



## **Agenda**

### **RICHLAND PLANNING COMMISSION MEETING NO. 7-2013**

Richland City Hall - 505 Swift Boulevard - Council Chamber

**WEDNESDAY, July 24, 2013**

**7:00 p.m.**

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**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  
Phil Lemley, City Council

**Regular Meeting, 7:00 p.m.**

**Welcome and Roll Call**

**Approval of the Agenda**

**Approval of June 26, 2013 Meeting Minutes**

**Public Comments**

**Public Hearing Explanation**

#### **New Business – Public Hearings**

**1. APPLICANT: JEREMY AND ARIANNE DEBBAN (SUL2013-102)\***

**Request: APPROVAL OF A SIDEWALK USE LICENSE TO CONSTRUCT AN AWNING OVER THE PUBLIC SIDEWALK.**

**Location: 735 THE PARKWAY**

**2. APPLICANT: CITY OF RICHLAND (M2013-105)**

**Request: AMENDMENT TO THE HORN RAPIDS MASTER PLAN TO RE-CLASSIFY A PORTION OF A FUTURE STREET FROM A BUSINESS CENTER ROADWAY TO AN INDUSTRIAL ROADWAY**

**Location: A FUTURE STREET CONNECTION WHICH WOULD EXTEND GENERALLY NORTH AND WEST OF ROBERTSON DRIVE**

**\*Quasi-Judicial Hearing**

**Communications**

**Commission/Staff/Liaison Comments**

**Adjournment**

Planning Commission Workshop Meeting, Wednesday, August 14, 2013

Planning Commission Regular Meeting – Wednesday, August 28, 2013

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## MINUTES

### **RICHLAND PLANNING COMMISSION MEETING No. 6-2013**

Richland City Hall – 550 Swift Boulevard – Council Chamber

**WEDNESDAY, June 26, 2013**

**7:00 p.m.**

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#### **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, Wallner, Utz and Wise. Also present were City Council Liaison Phil Lemley, Transportation & Development Manager Jeff Peters, Deputy City Manager Bill King, Development Services Manager Rick Simon and Recorder Penny Howard.

#### **Approval of Agenda:**

**Chairman Boring** presented the June 26, 2013 meeting agenda for approval.

**The agenda was approved as presented.**

#### **Approval of Minutes**

**Chairman Boring** presented the meeting minutes of the May 22, 2013 regular meeting for approval.

**A motion was made by Commissioner Moser and seconded by Commissioner Wallner to approve the meeting minutes of the May 22, 2013 regular meeting as presented.**

**The motion carried, 9-0.**

#### **Public Comment**

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

#### **PUBLIC HEARING**

**Public Hearing Explanation:** **Ms. Howard** explained the public hearing notice and appeal process and asked Commissioners to identify any conflicts of interest, ex-parte contact or any other appearance of fairness issues. There were no conflicts of interest.

## **New Business**

### **1. ROCKWORTH COMPANIES – Request for approval of site plan to construct a 252 unit apartment complex on 24.78 acres known as The Sundance Apartments (M2013-104)**

**Mr. Simon** reviewed the staff report for the request to construct a 252 unit apartment complex west of George Washington Way, south of Hanford Street and north of Spengler Road. A hill runs along the western edge and a wetland area is located the northeast portion of the site. The site is zoned Commercial - Limited Business and does allow for multiple family residences with densities of approximately 29 dwellings per acre. The proposed site plan reflects densities of 11.6 units per acre.

Per Richland Municipal Code, Section 23.48.010, the intent of site plan review is to facilitate project design that is compatible with adjacent uses and is in keeping with the physical constraints of a project site and is not intended to determine whether a particular land use activity is appropriate for a particular site. Permitted land uses are not to be denied through the site plan review process unless the use cannot meet development and/or performance standards for the proposed use.

Concerns that were cited by nearby property owners were: traffic safety, impact on property values, noise, view blockage, loss of wildlife habitat and a need for a barrier to separate the project from the adjacent business park.

The Wetland Delineation Report was reviewed by the Department of Ecology, who concurred with its findings.

In conclusion, staff recommends approval of the site plan for the proposed 252 unit Sundance apartment complex.

**Chairman Boring** opened the Public Hearing at 7:16 PM.

**Steve Broadbent, applicant, Rockworth Companies, 9980 South 300, West Sandy Utah:** "I think Rick addressed most everything. I would just add a few minor comments. Our company owns apartments all over the western United States and we do a very good job screening residents and making sure that it's a quality project. We will have on site, um managers at all time - full time and maintenance people. And then, we keep a very well maintained property and have staff there all the time to deal with any questions or concerns anyone may have. So, um appreciate your consideration for this and I can just leave (referring to drawings of proposed buildings) these up here if anyone has any questions."

**Daryl Moore, 2810 West Clearwater Avenue, Kennewick:** "I'm just here as the engineer for the project and if you have any questions that you have as far as issues

with engineering or the slopes or anything like that; I'm here to answer those questions if they do come up."

**Robert Parr, 667 Hanford Street, Richland:** "Ma'am, I have a, Ladies and Gentlemen, I have a, five issues, but I'll take the one on property values out. I live at 667 Hanford Street. I bought a condominium there in between deployments in 2003. I maintain a residence there, well there where my footlockers have been stored while I've been gone. My issues are population density. I'm a little concerned on, and as it related to the capacity of Hanford Street. Hanford Street is a tertiary entry point to, not only to Hanford High School and their athletic fields, but also WSU Tri-Cities as it continues to develop. Um, the street is populated by, not only by people going to and from, but also people using Hanford Street to access Stevens, to access 240 and Stevens Business Park. Um, we have a lot of young drivers, a lot of pedestrians, it's near a school. A by young drivers, I'm not criticizing their youth, but their experience level. Um, I don't think the street can sustain that level without putting in an excessive use of law enforcement officers to maintain a traffic discipline and order.

As far as environmental, ah the terrain; I believe Mr. Simon has already covered the terrain issue, but I don't think the wildlife issue has been addressed. I'm fully retired now, using my Veteran's benefits to go back to WSU Tri-cities to get two more degrees. But what I have noticed, is three pair of pheasant out there a just at the base of the slope and about 10 to 20 meters east of there; game, other game birds, owls and I've never seen them before, but I looked at the book and they are burrowing owls. I believe their habitat is there; Hawks, ah two different coyotes and also some snakes. Um, so there is my concern on how we are going to address that.

Um, I am, in spite of the differential and Mr. Simon did cover it, I am somewhat concerned about the noise. I bought a home there because it's quiet and after all these years, I don't want to bother anyone. I just want to be in a quiet place. I don't mind the helicopters flying overhead to the hospital. I'm used to helicopters carrying people to and from. I rode on helicopters on that type mission twice. So, the noise is a concern to me.

I think that a multi-family dwellings apartments are a good use for that property, but I think we have to be real careful in how this is implemented.p And I'm further concerned that, if I read the documents right, this is not a local company. I learned the hard way in my career that you have to be able to reach out and touch contractors when they do something wrong. Otherwise, you're running after them trying to catch up to them. So, I would question is this a good move to allow a land use by a non-local company. And that's all I've got."

**Lori Selby, 1317 Cedar Avenue, Richland:** "I'm the Vice-Chancellor for Finance Administration at WSU Tri-Cities and I'm here to answer any questions if they come up."



**George Garlick, 1244 Brentwood Avenue, Richland:** "I'm the manager of G.F. Garlick Family LLC; I'm also the manager of Stevens Center LLC which is the owner of the property immediately to the west of the subject property on the hill. I want to unequivocally state I have, I will and I will continue to support anything that WSU Tri-Cities and the City of Richland proposes. It's my demeanor, it's what I want to do, it's what I have done. But in so doing, I just want us to try to dialog to do the best possible job we can to have the best asset at the end of the day. And I wanted to share with you that, and so, I want to make sure you know I support this project.

But I wanted to share with you that as (inaudible) the Stevens Center Business Park is over a fifty million dollar asset park and that houses, um, many of the headquarters of many of the contractors of Hanford. The Office of River Protection headquarters are there. They have their own security, by the way, through GSA. The other contractors of Lockheed Martin, all the other ones are there. We are contracted with them to have Hanford Security to patrol all of the area to the standards of Hanford and the same standard that you'd have out at the 300 Area. And so, while I want to highly endorse this project, I want to understand the differentiation of the respected separation between the housing project and the requirements of a very modern business park for the benefit of all.

So, all that we're asking is, and I thank Mr. Simon for his receiving my comment, all we're asking is simply a very decorative barrier between the project and this business park. There would be something similar in appearance to that around the bike path. And that we just have a chance to review that. That being said, again I want to encourage this project, I want to support this project, anything that the City of Richland and WSU uniformly brings forward, I will be their support today, tomorrow. God bless."

**Don Forkner, 641 Hanford Street, Richland:** "I have an email that I put in to, a, Rick and it was attached to all the paperwork, so I'm not going to go over that specifically. But listening to the, him explain the chart that you see here. The calculation of the density 11.6 includes all the wetland and unused area that they talk about there. When you take that out and just look at what's put in the nine buildings; it's 18. So it's a lot closer to Washington Square density than what's indicated here. I don't know that that makes any difference, but it did to me.

The other thing that, since we live on the corner of University Condominiums, we're right on the far corner so we see everything going on there. And, there's a lot of traffic. I don't know if it's only 1600 cars per day, but it's a lot of traffic up and down which don't stop. There's a stop sign coming out of Smart Park. Just go right through it. Both the kids, and as the gentleman from 667 mentioned, adults. They just keep going. And, we, of course are just concerned about adding another 300, 400 cars to that mix. And, ah, I created some additional notes, but not able to get them into the minutes in time.

But, the other thing that I had in mind was to say that if the gentleman from Smart Park wants a barrier back where his area is; we want one on out to the street where we are.

Because even though it's sixty feet away (building to the area there) the road and the parking is right next to us. So, all the noise that we're gonna get from coming in and out parking-wise is right up against University Condominiums. So, looks bad to us, and a, I did measure off the sixty feet, it is a long ways away, but when you put parking in there and you put the road - we're gonna see a lot of activity.

And the last thing that I thought of was that um, since they talk about waiting for market conditions to allow the continuation on through a Phases 2, 3 and 4; I would like to have consideration given to making the lonely building up there, Building B, next to the University Condominiums be shifted to Phase 4. And let 'em finish these other two over here in Phase 3 instead of reversing it like they have proposed. That would give us a chance for those of us who want to move out, to get out in time. Even though we're gonna take the hit on our property values. I know that's going to happen, but at least we'd have a chance to move. I think, other than what I put into the original email, that's probably enough."

**Jonnie Fenton, 560 Spengler Street #D, Richland:** "I actually have a question. On Spengler Street, it looks like they're planning an exit onto Spengler Street. But that part of the road is on an uphill slope and so it doesn't seem like a very safe place for an exit because it's hard to see over the slope. So, I wasn't sure how they were addressing the slope of the hill on Spengler Street for an exit. It's kind of a narrow spot."

**Steve Broadbent, applicant, Rockworth Companies, 9980 South 300, West Sandy Utah:** "Um, I would be open to working with the Stevens Park and figuring out some sort of buffer and continuing that up to the North to make sure that, um, our uses work together. As I mentioned, we do have very strict criminal background checks and credit checks. Um, we don't have felons living at our, at our apartments. So, I don't know if the issue is necessarily crime, but if it's other things, also then, we don't have a lot of crime at our places. But, we'd be willing to buffer it if there's some other necessary reason."

**Chairman Boring** closed the Public Hearing at 7:31 PM.

#### **Discussion:**

**Vice-Chair Utz** asked about the proposed order of construction of the Sundance Apartment buildings. **Mr. Broadbent** stated that their company would be open to re-arranging the order of construction.

**Commissioner Clark** inquired about the pump house and pre-existing well. **Mr. Broadbent** explained that the well is no longer functioning and would be properly closed according to the Department of Ecology requirements and with a City of Richland demolition permit.

**Commissioner Moser** requested an explanation of the transportation plan for the apartment complex and if special access consideration had been given to student traffic. **Mr. Simon** detailed the proposed sidewalks, crosswalks, access drives and

traffic flow. No special consideration was given to student traffic. **Mr. Broadbent** stated that the complex was not specifically designed as student housing. Their market study found that there was a sufficient demand for non-student renters.

**Commissioner Moser** asked if any of the new construction would block the view of those currently residing there and the reason for more parking than required. **Mr. Simon** confirmed that it would. **Mr. Broadbent** explained that the proposed parking is what has best fit the need in their past experience.

**Commissioner Berkowitz** requested additional information from Lori Selby. **Ms. Selby** stated that their students tend to seek older rental properties for cost effectiveness and WSU-TC has no issue with the applicant.

**Commissioner Berkowitz** inquired about the proposed barriers between properties and the connection to Spengler Street. **Mr. Broadbent** confirmed their willingness to work with neighboring properties in regards to barriers. He stated that they would build the circulation needed to safely maneuver in and around the property. **Mr. Peters** ensured that any designs submitted would meet City requirements prior to approval.

**Commissioner Berkowitz** asked if there would be a barrier between the wetlands area and the apartment complex. **Daryl Moore** explained that there would be a retaining wall with a handrail that would deter anyone from the apartment complex from walking into the wetland area. **Mr. Broadbent** stated that the apartment building manager would monitor that area.

**Commissioner Berkowitz** suggested consideration be given to disturbing the land only as it becomes necessary to the building process to protect the natural habitat there. **Mr. Broadbent** confirmed their intent to do so with the exception of access for roadways and utilities as necessary.

**Commissioner Wise** sought additional information on the light and glare produced by the development. **Mr. Broadbent** expressed their desire to minimize light pollution by using down lighting and minimizing light poles in the parking lot unless needed for safety. He also stated the goal of being a good neighbor.

**Commissioner Jones** recommended that City staff review the timing of the light at Spengler Street and Stevens Drive in the future to address possible impact by additional traffic.

**Commissioner Moser** discussed the potential view blockage with this development and asked about the placement of buildings. **Mr. Broadbent** pointed out that although the zoning regulation allows 55' buildings, but their buildings are only 39' high. The rather difficult site has very limited flat ground available and therefore, the upper portion is the easiest part of the property to develop. **Mr. Broadbent** explained that placing the

clubhouse near the entrance made it more efficient for management to collect payments and developing a community within the complex.

**Commissioner Moser and Berkowitz** thanked the applicant for their willingness to collaborate with surrounding property owners for the betterment of the development.

**Commissioner Berkowitz** expressed her appreciation for the wetlands delineation work completed by the applicant.

**Vice-Chair Utz** inquired about the unusable slope area and possible future use. **Mr. Simon** explained that the proposal did not include any building on the slope area and if there was a desire to do so in the future, a new proposal would have to be submitted and reviewed. There is no conservation easement for that area. **Mr. Broadbent** stated there were no plans to build on that area.

**Commissioner Madsen** discussed his personal experience with a neighboring apartment complex and property values. He found that his property value was not actually affected. He stated that the Planning Commission had no authority over the blockage of a view. **Commissioner Madsen** commented that this was one of the best proposals he had seen in some time. It was very thorough and he appreciated the willingness of the applicant to work with the community on the items discussed during the meeting.

**Commissioner Wise** asked for additional information about the possible burrowing owls on the proposed site. **Mr. Simon** believes the burrowing owl is a protected species, but was not aware of any on the site.

**Commissioner Wise** thanked the public for participating with their helpful testimony and correspondence regarding this proposal. He also concurred with **Commissioner Madsen** as to the quality of the proposal.

**Commissioner Moser** commented that the decorative barrier on the bypass (referred to by Mr. Garlick) was a very expensive endeavor and wanted to ensure that there were no expectations that the developer would provide the same quality structure. She suggested the parties work together to arrive at the best possible outcome.

**Commissioner Clark** inquired how the issue of burrowing owls would be addressed if they were on the proposed site. **Mr. Simon** explained that staff would rely on analysis by the Department of Fish and Wildlife to address such an issue. The findings, would determine any impact on the proposal.

**Commissioner Moser** requested additional information on the circulation system and transportation from the staff. **Mr. Simon** described the driveway system as similar to the majority of other apartment complexes in the City.

**Commissioner Berkowitz** pointed out the condition of the barrier between the development and the Stevens Business Park being a minimum of 5' tall (Technical Advisory committee Recommendation 7).

**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 M2013-104 and approve the site plan for the proposed 252 unit Sundance Apartment complex subject to the conditions of approval listed in the Technical Advisory Committee Report dated June 20, 2013 Attachments A-M.**

**An amending motion was made by Commissioner Moser and seconded by Commissioner Madsen to condition 7. A separation barrier shall be provided between the project site and the adjoining Stevens Center Smart Park and University Condominiums. The specific type of barrier shall be determined through agreement between the applicants and the adjoining owners who were present at the public hearing. Said meeting shall be coordinated by staff.**

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

**MOTION CARRIED 9-0.**

**Called for a vote on the motion as amended: Commissioner Berkowitz: Yes; Commissioner Clark: Yes; Commissioner Jones: Yes; Commissioner Madsen: Yes; Commissioner Moser: Yes; Vice-Chairman Utz: Yes; Commissioner Wallner: Yes; Commissioner Wise: Yes; Chairman Boring: Yes.**

**MOTION CARRIED 9-0.**

#### **Communications:**

##### **Mr. Simon**

- Reminded the Commission of the next workshop on July 10 reviewing a draft of the updated Shoreline Master Plan.

##### **Mr. King**

- Commented on a job well done with the Sundance Apartment case.

##### **Commissioner Jones**

- Recommended inviting the new City Attorney to an upcoming workshop.
- Inquired about the timing of Mr. Rolph's replacement.

- Attended the quarterly Economic Development Committee meeting and shared that a purchase of 25 acres in North Richland was in progress by Shaffer Industries, a metal fabrication company.

#### **Commissioner Berkowitz**

- Expressed her appreciation of the Department of Ecology monitoring the wetlands in our area.
- Attended the recent City Council meeting discussing the TIP.

#### **Commissioner Wallner**

- Attended the informative Land Use Liability training which included information on wetlands.

#### **Commissioner Wise**

- Researched the Amon Wasteway and offered to share his findings.

#### **Commissioner Moser**

- Attended the recent City Council meeting as a resident.
- Conveyed an interest in clarification of how decisions are made after hearing that the TIP is not a decision making document.

#### **Commissioner Clark**

- Expressed concern on any limitation placed on the Planning Commission or the public to speak freely. Commented that free speech on the issues has made the group successful.

#### **Vice-Chair Utz**

- Commented that the commission represents the citizens rather than the City.
- Reported the open sale and development of lots on South Badger Mountain.

#### **Chairman Boring**

- Pleased that several Commissioners were able to take advantage of the recent training.

#### **ADJOURNMENT:**

The June 26, 2013, Richland Planning Commission Regular Meeting 6-2013 was adjourned at 8:34 PM. The next regular meeting of the Planning Commission will be held on July 24, 2013.

PREPARED BY: Penny Howard, Recorder, Planning & Development

REVIEWED BY:

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Rick Simon, Secretary  
Richland Planning Commission

## STAFF REPORT

TO: PLANNING COMMISSION  
FILE NO.: SUL2013-002

PREPARED BY: RICK SIMON  
MEETING DATE: JULY 24, 2013

### GENERAL INFORMATION:

APPLICANT: JEREMY AND ARRIANE DEBBAN  
REQUEST: APPROVAL OF A SIDEWALK USE LICENSE TO AUTHORIZE THE  
EXTENSION OF AN AWNING OVER A PUBLIC SIDEWALK  
LOCATION: 735 THE PARKWAY

### REASON FOR REQUEST

The applicant is requesting a sidewalk use license for an awning attached to a building that would extend five feet over the public sidewalk.

### FINDINGS AND CONCLUSIONS

Staff has completed its review of the application for a sidewalk use license SUL2013-002 and submits that:

#### **Findings of Fact:**

1. The Richland Comprehensive Plan designates the site as a part of the Central Business District land use category.
2. The site is located within the Parkway and other existing uses in the immediate vicinity are commercial businesses.
3. In 2009 the City adopted Ordinance 04-09 which created a new Central Business District (CBD) zoning classification. Among other items, the CBD zoning classification is intended to encourage the transformation of the CBD from principally a strip commercial auto-oriented neighborhood to a more compact development pattern with buildings oriented to the fronting street.
4. Richland Municipal Code Chapter 5.14 adopted in 2009, provides specific criteria for the issuance of sidewalk use licenses. The application meets these criteria as detailed below:
  - a. Section 5.14.050(A) (1) provides that sidewalk use licenses may be issued to the owner of the adjoining property or business for air space intrusions. The applicant proposes to construct a building with an overhanging awning and so meets the requirement of being an adjoining property owner.
  - b. Section 5.14.130(E) requires that no projection of private building elements shall occur lower than 10 feet as measured vertically from sidewalk grade. The proposed awning would be 11 feet above the sidewalk.

- c. Section 5.14.090 requires indemnity documentation, insurance and surety instruments. The application presented to the City included a hold harmless agreement and a commitment to obtain insurance. The placement of an awning over the sidewalk would not physically alter the sidewalk, so a surety to ensure the return of the sidewalk to its pre-license condition is not necessary.
- d. Section 5.14.040(B) (7) requires the City to establish the duration of the license and a renewal procedure. The recommended conditions of approval indicate that the license shall remain valid for a period of two years and can be renewed for additional two year terms administratively.
- e. Section 5.14.070 requires a public hearing before the Planning Commission for a sidewalk cafe and requires that notice of the hearing be posted on the property, mailed to owners within 300 feet and advertised in the newspaper. Notice was mailed to owners within 300 feet on July 12<sup>th</sup>. A legal ad appeared in the Tri-City Herald on July 14<sup>th</sup>.
- f. Section 5.14.090(A) requires the applicant to sign a release of liability form. The application form signed by the applicant includes this waiver and so satisfies this requirement.
- g. Section 5.14.100(C) requires the applicant to have insurance that covers the proposed sidewalk use and names the City as an additional insured, providing \$1,000,000 of accident insurance. This requirement will be met at the time that the building has been constructed and insurance for the property has been secured.

#### **Conclusion of Law**

- 5. **The application, as conditioned, meets all the applicable requirements set forth in RMC Chapter 5.14.**

#### **Overall Conclusion**

- 6. **The application for a sidewalk use license meets City code requirements, is located appropriately in the CBD and should be approved.**

#### **RECOMMENDATION**

Staff recommends that the Planning Commission concur with the findings and conclusions set forth in Staff Report SUL2013-002 and approve the request for a sidewalk use license to permit an intrusion into the airspace above the public sidewalk, subject to the following conditions:

- 1. The license shall be valid for a period of two years from the date of its issuance. The license shall not be issued until construction of the building has been completed. An application for license renewal may be reviewed and approved administratively by the Development Services Division for additional two year periods.



ATTACHMENTS

- A - Supplemental Information
- B - Public Notice
- C - Application Materials
- D - RMC Chapter 5.14 – Sidewalk Use License
- E – Building Elevations

## SUPPLEMENTAL INFORMATION

### PROPOSED DEVELOPMENT

Jeremy and Arianne Debban propose to construct a building at 735 The Parkway. The building would be built immediately adjacent to the public sidewalk with a zero foot setback. An awning is proposed to be attached to the building and extend five feet over the public sidewalk. The awning would extend across the entire eastern face of the building, facing The Parkway, across most of the southern face of the building, over an existing walkway. The western face of the building would have an awning that extended over approximately ½ of the building face. (See attached building elevations.)

### SPECIFIC CODE REQUIREMENTS

In 2009, the City adopted sidewalk use license regulations. This code provides a licensing requirement for the use of public sidewalks. Awnings and similar intrusions into public airspace are among the list of uses that are permitted through the licensing regulations. The code includes specific requirements for insurance, requires that the applicant enter into a hold harmless agreement with the City and provides that the awning must be at least 10 feet above the height of the sidewalk. The code specifies that the Planning Commission will hold a public hearing and decide certain categories of sidewalk use licenses, including those that involve awnings over the public walkway. A complete copy of the sidewalk use regulations is attached.

