650,000	650,000
P	CN	2016		0		0	1,344,000	1,344,000
Totals				0		0	2,162,000	2,162,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	168,000	0	0	0
RW	0	650,000	0	0	0
CN	0	0	1,344,000	0	0
Totals	0	818,000	1,344,000	0	0



Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Gage Boulevard Improvements Gage Boulevard Penny Royal Ave to Morency Dr. Add bike lanes, shoulders, sidewalks, street lights, storm drainage on Gage Boulevard.	R028					04		0.750	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016		0		0	75,000	75,000
P	CN	2017		0		0	750,000	750,000
Totals				0		0	825,000	825,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	75,000	0	0
CN	0	0	0	750,000	0
Totals	0	0	75,000	750,000	0



Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19		Marcus Whitman Elementary - Safe Routes to Schools Humphreys & Winslow Wright Ave. to Lee Blvd. Reconstruct Humphreys Street and install curb, gutter, and sidewalk from Wright to Winslow as well as construct new sidewalk on the west side of Winslow from Humphreys to Lee Blvd. to improve safety on a Walk Route for Marcus Whitman Elementary school. Also provides a bicycle education curriculum and upgrades radar trailer for speed data collection.	R024					38		0.150	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015	SRTS	10,000		0	0	10,000
P	CN	2015	SRTS	86,000		0	30,000	116,000
Totals				96,000		0	30,000	126,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	10,000	0	0	0
CN	0	116,000	0	0	0
Totals	0	126,000	0	0	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		<p>Step toe Street / Tap teal Drive Intersection Improvements</p> <p>to</p> <p>Realign Tap teal Drive and Step toe Street intersection by constructing a new roundabout. Also includes sidewalks, street lights, fully signalized and gated at-grade railroad crossing, storm drainage.</p>	R029					03	S W	0.180	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	RW	2016		0		0	50,000	50,000
P	CN	2017		0		0	1,330,000	1,330,000
Totals				0		0	1,380,000	1,380,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	50,000	0	0
CN	0	0	0	1,330,000	0
Totals	0	0	50,000	1,330,000	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	1	Center Parkway Extension Center Parkway Gage Blvd to Tapteal Dr Construct new 3-lane roadway with bike lanes, curb, gutter and sidewalk on both sides. Construct a signalized/gated at-grade crossing of the Port of Benton R/R track. Prior PE phase: \$146,200.	R001					01		0.330	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2014	STP(UL)	882,300	TIB	137,700	0	1,020,000
S	CN	2014	STP(UL)	973,700	TIB	360,420	0	1,334,120
Totals				1,856,000		498,120	0	2,354,120

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,020,000	0	0	0	0
CN	1,334,120	0	0	0	0
Totals	2,354,120	0	0	0	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	2	/ 3440(001) Duportail Bridge Duportail Street City View Drive to Cottonwood Drive Construct a 4-lane road and bridge over the Yakima River with a 12' multi-use pathway for ped/bike access. Reconstruct SR-240/Duportail intersection and modify traffic signal to accommodate additional lanes. Widen and raise at-grade railroad crossing of Port of Benton track. Prior \$2,405,562.	R002					01	C P T W	0.670	EA	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2014	STP(UL)	1,206,200		0	188,238	1,394,438
S	RW	2014	STP(UL)	1,056,000		0	194,000	1,250,000
P	CN	2015	STP(UL)	3,750,000	TIB	4,500,000	23,250,000	31,500,000
Totals				6,012,200		4,500,000	23,632,238	34,144,438

