



## **Agenda**

### **RICHLAND PLANNING COMMISSION MEETING NO. 5-2014**

Richland City Hall - 505 Swift Boulevard - Council Chamber

**WEDNESDAY, May 28, 2014**

**7:00 p.m.**

---

**COMMISSION MEMBERS:** James Utz, Chair; Carol Moser Vice-Chair; Debbie Berkowitz; Marianne Boring; Clifford Clark; Stanley Jones; 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 April 23, 2014 Meeting Minutes**

**Public Comments**

**Public Hearing Explanation**

#### **New Business**

- 1. APPLICANT: CITY OF RICHLAND (M2014-101)**  
**Request: AMENDMENTS TO THE CITY OF RICHLAND TRANSPORTATION IMPROVEMENT PROGRAM 2015-2020.**  
**Location: CITYWIDE**

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

- 2. APPLICANT: CITY OF RICHLAND (Z2014-101)**  
**Request: ZONING TEXT AMENDMENTS – REVISIONS TO SECTIONS 23.38.070, 23.18.040, 23.38.020, 24.04.030 AND 24.12.010 OF THE RICHLAND MUNICIPAL CODE CONCERNING REQUIREMENTS ASSOCIATED WITH FENCING, ASSESSORY BUILDING AND HOUSE SETBACKS, SUBDIVISION APPLICATION REQUIREMENTS AND SIZE REQUIREMENTS FOR REQUIRED COMMERCIAL LANDSCAPING TREES.**  
**Location: CITYWIDE**

**Communications**

**Commission/Staff/Liaison Comments**

**Adjournment**

Planning Commission Workshop Meeting, Wednesday, June 18, 2014

Planning Commission Regular Meeting – Wednesday, June 25, 2014

**THIS MEETING IS BROADCAST LIVE ON CITYVIEW CHANNEL 192 AND ON [WWW.CLRICHLAND.WA.US/CITYVIEW](http://WWW.CLRICHLAND.WA.US/CITYVIEW)**

Richland City Hall is ADA Accessible with Access and Special Parking Available at the Entrance Facing George Washington Way. Requests For Sign Interpreters, Audio Equipment, or Other Special Services Must be Received 48 Hours Prior to the Meeting Time by Calling the City Clerk's Office at 509-942-7388.



**MINUTES**  
**RICHLAND PLANNING COMMISSION MEETING No. 4-2014**  
Richland City Hall – 550 Swift Boulevard – Council Chamber  
**WEDNESDAY, April 23, 2014**  
**7:00 PM**

---

**Call to Order:**

**Chairman Utz** called the meeting to order at 7:00 PM

**Attendance:**

Present: Commissioners Boring, Jones, Madsen, Wallner, Wise, Vice-Chair Moser and Chairman Utz. Also present were Land Use Consulting Attorney Ken Harper, Attorney Heather Kintzley, Transportation and Development Manager Jeff Peters, Deputy City Manager Bill King, Development Services Manager Rick Simon, Senior Planner Aaron Lambert and Recorder Penny Howard.

**Approval of Agenda:**

**Chairman Utz** presented the April 23, 2014 meeting agenda for approval.

**The agenda was approved as written.**

**Approval of Minutes**

**Chairman Utz** presented the meeting minutes of the March 26, 2014 regular meeting for approval.

**A motion was made by Commissioner Madsen and seconded by Vice-Chair Moser to approve the meeting minutes of the March 26, 2014 regular meeting as amended.**

**The motion carried, 7-0.**

**Public Comment**

**Chairman Utz** asked for public comment on any item not on the agenda. Seeing none, he 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.

**Vice-Chair Moser** recused herself from the first agenda item.

**Commissioner Wise** noted his residence was within one half mile of the property under discussion in agenda item one, but had no related correspondence and did not see a need to recuse himself. There were no objections.