### SITE DATA

**Size:** The subject site includes 25 feet of frontage along the public sidewalk on The Parkway and 70 feet of frontage along the public sidewalk that connects The Parkway with the parking lot located on the west side of the buildings that line the Parkway.

### SURROUNDING ZONING AND LAND USE

The site is located within the Parkway and the entire Parkway is located within the CBD – Central Business District.

The stated purpose of the CBD zone is to encourage the transformation of the area from principally a strip commercial auto-oriented neighborhood to a more compact development pattern. RMC Section 23.22.010 states in pertinent part:

*“The Central Business District is envisioned to become a center for housing, employment, shopping, recreation, professional service and culture. The uses and development pattern will be integrated and complementary to create a lively and self-supporting district. Medium rise buildings will be anchored by pedestrian oriented storefronts on the ground floor with other uses including housing on upper floors. Projects will be well designed and include quality building materials. Appropriate private development will be encouraged via public investments in the streetscape and through reduction in off-street parking standards. Uses shall generally be conducted completely within an enclosed building, except that outdoor seating for cafes, restaurants, and similar uses and outdoor product display is encouraged. Buildings shall be oriented to the fronting street or accessway, to promote a sense of enclosure and continuity along the street or accessway.”*

## ANALYSIS

The proposal is for the construction of a commercial building within the Parkway that would be built with a zero foot setback and that would have an awning that extended five feet over the sidewalk. The Central Business District design standards require that each new building be designed to include at least two architectural elements from a list of architectural elements. Awnings are one of these elements. Further, the setback standards in the Central Business District allow for a zero foot setback and prescribe a maximum setback of 20 feet from the public right-of-way. It is the only zoning district in the City that specifies a maximum setback. The intent of this provision is to encourage developers to move their buildings up to the sidewalk to create a more walkable and interesting pedestrian environment. The placement of the building and the proposed awning are both in keeping with the intent and purpose of the Central Business District. Moreover, the proposal is consistent with the standards containing in the sidewalk use license regulations specifying a minimum awning height.

## SUMMARY

The application for the placement of an awning over a public sidewalk is consistent with the City's goals for the CBD zone and should be approved subject to compliance with all applicable standards contained in the City's sidewalk use regulations.

## CITY OF RICHLAND

### NOTICE OF PUBLIC HEARING

Notice is hereby given that the Richland Planning Commission will conduct a public hearing at their regular meeting scheduled for July 24, 2013, beginning at 7:00 p.m. in Council Chambers, Richland City Hall, 505 Swift Boulevard, Richland, Washington to consider an application for a sidewalk use license submitted by Jeremy and Arianne Debban to construct a building that would have an awning that would extend five feet over the public sidewalk. The proposed building location is 735 The Parkway. Copies of the application are available for public inspection at the Richland Development Services Office located at 840 Northgate Avenue, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday.

All interested parties are invited to attend the hearing and present testimony. Copies of the Staff Report and related materials will be available in the City Clerk's Office and the Richland Public Library beginning the afternoon of Friday, July 19, 2013.

Rick Simon,  
Richland Development Services Manager



## **Chapter 5.14 SIDEWALK USE LICENSE**

### **Sections:**

- [5.14.010](#) Definitions.
- [5.14.020](#) License required.
- [5.14.030](#) Application.
- [5.14.040](#) Uses allowed.
- [5.14.050](#) Terms and conditions.
- [5.14.060](#) Liquor.
- [5.14.070](#) Public hearing required for sidewalk use license.
- [5.14.080](#) Return of sidewalk to original condition.
- [5.14.090](#) Release of liability, surety and insurance.
- [5.14.100](#) Sidewalk condition.
- [5.14.110](#) Vested rights not created.
- [5.14.120](#) Compensation.
- [5.14.130](#) Design and placement standards.

### **5.14.010 Definitions.**

“Air space” means the vertical area above city sidewalks or right-of-way that is projected upon by private signs, building elements, canopies, awnings, flags, banners, antennas, or overhead pedestrian walkways.

“Allowed merchandise” are products permitted for sale in the adjoining zoning district.

“Decoration” refers to privately owned objects placed on city-owned sidewalks including, but not limited to, seasonal ornament displays, lighting, flags, landscape planters and artwork.

“Merchandise display” means to place objects for sale by an adjoining, licensed business operating on private property on a city-owned sidewalk.

“Newsstands and mail services” are facilities intended to distribute newspapers, magazines and other literature or other facilities providing mail and package drop-off services.

“Sidewalk cafe” means an open-air seating area on a public sidewalk provided by an eating or drinking establishment located on the adjoining property and delineated by a fixed, semi-permanent enclosure such as a rail, wall or other partition.

“Sidewalk furniture” means any temporary and unaffixed improvements used as seating, tables, weather protection, or signage.

“Surety instrument” means a performance bond supplied by a licensee to guarantee the return of city property in an original, prelicense condition.

“Vending cart” is a nonmotorized cart used to prepare, store and sell food products. [Ord. 09-09].

#### **5.14.020 License required.**

The community development department will issue licenses for limited use of the city's sidewalks and airspace. It shall be unlawful to utilize city sidewalks and rights-of-way, and air space over the sidewalks and rights-of-way, without a license. Decoration, merchandise display, sidewalk furniture, newsstands and mail services are not subject to the license requirement but remain subject to the remaining standards of this chapter. [Ord. 09-09].

#### **5.14.030 Application.**

An application for a sidewalk use license shall be made available from the community development department. A completed application including all necessary supporting plans and diagrams will initiate a maximum 60-day review period. There will be a \$200.00 fee for the license. [Ord. 09-09].

#### **5.14.040 Uses allowed.**

Subject to the conditions and limitations set forth in this chapter, the city will allow use of city-owned sidewalks or fee simple public property, by property or business owners for newsstands and mail services and by adjoining property or business owners for merchandise display, decoration, sidewalk cafes, sidewalk furniture, vending carts, and air space intrusions. In no circumstance will uses or encroachments be allowed within right-of-way or fee simple property utilized by vehicular traffic. [Ord. 09-09].

#### **5.14.050 Terms and conditions.**

A. The community development department may issue a sidewalk use license only if:

1. The applicant is the owner of the adjoining property or business or is a designated representative, except for newsstands and mail service applications;
2. The proposed use would not unduly and unreasonably impair passage to and fro by the public on the sidewalk for which the license is sought and is consistent with the design standards contained herein; and
3. Proposed sidewalk cafe users obtain an approved food-service establishment permit issued by the Benton-Franklin health department and a liquor license by the State of Washington Liquor Control Board, if applicable, and that said permits include the sidewalk use area, prior to issuance of a sidewalk use license.

B. The community development department may include in the license such terms and conditions as the department may deem appropriate to satisfy applicable local, state and federal standards in addition to: general compatibility of the proposed sidewalk with the existing neighborhood, special events, and public access, high visual quality; and facilitation of a harmonious relationship between the public and private sectors. Conditions attached to a license approval may include, but are not limited to, the following:

1. Restrictions as to the number and placement of tables and chairs and as to the hours and dates of use;

2. Provisions that the licensee shall maintain the adjoining sidewalk in a clean and safe condition for pedestrian travel;
3. A requirement that the licensee clear the sidewalk as may be reasonably necessary to accommodate deliveries to adjacent or other nearby properties;
4. Regulations upon lighting and illumination of the sidewalk cafe; limitations upon noise; and restrictions upon the placement of equipment;
5. The prompt repair of damaged or failing improvements that present a safety risk to the public;
6. Collection of indemnity documentation, insurance, and/or surety instruments as contained herein;
7. Duration of the license and renewal procedure;
8. A requirement that furniture, equipment, and other appurtenances related to sidewalk uses remain clean, in good repair and sightly.

C. Unless expressly authorized by the city no pavement shall be broken, no sidewalk surface disturbed, and no permanent fixture of any kind shall be installed in or on sidewalk area in connection with a sidewalk use.

D. The community development department may suspend or revoke the permission granted if an applicant violates this title, any implementing rules, or the terms and conditions of the permit not sooner than 10 calendar days following written notice of intent to suspend or revoke the license. Suspension or revocation of a sidewalk use license is appealable to the city manager consistent with RMC [5.04.560](#). [Ord. 09-09].

#### **5.14.060 Liquor.**

Liquor, as defined in RCW [66.04.010](#)(16), as now existing or hereinafter amended, may be used and sold at a sidewalk cafe when authorized in both the sidewalk use permit and provided for in this chapter and by permit of the Washington State Liquor Control Board, and not otherwise. [Ord. 09-09].

#### **5.14.070 Public hearing required for sidewalk use license.**

Proposed sidewalk cafes and use of public air space shall require a public hearing. Notice of public hearing shall be published at least once in the official newspaper of the city. In addition, written notice shall be mailed to the owner or owners of the property involved, and to all property owners of record within a radius of 300 feet of subject property pursuant to a title insurance company report required by RMC [23.70.190](#). Both published and mailed notices shall be given at least 10 days in advance of the public hearing. The notice of hearing shall also be affixed to the property to be clearly seen from the proposed sidewalk use area at least 10 days in advance of the public hearing.

The notice of a public hearing required in this chapter shall at a minimum contain: the name of the applicant; the nature of the proposed use including a diagram clearly delineating the sidewalk, pedestrian circulation, proposed outdoor seating area, any fence, wall or partition wall, any proposed overhead projections into the city's air space, and adjoining buildings; and description of the affected property, which may be in the form of either a vicinity map or written description, reasonably sufficient to inform the public of its location; the date, time and place of the hearing; a statement that all interested persons may appear and provide testimony and the location where information may be examined prior to the hearing.

The planning commission shall conduct an open record public hearing and shall issue a decision by a recorded motion, which shall incorporate the findings of fact of the commission and the reasons for its action; and the motion shall refer expressly to the maps, description and other matters intended by the commission to constitute approval. The planning commission's findings of fact shall be based on: general compatibility of the proposed sidewalk use with the existing neighborhood, special events and pedestrian access; coordination with state and local regulations for liquor consumption and food establishments, and assurance that the public is protected via appropriate insurance and surety instruments.

Any sidewalk use license decision made by the planning commission shall be subject to appeal to the city council. [Ord. 09-09].

#### **5.14.080 Return of sidewalk to original condition.**

The licensee shall return the sidewalk to original, prelicense condition at no cost to the city at the time a license expires or the sidewalk use ceases. [Ord. 09-09].

#### **5.14.090 Release of liability, surety and insurance.**

A. Release of Liability. All persons utilizing the city sidewalk for air space, sidewalk cafe, and/or vending carts shall release the city from liability on a form available from the community development department in writing and acknowledged by the applicant, to hold and save the city free and harmless from any and all claims, actions or damages of every kind and description which may accrue to, or be suffered by, any persons by reason of or related to the operation of such sidewalk use. In addition, such agreement shall contain a provision that the permit is wholly of a temporary nature, that it vests no permanent right whatsoever, that upon 30 days' notice, posted on the premises, or by publication in the official newspaper of the city, or without such notice, in case the permitted use shall become dangerous or unsafe, or shall not be operated in accordance with the provisions of this title, the same may be revoked and the improvements shall be removed by the licensee immediately or by the city using associated surety instrument, if any, at the discretion of the community development director or designee.

B. Surety Instrument. Certain sidewalk uses will require the licensee to post a surety bond to ensure the return of the sidewalk to an original, prelicense condition.

C. Insurance. Sidewalk cafes shall in addition to releasing liability and providing a surety instrument also extend private commercial building insurance to include the sidewalk use area allowed in an associated license and name the city of Richland as an additional insured and provide \$1,000,000 of accident



coverage per incident. Said insurance shall include a provision prohibiting cancellation or reduction in coverage of policy except upon 30 days' prior written notice to the city. The amount of insurance coverage may be adjusted annually by the city and notice of such adjustment shall be given in writing to the licensee. A sidewalk use license for a sidewalk cafe will be revoked if the necessary private insurance does not remain in full effect.

The community development director shall require such release of liability, license, surety instrument and/or private insurance as follows (Y = yes and N = no):

Type of Use	Release of Liability	License Required	Surety Instrument	Private Insurance	Public Hearing
Air Space	Y	Y	N	Y	Y
Decoration	N	N	N	N	N
Newsstand and Mail Services	N	N	N	N	N
Merchandise Display	N	N	N	N	N
Sidewalk Cafe	Y	Y	Y*	Y	Y
Sidewalk Furniture	N	N	N	N	N
Vending Cart	Y	Y	N	Y	N

\* If substantial modifications are made to city property, that are undesirable if the use ceases. Surety instrument, if required, shall be 115 percent of the estimated cost to revert the improvement to a prelicense, original condition as determined by the city engineer.

[Ord. 09-09].

#### **5.14.100 Sidewalk condition.**

The applicant shall comply with the terms and conditions of the sidewalk use license issued and maintain the sidewalk clean and free of debris, refuse, stains, and in a safe condition for pedestrian travel, and shall immediately clear the sidewalk area when ordered to do so by the community development director or other appropriate city officer such as the chief of police or fire chief or their authorized representatives for matters of public safety, health and welfare. [Ord. 09-09].

#### **5.14.110 Vested rights not created.**

The grant of sidewalk uses pursuant to this chapter shall be subject always to the city's ownership of the right-of-way and the public health, safety, convenience and necessity. Grant of a sidewalk use shall not constitute a street vacation. No vested rights shall be created by grant of any sidewalk use. Such limitation shall be prominently displayed on all permits issued pursuant to this chapter. [Ord. 09-09].

#### **5.14.120 Compensation.**

Authorized sidewalk uses benefit the public by offering an active and pleasing streetscape environment and no compensation is therefore required. [Ord. 09-09].

#### **5.14.130 Design and placement standards.**

A. Exceptions. Sidewalk uses are expected to meet these design standards except in cases where special accommodation is made by the city via contract, special event permit, or other approval.

B. Pedestrian Clear Area. Sidewalk uses shall be placed so as to maintain at least five feet in width of unobstructed pedestrian travel and no more than 30-degree changes of direction around uses. The pedestrian clear area does not include the radius for the door openings of buildings.

C. Separation from Curb. Sidewalk uses may be placed adjacent to buildings and not closer than two feet from the curb and shall accommodate the pedestrian clear area. In all cases, the intersection sight distance, as required in Chapter [12.11](#) RMC, shall be met.

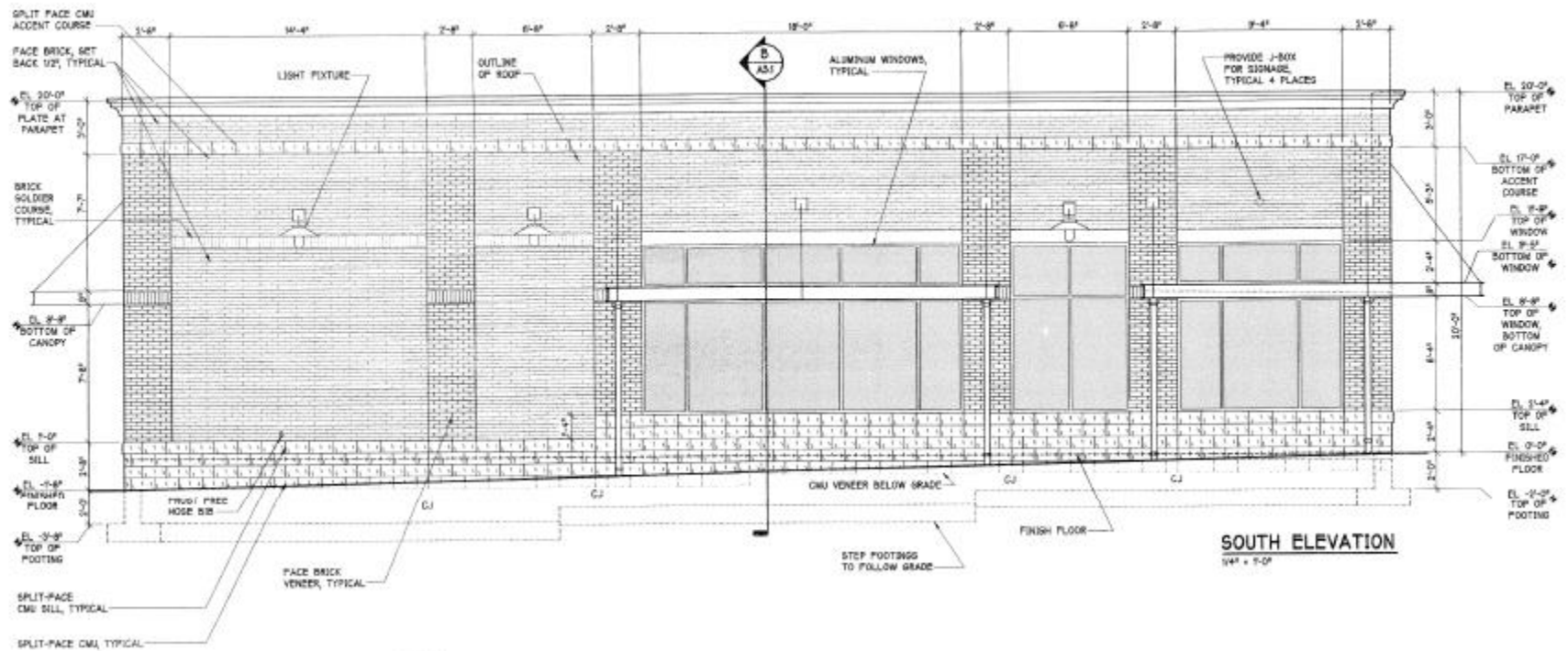
D. Fencing. Unless otherwise determined by the community development director, any containment of outdoor cafes shall be limited to 36 inches high maximum and shall allow at least 50 percent visibility.

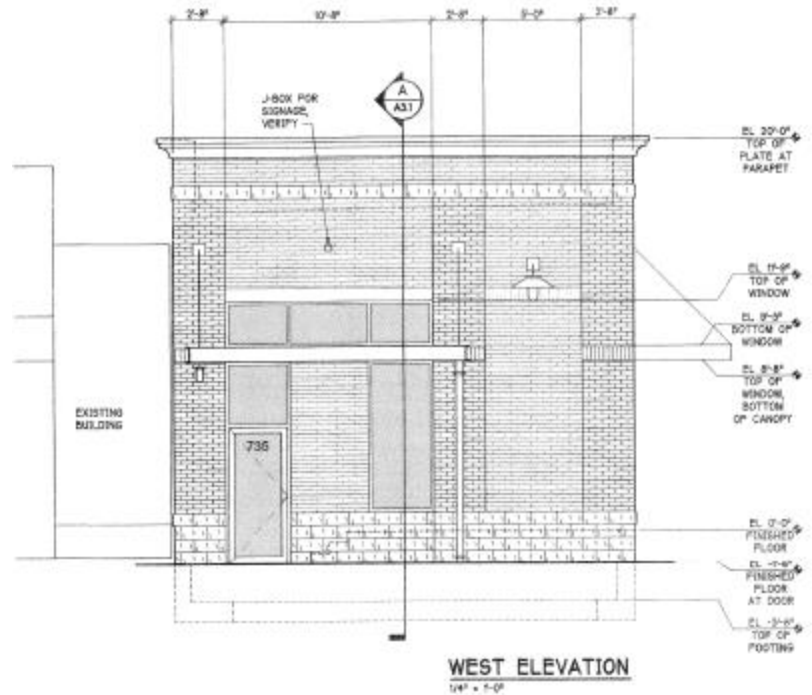
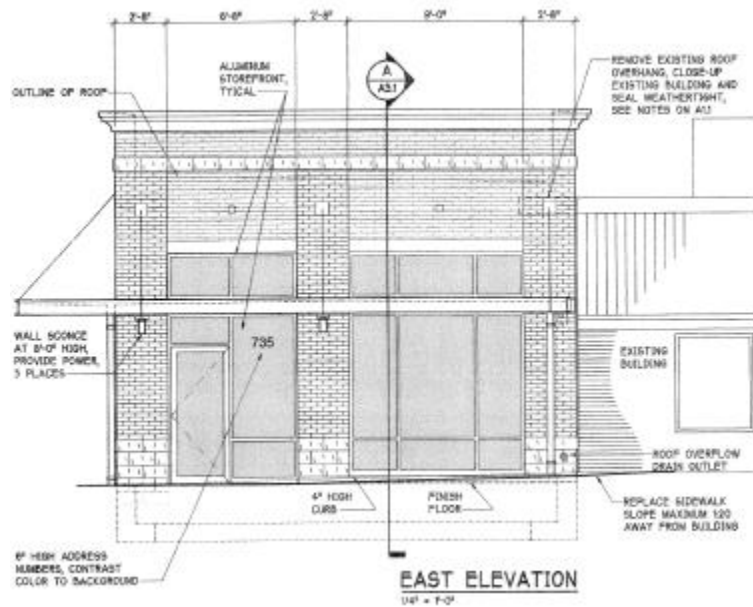
E. Overhead Use of City Airspace. No projection of private building elements, signage, antennas, flags, banners, awnings, canopies, or overhead pedestrian walkways shall occur lower than 10 feet as measured vertically from sidewalk grade and shall meet Washington State Department of Transportation clearance standards for particular street classifications.

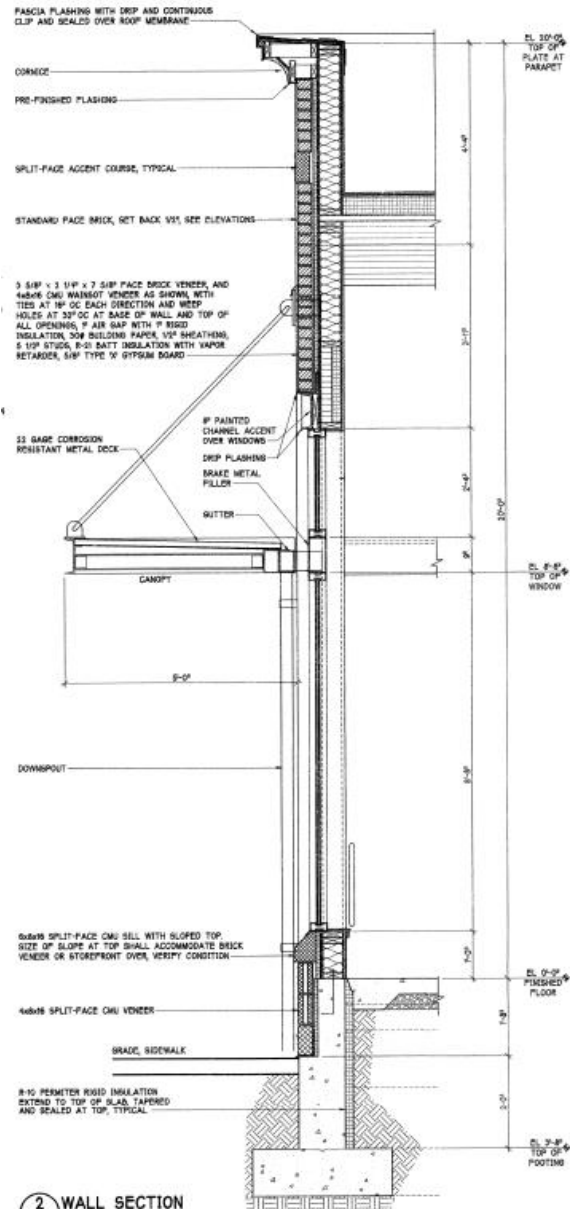
F. Allowable Sidewalk Use Area. Only portions of the sidewalk that directly adjoin a property for which a license is sought are eligible for use, except sidewalks used for newsstands and mail services.