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,394,438	0	0	0	0
RW	1,250,000	0	0	0	0
CN	0	10,500,000	10,500,000	10,500,000	0
Totals	2,644,438	10,500,000	10,500,000	10,500,000	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	3	Stevens Drive Extension Stevens Drive Wellsian Way to Lee Boulevard Construct new 3 lane street with sidewalks, curb and gutter, water, sewer, storm drainage, street lights, and ADA accessibility.	R005					01	P S W	0.360	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2014	STP(UL)	50,000	TIB	100,000	0	150,000
S	RW	2014	STP(UL)	865,000		0	135,000	1,000,000
S	CN	2014	STP(UL)	350,000	TIB	1,010,000	99,200	1,459,200
Totals				1,265,000		1,110,000	234,200	2,609,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	0	0	0	0
RW	1,000,000	0	0	0	0
CN	1,459,200	0	0	0	0
Totals	2,609,200	0	0	0	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	4	Swift Corridor Improvements Swift Boulevard Stevens Dr to George Washington Way Mill and overlay street, widen sidewalks, add decorative street lighting, irrigation, street trees and landscaped medians.	R019					31	P S W	0.500	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2014		0		0	80,000	80,000
P	CN	2015		0		0	1,250,000	1,250,000
Totals				0		0	1,330,000	1,330,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	80,000	0	0	0	0
CN	0	1,250,000	0	0	0
Totals	80,000	1,250,000	0	0	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	5	South GWW Safety and Mobility Improvements George Washington Way Columbia Pt. Dr. to Comstock Upgrade/reconfigure George Washington Way (GWW)including the intersections of GWW/Col. Pt. Dr./Adams St. and GWW/Comstock to provide improved safety, capacity, and mobility. Prior PE phase \$36,000.	R020					03	P S T W		CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2014	HSIP	6,000		0	0	6,000
S	CN	2015	HSIP	403,000		0	0	403,000
Totals				409,000		0	0	409,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	6,000	0	0	0	0
CN	0	403,000	0	0	0
Totals	6,000	403,000	0	0	0



Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	6	Queensgate Drive Extension Queensgate Drive Shockley Rd to Keene Rd Construct a 3-lane street with curb, gutter, sidewalk, street lights and drainage facilities on both sides. Modify the Keene/Queensgate traffic signal.	R012					01	C G P S T W	0.450	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015		0		0	150,000	150,000
P	RW	2016		0		0	100,000	100,000
P	CN	2017		0		0	850,000	850,000
Totals				0		0	1,100,000	1,100,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	150,000	0	0	0
RW	0	0	100,000	0	0
CN	0	0	0	850,000	0
Totals	0	150,000	100,000	850,000	0



Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	7	Queensgate Drive - Phase II Queensgate Drive Rachel Rd to Alla Vista Rd Construct new 2-lane collector with curb, gutter, sidewalk, street lights, and storm drainage facilities on both sides	R013					01	P S W	2.000	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016		0		0	300,000	300,000
P	RW	2017		0		0	500,000	500,000
P	CN	2018		0		0	2,600,000	2,600,000
Totals				0		0	3,400,000	3,400,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	300,000	0	0
RW	0	0	0	500,000	0
CN	0	0	0	0	2,600,000
Totals	0	0	300,000	500,000	2,600,000

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	8	SR240 / Kingsgate Traffic Signal Kingsgate Way SR 240 to Construct a new traffic signal with video detection and pedestrian facilities	R007					01	P		CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015		0		0	25,000	25,000
P	CN	2016		0		0	200,000	200,000
Totals				0		0	225,000	225,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	25,000	0	0	0
CN	0	0	200,000	0	0
Totals	0	25,000	200,000	0	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	9	Logston Boulevard Extension Logston Blvd Robertson Rd to Future Business Ctr Road Construct a new roadway with curb & gutter, streetlights and storm drainage facilities on both sides of the road.	R006					01	P S T W	0.200	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015		0		0	70,000	70,000
P	CN	2015		0		0	250,000	250,000
Totals				0		0	320,000	320,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	70,000	0	0	0
CN	0	250,000	0	0	0
Totals	0	320,000	0	0	0



Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	10	Duportail Street Reconstruction Duportail Street Wright Ave. to Thayer St. Reconstruct roadway to provide 2 travel lanes, bike lanes, curb, gutter & sidewalk on both sides	R011					04	C G P S T W	0.290	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2014	STP(U)	85,000		0	15,000	100,000
P	CN	2014	STP(U)	765,000		0	120,000	885,000
Totals				850,000		0	135,000	985,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,000	0	0	0	0
CN	885,000	0	0	0	0
Totals	985,000	0	0	0	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	11	Columbia Park Trail - East Columbia Park Trail SR 240 WB Offramp to East City Limits Reconstruct the street to provide 3-lanes, with curb, gutter, sidewalks, bike lanes street lights, drainage facilities and streetscape on both sides.	R010					04	C P S T W	0.720	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015		0		0	150,000	150,000
P	CN	2017		0		0	1,150,000	1,150,000
Totals				0		0	1,300,000	1,300,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	150,000	0	0	0
CN	0	0	0	1,150,000	0
Totals	0	150,000	0	1,150,000	0

Six Year Transportation Improvement Program From 2014 to 2019

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Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	12	Bellerive Drive Extension Bellerive Drive Rachel Rd to Claybell Park Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities.	R009					01	P S W	0.130	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015		0		0	20,000	20,000
P	RW	2016		0		0	10,000	10,000
P	CN	2017		0		0	100,000	100,000
Totals				0		0	130,000	130,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	20,000	0	0	0
RW	0	0	10,000	0	0
CN	0	0	0	100,000	0
Totals	0	20,000	10,000	100,000	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	13	Rachel Road Improvements Rachel Road Leslie Rd to Steptoe St Construct a 2-lane collector with curb, gutter & sidewalk on both sides of the street. Left turn lanes will be constructed where needed.	R008					01	P S W	1.200	CE	Yes

Funding							
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Total Funds
P	PE	2015		0		0	200,000
P	RW	2016		0		0	300,000
P	CN	2017		0		0	1,700,000
Totals				0		0	2,200,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	200,000	0	0	0
RW	0	0	300,000	0	0
CN	0	0	0	1,700,000	0
Totals	0	200,000	300,000	1,700,000	0

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

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Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	14	Queensgate Pathway Queensgate Drive Keene Rd to Columbia Park Trail Construct a 12' asphalt multi-use pathway on the east side of Queensgate.	R015					28		0.350	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2014		0		0	15,000	15,000
P	RW	2015		0		0	15,000	15,000
P	CN	2016		0		0	30,000	30,000
Totals				0		0	60,000	60,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	15,000	0	0	0	0
RW	0	15,000	0	0	0
CN	0	0	30,000	0	0
Totals	15,000	15,000	30,000	0	0

Six Year Transportation Improvement Program From 2014 to 2019

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County: Benton

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Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	15	Stevens Drive Pathway Stevens Drive Spengler St to Horn Rapids Rd Construct a 12' multi-use pathway on east side of Stevens	R016					28	C P T	2.250	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015		0		0	70,000	70,000
P	CN	2016		0		0	880,000	880,000
Totals				0		0	950,000	950,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	70,000	0	0	0
CN	0	0	880,000	0	0
Totals	0	70,000	880,000	0	0

Six Year Transportation Improvement Program From 2014 to 2019

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County: Benton

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Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	16	Vantage Highway Pathway - Phase I SR-240 Stevens Dr to Kingsgate Way Construct a 12' asphalt multi-use pathway on the north side of SR-240.	R2014					28	P S W	2.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015	HSIP	20,000		0	40,000	60,000
P	CN	2016	HSIP	660,000		0	0	660,000
Totals				680,000		0	40,000	720,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	60,000	0	0	0
CN	0	0	660,000	0	0
Totals	0	60,000	660,000	0	0



Six Year Transportation Improvement Program From 2014 to 2019

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Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	17	Vantage Highway Pathway - Phase II SR-240 Twin Bridges Rd to Kingsgate Way Construct a new 12' multi-use pathway on the north side of SR-240.	R018					01	C P S T W	1.750	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2018		0		0	50,000	50,000
P	CN	2019		0		0	650,000	650,000
Totals				0		0	700,000	700,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	50,000
CN	0	0	0	0	650,000
Totals	0	0	0	0	700,000