### **New Business**

1. **APPLICANT: HAYDEN HOMES (Z2013-106 & S2013-100)**  
**APPROVAL OF A REQUESTED CHANGE IN ZONING OF THE MAJORITY OF A 131.9 ACRE SITE, WHICH IS PRESENTLY ZONED AGRICULTURAL. A TOTAL OF 89.6 ACRES IS REQUESTED TO BE ZONED R-2S – MEDIUM DENSITY RESIDENTIAL. ANOTHER 17.6 ACRES IS PROPOSED FOR NOS – NATURAL OPEN SPACE ZONING. THE SITE IS ALSO PROPOSED TO BE DIVIDED THROUGH A PRELIMINARY PLAT KNOWN AS “CLEARWATER CREEK”, CONSISTING OF 320 RESIDENTIAL LOTS, A 13.6 ACRE SCHOOL SITE, AND 11 OPEN SPACE TRACTS TOTTALLING 32.09 ACRES GENERALLY LOCATED NORTH OF THE BURLINGTON NORTHERN RAILROAD; WEST OF STEPTOE STREET; SOUTH OF CLAYBELL PARK AND THE PLAT OF “THE HEIGHTS AT MEADOW SPRINGS” AND EAST OF THE AMON PRESERVE.**

**Mr. Simon** presented the staff report for the requested zoning change of a 131.9 acre site from agricultural to 89.6 acres R-2S medium density residential and 17.6 acres natural open space. The Clearwater Creek development originally included 460 residential lots, but after revisions was modified to 320 residential lots, a 13.6 acre school site and 11 open space tracts totaling 32.09 acres. He noted the criteria for the zone change was consistent with the Comprehensive Plan and a mitigated determination of non-significance was issued under the State Environmental Policy Act.

**Mr. Simon** reported the average density as 4.5 units per acre excluding the open spaces with an average lot size of approximately 6600 square feet. The Comprehensive Plan issued in 1997 identified the majority of the site as low density residential which allows a density range of 0-5 units per acre. The applicant is obligated to pay park mitigation fees and complete the collector street across the development site. However, the exact alignment is not yet known. At some future point when the street is needed, additional studies, planning and public hearings would occur.

Several conditions were included in the mitigated determination of non-significance, such as on-site retention of storm water facilities, preparation and implementation of an

erosion control plan during construction, a dust control plan, re-vegetation of disturbed areas, identification and staking of wetland area buffers, fencing of the western boundary, lighting restrictions for homes adjacent to the nature preserve, a landscape plan within open spaces and a designated trail system outside the wetland area.

Staff recommended that the City and the applicant enter into a property use and development agreement limiting development to detached single family use only and setbacks for lots off Bellerive Drive. The application was consistent with City standards as related to subdivision codes.

**Chairman Utz** opened the Public Hearing at 7:24 PM.

**Applicant: Dennis Murphy, President of Hayden Homes, 1615 Whitely Road, Walla Walla:** Thanked the staff and commission for their thankless efforts, then provided a brief history of their company, their First Story non-profit organization and the Friends of Beer Falls forum. The forum was initiated to form a collaborative effort of staff and stakeholders that molded the Clearwater Creek proposal. Mr. Murphy expressed a desire to create a community similar to Hansen Park with affordable housing for respectable Richland residents.

**Applicant: Nathan Michiela, Hayden Homes Regional Manager, 74706 East Country Heights Drive, Kennewick:** Thanked Mr. Simon and staff for their work on the project and agreed with the findings and conclusions presented in the staff report. **Mr. Michiela** expressed concern for the Amon Basin Preserve, its importance to the community and stated that they would not build on it or harm it during development. He described the assistance and education provided by the Tapteal Greenway Association, commended them for their work and announced the dedication of eight acres of property to the group. Along with property purchased by Tapteal Greenway Association, the property buffering the preserve totaled approximately twelve acres and was intended as permanent open space.

**Mr. Michiela** offered his assurance that Hayden Homes would work with appropriate parties to realign work in order to resolve the location of the Rachel Road extension. He also clarified the intent of the Technical Advisory Committee report condition items 19.C and 19.D to be the development boundary rather than the site boundary.