G. Any vending cart shall be removed from the city right-of-way daily.

H. Newsstands and mail delivery services shall not: impair loading; hinder egress from parked vehicles; open toward the roadway if located on the curbside of the sidewalk; obscure signage; be fastened to any public utility poles, signs or equipment; contain advertising other than that which relates exclusively to the publication sold or distributed; or be used for purposes other than the sale and distribution of such publications. [Ord. 09-09].







2 WALL SECTION  
 ALL 3/4" x 1'-0"

## **STAFF REPORT**

TO: PLANNING COMMISSION  
FILE NO.: M2013-105

PREPARED BY: RICK SIMON  
HEARING DATE: JULY 24, 2012

### **GENERAL INFORMATION:**

APPLICANT: CITY OF RICHLAND (M2013-105)

REQUEST: AMENDMENT OF THE HORN RAPIDS MASTER PLAN TO RE-CLASSIFY A PORTION OF A FUTURE STREET FROM A BUSINESS CENTER ROADWAY TO AN INDUSTRIAL ROADWAY.

LOCATION: A FUTURE STREET CONNECTION WHICH WOULD EXTEND GENERALLY NORTH AND WEST OF ROBERTSON DRIVE

### **REASON FOR REQUEST:**

City staff has identified a minor discrepancy between the land use and transportation maps included in the Horn Rapids Industrial Park Master Plan and recommends a change in a roadway classification.

### **FINDINGS AND CONCLUSIONS**

Staff has completed its review of the proposed correction to the Horn Rapids Industrial Park Master Plan (M2013-105) and submits that:

#### **Findings:**

1. The Horn Rapids Master Plan was originally adopted by the City in 1995 and was intended to guide the industrial development of City owned property located north of SR 240, south of Horn Rapids Road and generally west of Stevens Drive and was updated in 2011;
2. The updated Horn Rapids Master Plan includes a minor discrepancy between the land use plan and the transportation plan in that a future planned roadway that would extend through an industrial area has been designated as a "business center roadway", not an "industrial roadway";

3. The plan calls for future “industrial roadway” sections to be constructed with 36 feet of paved roadway, with gravel shoulders, open ditches and a 14 foot wide trail located within an 85 foot wide right-of-way;
4. The standard for future “business center roadway” sections is a 37 foot wide paved roadway, with open ditches, and a 6 foot sidewalk within a 75 foot wide right-of-way;
5. Given that the land use classification of the area north and west of Robertson Drive is industrial, the appropriate roadway classification would be an “industrial roadway”;
6. The proposed amendment would bring consistency between the land use and transportation maps that are included in the Horn Rapids Industrial Park Master Plan.

**Overall Conclusion:**

7. **Based on the above findings and conclusions, adoption of the proposed correction to the Horn Rapids Industrial Park Master Plan would be in the best interest of the community of Richland.**

**RECOMMENDATION**

Staff recommends the Planning Commission concur with the findings and conclusions set forth in Staff Report (M2013-105) and recommend that the City Council adopt a resolution correcting the Horn Rapids Industrial Park Master Plan.

**ATTACHMENTS**

- A. July 18 memo from Gary Ballew, Economic Development Manager to Rick Simon, Development Services Manager
- B. Horn Rapids Industrial Park Master Plan



**MEMORANDUM**  
*Economic Development Office*

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To: Economic Development Committee

From: Gary Ballew, Manager

Date: February 26, 2013

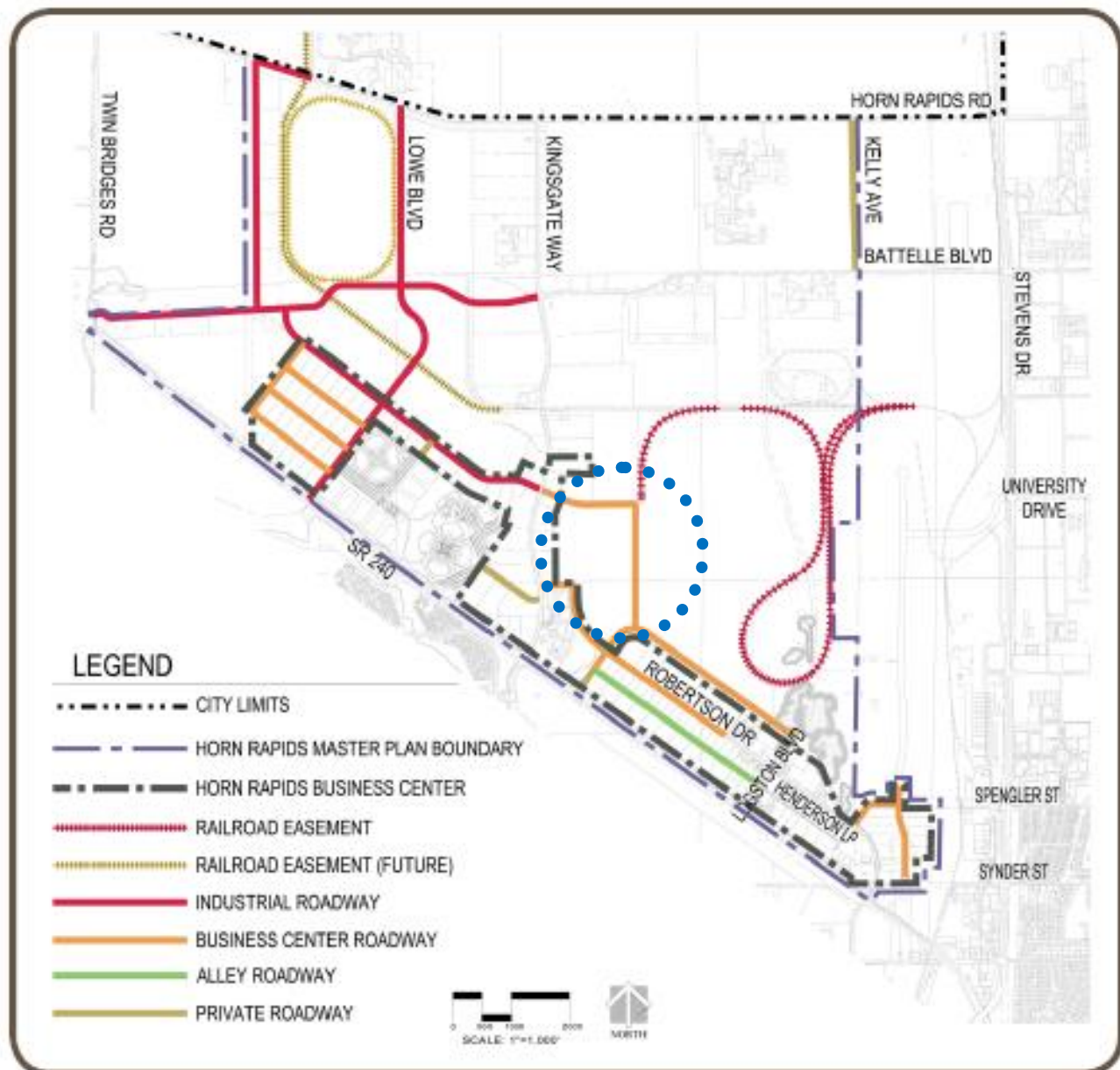
Subject: Amending Road Type in the Horn Rapids Industrial Park Master Plan

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There needs to be a correction to the Horn Rapids Industrial Park Master Plan (Plan) adopted by the Richland City Council on September 6, 2011. The update is in regards to a road standard. The correction come via Resolution by the Richland City Council and as recommendations were received from both the Planning Commission and the Economic Development Committee prior to adoption we would like to make that the procedure for amending the Plan now and in the future. Figure 10 of the Plan (highlighted in the provided diagram) shows a N-S connector road as being of a Business Center Roadway type. The N-S connector is not in the Business Center, it is in Industrial Park, as shown in Figure 4.

Staff recommends that the Plan be modified accordingly to reflect the appropriate road type designation for the Industrial Park. A diagram showing the road types is also provided.

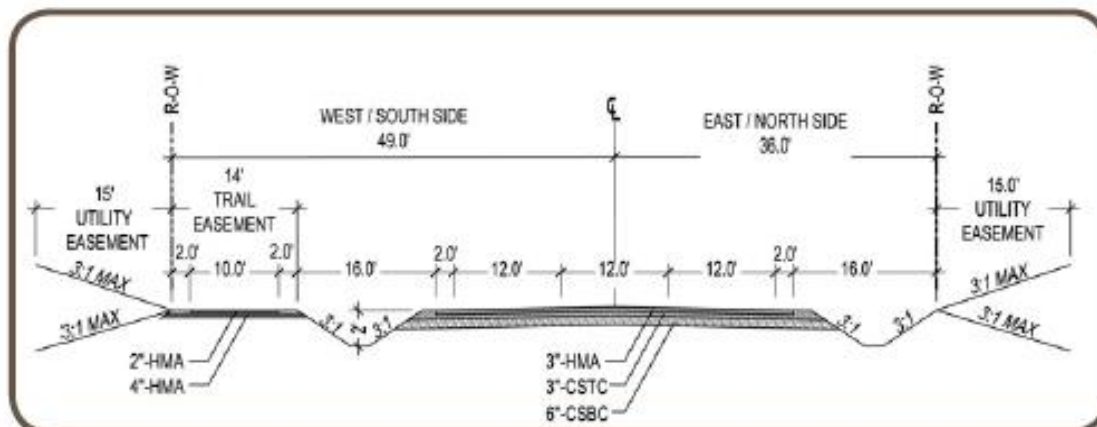




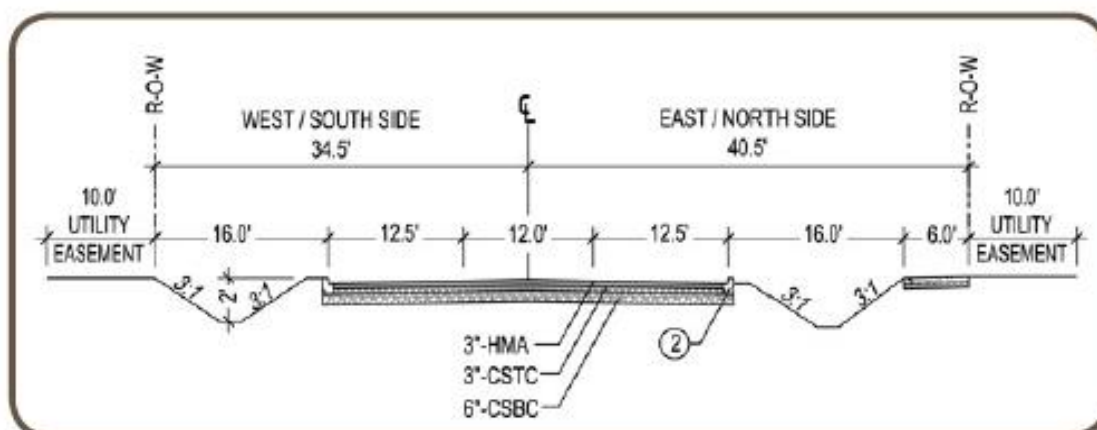
**Figure 10: Transportation Plan**



**Figure 4: Land Use Plan**



**Figure 11: Industrial Roadway Section**



**Figure 12: Business Center Roadway Section**



APRIL 2011

# CITY OF RICHLAND

## HORN RAPIDS MASTER PLAN UPDATE



MacKay & Sposito, Inc.

### **MacKay & Sposito, Inc.**

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## 1. Executive Summary

The Horn Rapids Master Plan (HRMP) area is an approximately 2,466 acre industrial and business center development serving as a gateway to the City of Richland, Washington (City). With outstanding transportation access, the HRMP has been envisioned as an employment center for the community and is anticipated to provide employment and business opportunities for the region. The area generally resembles a large triangle, bounded on the first side by Horn Rapids Road, on the second side by the Landfill and Twin Bridges Road and on the third side by State Route 240 (SR 240). The site hosts a variety of existing industrial and business center uses. The Hanford Nuclear Reservation, located to the north of the site, is the dominant land use in the area. The Horn Rapids residential planned community, comprising 835 acres, is the major land use to the south and west. The Columbia River lies about three miles to the east and the Yakima River is about one mile to the west. The Vicinity Map (Figure 1) shows the general location of the HRMP in relation to the Tri-Cities. The HRMP was initially adopted in 1995 and the changes in the region over the last 16 years highlight the need to re-evaluate how to better leverage the economic opportunity of this area as a burgeoning employment center.



**Figure 1: Vicinity Map**

The City initiated the HRMP to assess existing land uses and infrastructure, evaluate the untapped potential that the site possessed, and provide some guidelines for future development. This plan looks at the opportunities and challenges associated with developing the site. It also aims to balance the land requirements of current and future industrial and business uses. Staff met with key stakeholders at several City departments, including Public Works, Development Services, Parks, Energy Services, Survey and Economic Development, as well as the Port of Benton to solicit input on the HRMP update. Through these meetings, current issues and concerns were identified and recommendations for the updated plan were established.

The HRMP envisions the area as an active and vital employment and economic center, attracting new development, reinvestment and employment. This is realized with attractive buildings and practical streetscapes that enhance the marketability of the area. These improvements also serve to reinforce its place as a gateway to the community of Richland. Further, the updated master plan recognizes the requirements of large industrial-scale businesses. The HRMP provides for large-acreage users and lays out a plan that assures functional circulation patterns are provided and associated infrastructure needs are sufficiently met.

Three specific focal areas emerged during our HRMP update discussions with stakeholders:

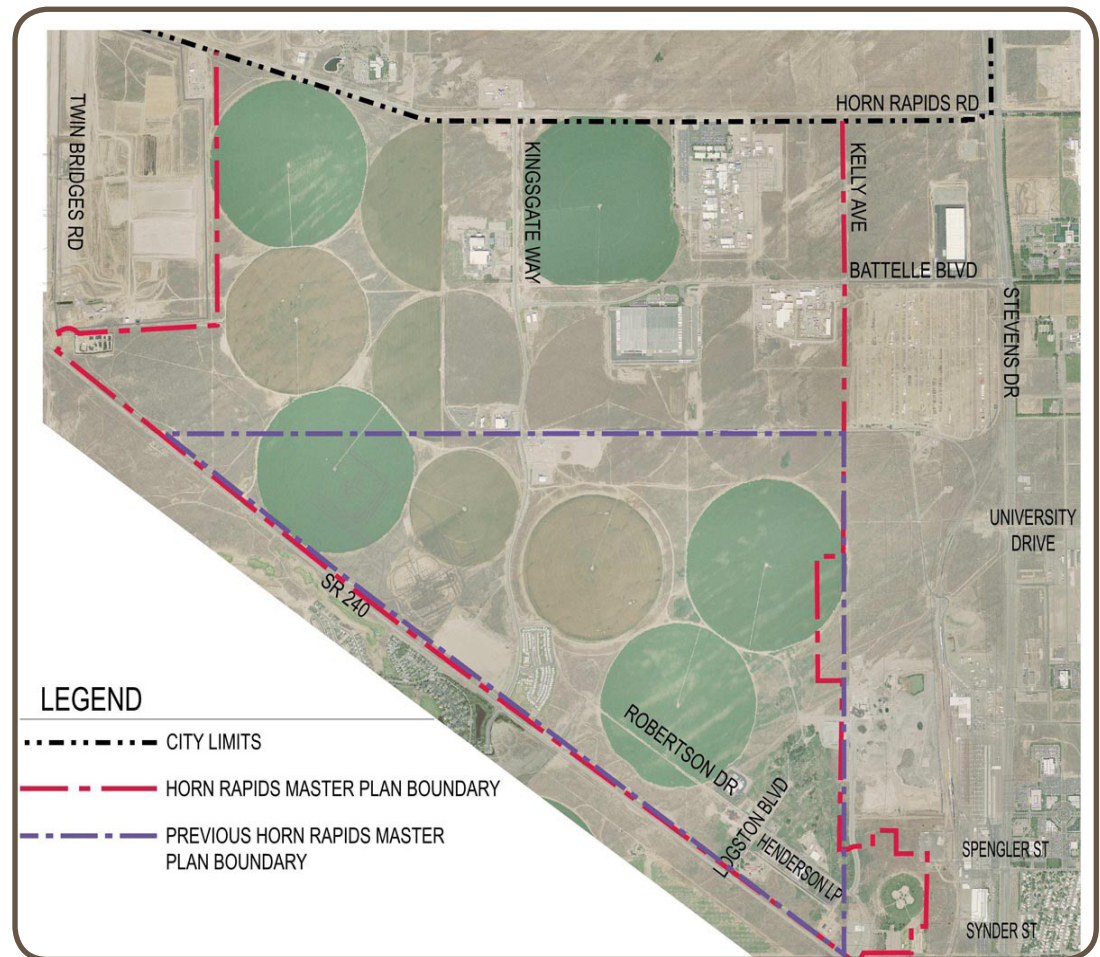
- 1) Road standards for circulation systems within the HRMP needed to be agreed upon and adopted as part of the update process. Providing this consistency will sustain transportation functions and establish predictability through the permitting processes.
- 2) Open space areas needed to be re-evaluated, both for suitability of location as well as for landscape design standards. The initial plan envisioned a more manicured campus style of development that does not reflect development that has occurred on the site and is not the best fit for the climate or the region.
- 3) Development standards needed to be devised for the project to assure consistent growth patterns and provide the City with continuing oversight as parcels are sold.

## 1.1 Purpose of Plan

The HRMP supplements the Richland Comprehensive Plan and supersedes the previous Master Plan adopted in 1995. The HRMP presents the vision and policies related to the future development of properties within what is now the Horn Rapids Industrial Park and the Horn Rapids Business Center and consolidates this into one master plan for both areas.

In 1995, the City of Richland adopted a Master Plan to guide the development of the Business Center portion of the planning area. Since then, the master plan area has undergone significant changes. These include the development of business and industry onsite, as well as the associated infrastructure. This updated Plan adjusts for these changes as well input from current stakeholders. It addresses both the opportunities and constraints presented by the site and provides guidance for future development. It also ensures the needed infrastructure relates to adjacent properties and considers existing development on the site. Unlike the original plan, the update also includes the land in the Horn Rapids Industrial Park.

The HRMP represents a long term vision with flexible plan implementation approaches that respect market conditions and interests within the Plan's



**Figure 2: Study Area**

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anticipated 20 to 30 year build-out period. The Plan area is anticipated to continue to develop as a major employment center in Richland. In addition to employment center uses, the HRMP also provides open space and recreational amenities which will guide the development within this gateway to the City.

It is anticipated that the Horn Rapids Business Center will continue to grow and provide solid tax revenue generation for the City by appealing to companies and businesses associated with the Hanford Reservation as well as companies seeking a high quality business environment for their employees. Finally, supplemental planning and development efforts for the surrounding properties will also have an impact on how the Horn Rapids planning area ultimately builds out.

## **1.2 Planning Process**

The update process began with interviews of key city staff responsible for transportation planning, energy services, survey, sanitary sewer, public water, storm facilities, development review and economic development. The goal of these meetings was to identify existing facilities, previous and ongoing issues as well as planned improvements for the area. Preliminary development alternatives were identified and a second round of stakeholder interviews was held.

Based on feedback received during the second round of stakeholder interviews, changes were made to the plan documents and prepared for review by the Planning Commission. The Planning Commission reviewed a draft of this plan in a public workshop on February 9, 2011.



## 2. Existing Conditions

The Study Area Plan (Figure 2) identifies the current status of the property as of the end of 2010. The HRMP is located on the north side of SR 240, about seven miles northwest of the City of Richland. The property, which is triangular shaped, consists of approximately 2,466 acres. As noted in the executive summary, the site is bounded on one side by Horn Rapids Road, on the second side by the Richland Landfill and the extension of Twin Bridges Road and on the third side by SR 240. The Hanford Nuclear Reservation is the dominant land user in the area and is located to the north and east of the site. The Horn Rapids residential master planned community, comprising of 835 acres, is the major land use to the south and west. The Columbia River lies about three miles to the east and the Yakima River is about one mile to the west. A legal description for the boundary can be found in Appendix A.

### 2.1 Land Use and Zoning

As seen in Figure 3: “City of Richland Zoning Map”, zoning in the HRMP is primarily heavy and medium industrial with a small amount of general business. The surrounding area consists of a mix of neighborhood retail business, limited business, agriculture and multiple family residence.

#### Land Use Designations

The Land Use Plan contains four (4) separate land use designations which are identified below and illustrated in the Land Use Plan (Figure 4). These land use categories are intended to accommodate the City of Richland’s ability to recruit new business opportunities. They are also anticipated to promote development which will provide employment for its residents and strengthen and expand its tax base. The following land use categories will be encouraged to implement sustainable development principles.

#### Industrial Land Use

The medium industrial use district (I-M) is a zone providing for

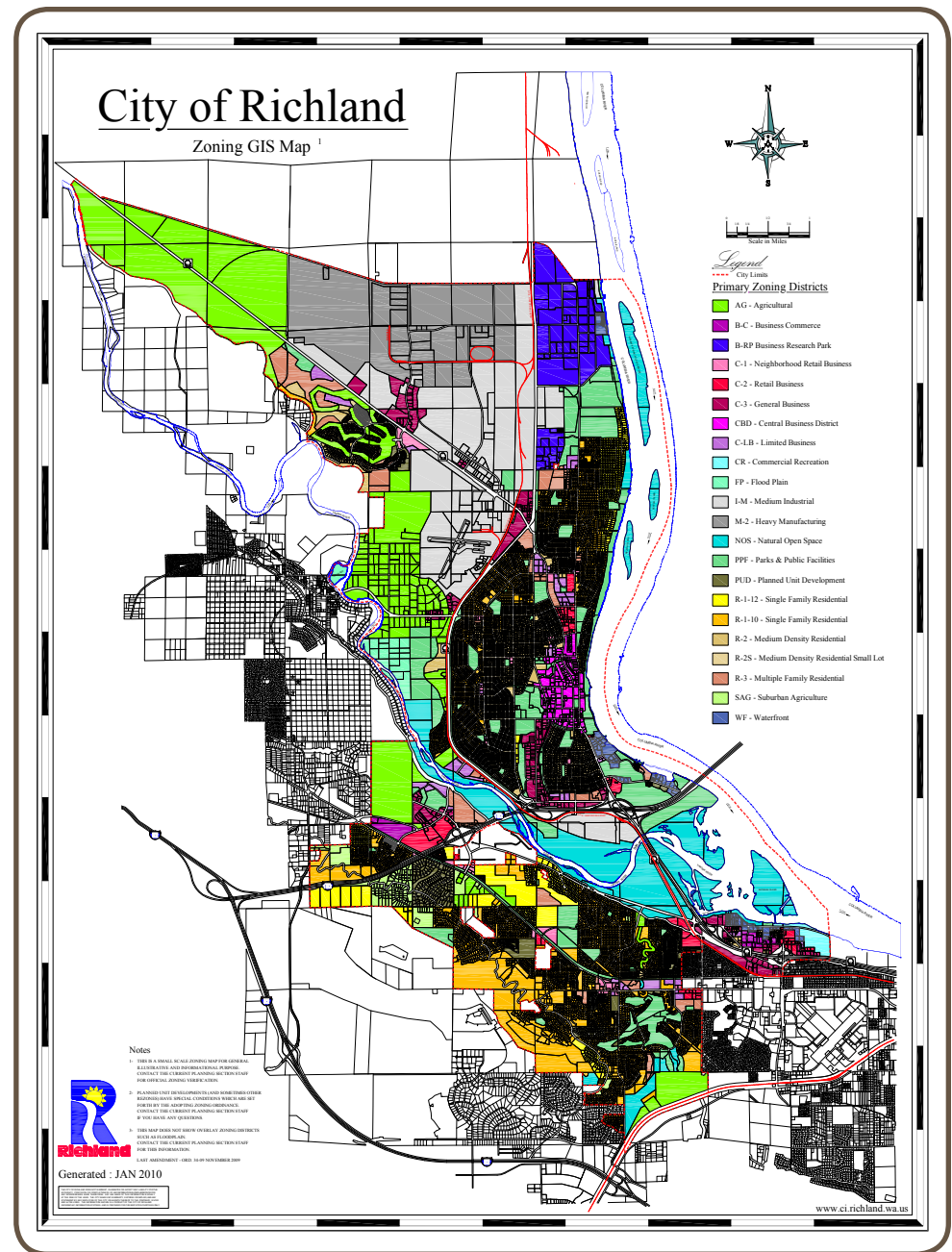


Figure 3: City of Richland Zoning Map

limited manufacturing, assembly, warehousing and distribution operations and retail and wholesale sales of products manufactured on the premises or products allied thereto; and administrative and research and development facilities for science-related activities and commercial uses that are supportive and compatible with other uses allowed in the district. Regulations are intended to prevent frictions between uses within the district, and also to protect nearby residential districts. This zoning classification is intended to be applied to some portions of the City that are designated Industrial under the City of Richland Comprehensive Plan.