Six Year Transportation Improvement Program From 2014 to 2019

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	18	/ 0240(015) SR-240/SR-224(Van Giesen) Grade Separation SR-240 SR 240 to SR 224 I/S Construct an interchange to separate highways and adjacent railroad crossing. Prior \$805,000.	R004					03	C G P T W	0.500	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2017	DEMO	1,030,000		0	490,000	1,520,000
S	RW	2018	DEMO	639,725		0	210,275	850,000
P	CN	2019	DEMO	18,000,000	FMSIB	10,000,000	4,150,000	32,150,000
Totals				19,669,725		10,000,000	4,850,275	34,520,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	1,220,000	300,000
RW	0	0	0	0	850,000
CN	0	0	0	0	32,150,000
Totals	0	0	0	1,220,000	33,300,000

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Richland	31,137,925	16,108,120	45,444,413	92,690,458

2014 TRANSPORTATION IMPROVEMENTS PLANNING MAP

LEGEND

- (XX) TRANSPORTATION IMPROVEMENT PROJECTS
- NEW TRAFFIC SIGNAL IMPROVEMENTS
- W.S.D.O.T. PROJECTS
- City Limits
- UGA
- Railroad
- City Road
- River Island
- River Waters
- Private Road



STREET IMPROVEMENT PROJECTS (PROJECT # DOES NOT INDICATE PRIORITY)

PROJECT #	PROJECT NAME	PROJECT LOCATION
1	Center Parkway	Tapteal Drive to Gage Boulevard (With City of Kennewick)
2	Duportail Street	Cottonwood to Thayer
3	Duportail Street and Bridge	Cottonwood to Queensgate Drive
4	Stevens Drive Extension	Lee Boulevard to Thayer
5	Jones Road	Van Giesen Street to SR-240
6	Columbia Park Trail	West City Limits to Steptoe Street
7	Columbia Park Trail East	SR-240 to East City Limits
8	South GWW Mobility	Columbia Point Drive to Comstock
9	Comstock Street	George Washington Way to Wellisian Way
10	Swift Corridor Improvements	Stevens Drive to George Washington Way
11	Fowler East Extension	East End of Road to Re-aligned Columbia Park Trail

DEVELOPMENT GENERATED TRANSPORTATION IMPROVEMENT PROJECTS

PROJECT #	PROJECT NAME	PROJECT LOCATION
14	Jubilee Street Extension	East End of Road to Englewood Drive
15	Future Business Park Road I	Robertson Road to Logston Boulevard
16	Future Business Park Road II	Robertson Road to Logston Boulevard
17	Logston Boulevard	Robertson Drive to Future Business Center Road
18	First Street - Phase II	Kingsgate Way to Future Business Center Road
19	Queensgate Drive Phase II	Alla Vista Street to Rachel Road
20	Horn Rapids Road	Stevens Drive to Twin Bridges Road
21	Beardsley Road	Horn Rapids Road to SR-240
22	Battelle Boulevard (West Extension)	Kingsgate Way to Blanchard Boulevard
23	Lowe Road	Horn Rapids Road to SR-240
24	Gala Way	South end of street to Meadow Hills Drive
25	Duportail Street Extension	Thayer Dr To Wellisian Way
26	Market Avenue	Reata Road to Badger Mountain Parkway
27	Gage Boulevard Extension	Morency Drive to Badger Mt. Parkway
28	Queensgate Drive Phase I	Keene Road to Shockley Road
29	Tapteal Drive Realignment/Extension Steptoe Street & TCR R/R Crossing	
30	Industrial Park Loop Track	Horn Rapids Industrial Park
31	Rachel Road	Steptoe Street to Leslie Road
32	Bellerive Drive Extension	Brodmoor Street to Rachel Road
33	Melissa Street	Brantingham Road to Sequoia Avenue
34	Heritage Hills Drive	Sundance Ridge to Keene Road
35	Shockley Road	Keene Road to Columbia Park Trail
36	Twin Bridges Road Phase I	Horn Rapids Road To SR-240
37	Twin Bridges Road Phase II	SR-240 To South City Limits
38	Hagen Road	SR-240 to Saint Street
39	Dallas Road Widening	I-82 EB Ramps to City Limits
40	Badger Mountain Parkway	Dallas Road to Queensgate Drive