**Applicant: Stanley Schwartz, Hayden Homes Attorney, 422 West Riverside Avenue, Spokane:** Offered his assistance with any questions.

**Scott Woodward, Tapteal Greenway Association, 480 Columbia Park Trail:** Explained that Amon Creek Natural Preserve is slowly being whittled away, first by a storm water drain, then a sewer line, now an impending development. **Mr. Woodward** stated that this was "Richland's last chance to protect a community treasure of this magnitude" and believes a public road across the Amon Creek, which the Planning Commission voted to drop in June 2013, would be inconsistent with the use of the

property as dedicated open space and a natural public preserve as promised by the City.

**Dirk Peterson, Tapteal Greenway Association, 2107 Rainier Avenue:** Provided history of Phase 1, in 2006, of the Amon Basin project with a purchase negotiated by the Trust for Public Land of 60 acres of unique wetlands, riparian and shrub steppe habitat with the following funding sources: Energy Facility Site Evaluation Council – over \$1,000,000, City of Richland - \$180,000, State of Washington Department of Transportation - \$75,000 and Tapteal Greenway Association - \$40,000 donated by local residents. The Land Use Agreement included the right to construct a public road across Amon Creek and that the City would not make or permit the use of any part of the property that was inconsistent with the use of a public nature preserve.

**David Harvey, Tapteal Greenway Association, 1931 Harris Avenue:** Provided a brief history of Phase 2, in 2008, when an additional 15.5 acres were added to the preserve and described the partnership between the Tapteal Greenway Association, federal agencies, private businesses and the City of Richland to preserve the Amon Basin. Tapteal Greenway passed title for the property to the City with the stipulation that any future use would be strictly as a public nature preserve and never for residential or commercial uses. The City agreed to the permanent protection of the Amon Creek Preserve.

**Karen Sowers, Tapteal Greenway Association, 227 Sitka Court:** Described the results of 2010 roadwork on Leslie Road and storm water retention pond system as a non-functioning barren ground that replaced Amon Creek habitat. She noted that although there was an imposed limit of twenty feet to install the Leslie trunk sewer line, measurements taken of the destruction ranged from 38 to 69 feet after a City memo stated, 'care has been taken to pick a route that minimizes the loss of natural vegetation'. The professional mitigation for damage was not very successful and **Ms. Sowers** believes the Future Land Use Agreement to be invalidated by precedence.

**Adam File, Tapteal Greenway Association, 1827 Alder Avenue:** Explained Phase 3 in 2008 as a concept of creating a central park for the community with a back drop of shrub steppe habitat with support from the City Council, the Parks Commission, Washington State Department of Ecology, and the Department of Fish and Wildlife. The Phase 3 goal was to add 119 acres to the preserve, but the association fell just short of that goal in a grant competition. They attempted to regroup, but the owner sold the property to Hayden Homes in the meantime.

**Kathy Deckter, Tapteal Greenway Association, 113 Bebb Court:** Cited 262 individual contributions, countless Eagle Scout projects, citizens donating time, talent and money to clean up, haul trash out, replant and water native plants and care for the property. She invited all to attend a 'Wildland Walk' on May 17<sup>th</sup>.

**Mike Lilga, Tapteal Greenway Association, 317 Fuller Street:** Worked tirelessly to restore habitats, build trails and diminish the negative impact on recreational and health benefits. Several meetings with Hayden Homes resulted in the purchase of property that their budget would allow. He asked that Rachel Road be removed from the Transportation Improvement Plan because the residents, Hayden Homes and Tapteal Greenway all believe the extension to be unnecessary.

**Jim Deatherage, 8907 West 6<sup>th</sup> Avenue, Kennewick:** Shared his disbelief that anyone could think a road through a nature preserve would not disturb the nature. He stated that no one in attendance supported the road and urged all to consider the legacy they would leave behind.