The heavy manufacturing district (M-2) is intended primarily for heavy manufacturing and other closely related uses. Regulations for this district are intended to provide protection principally against effects harmful to other districts. This zoning classification is intended to be applied to some portions of the City that are designated Industrial under the City of Richland Comprehensive Plan.

### **EcoPark**

The area designated EcoPark on the Land Use Plan is intended to be developed under the Heavy Industrial code, but is specifically identified for uses that are compatible to the adjacent landfill.

### **Commercial Land Use**

The general business use district (C-3) is intended to provide a use district for commercial establishments which require a retail contact with the public together with incidental shop work, storage and warehousing, or light manufacturing and extensive outdoor storage and display, and those retail businesses satisfying the essential permitted use criteria of the C-2 (Retail Business) use district. This zoning classification is intended to be applied to some portions of the City that are designated commercial under the City of Richland Comprehensive Plan.

### **Business Center Land Use**

The Business Research Park use classification (B-RP) is intended to provide location for a range of business research and business park uses, including office and administrative uses, designed to be conducted wholly within enclosed buildings. It is also a purpose of this land use classification to protect a portion of the existing industrial land base for research park facility development, which provides high-technology employment opportunities. Light manufacturing uses that compliment the business park or research park use, may be permitted if pertinent to the primary use. The business research park zoning classification provides opportunities for employment in modern, attractive buildings on well-landscaped sites which may be close to residential areas.

### **Open Space**

The Parks and Public Facilities district (PPF) is a use classification intended to provide areas for retention of public lands necessary for open spaces, parks, playgrounds, trails, and structures designed for public recreation and to provide areas for the location of buildings and structures for public education, recreation, and other public and semi-public uses.

The Natural Open Space district (NOS) is a use classification intended to provide area for the retention of publicly owned, natural open spaces, that due to their proximity to wetlands, shorelines, flood plains, or critical habitat areas are too sensitive for intensive use or development.

## 2.2 Capital Facilities, Public Services and Utilities

### Transportation

Built transportation infrastructure in the vicinity of Horn Rapids includes road, railroad and bike lanes. SR 240 runs the length of the southeast boundary of the site. Horn Rapids Road travels the entire north boundary of the HRMP study area. Kingsgate Way bisects the site, connecting Horn Rapids Road and SR 240. The site is also served by rail which connects from the east. This rail, owned by The City of Richland connects to the Port of Benton owned rail lines to the east. This portion of the Port of Benton rail is operated by Tri-City and Olympia Railroad Company (TCRY). (See Figure 10: “Transportation Plan” for a graphic showing additional transportation infrastructure.)

### Water

There are two existing pressure zones onsite, roughly divided by a north-south line approximately 1,200 feet east of Kingsgate Way. Pressure Zone 1 is below 600 feet and Pressure Zone 2 is above 600 feet. An existing 30-in diameter concrete lined steel water main runs northwest along SR 240 and the southern boundary of the site. This line connects to an existing 20-in diameter line across SR 240 to serve the residential community to the south. A booster pump station is located on the north side of SR 240 at the end of this main, near the northwest corner of Phase 1, providing the pressure for Pressure Zone 2 above 600 feet. This 30-in main also feeds a 16-in diameter in Logston Blvd and 10-in diameter main in Henderson Loop serving the developed portions of Phase 1.

An existing 16-in diameter line in Horn Rapids Road, 12-in diameter line in Battelle Blvd., and 20-in diameter line in Kingsgate Way serve existing properties in the industrial area. Of these, only the existing 16-in line in Horn Rapids Road is looped. The loop continues down Twin Bridges Road to the west of the landfill, turns east up Battelle Blvd., crosses southeast to Lowe Blvd, and turns southwest and crosses SR 240 to connect to the existing 20-in line through the residential master planned community mentioned previously. See Figure 6: “Water Plan” for additional existing water infrastructure.

### Sanitary Sewer

There are three existing sanitary sewer basins onsite. An existing 12-in diameter sewer main in Kingsgate Way, 21-in main in Robertson Drive and 42-in main in Henderson Loop all drain to the southeast. The existing 16-in main in Battelle Blvd drains east to Stevens Drive. Tributary to this line is also an existing lift station at Areva that has been identified for decommissioning. Finally, an existing 18-in sewer line that crosses SR 240 at the southeast corner of the ball fields and drains to the residential master planned community south of SR 240. (See Figure 7: “Sewer Plan” for additional existing sewer infrastructure.)

### Storm Facilities

The existing storm drainage systems onsite appear to utilize a combination of ditches and dispersed overland sheetflow. Existing roadways with curb-and gutter have curb-cuts or inlet pipes allowing stormwater runoff to drain into roadside ditches or swales.

### Electricity

Power to the east side of the site is currently provided from two existing City of Richland substations. The Snyder substation supplies one feeder to

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the southern and far western portion of the site, and can be expanded by two more feeders. The First Avenue substation provides two feeders to the northeast and north central parts of the site, but can be expanded by an additional two feeders to accommodate heavier industrial power users. There is a third existing substation located near the intersection of Stevens Drive and Horn Rapids Road, though this does not appear to serve any of the future development contemplated in the Horn Rapids Master Plan. (Additional existing service is shown in Figure 9: “Electrical Plan”.)

#### **Other Plans – The Port of Benton**

The Port of Benton owns land directly to the east of the HRMP. This land has been master planned for heavy industrial uses, similar in nature to those proposed in the industrial portions of the HRMP. Provisions have been made to extend a road stub for access as well as associated utilities.

### 3. Goals and Objectives

The HRMP goals and objectives focus on the City's vision for the Master Plan area. The HRMP is consistent with the Comprehensive Plan goals and policies. This alignment of goals will further encourage the HRMP goals in an area identified for employment growth. The new goals and objectives are listed below, following the Comprehensive Plan element goal most closely associated with it. These include goals pertaining to Land Use, Transportation, Public Facilities, Landscape and Open Space, and Economic Development.

#### Horn Rapids Master Plan Goals and Objectives

##### 3.1 Land Use and Community Development

Comprehensive Plan Land Use Goal 2: The City will promote industrial development to provide employment for its residents, and strengthen and expand the tax base through its land use policies.

**Goal 1: Create an attractive, well-designed industrial, office and commercial center consistent with the goals and policies set forth in the Richland Comprehensive Plan.**

Objective 1.1 Adopt specific development standards for the HRMP that compliment the Richland Development Code and propose necessary amendments to the master plan to allow a mixture of light industrial, warehouse, related office, general office, and other ancillary uses.

Objective 1.2 Support the presence and further development of a mix of large and small industrial and business uses that meet employment density and wage targets.

Objective 1.3 Encourage a sustainable approach to site design. Development should follow the sustainability principles of equity, economic development, design, and environment.

Objective 1.4 Continue to support the development of the EcoPark portion of the site.

##### 3.2 Transportation and Circulation

**Goal 2: Develop an efficient and safe circulation system for private vehicles, commercial vehicles, emergency vehicles, pedestrians, and cyclists both into and throughout the HRMP area.**

Objective 2.1 Develop and implement Road Standards as part of the Master Plan process.

Objective 2.2 Construct and improve street, pedestrian, and bicycle connections to allow for safe and efficient access throughout the Horn Rapids

Business Park.

Objective 2.3 Consider alternate road widths and or unique approaches to streetscape design to accommodate vehicle and bicycle transportation, enhance pedestrian safety and encourage walkability where appropriate.

Objective 2.4 Identify an easement area for the future railroad loop.

### **3.3 Public Facilities and Services**

Comprehensive Plan Utility Element Goal 1: The City will provide existing levels of service to current customers and establish policies to extend utility systems to meet new development requirements.

**Goal 3: Ensure that new and existing development will be adequately served by municipal services and facilities.**

Objective 3.1 Extend water, sewer and storm drainage systems in the area to support maximum development. Explore the viability of other financing options to fund infrastructure improvements.

Objective 3.2 Encourage the use of creative sustainable approaches to reducing runoff and managing stormwater such as rain gardens and rainwater collection for use in industrial operations and landscape maintenance as appropriate.

Objective 3.3 Preserve a parallel waterline for additional capacity and to irrigate crop circles

### **3.4 Landscape, Open Space and Recreation**

Comprehensive Plan Land Use Goal 6: The City will protect and conserve its natural resources and critical lands and provide public access based on ability of the resource to support the use.

**Goal 4: Provide for recreation, open space and landscaped areas by creating a cohesive open space plan.**

Objective 4.1 Determine the amount of active recreational and passive open spaces necessary to meet the future needs of the business park and the community as a whole.

Objective 4.2 Encourage the preservation and enhancement of existing natural features.

Objective 4.3 Promote the use of native and drought tolerant landscaping material where possible.

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Objective 4.4 Design location of trails, open space, and parks to incorporate areas of geological or environmental significance including steep slopes, wetlands, natural drainage patterns, and contours.

### 3.5 Economic Development

Richland has established a sense of place that appeals to citizens of all ages. The City has become the entertainment and upscale retail center for the Tri-Cities with a range of shopping and service business that meet the needs of local residents and visitors to the community.

**Goal 5: Create a development plan which will protect and enhance long term economic and social interests.**

Objective 5.1 Create an economic development climate that supports the existing business community and promotes new business opportunity.

Objective 5.2 Provide the necessary infrastructure to capture employment and industrial growth

Objective 5.3 Provide areas to accommodate a balance of intensity of uses which will enhance Richland's ability to recruit new business opportunities.



## 4. Land Use Plan and Zoning

### 4.1 Land Use Designations

The City of Richland zones that encompass the proposed Master Plan have been discussed previously under section “2. Existing Conditions”.

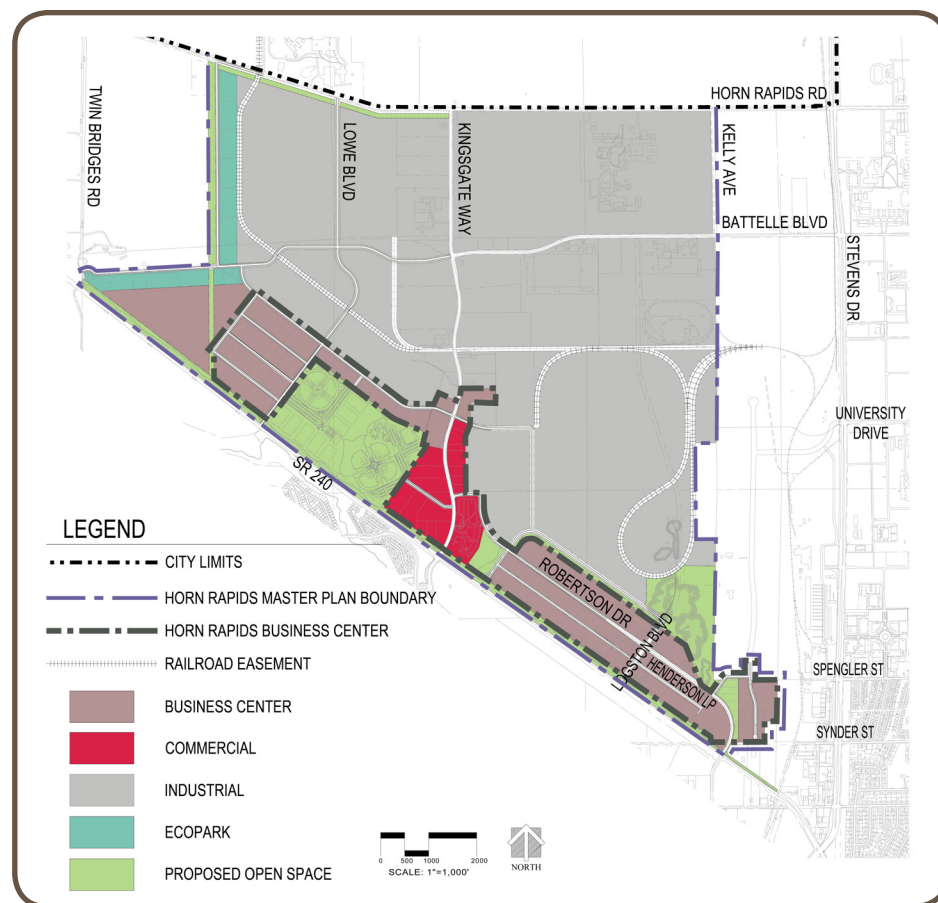
Figure 4: “Land Use Plan” shows how these areas are allocated on the site.

The uses shown on the Land Use Plan are general in nature and reflect the existing underlying zoning designations. This Plan does not propose any changes to existing zoning.

### 4.2 Land Use Summary Table

#### Land Use Summary Table

Development in the HRMP is intended to provide an attractive employment and economic center, which will draw new development and employment to the area. The Land Use portion of the plan is essential in creating desirable forms of development that captures future growth. The Master Plan is intended to provide for large-acreage users as well as business and commercial uses, civic and open spaces, and other uses that strengthen the City of Richland’s economic base. The Land Use Summary Table below provides an overall summary of the land uses with acreages.



**Figure 4: Land Use Plan**

**Table: Total Land Use Areas**

Land Use Designation	Acres	Percent of Total
Business Center/Commercial	380	17%
Industrial	1533	68%
EcoPark	58	3%
Open Space	277	12%



## 4.3 Design Standards

In order to ensure that the HRMP achieves its potential and that proposed uses are fully integrated, design standards have been drafted to address key site design related issues. The Design Standards are included in Appendix B and include an Architectural Review process that requires applicants seek approval from the Horn Rapids Architectural Review Committee prior to issuance of a building permit. Such oversight will assure project compliance with the standards set forth in this section.

## 4.4 Sustainable Principles

The HRMP is intended to be developed with sustainable design principles that attract business with operational characteristics that limit their impacts on the natural environment. The HRMP seeks to reduce waste, pollution, energy use, and water consumption within the plan area. The area's sustainability strategy affects land use planning, public infrastructure, transportation, business operation practices, and area maintenance.

Below are guidelines that ensure future development and land use activities within the Master Plan area are more sustainable.

### **Waste Reduction**

- Construction Waste: Encourage that site development and building construction are designed and managed to minimize the amount of materials used on a given project. Projects should seek to minimize waste sent to landfills and explore options to repurpose excess materials for local reuse. New development should utilize durable building materials with longer life spans.
- Recycling: Individual business operations should be planned and/or modified to ensure waste materials are sorted for recycling and reuse. Users should coordinate with local waste management haulers to ensure facilities and resources are adequate to accommodate the recyclable materials generated from the plan area. Examine options to consolidate recycling within the area.
- Composting: Require existing landscaping material and organic waste to be composted or reused. Explore options to provide composting on individual project sites, a central district facility, or collection by the local waste management hauler.

### **Pollution**

- Local Materials: Encourage development projects to use locally available materials to reduce carbon emissions caused by transport. Ensure that local building codes and development standards do not otherwise require construction materials that are only available from far away origins.
- Stormwater Treatment/Water Quality: Require that stormwater generated from paved surfaces is adequately cleaned and purified before it is discharged into the natural system. Require water quality facilities for streets, parking areas, roof tops; treatment requirements are applicable to both public and private developments.
- Alternative Transportation: Create a transportation network and building pattern that encourages transit use, pedestrian and bicycle travel,

carpooling, and ridesharing. Develop a trail/multi-use path network to promote bicycle mobility.

- Landscaping and Tree Planting: Install native plant and tree species as part of all new development to offset carbon emissions. Explore opportunities to use vegetation in lieu of fence and wall construction.

### **Energy Conservation**

- Solar Orientation: Individual development and buildings should be sited and oriented to capitalize on solar exposure to lessen energy demands related to lighting and heating.

- Landscaping for shade and cooling: Require landscaping along exterior building walls to provide shade and cooling.

- Daylighting buildings: Encourage the design of buildings with architectural features and utilize sunlight for interior illumination. Ensure that public structures in parks and recreational areas include daylighting elements to offset energy consumption.

- Solar/Wind Harvesting: Explore opportunities to install solar and wind harvesting elements on large buildings to offset energy consumption and to capitalize on their large surface coverage. Explore opportunities to use solar and wind harvesting devices in large openspaces.

### **Water Conservation**

- Native/Drought Tolerant Landscaping: Limit landscaping material to native or climate adapted plant species.

- Rain Water Harvesting: Encourage the collection of rain water for irrigation purposes. Consider the design and construction of harvesting facilities for recreation and other public areas.

- Water Efficient Utilities: Require buildings and recreational facilities to be constructed with water efficient utilities (i.e. toilets, sinks, showers, etc.).

## **4.5 EcoPark Overview**

The area designated EcoPark on the Land Use Plan (Figure 4) is intended to be developed under the Heavy Industrial code, but is specifically identified for uses that are compatible and complementary to the adjacent landfill. Currently, several businesses are operating in this area and the HRMP seeks to formally recognize this developing business node. The HRMP identified appropriate access to facilitate future expansion of EcoPark uses and to assure orderly development of the node. A strip of Open Space is located between the access road and the landfill in order to recognize an existing utility easement that is located on the site.

The HRMP encourages the siting of appropriate businesses in this area and creates a conceptual plan for infrastructure provision as the area builds out. A rail easement will be reserved along the backside of the EcoPark lots to allow for maximum flexibility for future development. Being that rail is a rapidly changing element of the industrial environment, the City wishes to provide suitable locations for this type of business. The City understands that the demands may change as the industry evolves.

## 5. Parks, Trails, and Open Space

### Parks, Trails, and Open Space Analysis

The HRMP provides comprehensive planning for parks, trails and open space. This plan provides a variety of recreational opportunities within the Master Plan as well as connections to the surrounding community.

The aim of the Parks, Trails and Open Space Plan is to address the goals of the City's Comprehensive Plan. This includes the objectives of the City's Recreation, Open Space, and Historical Site Policies as well as Environmental Policies.

In order for in the HRMP to fulfill the intentions of the City's Comprehensive Plan, it is essential that the proposed trails and open spaces be fully integrated to existing infrastructure. The trails in the HRMP link directly to existing on-street bike paths on Kingsgate Way and Battelle Blvd. Additionally, they tie into the existing Class I trail and on-street bike path on Stevens Drive. The proposed trail on SR 240 directly aligns with proposed connections to both the northwest and the southeast of the HRMP. (See Figure 5: "Parks, Trails and Open Space Plan".)

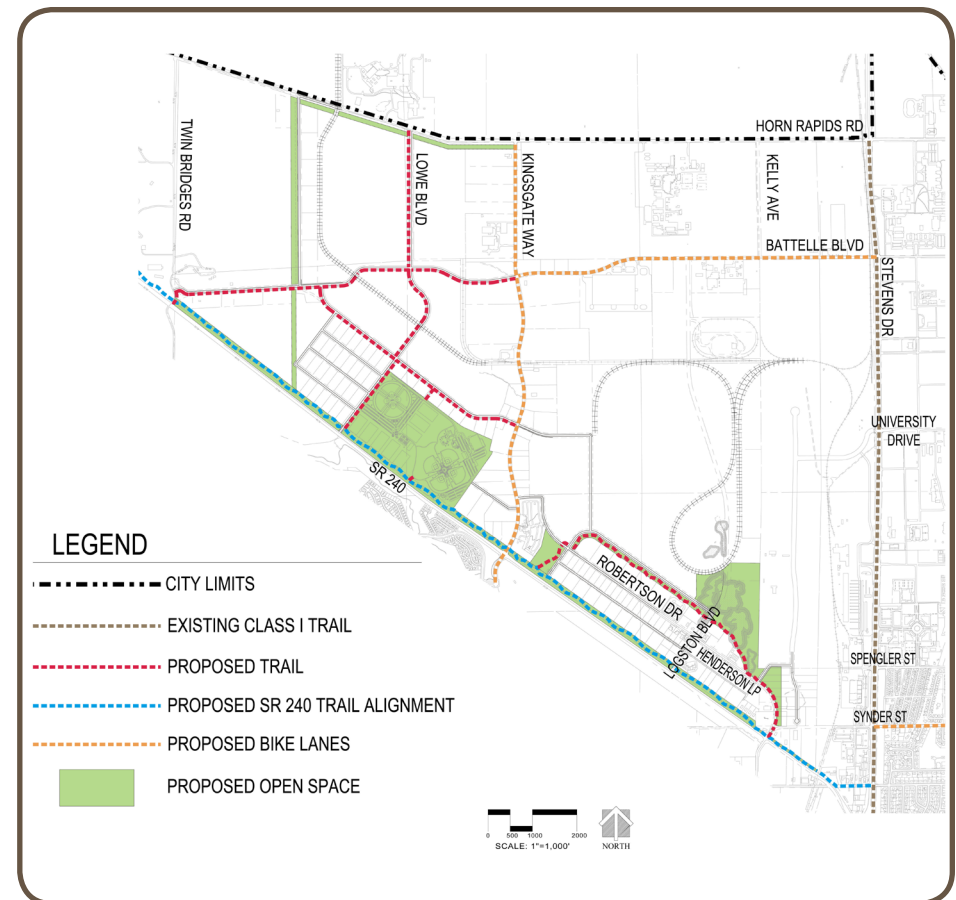
The trails in the open space plan connect key destinations in Horn Rapids. The Richland Babe Ruth Complex as well as the proposed community park and sports complex are accessible by trail. The main industrial roads have a separated trail paralleling them.

Throughout the HRMP, numerous trail loops have been developed.

These loops provide users opportunity and variety. Trails will encircle the existing and proposed business centers as well as the larger industrial areas.

One of the functions of the trail as it passes to the north of the existing Horn Rapids Business Center is to define the boundary between the existing Business Center and the proposed Industrial Center to the north. This trail will provide recreational opportunities for employees working in Horn Rapids as well as residents of nearby communities.

Several additional factors influence the design and layout of the trails and open spaces. One important consideration is the natural character of the site, including slope and aspect. From numerous locations along the trails, visitors can enjoy open vistas of surrounding hills.



**Figure 5: Parks, Trails and Open Space Plan**

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The desire to preserve natural site features also aids in determining the siting of trails and open space. To the northeast of the existing business center, open space helps protect an existing wetland. The trail is routed around the edges of the wetland area to the greatest extent possible. Other than the trail itself, this area is left undeveloped to the greatest extent possible. In this way, visitors have access to a diversity of ecological environments.

A typical section of trail paralleling the road includes a 14 foot wide asphalt trail shouldered by a 16 foot vegetated stormwater swale and a 15 foot utility easement. The swale and the utility easement serve to buffer the trail from the road and other site development.

Trails traveling through the larger tracts of open space wind through undeveloped corridors ranging from 100 to 500 feet in width. A typical segment of this trail includes native undisturbed vegetation as well as replanted native upland steppe vegetation.

The extension of utilities from Logston Boulevard northward requires that the disturbed portion of the wetland be mitigated. This mitigation occurs in land set aside as open space near the existing wetland. It is comprised of native wetland and transitional species plantings and is described in further detail in "Section 8: Wetland Impacts & Mitigation".