W.S.D.O.T. PROJECTS

W1	I-182, Queensgate Drive to SR-240 (eastbound)	Widen to 6 Lanes & EB Loop On-ramp
W2	SR-240	Intersection Improvements
W3	SR-240/Aaron Drive/I-182	Interchange Improvements
W4	SR-240/SR-224 I/C and Corridor Study	Grade Separated Interchange

BICYCLE/PEDESTRIAN PROJECTS

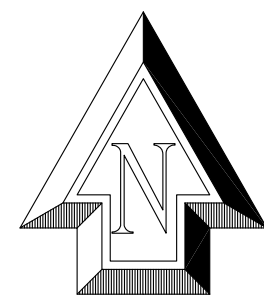
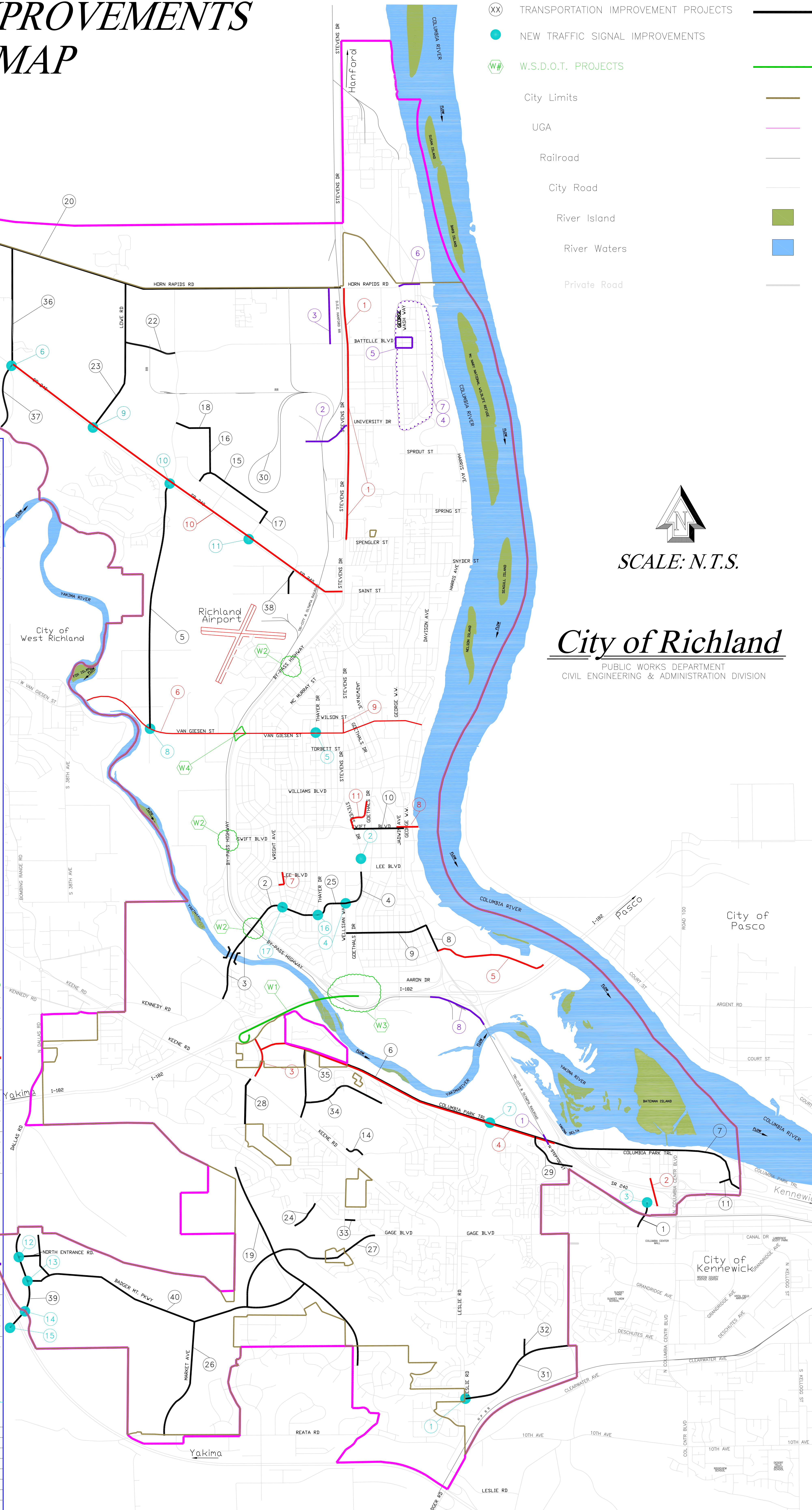
1	Stevens Drive Bike Trail	Horn Rapids Road to Spangler Street
2	Richland Wye Pedestrian Bridge	Georgia Avenue to Tapteal Drive
3	Queensgate Drive Bike & Pedestrian Pathway	I-182 to Keene Road
4	Columbia Park Trail Bike Lanes	Queensgate Drive to SR-240 (Steptoe Street)
5	Columbia Point Drive Bike Lanes	George Washington Way to Columbia River Trail
6	Van Giesen Street (SR-224) Bike Lanes	Yakima River to Columbia River Trail
7	Marcus Whitman Safe Routes to School	
8	Swift Boulevard Trail	George Washington Way to Columbia River Trail
9	Stevens Drive Sidewalks	Van Giesen Street to Wilson Street
10	Vantage Highway Pathway	Twin Bridges Road to SR240 Bypass/Stevens/Jadwin
11	Stevens/Sutch Park Trail	Swift Boulevard to Goethals Drive