**George Last, 1938 Harris Avenue:** Expressed concern about the geological hazard analysis and geotechnical reports, stating that he did not think the water issues were properly addressed. He noted that there had been mammoth fossils found in that area in 1978, believed the property to be a significant cultural resource and suggested an additional condition to monitor paleontological findings.

**Tom McClelland, 39507 East Ridgecrest Drive:** Concurred with the previous speakers and spoke out against Rachel Road due to assured negative impact on the natural preserve.

**Jill Sheffer, Forterra NW, 409 North Pine Street, Ellensburg:** Informed all that Forterra NW owns the mineral rights underlying the site and requested fair consideration. She informed those in attendance that the rezoning would negatively impact the market value of their mineral rights.

**Chrissy Malson, 2360 Mark Avenue:** Requested information about the proposed school funding and the median price of the proposed housing.

**Ernie Crediford, 1422 Florida Avenue:** Expressed appreciation for the work done by Hayden Homes and the Tapteal Greenway Association to lessen the impact on the area and suggested the road be placed near the Bonneville Power Association station.

**Brad Evans, 3605 South Bermuda Road:** Shared his strong objection to the Clearwater Creek development and the extension of Rachel Road through the Amon Wasteway as it was foolish to threaten the wildlife there.

**Therese Howe, 2777 Rue Court:** Suggested greater value in the property near the wetland area as a source of economic development rather than a residential development. She also spoke against the Rachel Road extension.

**Chuck Wajnowski, 223 Lasiandra Court:** Cautioned all that leaving the area in its natural state was a rare opportunity and believed the density of the proposed neighborhood would negatively impact the neighboring preserve.

**Robert Benedetti, 400 Broadmoor Street:** Concurred with the previous speakers, suggested that Rachel Road was in place to serve people who don't currently live in that area and expressed concern about the water table. He expressed concern about pumping of 3000 gallons of water per minute in order to install the sewer line in that area and a lack of analyzing an existing aquifer.

**Jim Crosslin, 2638 Willowbrook Avenue:** Shared his viewpoint that with the multitude of housing developments under way, there did not seem to be a need for one in that location.

**Dorothea Ferris-Narum, 224 High Meadows Street:** Shared her concern with safety issues created by increased traffic and the loss of the Amon Preserve as a refuge for residents. She encouraged decision makers to step back and take their time making this important decision and remove Rachel Road from the plan.

**Bobbie Bull, 1928 Meadows Drive North:** Concurred with the previous speakers, warned against the damage construction would cause to Amon Creek and asked the City to keep their promise by not extending Rachel Road across the Amon Preserve.

**Hayley Mann, 1003 South Young Street, Kennewick:** Asked that there be no development next to the Amon Preserve.

**Gene Wirth, 2406 Greenbrook:** Stated his belief that the proposal involves a community resource and should be treated as such.

**Nancy Doran, 1516 Johnston Ave:** Cautioned the group that there would be no second chances on this decision and that once a road is built in the area, it would no longer have a unique feature. She recommended weighing the issues and looking for another solution.

**Patricia Haggerty, 763 Meadows Drive South:** Expressed concern that too high of a density would cause an inordinate impact on the Amon Basin and surrounding communities. She also spoke against the extension of Rachel Road.

**Terry Widergren, 94806 East Granada Court, Kennewick:** Agreed with previous speakers and said, "Please, no Rachel Road".

**Mickie Chamness, 4255 Tami Street, Native Plant Society:** Shared their goal to increase awareness and appreciation of native plants and ecosystems and expressed appreciation for the work done by Hayden Homes and the Tapteal Greenway Association. The Native Plant Society would have preferred that the entire property be natural open space, but requested that the developers do their best to minimize damage.

**Brook DuBois, 300 Columbia Point Drive:** Asked Commissioners to remove the Rachel Road condition from the proposal.

**Craig Cameron 432 Melissa Street:** Concurred with previous speakers, reiterated the importance of the unique area, its ability to attract people to the area and the commendable cooperation thus far. He expressed concern that any little thing chipped off the site affects the viability and sustainability of the ecosystem.