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## 6. Utilities

### Utility Analysis

The HRMP area includes several sites that are ready for development as demonstrated on the existing utility plans as well as the availability of other infrastructure necessary to serve the site. Full build-out can be accommodated with key investments in sewer, water, rail, water and the other utility systems provided for in this Section.

## 6.1 WATER

The water system that will serve Horn Rapids consists of two pressure zones (see Figure 6: "Water Plan"). Pressure zone 1 will be below 600 feet and pressure zone 2 will be above 600 feet.

Water lines are proposed in all of the major proposed roadways including 12-in DI in Lowe Boulevard and along the west side of the EcoPark. There is uncertainty as to the required size of the proposed water lines, especially in the industrial area where there is the potential for a high water-user such as a processing facility. Therefore, prior to final decision on pipe sizing, some limited modeling effort will need to take place using expected demands based on property acreage and type of use. The size of the existing lines in the Kingsgate area are based on similar modeling which was conducted during the preparation of the Comprehensive Plan, and can likely serve as a model for this effort. The water system will be designed and constructed to provide for the demand of development as well as the minimum fire flow rates as required by the City of Richland Building Codes and Fire Marshall.

Additionally, a proposed 8-in stub is provided at the south end of the Port of Benton property as well as a proposed 12-in stub at the northwest corner for looping purposes

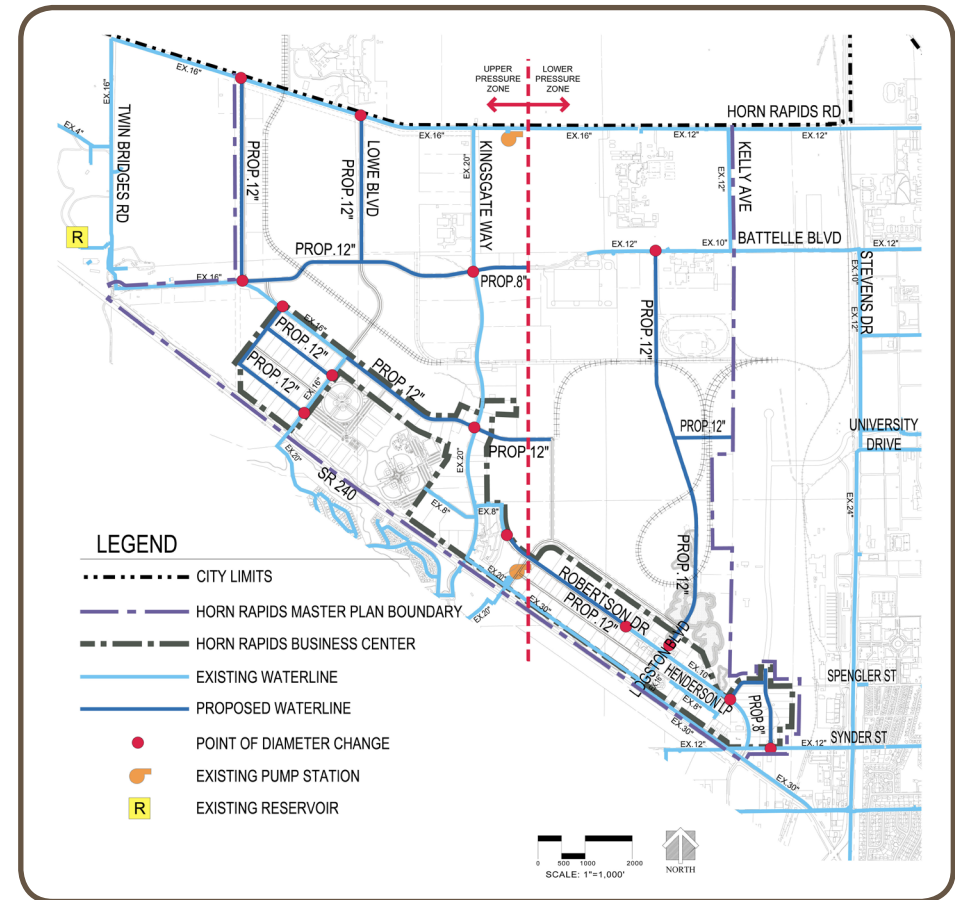
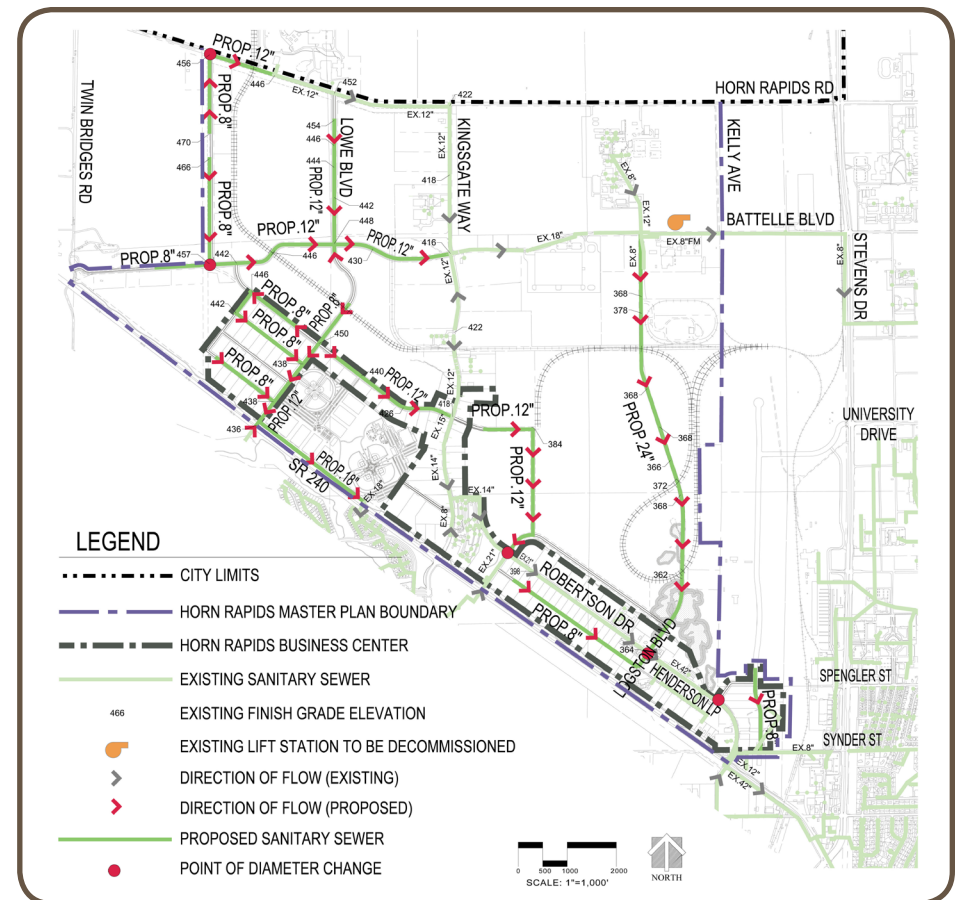


Figure 6: Water Plan

## 6.2 SANITARY SEWER

Wherever possible, all sanitary sewer improvements will be constructed in the public right-of-way. Where construction in the public right-of-way is not possible, they will be provided an access and maintained easement. In general, Business Center roadways contain an 8-in diameter sewer main, while Industrial roadways contain a 12-in diameter sewer main. Deviations from this standard can be seen in Figure 7: "Sewer Plan". Sanitary sewer infrastructure will be installed with each Phase of the Business Center and as needed in the Industrial area. There is an existing 12-in diameter sewer main in Kingsgate Way, 21-in main in Robertson Drive and an existing 42-in main in Henderson Loop. Phases 1 and 2 of the Business Center as well as the majority of the Industrial lands will be served by collectors and laterals connected to this system. Phase 3 of the Business Center will be collected in a proposed 12-in in Lowe Blvd., and drain into a proposed 18-in main running southeast along SR 240 just south of Phase 2, and ultimately into the residential master planned community south of SR 240.

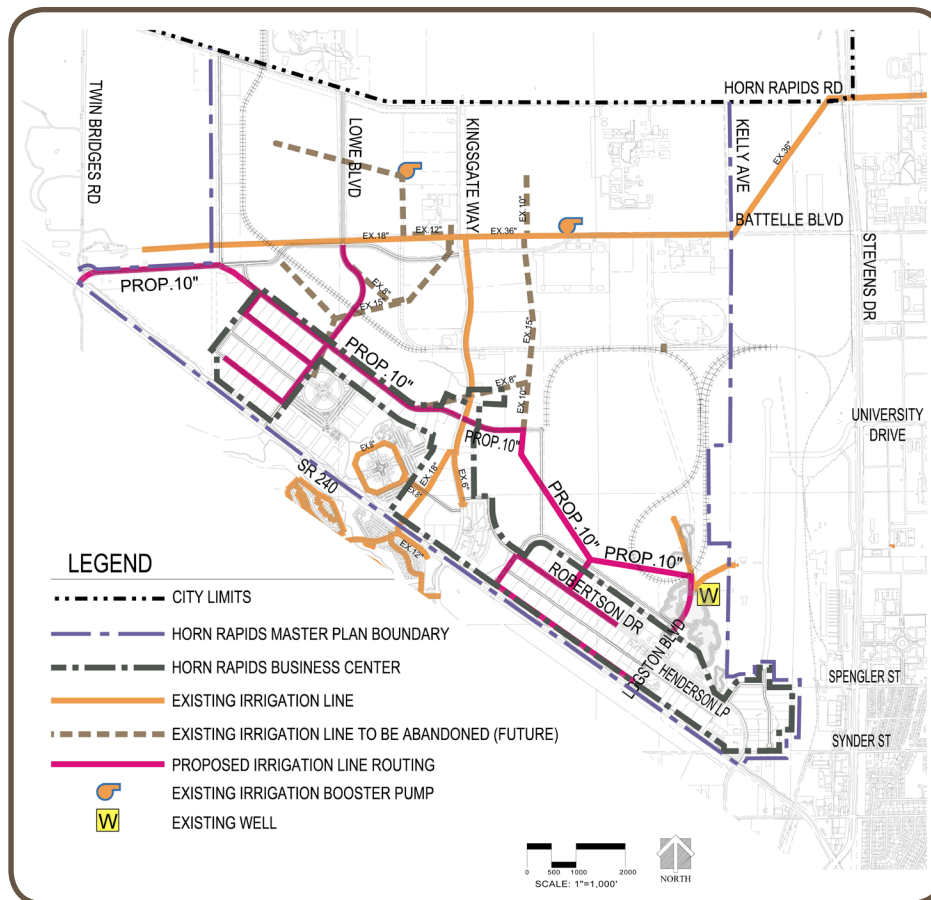
During construction of Business Center Phase 1, a 24-in diameter sewer main will be also constructed from Areva, near the northeast corner of Horn Rapids, south to the stub of Logston Blvd. This sewer main will be located in an easement, and is designed to allow the existing life-station at Areva to be decommissioned. This line will also provide future sanitary sewer service to properties east of Kingsgate Way. A portion of the 24-in sewer line to Areva will be located in a wetland area. An access road as well as appropriate wetland mitigation will need to be provided for that work. (See Figure 7: "Sewer Plan")



**Figure 7: Sewer Plan**

It is important that impacts to the identified wetlands be minimized where possible. Unfortunately, the proposed 24-in diameter sewer main must run a significant distance at a flat slope. This constraint limits the number of bends and manholes which can be placed in the sewer line. As part of this study, several alternatives were evaluated. It was determined that complete avoidance of the wetlands was difficult or impossible while maintaining gravity flow. However, there are existing disturbances within the wetlands (i.e. existing roads / trails) which could be used to lessen wetland impacts. These options will be evaluated more closely during design, when more detailed field information is available. The ultimate goal will be to provide a gravity sewer solution while minimizing wetland impacts.





**Figure 8: Irrigation Plan**

accommodate all future irrigation needs. There may be some possibility of converting the excess irrigation water right to domestic water right to add to the City's existing water system, but that is well outside of the scope of this work.

## 6.3 IRRIGATION

Irrigation water may be distributed from two different sources which would serve separate systems (see "Irrigation Plan" Figure 8). The primary source is the existing agricultural system which is currently used to irrigate crop circles in what will be the industrial park. These water rights may be used for the irrigation of developed lots, specifically in the business park area. Irrigation in the industrial park is not anticipated due to the significantly lower road and frontage standards for this land use. A second available source of irrigation water is an existing well located northeast of the intersection of Robertson Drive and Logston Boulevard. This source may be used to serve the Phase 1 Business Center on a separate system, or interconnected with the primary system to provide additional water. New irrigation lines will be constructed per the Irrigation Plan. For the purposes of the cost estimate it was assumed that only the existing primary irrigation system would be used. The portions of the existing irrigation system no longer required may be abandoned in place or removed and disposed of as needed. The phasing of the cost estimate also assumes that Phase 1 A commercial area will be temporarily served the by the existing 12-in line used to irrigate the crop circle there, and that line will be abandoned only after the construction of the proposed 10" line up to University Drive. It is assumed this permanent connection will be constructed with the Phase 1B improvements.

At this time M&S has not conducted a full accounting of the acres of water right available to Horn Rapids development, but due to the nature of developed properties they are likely more than sufficient to



## 6.4 STORMWATER

Stormwater runoff from the roadways will be handled in grass-lined swales which shall not only collect and treat the stormwater, but detain it for infiltration or evaporation. Stormwater runoff from individual properties shall be handled onsite and treated either through oil-water separators or grass-lined biofiltration swales prior to infiltration. Due to high infiltration rates in this area and low rainfall, quantity of runoff is not considered an issue; however low-points where large volumes of runoff would tend to pond in the case of catastrophic system failure should have an outfall to low undeveloped land.

## 6.5 ELECTRICAL

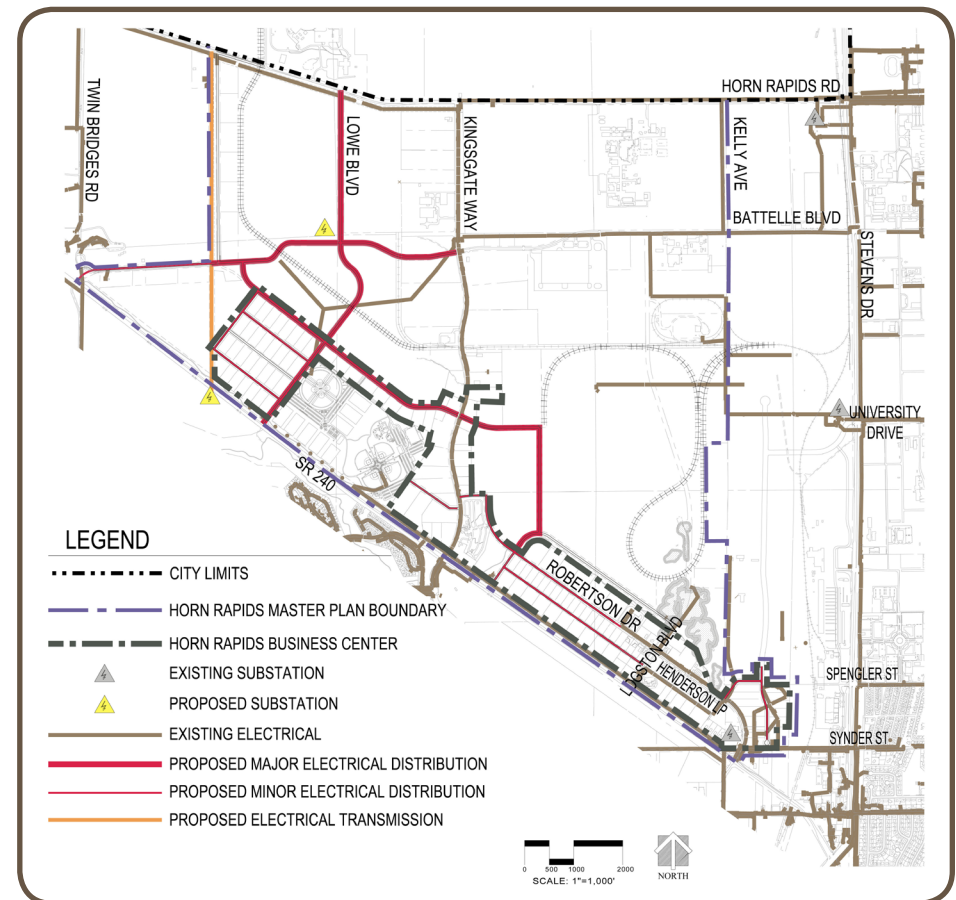
The power for Horn Rapids will be supplied from two existing and one future City of Richland substations (see Figure 9 “Electrical Plan”). The Snyder substation will supply three feeders and the University Drive substation will supply four feeders to serve the east half of the project. A new substation with 4-5 feeders will be constructed near the southwest corner of Allvac-Richland to serve primarily the new industrial users on the west side of Horn Rapids. A new 115KV transmission line will be located in a 100’ wide north-south corridor along the west side of the EcoPark and down across SR 240 to a second new substation planned to serve future development on the south side of SR 240. (See Figure 9: “Electrical Plan”)

## 6.6 NATURAL GAS

There is an existing 4-in natural gas line in Robertson Avenue, an existing 8-in line in SR 240, and an existing 8-in line in Kingsgate Way. Included in the lineal footage road costs is the assumption that conduit for natural gas will be included in the utility easement. No separate plan is provided.

## 6.7 TELECOMMUNICATIONS

Business center and Industrial tenants have a wide range of potential telecommunications infrastructure needs. Included in the lineal footage road costs it is assumed that conduit for telecommunications infrastructure will be included in the utility easement and no separate



**Figure 9: Electrical Plan**

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plan is provided.

## **6.8 TYPICAL UTILITY SECTION**

All of the streets shall have utilities placed in the general locations shown in the section below (see “Transportation Plan”, Figure 10). A utility easement is provided on both sides of Industrial and Business Center roadways sections, immediately outside of the right-of-way, and shall be used for all underground electrical, telephone, cable T.V. and communications utilities as well as above-ground vaults or junction boxes. Under no circumstances will these be placed in the grass-lined swales.

## 7. Transportation

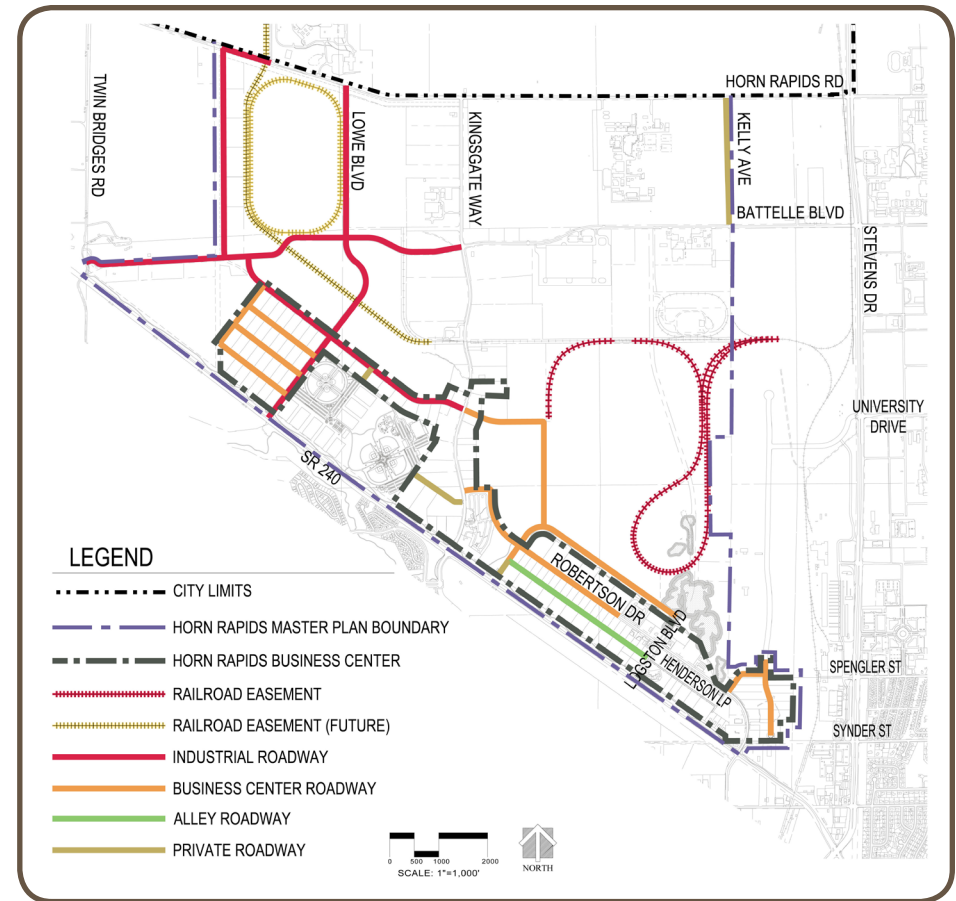
There is tremendous growth potential within the boundaries of the HRMP, with extensive pre-planning already undertaken to assure appropriate circulation systems. The Transportation Plan (Figure 10) identifies the transportation improvement projects that can be completed for continued growth.

### 7.1 Transportation Analysis

The road network plan and associated phasing of construction improvements has been designed to comply with the following policies of the Comprehensive Plan:

- The City should ensure that direct access is provided to property through the development of a network of collector and access streets, whose design would be as unobtrusive as possible to serve, rather than be the dominant feature of the area.
- The City should ensure that transportation facilities are designed to be aesthetically pleasing.
- The City should ensure the improvement of existing circulation systems to provide for maximum efficiency in vehicle movement.
- The City should encourage the development and enhancement of principle entrance ways into Richland.
- The City should ensure that there is adequate access and transportation facilities should be provided to industrial sites.
- The City should ensure vehicular traffic to industrial sites is be routed away from the central business route.

The primary components of the existing road network serving Horn Rapids are SR 240 along the south boundary, Horn Rapids Road which runs along the north boundary, and Kingsgate Way a north-south principal arterial which runs between them roughly bisecting the property. Ultimately it is planned to extend Kingsgate Way to the south through the residential master planned community and connect to Van Giesen Street, thereby providing a new route to Van Giesen Street for Hanford-related traffic.



**Figure 10: Transportation Plan**

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Additional access points to SR 240 will be limited to those approved by the Washington State Department of Transportation (WSDOT). Currently the Robertson Avenue and Logston Boulevard provide access to SR 240 on the east for Phase 1. Additional connections of Lowe Boulevard and University Drive on the west side serving Phase 3 are proposed. WSDOT intersection spacing requirements for state highways should allow the connection of Lowe Boulevard without issue, however the connection of University Way on the far west corner of the property could pose an issue due to its proximity to the existing intersection of Twin Bridges Road at the southwest corner of the Richland Landfill. This connectivity will require further evaluation and coordination with WSDOT.

As part of the Master Plan, a series of internal collector streets are also proposed. These streets which will distribute traffic between the major roads, individual properties, and other internal streets would primarily serve the proposed Business Park. Two of these roadways, Robertson Avenue and Logston Boulevard, are extensions of existing streets. The remaining roadways are new alignments. Collectors are only proposed in the Business Center area so as to retain the maximum flexibility and parcel size within in the Industrial Park. However, it is likely that additional collector streets will be required as the Industrial Park develops.