PORT OF BENTON

1	Railroad Bridge Replacement	Columbia Park Trail
2	1st Street West	Stevens Drive West 2000 Feet
3	Larson Road	Battelle Boulevard To Horn Rapids Road
4	Slurry Seal Project	Technology and Business Campus
5	Traffic Signal Upgrade	George Washington Way & Battelle Boulevard
6	Horn Rapids Road Extension	From East End of Horn Rapids a Distance of 1000' East
7	Sidewalk Improvement Project Phase 2	Assorted Streets (TBC Sidewalks)
8	South Richland Rail Transload Facility	Adjacent To SR 240 - Inland Asphalt

INTERSECTION CONTROL PROJECTS

PROJECT #	PROJECT LOCATION	PROJECT #	PROJECT LOCATION
1	Leslie Road/Rachel Road	10	SR-240/Kingsgate Way/Jones Road
2	Stevens Drive/Knight Street	11	Logston Boulevard/SR-240
3	Center Parkway/Tapteal Drive	12	Dallas Road/North Entrance Road
4	Wellisian Way/Duportail Street	13	Dallas Road/Badger Mountain Parkway
5	Van Giesen Street/Thayer Drive	14	Dallas Road/I-82 WB Ramps
6	SR-240/Twin Bridges Road	15	Dallas Road/I-82 EB Ramps
7	Leslie Road/Columbia Park Trail	16	Duportail/Thayer Dr
8	Van Giesen Street/ Jones Road	17	Duportail/Wright Ave
9	Lowe Road/SR-240		



SCALE: N.T.S.

City of Richland

PUBLIC WORKS DEPARTMENT
CIVIL ENGINEERING & ADMINISTRATION DIVISION

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