**David Orcutt, 2632 Eastwood:** Suggested seizing the opportunity where parties agree, save money and balance public and private areas.

**John McCoy, 211 South Bermuda Road, Kennewick:** Believed our residents were lucky to have Tapteal Greenway Association who created a vision and believed it to be the City's responsibility to remove obstacles and allow that vision to grow. He urged the removal of the Rachel Road condition.

**Lana Franklin, Encore Realty, 226 Williams Boulevard:** Informed those in attendance that they own property to the south of the site and would continue to work with the Cities of Richland and Kennewick to relocate the road to one of two alternate locations.

**Gail Olson, 2951 Sedona Circle:** Expressed disappointment with attendees who were pleased by cooperative efforts when she considered losing any of the property a loss. She characterized her living experience on less than ¼ acre with homes five feet from the property line as "not a very friendly way to live" and open spaces as very welcome.

**Sandy Trine, 525 Blue Street:** Shared her enjoyment of the unique property with a stream next to dry land and the diverse wildlife found in the Amon Preserve. She cautioned that once it was gone, it would be gone forever.

**Robert Wegeng, 2603 Harris Avenue:** Opposed the right of way for Rachel Road across the Amon Creek Natural Preserve, believed it was no longer necessary and could not imagine it being done without significant damage to the surrounding property.

**Lauren Caslin, 8720 West Falls Avenue, Kennewick:** Advocated for the preservation of the area, the many animals that live there and urged the commission to vote against rezoning.

**Lori McCutcheon, 789 Meadows Drive South:** Believed that Hayden Homes purchased the property with full knowledge that it was not zoned for their purposes and it should not be changed.

**Christopher Childers, Willowbrook Homeowner Association President, 217 Sitka Court:** Stated that he had not spoken with one person in his neighborhood in favor of



the development and admonished the commission to strike Rachel Road from the proposal.

**Bill Kinner, 122 Center Boulevard:** Lent his agreement to the previous speakers and shared his experience watching the marsh hawks. He asked our leaders to preserve our local gem.

**Patricia Adams, 781 Meadow Drive South:** Shared her contention that the proposed development with lower end homes would have a negative impact to the upper end developments and their property values. She urged the Commission to follow the original Comprehensive Plan.

**Laurie Ness, 2235 Davison Ave:** Expressed adamant opposition to Clearwater Creek, Rachel Road or any development in the low area. She was specifically concerned about the effects of herbicides and pesticides on wildlife.

**Applicant: Stanley Schwartz, Hayden Homes Attorney:** Reminded all that the zone changes were required to follow zoning laws and the Comprehensive Plan. He stated that the staff report confirmed all appropriate provisions had been made for public health and safety, and Richland Municipal Code requirements had been met. **Mr. Schwartz** noted that the considerable concerns on Rachel Road would be addressed after Phase 7. He also recognized Forterra as the owner of mineral rights and shared Hayden Homes' intent to work with them through the process.

**Chairman Utz** closed the Public Hearing at 9:30 PM.

#### **Discussion:**

**Chairman Utz** asked Mr. Harper for process clarifications. **Mr. Harper** reminded those in attendance that if the Rachel Road project became part of an application, they should consider participating in that public process. He generally agreed with Mr. Schwartz that there was a mineral rights severance, but did not see how those rights factored into the issues of the proposal. **Chairman Utz** also stated that the Transportation Improvement Plan was reviewed annually and suggested that roadway changes might be better addressed there.

**Commissioner Wise** requested clarification on the R-2S zoning. **Mr. Simon** explained that the plat application includes lots with an average lot size of 6600 square feet with 32 acres of open space which lowers that density.