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## 7.2 Road Standards and Road Sections

### **Industrial Roadway Section**

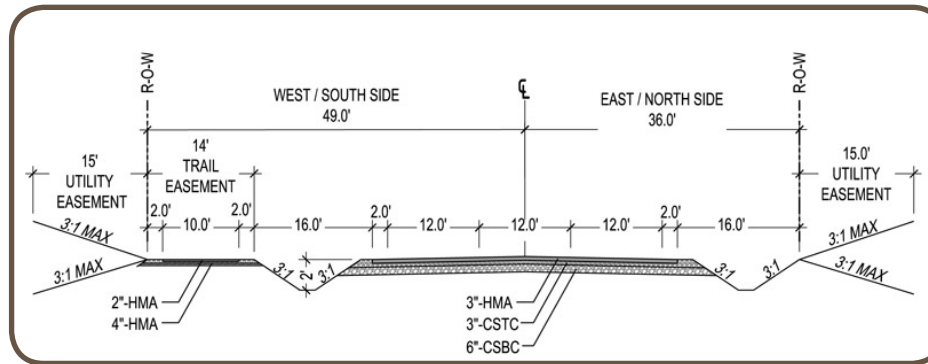
The proposed industrial roadway section shown below consists of an 85' right-of way with a three lane street and grass-lined swales on either side for collection and treatment of stormwater. The west or south side of the roadway has a 10' asphalt trail with 2' gravel shoulders for pedestrian and bicycle connectivity. A 15' utility easement is located on both sides of the street, immediately outside of the right-of-way. (See Figure 11: "Industrial Roadway Section")

### **Business Center Roadway Section**

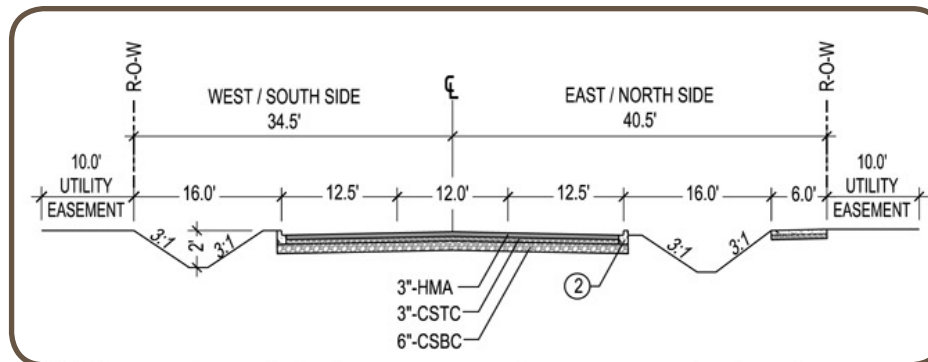
The proposed business center roadway section shown below consists of a 75' right-of way, three lane street with monolithic curb and gutter and grass-lined swales on both sides for collection and treatment of stormwater. Stormwater will be routed to the swales through curb-cuts. The east or north side of the roadway has a 6' concrete sidewalk. A 10' utility easement is located on both sides of the street, immediately outside of the right-of-way. (See Figure 12: "Business Center Roadway Section")

### **Alley Section**

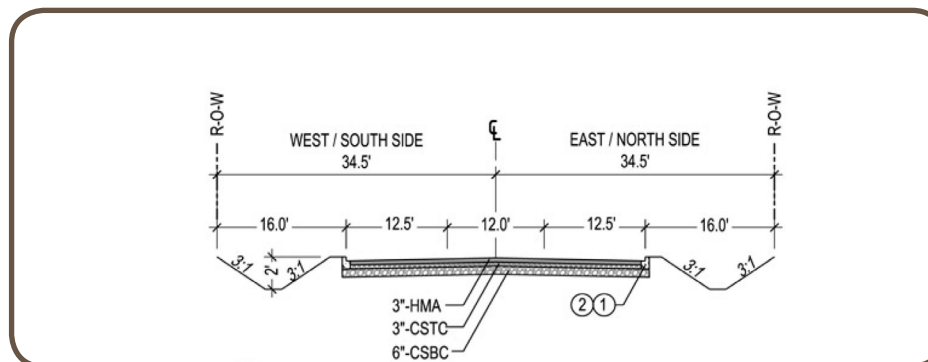
The proposed alley section shown below consists of a 69' right-of way, three lane street with monolithic curb and gutter and grass-lined swales on both sides for collection and treatment of stormwater. Stormwater will be routed to the swales through curb-cuts. There is no sidewalk or trail associated with the alley. A 10' utility easement is located on both sides of the street, immediately outside of the right-of-way. (See Figure 13: "Alley Section")



**Figure 11: Industrial Roadway Section**



**Figure 12: Business Center Roadway Section**

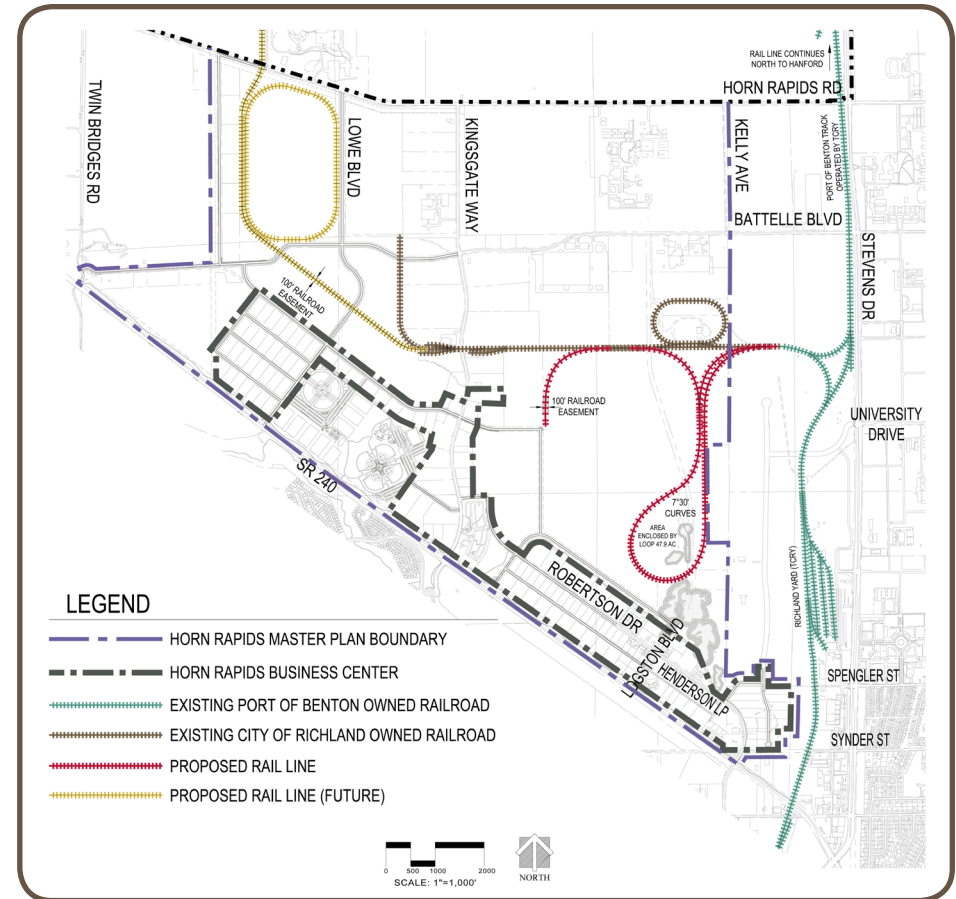


**Figure 13: Alley Section**

## 7.3 RAILROAD

Rail will be extended from the existing spur west of Kingsgate Way at the southeast corner of the WHECO property. The new spur will be approximately 1.5 miles in length and will run northwest, paralleling the proposed extension of University Drive, before turning north along the eastern edge of the EcoPark and terminating just south of Horn Rapids Road. Railroad crossing will be constructed on the proposed Lowe Boulevard and Battelle Boulevard. (see Yellow, "Proposed Rail Line (Future)" in Figure 14).

A railroad loop will also be constructed on the south side of the existing private rail between the existing rail line and the Port of Benton Property. This new loop will be approximately 0.3 miles wide (east-west) and 0.7 miles long (north-south), with the easternmost end on the Horn Rapids Master Plan boundary. (see Red, "Proposed Rail Line" in Figure 14).

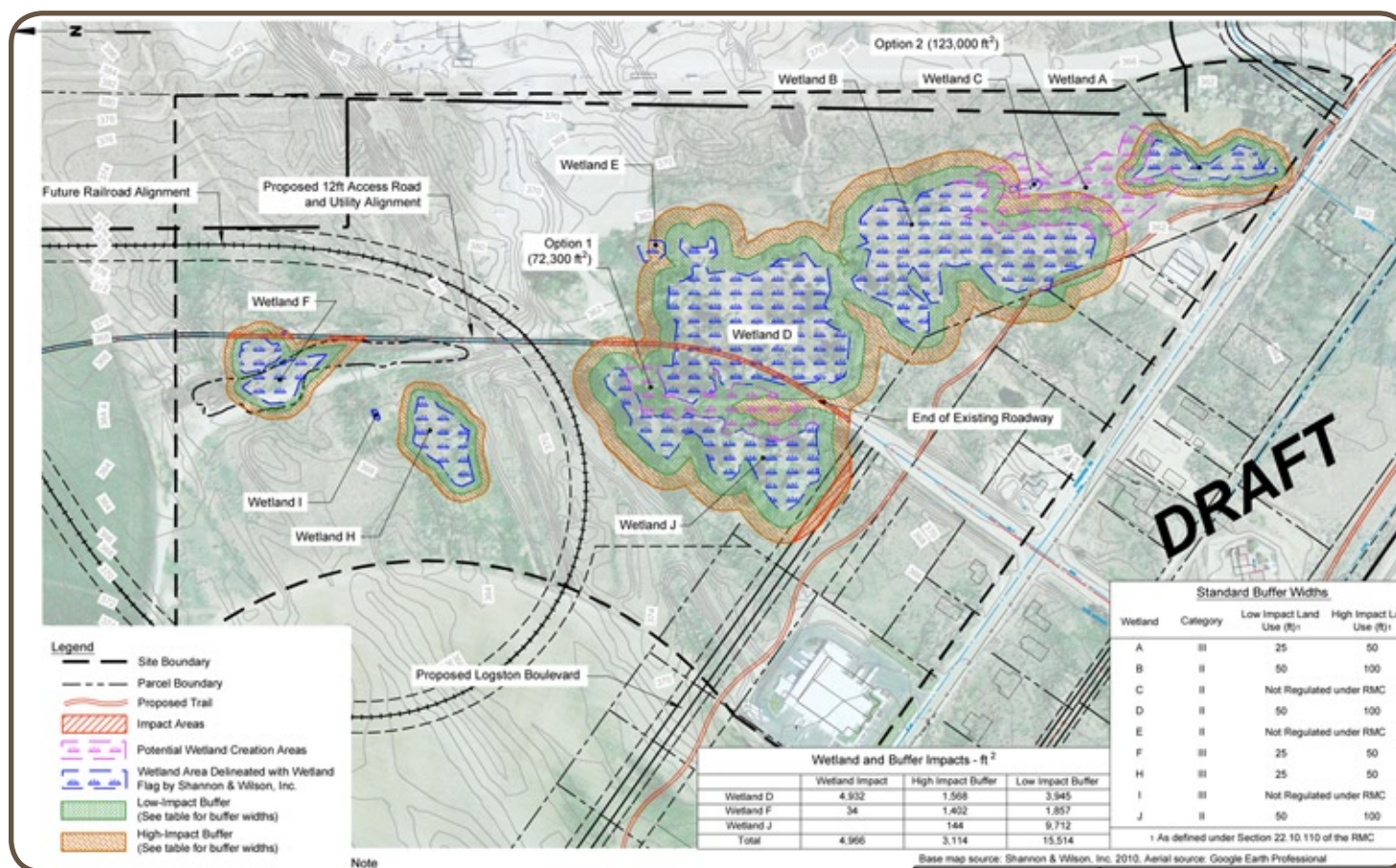


**Figure 14: Railroad Infrastructure Plan**



## 8. Wetland Impacts and Mitigation

Nine separate wetlands were previously identified and delineated within the HRMP. These consist of Category II and III depressional wetlands, all containing similar hydrophytic vegetation, hydric soils, and hydrology. The proposed water and sanitary sewer utility alignment will impact two wetlands, Wetlands D and F, and their associated wetland buffers. Impacts consist of excavating a 3.5 ft trench in the wetlands to install water and sanitary sewer utilities. Once the trenching is complete, a 12-foot maintenance road will be installed over the utility alignment. The estimated impact to these wetlands is 4,932 sq ft to Wetland D (rated as Category II) and 34 sq ft to Wetland F (rated as Category III). The proposed alignment for Logston Boulevard will impact the buffer area of Wetland J. The estimated impact to this buffer area is 9,856 sq ft. (See Figure 15: “Wetland Impacts and Mitigation Plan”)



**Figure 15: Wetland Impacts and Mitigation Plan**

The land use pattern minimizes wetland and buffer impacts. Logston Boulevard was re-designed to avoid all impacts to the wetlands. Alternate alignments for the utilities were considered, however, due to property locations and utility access requirements impacts were unavoidable. The site has already proven to be favorable for wetland creation due to the high water table and easy colonization by native hydrophytic vegetation. This allows for flexible, onsite, in-kind mitigation that can be tailored to meet mitigation requirements. Our recommendation for mitigation is to create Category II forested wetland area by connecting the southern end of Wetland D to Wetland J. Due to the current condition of the wetlands, wetland



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enhancement alone is not expected to adequately mitigate for the anticipated loss of wetland area and functions. These impacts will require 14,864 sq ft of wetland creation for mitigation as required under RMC Section 22.10.130. Buffer mitigation can be accomplished by additional wetland creation and/or incorporating invasive species control in the buffer areas near the mitigation site.

Under the Richland Municipal Code (RMC Section 22.10.120), Washington Department of Ecology (Ecology) regulations unavoidable impacts must be mitigated by providing compensation. These wetlands have been determined by the US Army Corps of Engineers (USACE) to be isolated and therefore not subject to USACE regulation; however they will be regulated by the City and Ecology. As the current project plans will have permanent impacts to the wetland area, it is anticipated that wetland and buffer mitigation will be required by the City and Ecology.

## 9. Infrastructure Costs

General concepts for the provisions of basic infrastructure are illustrated and described in the previous sections. These infrastructure concepts are meant to inform and guide future development decisions; however, in all likelihood, the final design will vary from these concepts. Therefore, the rough cost estimates based on the Plan's concepts provide information to inform what one approach would look like and might cost in today's dollars. These Cost Estimates can be found in Appendix C. Figure 16 sets out a conceptual phasing plan associated with the Cost Estimates providing for logical project boundaries that can respond to market demands.

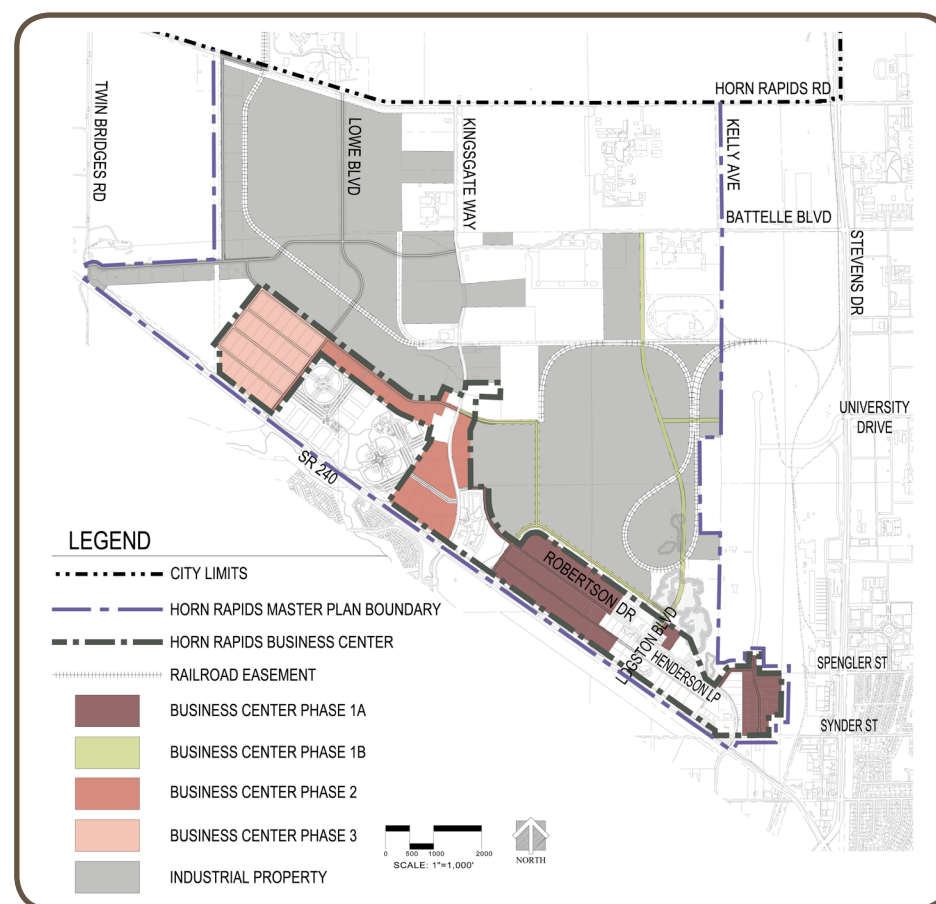
This estimate represents an engineer's opinion of costs based on the conceptual Master Plan, assumptions of unit prices, and past experiences. It does not represent a guaranteed development cost.

Utilities were generally estimated on a per lineal foot basis, inclusive of all tees, connections, valves, poles, backfill, excavation and other appropriate items incidental to the utility line. Two new substations are included in the Industrial estimate as directed by the West Richland power engineers. Cost-sharing and alternative funding mechanisms may be pursued for these large capital improvements.

Three road sections are proposed with the Master Plan update. These are Industrial, Business Center, and Alley. The costs for each were developed from measured material quantities and unit prices (in 2010 dollars), then converted to an average cost per lineal foot of roadway. These average costs were used in the estimates for each section for ease of approximation. All rail crossings were assumed to be at-grade. Any other rail crossing configuration would add substantial additional costs.

The Cost Estimate is divided into five sections:

- Phase 1A – Business Center east of Kingsgate Way to the eastern boundary of the Master Plan.



**Figure 16: Cost Estimate Plan**

**Table: Proposed Development Areas**

Land Use Designation	Acres	Percent of Total
Business Center	259	20%
Industrial Property	1006	80%

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- Phase 1B – Other Phase 1 development not shared by the Business Center such as the sewer main to Areva and associated pump-station decommissioning.

- Phase 2 – Business Center west of Kingsgate Way and east of Lowe Blvd.

- Phase 3 – Business Center west of Lowe Blvd. to the western boundary of the Master Plan at Twin Bridges Road.

- Industrial – All Industrial lands including potential rail improvements.

The Industrial land development costs are included together as a separate phase, however this is not intended to indicate that these improvements will be built at once or the order in which they will be constructed relative to the Business Center Phases. This estimate is only intended to capture all of the costs associated with the full build-out of all industrial lands. It is assumed that the improvements will be built as needed, as users come to the park.

The total development cost for Phases 1A, 2, and 3 of the Business Center (including hard costs, engineering, permitting, construction administration, etc.) were divided across developable acres served to yield an anticipated cost per developable square foot. This number can inform future lot prices. The development cost for business Center Phase 1B, though constructed concurrently with Phase 1A, is allocated to the Industrial lands in the cost per developable acre calculations as those improvements serve industrial lands.

## 10. Implementation

### 10.1 Economic Development Strategy

Over the life of the HRMP, many important decisions will be made. These choices will impact how development evolves and the specific phasing of improvements. A range of ways to fund the basic infrastructure, with site specific infrastructure connections being the responsibility of the developer of the individual sites, could be available to the City, for example:

-Public/Private Development Agreements: New development agreements between the City and a developer specifying financing needs and responsibilities for infrastructure needs that serve a wider area than the developer is contemplating.

-Tax Increment Financing (TIF) or Local Revitalization Financing (LRF). This is a method of distributing property tax collections within designated areas to finance infrastructure improvements within these designated areas. Under the TIF method, infrastructure is financed by the incremental increase in tax revenue that is made possible by infrastructure improvement within the designated area. The City has been successful in obtaining an allocation under the State's current LRF program.

-Grant Opportunities: While no specific grant opportunities have been identified that would be a good match for needed improvements in the HRMP, over the build out period of development, grant opportunities will likely emerge. HRMP includes aspects that should make it attractive for grants that promote economic development, especially in these current times of economic recession

-Local Improvement District (LID): The City can work with purchasers/developers to establish a local improvement district which includes an agreed upon repayment schedule based on agreed upon equitable criteria; the City sells bonds to cover the costs of infrastructure to be built within the district, and the owners/developers pay off the bonds through regular payments usually over a 10 to 20 year period.