**Commissioner Wise** asked for clarification of the Rachel Road right of way condition and the reason for its inclusion. **Mr. Simon** informed that prior to the section being built, the City would initiate a study that could result in the road being elsewhere, but the verbiage is designed to allow flexibility rather than locking in the road location as shown on the proposed plan.

**Commissioner Madsen** complemented the audience and the Chairman on their meeting conduct and described the application as one of the most thorough he has worked on. He reminded all that the commission has a responsibility to apply the codes and regulations to the application and asked how storm water would be taken care of. **Travis Johnson, PLS Engineering, 4904 Northeast 47<sup>th</sup> Avenue, Vancouver WA**, explained that the site splits down the middle and drains to the northeast and northwest. **Mr. Simon** assured that storm water would be addressed as part of the platting process and there were several conditions in the Technical Advisory Committee report specific to storm water runoff.

**Commissioner Madsen** asked what the price range would be for the affordable housing. **Mr. Murphy** expected the prices to be between \$150,000 and \$300,000 based on a similar development.

**Commissioner Boring** inquired if discovered paleo natural and cultural resources were covered under City ordinances. **Mr. Simon** stated that discovering such resources was covered under condition 29 of the mitigated determination of non-significance. **Commissioner Boring** also asked for clarification on the phase delineation and any agreements made. **Mr. Simon** confirmed that those phases pertained to the Amon Preserve itself rather than the development.

**Commissioner Boring** commented that the entire area was a gem, but with agricultural zoning it could have been bulldozed at any time. She shared her opinion that the cooperation and buffering was helpful and believed the proposal had demonstrated conformance.

**Mr. King** provided some history on the formation of the Amon Preserve with Phase 1 characterized as the heart of it and an addition made in Phase 2. In the use agreement, because the regional transportation plan had identified the need for a collector street prior to the establishment of the preserve, it included language reserving the potential for a street to go across the preserve.

**Commissioner Jones** stated that he was impressed with the depth and integrity of the State Environmental Policy Act checklist submitted by Hayden Homes.

**Chairman Utz** referenced page six of the Technical Advisory Committee report discussing a water line and asked if the line was intended to cross the preserve. **Mr. Simon** explained that two water pressure zones existed in the area, but there was no requirement to run a line across the preserve since other options were available. **Mr. Peters** concurred that the document simply outlines minimum requirements for the site. **Mr. Johnson** expressed their willingness to work with the City to resolve the issue in the future.

**Chairman Utz** asked for clarification on the average numbers in low density residential areas and how the open space was factored in. **Mr. Simon** stated the average,

including the open space, was 3.1 units per acre; with the open space excluded, the average was 4.5 units per acre. There were 32 acres of open space proposed and 17 of those acres were outside of the wasteway.

**Chairman Utz** inquired how the property would be used if the Kennewick School District chose not to build a school there. **Mr. Simon** reported that the applicant would need to return to with a new proposal for the property.

**Chairman Utz** asked for more information about the water table in the area. **Mr. Peters** reported that groundwater was encountered and significant pumping took place while installing the sewer line at a significant depth. He did not know the groundwater level, but did not expect the developer to encounter groundwater while building. The storm water and infiltration would be addressed as phases were brought forward and all criteria met.

**Chairman Utz** commented that he was struggling with the decision due to density levels, traffic concerns and groundwater issues.

**Mr. Simon** informed all that groundwater was addressed in comment 40 of the Public Works Engineering memo dated March 20, 2014 and on page six of the GNS report provided just prior to the meeting.

**Commissioner Wise** discussed the environmental reviews, specifically noise and low frequency vibration with a railway line nearby; natural landscape versus built landscape views; light pollution; impact to farmland; transportation issues and recreational impact. **Commissioner Wise** commented the he could not support the project due to concerns.

**Commissioner Jones** informed all that in Kennewick along Yellowstone, homes butted up next the railroad without any problems.