## Appendix A - HRMP Boundary Legal Description

### HORN RAPIDS - R.A.I.S.E DESCRIPTION

A PORTION OF LAND LYING IN SECTIONS 14,15,16,17,19,20,21,22,23,26,27,28 AND 34, ALL WITHIN TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., CITY OF RICHLAND, STATE OF WASHINGTON, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT BEING THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY SR-240 AND THE NORTH SECTION LINE OF SECTION 34, SAID POINT ALSO BEING THE NORTH QUARTER CORNER OF SAID SECTION 34; THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 16,200 FEET MORE OR LESS TO THE EASTERLY RIGHT-OF-WAY LINE OF TWIN BRIDGES ROAD; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTH LINE OF SAID SECTION 19; THENCE EASTERLY ALONG SAID NORTH LINE OF SECTION 19, 2 FEET MORE OR LESS TO THE COMMON SECTION CORNER OF SECTIONS 17, 18, 19 & 20; SAID SECTION CORNER BEING ON THE SOUTH LINE OF THAT PROPERTY KNOWN AS THE CITY OF RICHLAND LANDFILL, AND THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 20 BEARS NORTH 86°37'55" EAST A DISTANCE OF 2618 FEET MORE OR LESS; THENCE CONTINUING ALONG SAID PROPERTY LINE THE FOLLOWING FIVE COURSES;

1. EASTERLY ALONG THE NORTHERLY SECTION LINE OF SECTION 20 A DISTANCE OF 100.00 FEET TO A POINT IN A CHAIN LINK FENCE;
2. THENCE LEAVING SAID SECTION LINE ALONG SAID CHAIN LINK FENCE SOUTH 03°19'06" EAST A DISTANCE OF 399 FEET MORE OR LESS TO THE CORNER THEREOF;
3. THENCE CONTINUING ALONG SAID CHAIN LINK FENCE AND EXTENDING BEYOND A CORNER THEREIN, NORTH 86°40'54" EAST A DISTANCE OF 2,497 FEET MORE OR LESS TO THE SOUTHERLY PROJECTION OF THE NORTH-SOUTH CENTERLINE OF SECTION 17 THROUGH THE SAID NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 20;
4. THENCE NORTH 00°15'25" WEST A DISTANCE OF 400.91 FEET ALONG SAID SOUTHERLY PROJECTION TO SAID NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 20;
5. THENCE CONTINUING NORTH 00°15'25" WEST A DISTANCE OF 3809.00 FEET MORE OR LESS TO THE SOUTHERLY RIGHT-OF-WAY LINE OF HORN RAPIDS ROAD; THENCE SOUTHEASTERLY ALONG THE SOUTHERLY LINE THEREOF A DISTANCE OF 3,700 FEET MORE OR LESS TO AN ANGLE POINT THEREIN;

THENCE EASTERLY, CONTINUING ALONG THE SOUTH RIGHT-OF-WAY LINE THEREOF A DISTANCE OF 9,300 FEET MORE OR LESS TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STEVENS DRIVE; THENCE NORTHERLY ALONG THE WESTERLY LINE THEREOF A DISTANCE OF 2,700 FEET MORE OR LESS TO A POINT ON THE WESTERLY PROJECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF A ROAD KNOWN AS GEORGE WASHINGTON WAY AS SHOWN ON RECORD OF SURVEY 3673, SAID COUNTY SURVEY RECORDS; THENCE SOUTHEASTERLY ALONG SAID NORTHERLY LINE THEREOF A DISTANCE OF 3,800 FEET MORE OR LESS TO A POINT THE NORTH BOUNDARY OF THAT TRACT OF LAND CONVEYED TO THE PORT OF BENTON, AS DESCRIBED IN QUIT CLAIM DEED FROM THE U.S.A. TO THE PORT OF BENTON, RECORDED IN AUDITOR'S FILE NO. 521608, RECORDS OF BENTON COUNTY; THENCE EASTERLY ALONG SAID NORTH BOUNDARY A DISTANCE OF 1,667.00 FEET MORE OR LESS TO THE ORDINARY HIGH WATER LINE OF THE COLUMBIA

RIVER: THENCE SOUTHERLY ALONG SAID WATER LINE A DISTANCE OF 8,200 FEET MORE OR LESS TO THE SOUTH LINE OF SAID SECTION 24; THENCE WESTERLY ALONG SAID SOUTH LINE A DISTANCE OF 85.00 FEET MORE OR LESS TO THE COMMON SECTION CORNER OF SECTIONS 23, 24, 25 & 26 BEING ON THE CENTERLINE OF SPROUT ROAD AS SHOWN IN RECORD OF SURVEY 1199; THENCE CONTINUING ALONG SAID CENTERLINE AND THE SOUTH LINE OF SECTION 23 A DISTANCE 2,765 FEET MORE OR LESS TO THE CENTERLINE OF SAID GEORGE WASHINGTON WAY; THENCE NORTHERLY ALONG SAID CENTERLINE OF GEORGE WASHINGTON WAY 532 FEET MORE OR LESS TO THE EASTERLY PROJECTED CENTERLINE OF CURRY ROAD AS SHOWN ON RECORD OF SURVEY 4048 (CURRY STREET); THENCE WESTERLY ALONG SAID PROJECTED CENTERLINE A DISTANCE OF 1,009 FEET MORE OR LESS TO A POINT ON THE WEST BOUNDARY OF "PARCEL A" AS DEPICTED IN RECORD OF SURVEY 4104; SAID POINT ALSO BEING ON THE CAMP HANFORD LINE; THENCE SOUTHERLY ALONG A PORTION OF THE WEST LINE OF "PARCEL A" AND ALONG THE CAMP HANFORD LINE A DISTANCE OF 2,940 FEET MORE OR LESS TO AN ANGLE POINT MARKED BY A BRASS DISK, "CH-10-1"; SAID ANGLE POINT BEING ON THE WESTERLY LINE OF "PARCEL B" OF SAID RECORD OF SURVEY 4104; THENCE SOUTHWESTERLY CONTINUING ALONG SAID WESTERLY BOUNDARY A DISTANCE OF 1,600 FEET MORE OR LESS TO THE NORTH RIGHT-OF-WAY LINE OF SPENGLER STREET; THENCE WESTERLY ALONG SAID NORTH LINE A DISTANCE OF 1,500 FEET MORE OR LESS TO THE SAID WEST RIGHT-OF-WAY LINE OF STEVENS DRIVE; THENCE SOUTHERLY ALONG SAID WEST LINE A DISTANCE OF 1,300 FEET MORE OR LESS TO THE NORTH RIGHT-OF-WAY LINE OF SNYDER STREET; THENCE WESTERLY ALONG SAID NORTH LINE A DISTANCE OF 1,200 FEET MORE OR LESS TO THE WEST LINE OF A PARCEL OWNED BY THE PORT OF BENTON AS DESCRIBED IN DEED 2001-006829, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE NORTHERLY ALONG SAID WEST LINE THEREOF A DISTANCE OF 1,300 FEET MORE OR LESS TO A SOUTHERLY LINE OF SAID PARCEL; THENCE WESTERLY ALONG SAID SOUTHERLY LINE A DISTANCE OF 1,350 FEET MORE OR LESS TO THE WEST LINE THEREOF; ALSO BEING A POINT ON THE EASTERLY LINE OF "TRACT A" AS SHOWN IN RECORD OF SURVEY 2056, SAID COUNTY RECORDS; THENCE SOUTH ALONG THE SOUTHERLY PROJECTION OF THE WEST LINE THEREOF A DISTANCE OF 240 FEET MORE OR LESS TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROBERTSON DRIVE; THENCE SOUTHEASTERLY, SOUTHERLY, AND SOUTHWESTERLY ALONG THE SAID RIGHT-OF-WAY LINE OF ROBERTSON DRIVE AND THE SOUTHWESTERLY PROJECTION THEREOF A DISTANCE OF 1,500 FEET MORE OR LESS TO THE NORTH LINE OF SAID SR240; THENCE NORTHWESTERLY ALONG THE NORTH LINE THEREOF A DISTANCE OF 340 MORE OR LESS TO THE SAID TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THE RIGHT-OF-WAY FOR SAID GEORGE WASHINGTON WAY AND SPROUT ROAD.

THIS DESCRIPTION IS FOR PLANNING PURPOSES ONLY AND NOT TO BE USED IN THE TRANSFER OF REAL PROPERTY.

## Appendix B - Development Standards





# **Horn Rapids Master Plan**

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## **Development Standards**

**City of Richland, Washington**  
**January 2011**

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## **I. Introduction**

### **A. Purpose Statement**

The City of Richland's Horn Rapids Business Center and Industrial Park is a unique property located at the north end of the City north of State Route 240, south of the Hanford Reservation and east of the Landfill and Twin Bridges Road. The Business Center portion of the master planning area was established in 1995 and in 2011 the master plan was expanded to include all of the Business Center and the Industrial Park properties.

These Development Standards were created to govern new development and redevelopment within the Business Center located in the Horn Rapids Master Planning area. Application of these Standards will attract new industry and jobs to the site and ensure that development within the boundaries of the Horn Rapids Master Plan complies with the vision for the area.

### **B. Richland Municipal Code References**

All references to the Richland Municipal Code (RMC) in these Development Standards are based on the RMC as current through January, 2011. Subsequent changes to the RMC may require amendments to these standards if deemed appropriate and necessary by the City Planning Commission and the Design Review Committee.

### **C. Relationship to Richland Municipal Code**

Developments within the HRMP must comply with the relevant provisions of the RMC. Where these Development Standards do not address an item that is addressed in the RMC, the RMC standard(s) must be met.

### **D. Definitions**

The following definitions apply to these Development Standards only; they are not intended to provide clarification of words or terms used in any other document or code.

1. Design Review Committee (DRC) – review body whose purpose is to ensure that development proposals within the HRMP comply with these Development Standards.
2. Heat Island Effect – the phenomenon of warmer temperatures being experienced in urban landscapes compared to adjacent rural or natural areas as a result of solar energy retention by constructed surfaces.
3. Nose-to-nose parking – a parking configuration where parking stalls facing each other share a common front line.
4. Redevelopment – the addition or replacement of impervious surfaces (including buildings) totaling 2,000 square feet or more on a site with 35% or more existing impervious coverage.
5. Required yard – also referred to as a “setback”. A required yard is an area set aside along each property line in which structures are prohibited and landscaping or other such treatment is required.

## **E. Abbreviations**

DRC = Design Review Committee

HRMP = Horn Rapids Master Plan

RMC = Richland Municipal Code

## **II. Procedures**

### **A. Establishment of Design Review Committee (DRC)**

1. Purpose. The Design Review Committee will be responsible for reviewing all proposed development and redevelopment within the HRMP for compliance with these Development Standards, which may include site inspection(s). The DRC may also choose to lessen or enhance certain standards on a case-by-case basis, depending on circumstances. The DRC will not issue development permits of any kind.
2. Limitations. Approval from the DRC does not constitute project entitlement. The DRC is an initial review body that determines if a project meets these Development Standards. The DRC has no authority to issue development permits of any kind. All proposed developments and redevelopments within the HRMP shall require review and approval by the City of Richland and other agencies as applicable. All permits authorizing development must be obtained from the City and other agencies as applicable prior to construction.
3. Timing. The City shall establish the DRC coincident with the adoption of the Horn Rapids Master Plan.
4. Membership. The DRC will be comprised of the Economic Director of the City of Richland or designee who have sufficient experience to review site planning; landscape design; stormwater management; and economic development. The DRC may also choose to include a design professional, under contract with the City.
5. Bylaws. The City shall adopt Bylaws for the DRC to further govern such items as its responsibilities, membership, and enforceability.

### **B. Application for DRC Review**

1. Submittal Timing. All proposed projects within the HRMP must undergo review by and receive written approval from the DRC prior to a development application being submitted to the City of Richland or other applicable agency.
2. Minimum Submittal Requirements. The following items shall be submitted to the Economic Development Director or his/her designee, who will then forward the items to the DRC. The DRC retains the right to request additional information as it deems necessary.
  - a. Site plan to include:
    - i. Site size, dimensions, and north orientation.

- ii. Location of all existing and proposed improvements, including (but not limited to) buildings, parking and circulation areas, driveways, sidewalks, setbacks, easements, trash enclosures, signs, stormwater facilities, and outdoor lighting. Existing conditions may be shown on a separate plan if preferred.
  - b. Landscape plan to include:
    - i. Proposed landscape plantings, including size at planting and typical spacing.
    - ii. Any proposed irrigation system.
  - c. Lighting plan showing location and type(s) of proposed lighting.
  - d. Architectural drawings, including floor plans, rendered elevations, and building materials and colors and pallets.
  - e. Details of features such as trash enclosures, fences, signs, outdoor lighting, and LID stormwater control measures.
  - f. A narrative explaining any special circumstances (if applicable).
3. Review Timelines. The DRC shall review and respond to the applicant within 15 calendar days of submittal. The DRC may approve the project, request additional information, or deny the project. If additional information is requested, the DRC shall review and respond to the additional information within 10 calendar days of submittal.
4. Appeals. All petitions are subject to the applicable provisions within the RMC.

### **C. Variances and Deviations**

1. Generally. The DRC has discretion to grant variances and deviations to these Development Standards after review of a variance request. The DRC cannot grant variances to the requirements of the City of Richland or other applicable agencies.
2. Submittal Requirements. In addition to the submittal requirements listed in section II.B.2, variance and deviation requests shall include a written narrative explaining the reason the variance is necessary. Plans or exhibits may also be necessary, depending upon the nature of the request.
3. Approval Criteria. The DRC may approve a variance request if the applicant shows that the proposed standard provides an equivalent or greater benefit than the adopted standard, and that the overall project will still meet the Purpose Statement listed at section I.A of these Development Standards.
4. Review. The DRC shall review variances in the same timeframes as listed in section II.B.3. The DRC may approve, deny, or request additional information regarding a variance request.



**D. Enforcement of Standards**

1. The DRC, at its option, may treat any failure to comply with these Standards as a default, or in the alternative, may proceed as follows:

If, within 30 days of written notice to the tenant, tenant has not begun to repair or correct the deficiencies stated in the notice, the DRC may enter into a contract for the repair or correction of such deficiencies and the tenant shall reimburse the DRC for the costs of such repairs or corrections, plus 10% for the DRC's administrative expenses. Failure to pay such amounts within 10 days of invoice shall be deemed a default and subject to interest at the prime rate. The DRC reserves the right for itself or designees to enter upon the premises for the purpose of inspecting, repairing or correcting deficiencies.

**III. Uses and Dimensions**

**A. Uses**

1. The HRMP area is zoned for heavy industrial and business commercial uses. The current zoning of the property is M-2 Heavy Manufacturing, I-M Medium Industrial, and C-3 General Business. All proposed uses within the HRMP shall be either permitted, conditional, or prohibited as specified in the RMC Chapters 23.22 and 23.26.

**B. Lot Requirements**

1. Minimum lot area, minimum lot frontage, maximum lot coverage, yard requirements, and maximum height shall be as set forth in RMC as specified in the underlying zoning code.

**C. City Codes**

1. Development standards contained herein apply to all development within the HRMP area in addition to, not instead of, the design standards and specifications contained in the RMC.

**IV. Development Standards**

**A. Access and Circulation**

1. Applicability. This section shall apply to all new development and all redevelopment, including building and parking lot expansions, within the HRMP. Redevelopment is defined as the addition or replacement of impervious surfaces (including buildings) totaling 2,000 square feet or more on a site with 35% or more existing impervious coverage.
2. Vehicle Access Standards.
  - a. General Policy. Vehicle access shall be provided from abutting rights-of-way and/or private roadways to each lot within the HRMP.
  - b. Joint Access.
    - i. Joint Access. Tenants may design and utilize joint accesses, where feasible, for adjacent sites within the HRMP in order to minimize the total number of driveways.

- ii. DRC Review. The DRC shall review proposed joint accesses between parcels. The DRC will recommend approval of proposed joint access.
  - iii. Reciprocal Access Agreement. The applicant shall submit to the DRC and the City of Richland a reciprocal access agreement or other legal covenant running with the land to formalize the joint access prior to commencement of construction. The agreement must be signed by all affected property owners or tenants, shall be notarized, and shall be recorded with the County Auditor prior to construction.
- 3. Rail.
  - a. Intent. The City recognizes that potential tenants may desire access to rail for movement of freight and manufactured products. Therefore, it is the City's intent to provide rail access in the HRMP as feasible and to minimize road crossings.
  - b. Right-of Way/Easements. The City shall designate and set aside right-of-way or easements for future rail lines and rail access as indicated in within the HRMP.
  - c. Location. Areas for loading and unloading of rail cars shall be in the rear of lots, except where the only access to a rail line is in a location other than the rear of the lot.

#### **B. Parking and Loading**

- 1. Applicability. This section shall apply to all new development and all redevelopment within the HRMP. Developments shall provide at least the minimum number of required off-street parking stalls as required by the RMC, at all times. Any parking variances or exceptions above and beyond those required by the RMC must also be reviewed and approved by the DRC.
- 2. Parking Lot Design & Location.
  - a. Location. Parking shall be provided on the same lot as the use, except when a shared parking agreement is in place.
  - b. Exception for Shared Parking. Parking may be permitted as part of a shared parking lot with an adjacent property, subject to DRC review and city approval. In such cases, a shared parking agreement signed by all involved property owners and/or tenants shall be submitted to the DRC and the City of Richland. The agreement shall be notarized and recorded with the County Auditor's office prior to construction. A reciprocal access agreement may also be required.
  - c. Surface Material. In order to enhance the aesthetic characteristics of development within the HRMP, all off-street parking and maneuvering areas are required to be comprised of an all-weather hard surface such as asphalt or concrete. Pervious pavement and pervious pavers are allowed. The DRC may permit other materials to be used on a case-by-case basis. Additionally, the DRC will allow the front 2' of parking stalls to be landscaped with groundcover plants, so long as the vehicle is prevented from overhanging into a required yard by a curb or wheel stop.

5. Required Loading.

- a. Commercial, industrial, public utilities, and other similar uses as determined by the DRC shall provide loading berths as follows:

<u>Gross Floor Area (square feet)</u>	<u>Number of Required Loading Berths</u>
Less than 5,000 sf	0
5,000 to 29,999 sf	1
30,000 to 99,999 sf	2
100,000+ sf	3

- b. Office buildings, public buildings, schools, and other similar uses as determined by the DRC shall provide loading berths as follows:

<u>Gross Floor Area (square feet)</u>	<u>Number of Required Loading Berths</u>
Less than 30,000 sf	0
30,000 to 99,999 sf	1
100,000+ sf	2

6. Loading Dimensions. Loading berths within the HRMP are required to be at least 12' wide, 35' long, and have a minimum vertical clearance of 14'.

7. Loading Area Surfacing. All loading berths and adjacent vehicle maneuvering areas are required to be comprised of an all-weather hard surface such as asphalt or concrete. Pervious pavement and pervious pavers are encouraged. The DRC may permit other materials to be used on a case-by-case basis.

**C. Solid Waste Storage**

1. Applicability. All buildings and uses within the HRMP are required to set aside areas for the collection and storage of solid waste.

2. Amount of Storage Required.

- a. Office, Industrial, and Institutional Buildings. Office, industrial and institutional buildings and similar uses as determined by the DRC shall provide a minimum storage area of 10 square feet plus 4 square feet per 1,000 square feet of gross floor area or fraction thereof. For example, a 10,000 square foot building would require 10 square feet plus 40 square feet (4 square feet per 1,000 square feet of floor area), for a total of 50 square feet for solid waste storage containers.
- b. Commercial Buildings. Commercial buildings and similar uses as determined by the DRC shall provide a minimum storage area of 10 square feet plus 10 square feet per 1,000 square feet of gross floor area or fraction thereof. For example, a 10,000 square foot building would require 10 square feet plus 100 square feet (10 square feet per 1,000 square feet of floor area), for a total of 110 square feet for solid waste storage containers.

3. Solid Waste Storage Design & Location.

a. Design.

- i. Receptacle Size. The applicant shall contact the City of Richland Solid Waste Division for information regarding the dimensions of the receptacles, in order to best design the solid waste storage area to accommodate those receptacles and to provide adequate access to those receptacles.
- ii. Screening Materials. Applicants are encouraged to use materials that are harmonious with the building materials of the primary use for screening the solid waste storage area. Solid waste screening must be at least 70% opaque where visible from a right-of-way or abutting property. Examples of acceptable materials include block walls, masonry walls, wood or metal fences. Chain link fences are permitted so long as they include slats or are screened with landscaping as described in section III.C.3.a.iv. Gates are acceptable for screening so long as they are at least 70% opaque. Solid waste screening will be reviewed by the DRC.
- iii. Shared Use Storage Areas. The DRC must review and approve the use of a shared solid waste storage area for multiple uses. In such cases, the applicable screening standards must still be met, except that the storage area does not need to be screened from the buildings that share its use.
- iv. Landscape Screening. When chain link fences without slats are used to enclose a solid waste storage area, a minimum 6' high landscape screen (size at planting) must be provided around the outside of the fence, except for the side from which the storage area is accessed. Landscape screening of solid waste storage areas shall consist of evergreen plantings, such as arborvitae, to be approved by the DRC.

- b. Location. Solid waste storage requirements can be met with one or more locations, including both interior and exterior areas, subject to review by the DRC.

D. Outdoor Storage

1. Requirements. Outdoor storage areas may be located in the rear and side yards, but shall not extend into landscape setback areas. In no even shall outdoor storage occur within 35 feet of the front property line.
2. Fencing. Outdoor storage areas may be fenced. All proposed fencing in the HRMP shall be reviewed by the DRC.
3. Screening and Buffering. Outdoor storage areas shall be screened from adjacent properties, with a partially site obscuring screen such as a slatted chain link fence or equivalent landscape screen. The screening shall be a minimum 6' in height.

## **E. Streets and Frontages**

### **1. Street Standards.**

- a. **Industrial Street Design.** In general, new public streets within the Horn Rapids Industrial Park as designated in the Horn Rapids Master Plan shall be designed and constructed per Figure 8 below. All applicable street improvements along a project's frontage shall be completed prior to occupancy of the proposed building. Where a sidewalk will be located on only one side of the street, the DRC shall determine on which side the sidewalk shall be placed.
- b. **Business Center Street Design.** In general, new public streets within the Horn Rapids Business Center as designated in the Horn Rapids Master plan shall be designed and constructed per Figure 9 below. All applicable street improvements along a project's frontage shall be completed prior to occupancy of the proposed building.
- c. **Alleys.** All proposed alleys within the Horn Rapids Business Center shall be constructed per Figure 10 below. The DRC will determine when access from an alleyway is appropriate.

### **2. Street Standards**

**Figure 4: Business Center Street Section**

**Figure 5: Alley Section**

3. Street Lighting.
  - a. General Provisions. Street lights shall be required along all streets within the HRMP, whether public or private. Street light design and location shall be to City of Richland Standards. All street lights shall be shielded to prevent undue light pollution. Acorn style lights are not allowed. Unless otherwise approved by the DRC, cobra head style street lights shall be used.

#### **F.Signs**

1. Applicability. Signs are an important element contributing to the identity of the HRMP and are intended to add to the aesthetic appeal of the area. The use of signage shall be coordinated with landscape and building elements and shall complement the overall design of the project. Consistent colors materials and typography for all signs will contribute to the visual quality of the HRMP. This section shall apply to all new signs proposed within the HRMP. Approvals from the DRC and the City of Richland are required prior to installation of new signage.
2. Permitted Signs. Signs within the HRMP shall be governed by the provisions of RMC. All signs will be professionally manufactured out of durable materials. No more than one sign per street frontage shall be permitted, unless specifically authorized under RMC. All signs will be reviewed by the DRC.
4. Prohibited Signs. Flashing and rotating signs: billboards; roof signs; temporary signs, including but not limited to banners, reader boards, and A-frames; signs placed on fences; signs painted on exterior surfaces of any building and vehicles used as signs are not permitted.
3. Location and Design Standards. All signs shall be integrated with the architectural and landscape design of the HRMP and shall be in scale with their surroundings. Sign design and location shall be governed by the provisions of the RMC.

#### **G. Stormwater Control**

All new development and redevelopment within the HRMP will be required to provide stormwater control in accordance with the applicable provisions of the RMC.

#### **H. Architectural**

1. Applicability. The provisions of this section shall apply to all new structures (as defined by the Richland Municipal Code) and modifications to existing structures within the HRMO. Architectural plans shall be submitted to the DRC for review and approval.

2. Architectural Style.
  - a. Contemporary Styles. The use of contemporary architectural styles is strongly encouraged. Pole buildings are not allowed in the HRMP.
  - b. Materials. Buildings can be constructed of concrete tilt up panels, brick, natural stone, or wood. Metal buildings are allowed in general. However, due to the need to control the aesthetics of the HRMP from the access roads and trails, metal buildings visible from these areas must include a higher standard of materials and architectural design. The DRC will review building design and retain the right to deny construction of a metal building in those locations if the visual impact is deemed unacceptable.
3. Building Exteriors.
  - a. Materials, Colors, and Details. High quality building materials of a permanent low-maintenance type shall be used on all exterior walls of a building. Design and color shall be used consistently throughout each site. The use of two or more exterior colors is strongly encouraged to enhance the building. All exterior colors and materials shall enhance the visual quality of the HRMP and shall be approved by the DRCb.  
Articulation/Relief. The use of such features as parapets, canopies, and fascias is an option and is encouraged to break up large, uniform wall surfaces. Such features shall be in proportion to wall height and building mass.
  - c. Metal-Clad Buildings. Metal-clad buildings are allowed in general. Metal buildings will be reviewed by the DRC to ensure that high structural and aesthetic standards are maintained, especially highly visible building sites.
4. Use of Solar Panels. The installation of solar panels is permitted as long as they are not highly visible or cause glare from roads, trails, and adjacent properties. Solar panel usage can provide “off the grid” energy and reduce the visual scale of the rooftop. The installation of solar panels may also be an effective means to screen rooftop equipment.

## **I. Site Landscaping**

1. Applicability. In order to enhance the aesthetics within the HRMP, landscaping shall be required for all new development and redevelopment. Development and redevelopment proposals shall comply with the standards of this section.
2. Screening and Buffering. All landscaping, screening and buffering shall comply with the provisions of the RMC. The DRC may impose additional landscape, buffer or screening standards, to areas adjacent to the wetland or park areas, to assure compatibility between uses. Recommendations will be provided by the DRC on a case by case basis.
3. Survival. Appropriate measures shall be taken, e.g., installations of watering systems, to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.

## **J. Fencing**

1. Perimeter Fencing. To enhance the visual appeal of the HRMP from off-site properties, fencing along the perimeter boundaries of the HRMP shall be of a consistent type, height, and material(s) as designated by the DRC. All proposed fencing in the HRMP shall be reviewed by the DRC.
2. Internal Fencing.
  - a. Requirements. Fencing is not required between properties internal to the HRMP. However, where fencing between properties is proposed, the fencing shall at a minimum be made of chain link and shall be 6' in height above finished grade.
  - b. Additional Height or Security. If additional fence height or security measures (such as lights or barbed wire) are desired, applicants may request approval for such measures from the DRC and the City of Richland.
  - c. Solid Fences. The DRC may approve the use of solid fences (100% opaque) in lieu of landscape screening in side and rear yards. When such fences are approved, the interior yards must still be planted with groundcover plants or turf. No fence shall be located in the front yard.

## **K. Site Lighting**

1. Applicability. All new development and redevelopment within the HRMP shall include appropriate lighting for parking and pedestrian circulation areas, at a minimum. Tenants may also choose to light outdoor work and storage areas, subject to DRC approval.
2. General Provisions. Site lighting design and location shall be to City of Richland Standards. All lighting shall be shielded to prevent undue light pollution. Acorn style lights are not allowed.
3. Timed Lighting. In order to limit light pollution, the City encourages tenants to install external lights that are timed to shut off after normal working hours, so long as safety is not impeded.



## Appendix C - Cost Estimate



# Horn Rapids Conceptual Master Plan

## 1.00 Industrial Roadway Section

0.72	TN	Furnish and Install HMA Class PG 64-28 (3" Thick)	\$	76.00	\$	55
0.45	TN	Furnish and Install Crushed Surfacing Top Course (3" Thick)	\$	16.50	\$	7
0.90	TN	Furnish and Install Crushed Surfacing Base Course (6" Thick)	\$	16.50	\$	15
66.00	SF	Subgrade Prep	\$	0.20	\$	13
2.00	SF	Furnish and Install Crushed Surfacing Top Course Shoulder (3" Thick) (\$16.50/TOI)	\$	0.21	\$	0
1.00	LF	Striping	\$	0.60	\$	1
1.00	LF	Power	\$	60.00	\$	60
2.00	LF	Stormwater Swale (Includes Earthwork, Seeding, Placement, Etc)	\$	4.25	\$	9
1.00	LS	Street Lights (Every 300')	\$	16.67	\$	17
1.00	LF	Fiber	\$	15.00	\$	15
1.00	LF	Other Dry Utilities	\$	30.00	\$	30
0.12	TN	Trail-Furnish and Install HMA Class PG 64-28 (2" Thick)	\$	85.00	\$	10
0.20	TN	Trail-Furnish and Install Crushed Surfacing Top Course (4" Thick)	\$	20.00	\$	4
9.44	CY	Earthwork (3' Depth Over Full ROW Width)	\$	6.00	\$	57
					<b>\$</b>	<b>293 per LF</b>

## 1.00 Business Center Roadway Section

0.65	TN	Furnish and Install HMA Class PG 64-28 (3" Thick)	\$	76.00	\$	49
0.45	TN	Furnish and Install Crushed Surfacing Top Course (3" Thick)	\$	16.50	\$	7
0.90	TN	Furnish and Install Crushed Surfacing Base Course (6" Thick)	\$	16.50	\$	15
66.00	SF	Subgrade Prep	\$	0.20	\$	13
2.00	LF	Furnish and Install Concrete Curb and Gutter	\$	10.00	\$	20
6.00	SF	6' Wide (4" conc.) Sidwalk w/base	\$	6.00	\$	36
1.00	LF	Striping	\$	0.60	\$	1
1.00	LF	Power	\$	60.00	\$	60
0.00	LF	Fiber	\$	15.00	\$	-
2.00	LF	Stormwater Swale (Includes Earthwork, Seeding, Placement, Etc)	\$	4.25	\$	9
1.00	LS	Street Lights (Every 300')	\$	16.67	\$	17
1.00	LF	Other Dry Utilities	\$	30.00	\$	30
9.44	CY	Earthwork (3' Depth Over Full ROW Width)	\$	6.00	\$	57
					<b>\$</b>	<b>314 per LF</b>

## 1.00 Alley Section

0.65	TN	Furnish and Install HMA Class PG 64-28 (3" Thick)	\$	76.00	\$	49
0.45	SF	Furnish and Install Crushed Surfacing Top Course (3" Thick)	\$	16.50	\$	7
0.90	SF	Furnish and Install Crushed Surfacing Base Course (6" Thick)	\$	16.50	\$	15
43.00	SF	Subgrade Prep	\$	0.20	\$	9
2.00	LF	Furnish and Install Concrete Curb and Gutter	\$	10.00	\$	20
1.00	LF	Power	\$	60.00	\$	60
2.00	LF	Stormwater Swale (Includes Earthwork, Seeding, Placement, Etc)	\$	4.25	\$	9
9.44	CY	Earthwork (3' Depth Over Full ROW Width)	\$	6.00	\$	57
					<b>\$</b>	<b>169 per LF</b>

**Business Center Phase 1 A**

Unit		Description of Work	Unit Price	
Administration				
1	LS	Equipment Mobilization (5%)	\$ 179,394.37	\$ 179,394
1	LS	Project Maintenance, Erosion Control, Watering, Clearing and Grubbing (2%)	\$ 71,757.75	\$ 71,758
1	LS	Construction Bonds and Permits (1%)	\$ 35,878.87	\$ 35,879
				\$ 287,031
Roads				
7,033	LF	Business Center Roadway Section	\$ 314.00	\$ 2,208,362
3,469	LF	Alley Section	\$ 169.00	\$ 586,261
				\$ 2,794,623
Non-Road Work				
92	AC	Misc Site Work (Includes Utility Stubs and Basic Cleanup for Sale as Needed)	\$ 2,000.00	\$ 184,120
				\$ 184,120
Open Space				
8.7	AC	Open Space	\$ 1,000.00	\$ 8,747
25.8	AC	Open Space (240 Trail Alignment)	\$ 1,000.00	\$ 25,764
				\$ 34,510
2,162	LF	Trail		
260	TN	Furnish and Install HMA Class PG 64-28 (2" Thick)	\$ 85.00	\$ 22,120
432	SF	Furnish and Install Crushed Surfacing Top Course (4" Thick)	\$ 20.00	\$ 8,648
30,268	SF	Subgrade Prep	\$ 0.20	\$ 6,054
8	EA	Bollards	\$ 800.00	\$ 6,400
8,648	SF	Restoration along Trail in Open Space	\$ 0.35	\$ 3,027
				\$ 46,249
Utilities				
Utility Misc				
10	EA	Pothole Existing Utilities	\$ 200.00	\$ 2,000
Sewer				
360	LF	24" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 45.00	\$ 16,200
4,846	LF	8" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 17.50	\$ 84,805
13	EA	48" San. Manholes (Approx 400' Spacing)	\$ 2,350.00	\$ 30,550
2	EA	Connection to Ex. Main	\$ 1,500.00	\$ 3,000
Water				
4	EA	Hot-tap Existing	\$ 2,500.00	\$ 10,000
3,177	LF	12" Ductile Iron Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 40.00	\$ 127,080
2,657	LF	8" Ductile Iron Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 25.00	\$ 66,425
Irrigation				
1	EA	Tap Existing Irrigation	\$ 1,500.00	\$ 1,500
7,473	LF	10" PVC Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 25.00	\$ 186,825
				\$ 528,385
(1) SUBTOTAL CONSTRUCTION			\$	3,587,887.31
(2) Administration				287,030.98
(3) Planning Level Contingency (25%)			\$	968,729.57
(4) SUBTOTAL CONSTRUCTION (1+2+3)			\$	4,843,647.87
(5) Contractor General Overhead and Profit (10%)			\$	484,364.79
(6) Tax (8.3% of (4+5))			\$	442,225.05
(7) Construction Total (4+5+6)			\$	5,770,237.70
PROFESSIONAL SERVICES				
1	LS	Engineering	\$ 774,984	\$ 774,984
1	LS	Environmental Permitting	\$ 251,152	\$ 251,152
1	LS	Construction Staking	\$ 53,818	\$ 53,818
1	LS	Construction Administration	\$ 107,637	\$ 107,637
SUBTOTAL				\$ 1,187,591
COST PER ACRE				
Total (6 + Professional Services)			\$	6,957,828
Developable Acres Served				92.01
Cost per Developable Acre			\$	75,620
Cost per Developable Square Foot			\$	1.74

## Business Center Phase 1 B

Unit		Description of Work	Unit Price	
Administration				
1	LS	Equipment Mobilization (5%)	\$ 225,442.47	\$ 225,442
1	LS	Project Maintenance, Erosion Control, Watering, Clearing and Grubbing (2%)	\$ 90,176.99	\$ 90,177
1	LS	Construction Bonds and Permits (1%)	\$ 45,088.49	\$ 45,088
				\$ 360,708
Roads				
7,743	LF	Business Center Roadway - Logston Boulevard	\$ 314.00	\$ 2,431,302
				\$ 2,431,302
Open Space				
11.1	AC	Open Space	\$ 1,000.00	\$ 11,057
				\$ 11,057
Trail				
5,890	LF	Trail		
709	TN	Furnish and Install HMA Class PG 64-28 (2" Thick)	\$ 85.00	\$ 60,263
1,178	SF	Furnish and Install Crushed Surfacing Top Course (4" Thick)	\$ 20.00	\$ 23,560
82,460	SF	Subgrade Prep	\$ 0.20	\$ 16,492
8	EA	Bollards	\$ 800.00	\$ 6,400
23,560	SF	Restoration along Trail in Open Space	\$ 0.35	\$ 8,246
				\$ 114,961
Mitigation				
143,005	SF	Mitigation for Logston Extension	\$ 5.00	\$ 715,025
				\$ 715,025
Utilities				
Sewer				
1	LS	Decomissioning Pump Station	\$ 10,000.00	\$ 10,000
8,893	LF	24" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 45.00	\$ 400,185
3,829	LF	12" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 21.00	\$ 80,409
32	EA	48" San. Manholes (Approx 400' Spacing)	\$ 2,350.00	\$ 75,200
2	EA	Connection to Ex. Main	\$ 1,500.00	\$ 3,000
1	EA	60" Std. MH @ Ex. Main	\$ 5,000.00	\$ 5,000
Water				
3	EA	Hot-tap Existing	\$ 2,500.00	\$ 7,500
11,544	LF	12" Ductile Iron Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 40.00	\$ 461,760
Irrigation				
1	EA	Tap Existing Irrigation	\$ 1,500.00	\$ 1,500
7,678	LF	10" PVC Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 25.00	\$ 191,950
				\$ 1,236,504
(1) SUBTOTAL CONSTRUCTION			\$	4,508,849.47
(2) Administration				360,707.96
(3) Planning Level Contingency (25%)			\$	1,217,389.36
(4) SUBTOTAL CONSTRUCTION (1+2+3)			\$	6,086,946.79
(5) Contractor General Overhead and Profit (10%)			\$	608,694.68
(6) Tax (8.3% of (4+5))			\$	555,738.24
(7) Construction Total (4+5+6)			\$	7,251,379.71
PROFESSIONAL SERVICES				
1	LS	Engineering	\$ 973,911	\$ 973,911
1	LS	Environmental Permitting	\$ 315,619	\$ 315,619
1	LS	Construction Staking	\$ 67,633	\$ 67,633
1	LS	Construction Administration	\$ 135,265	\$ 135,265
SUBTOTAL				\$ 1,492,429
Total (6 + Professional Services)			\$	8,743,809

## Business Center Phase 2

Unit		Description of Work	Unit Price	
Administration				
1	LS	Equipment Mobilization (5%)	\$ 108,515.22	\$ 108,515
1	LS	Project Maintenance, Erosion Control, Watering, Clearing and Grubbing (2%)	\$ 43,406.09	\$ 43,406
1	LS	Construction Bonds and Permits (1%)	\$ 21,703.04	\$ 21,703
				\$ 173,624
Roads				
5,313	LF	Industrial Roadway - University Way, Lowe Blvd	\$ 293.00	\$ 1,556,709
				\$ 1,556,709
Non-Road Work				
55	AC	Misc Site Work (Includes Utility Stubs and Basic Cleanup for Sale as Needed)	\$ 2,000.00	\$ 110,800
				\$ 110,800
Open Space				
25.8	AC	Open Space (240 Trail Alignment)	\$ 1,000.00	\$ 25,764
				\$ 25,764
Trail				
416	LF	Trail		
50	TN	Furnish and Install HMA Class PG 64-28 (2" Thick)	\$ 76.00	\$ 3,806
83	SF	Furnish and Install Crushed Surfacing Top Course (4" Thick)	\$ 20.00	\$ 1,664
5,824	SF	Subgrade Prep	\$ 0.20	\$ 1,165
4	EA	Bollards	\$ 800.00	\$ 3,200
1,664	SF	Restoration along Trail in Open Space	\$ 0.35	\$ 582
				\$ 10,417
Utilities				
Utility Misc				
4	EA	Pothole Existing Utilities	\$ 200.00	\$ 800
Sewer				
2,707	LF	18" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 35.00	\$ 94,745
4,985	LF	12" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 21.00	\$ 104,685
20	EA	48" San. Manholes (Approx 400' Spacing)	\$ 2,350.00	\$ 47,000
2	EA	Connection to Ex. Main	\$ 1,500.00	\$ 3,000
Water				
2	EA	Hot-tap Existing	\$ 2,500.00	\$ 5,000
3,224	LF	12" Ductile Iron Water Main (Includes 2-16" x 12" Tees, all valves, TB, etc.)	\$ 40.00	\$ 128,960
Irrigation				
2	EA	Tap Existing Irrigation	\$ 1,500.00	\$ 3,000
3,177	LF	10" PVC Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 25.00	\$ 79,425
				\$ 466,615
(1) SUBTOTAL CONSTRUCTION			\$	2,170,304.35
(2) Administration				173,624.35
(3) Planning Level Contingency (25%)			\$	585,982.17
(4) SUBTOTAL CONSTRUCTION (1+2+3)			\$	2,929,910.87
(5) Contractor General Overhead and Profit (10%)			\$	292,991.09
(6) Tax (8.3% of (4+5))			\$	267,500.86
(7) Construction Total (4+5+6)			\$	3,490,402.82
PROFESSIONAL SERVICES				
1	LS	Engineering	\$ 468,786	\$ 468,786
1	LS	Environmental Permitting	\$ 151,921	\$ 151,921
1	LS	Construction Staking	\$ 32,555	\$ 32,555
1	LS	Construction Administration	\$ 65,109	\$ 65,109
SUBTOTAL				\$ 718,371
COST PER ACRE				
Total (6 + Professional Services)			\$	4,208,774
Developable Acres Served				50.07
Cost per Developable Acre			\$	84,058
Cost per Developable Square Foot			\$	1.93

Business Center Phase 3

Unit		Description of Work	Unit Price	
Administration				
1	LS	Equipment Mobilization (5%)	\$ 160,983.22	\$ 160,983
1	LS	Project Maintenance, Erosion Control, Watering, Clearing and Grubbing (2%)	\$ 64,393.29	\$ 64,393
1	LS	Construction Bonds and Permits (1%)	\$ 32,196.64	\$ 32,197
				\$ 257,573
Roads				
1,715	LF	Industrial Roadway - University Way	\$ 293.00	\$ 502,495
6,635	LF	Business Center Roadway Section	\$ 314.00	\$ 2,083,390
				\$ 2,585,885
Non-Road Work				
57	AC	Misc Site Work (Includes Utility Stubs and Basic Cleanup for Sale as Needed)	\$ 2,000.00	\$ 114,700
				\$ 114,700
Open Space				
17.3	AC	Open Space (240 Trail Alignment)	\$ 1,000.00	\$ 17,299
				\$ 17,299
Utilities				
Utility Misc				
5	EA	Pothole Existing Utilities	\$ 200.00	\$ 1,000
Sewer				
4,998	LF	8" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 17.50	\$ 87,465
13	EA	48" San. Manholes (Approx 400' Spacing)	\$ 2,350.00	\$ 30,550
2	EA	Connection to Ex. Main	\$ 1,500.00	\$ 3,000
Water				
3	EA	Hot-tap Existing	\$ 2,500.00	\$ 7,500
4,921	LF	12" Ductile Iron Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 40.00	\$ 196,840
Irrigation				
1	EA	Tap Existing Irrigation	\$ 1,500.00	\$ 1,500
6,957	LF	10" PVC Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 25.00	\$ 173,925
				\$ 501,780
(1) SUBTOTAL CONSTRUCTION			\$	3,219,664.33
(2) Administration				257,573.15
(3) Planning Level Contingency (25%)			\$	869,309.37
(4) SUBTOTAL CONSTRUCTION (1+2+3)			\$	4,346,546.85
(5) Contractor General Overhead and Profit (10%)			\$	434,654.69
(6) Tax (8.3% of (4+5))			\$	396,839.73
(7) Construction Total (4+5+6)			\$	5,178,041.26
PROFESSIONAL SERVICES				
1	LS	Engineering	695,447.50	\$ 695,447
1	LS	Environmental Permitting	225,376.50	\$ 225,377
1	LS	Construction Staking	48,294.97	\$ 48,295
1	LS	Construction Administration	96,589.93	\$ 96,590
SUBTOTAL				1,065,708.89
COST PER ACRE				
Total (6 + Professional Services)			\$	6,243,750
Developable Acres Served				57.329
Cost per Developable Acre			\$	108,911
Cost per Developable Square Foot			\$	2.50

## Industrial

Unit		Description of Work	Unit Price	
Administration				
1	LS	Equipment Mobilization (5%)	\$ 1,050,861.00	\$ 1,050,861
1	LS	Project Maintenance, Erosion Control, Watering, Clearing and Grubbing (2%)	\$ 420,345.00	\$ 420,345
1	LS	Construction Bonds and Permits (1%)	\$ 210,173.00	\$ 210,173
				\$ 1,681,379
Roads				
19,467	LF	Industrial Roadway	\$ 293.00	\$ 5,703,831
				\$ 5,703,831
Open Space				
49	AC	Open Space	\$ 1,000.00	\$ 49,220
				\$ 49,220
Railroad				
15,228	LF	New Track (Southeast Industrial Loop)	\$ 150.00	\$ 2,284,200
2,513	LF	New Track (Southeast Industrial Spur)	\$ 150.00	\$ 376,950
16,461	LF	New Track (Northwest Industrial Loop and Extension to Horn Rapids)	\$ 150.00	\$ 2,469,150
3	EA	At-Grade Crossing (Includes Concrete Planks, Rey-Laying the Tracks, Control Arms, Bungalow, Etc)	\$ 400,000.00	\$ 1,200,000
				\$ 6,330,300
Utilities				
Utility Misc				
10	EA	Pothole Existing Utilities	\$ 200.00	\$ 2,000
Sewer				
9,286	LF	12" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 21.00	\$ 195,006
5,979	LF	8" Gravity Sewer Includes Excavation, Trench Safety, Backfill (Std. Rigid PVC conforming to ASTM D-1784)	\$ 17.50	\$ 104,633
39	EA	48" San. Manholes (Approx 400' Spacing)	\$ 2,350.00	\$ 91,650
6	EA	Connection to Ex. Main	\$ 1,500.00	\$ 9,000
Water				
4	EA	Hot-tap Existing	\$ 2,500.00	\$ 10,000
12,495	LF	12" Ductile Iron Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 40.00	\$ 499,800
1,119	LF	8" Ductile Iron Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 25.00	\$ 27,975
Irrigation				
4	EA	Tap Existing Irrigation	\$ 1,500.00	\$ 6,000
6,312	LF	10" PVC Water Main (Includes 2-Tees, 1-Cross, and all valves, TB, etc.)	\$ 25.00	\$ 157,800
Power Transmission				
2	EA	New Substation	\$ 3,750,000.00	\$ 7,500,000
7,000	LF	OH Transmission	\$ 40.00	\$ 280,000
2,500	LF	OH Distribution	\$ 20.00	\$ 50,000
				\$ 8,933,864

(1) SUBTOTAL CONSTRUCTION	\$ 21,017,214.68
(2) Administration	<u>1,681,379.00</u>
(3) Planning Level Contingency (25%)	<u>\$ 5,674,648.42</u>
(4) SUBTOTAL CONSTRUCTION (1+2+3)	<u>\$ 28,373,242.10</u>
(5) Contractor General Overhead and Profit (10%)	<u>\$ 2,837,324.21</u>
(6) Tax (8.3% of (4+5))	<u>\$ 2,590,477.00</u>
(7) Construction Total (3+4+5)	<u>\$ 33,801,043.31</u>

### PROFESSIONAL SERVICES

1	LS	Engineering	4,539,718.74	\$ 4,539,719
1	LS	Environmental Permitting	1,471,205.03	\$ 1,471,205
1	LS	Construction Staking	315,258.22	\$ 315,258
1	LS	Construction Administration	630,516.44	\$ 630,516
<b>SUBTOTAL</b>				<b>6,956,698.42</b>

### COST PER ACRE

Total (6 + Professional Services)	40,757,741.74
Additional Total for Phase 1B Improvements	<u>8,743,808.89</u>
Total Cost of Improvements Allocated to Serve Industrial Lands	<u>49,501,550.62</u>
Developable Acres Served	938.56
Cost per Developable Acre	\$ 52,742
Cost per Developable Square Foot	\$ 1.21



**Appendix D - Resolution No. 51-11**



COPY

RESOLUTION NO. 51-11

A RESOLUTION of the City of Richland adopting the updated Horn Rapids Master Plan for the continued development of the Horn Rapids Industrial Park and Horn Rapids Business Center.

WHEREAS, on February 5, 1995 the Richland City Council adopted Resolution 8-95, approving the Horn Rapids Business Center Master Plan; and

WHEREAS, the Horn Rapids Business Center Master Plan neither reflects current market considerations nor does it provide for future development; and

WHEREAS, the proposed update of the Horn Rapids Master Plan was developed in consultation with city staff from Public Works, Energy Services, Planning, Economic Development and Parks and Recreation; and

WHEREAS, the proposed update of the Horn Rapids Master Plan was presented to the Richland Planning Commission at workshop on February 9, 2011 and March 9, 2011 where the plan was updated to indicate that the utilities along the Logston right-of-way would be realigned to minimize impacts to the wetlands while retaining a gravity fed sewer system; and

WHEREAS, the proposed update was presented to the Richland Planning Commission at their April 27, 2011 regular meeting where the Commission made a motion to recommend that Council adopt the Horn Rapids Master Plan; and

WHEREAS, the proposed update was presented to the Richland Economic Development Committee on March 28, 2011 and on May 16, 2011 where the Committee made a motion to recommend that Council adopt the Horn Rapids Master Plan; and

WHEREAS, the proposed update was presented to the Richland Parks and Recreation Commission at their April 14, 2011 meeting for comment; and

WHEREAS, the proposed update was presented to the Horn Rapids Home Owners Association Board of Directors on April 21, 2011, the presentation of which was advertised to the general membership of the Association and where at least 35 residents attended the meeting; and

WHEREAS, the proposed update has been available on the City's web site and open for comment for 90 days; and

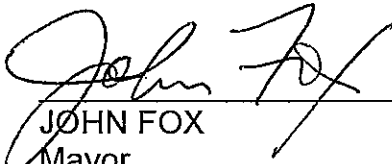
WHEREAS, the proposed update to the Horn Rapids Master Plan provides a plan and guidelines for the future development of the Horn Rapids Industrial Park and the Horn Rapids Business Center given current market conditions.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Richland, Washington that the update to the Horn Rapids Master Plan is adopted and replaces the February 5, 1995 Master Plan in its entirety.

BE IT FURTHER RESOLVED that the Horn Rapids Master Plan provides a guide to developing the Horn Rapids Industrial Park and Horn Rapids Business Center, but actual development of this area will be subject to changing market conditions and other development requirements and will be modified from time to time with no further regulatory process other than that which may be required by law.

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

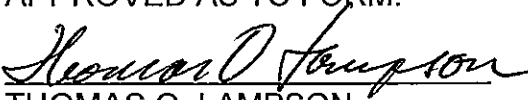
ADOPTED by the City Council of the City of Richland, at a regular meeting on the 6<sup>th</sup> day of September, 2011.

  
JOHN FOX  
Mayor

ATTEST:

  
MARCIA HOPKINS  
City Clerk

APPROVED AS TO FORM:

  
THOMAS O. LAMPSON  
City Attorney





MacKay & Sposito, Inc.