A motion was made by **Commissioner Madsen** and seconded by **Commissioner Jones** to concur with the findings and conclusions set forth in Staff Report Z2013-106 & S2013-100 and recommend that City Council approve the proposed change in zoning subject to the draft Property Use and Development Agreement and also approve the preliminary plat of Clearwater Creek subject to the conditions of approval set forth in the Technical Advisory Committee Report date April 23, 2014 including attachments A-N.

#### **Discussion on the Motion:**

**Commissioner Boring** asked for clarification or a possible change to the general conditions on page 5, item 19.C discussing the boundary. **Mr. Peters** stated that Public Works recommended the proposal as is because it secures the construction of the roadway at some future point.

**Commissioner Wallner** asked to clarify if the Kennewick Irrigation District supplemental information received just prior to the meeting was to be included in the motion. **Mr. Simon** confirmed that staff asked that it be included as condition 10 of the Technical Advisory Committee report. **Chairman Utz** expressed concern about receiving information just prior to meeting without time for review.

**Commissioner Madsen amended the motion to add the Kennewick Irrigation District report and Commissioner Wallner seconded the motion.**

**Chairman Utz** called a five minute recess to review the Kennewick Irrigation District supplement.

**Chairman Utz** pointed out that the supplement was not a final document and asked if it should be included in the motion. **Mr. Harper** agreed that it seemed more appropriate to include the supplement in the record, rather than the amendment. **Mr. Simon** believed the Technical Advisory Committee report, condition number 9 provided sufficient compliance requirements to move forward without adding the supplement to the motion.

**Commissioner Madsen withdrew the amendment.**

**Further discuss motion:**

**Chairman Utz** commented on the desire to weigh the idea of property rights versus citizen needs. He believed the property could be developed for residential purposes, but expressed concern over the density and believed it needed to be reduced.

**Mr. Simon** shared the definition of low density in the comprehensive plan was zero to five homes per acre which had been met.

**Commissioner Boring** commented on the low density standard as met by the proposal.

**Commissioner Wise** expressed deep concerns for health, safety and general welfare that had not been covered by the environmental review.

**Commissioner Madsen** commented that affordable housing is something the City is supposed to provide and the proposal offered that opportunity.

**Mr. Simon** highlighted information from the environmental review that railroad impacts were minimized in part due to a fairly high berm that separated the railroad from a portion of the proposed site and the mitigated determination of non-significance included a condition indicating notice for future lot purchasers advising of railroad location and possible impacts. The mitigated determination of non-significance also included a condition for light shielding immediately adjacent to the Amon Preserve and the standard good neighbor shielding. He also reported that the Agricultural zoning was

used to hold the property in 1975 until its future use was determined. The property owner had not used the site as farmland. **Mr. Simon** pointed out that the proposed expanded trail system would increase the recreational value of the site.

**THE MOTION CARRIED 4-2 with Commissioner Wise and Chairman Utz voting against.**

**Communications:**

**Mr. Simon**

- Reminded the group about the next workshop scheduled for May 14, 2014.

**Commissioner Wise**

- Reported his appointment to the Mid-Columbia Initiative, Sustainability Plan Task Force and looked forward to the work as the lack of such a plan negatively impacts development in our area.

**Mr. King**

- Reported that during the City Council retreat the previous day, there was a decision to focus on and revitalize the core area.

**Mr. Harper**

- Commented on the results of the motion vote and believed Mr. Simon was correct. A quorum of the body was required (stated as majority of a quorum) to forward the zoning application. **Therefore, the final results were: No recommendation for the zone change; A favorable recommendation for the preliminary plat approval. Mr. Simon** concurred.

**Commissioners Jones, Madsen, Boring, Wise, Wallner and Chairman Utz**

- Thanked Ms. Howard for taking the minutes for the lengthy meeting.

**ADJOURNMENT:**

The April 23, 2014 Richland Planning Commission Regular Meeting 4-2014 was adjourned at 10:59 PM. The next regular meeting of the Planning Commission will be held on May 28, 2014.

PREPARED BY: Penny Howard, Recorder, Planning and Development

REVIEWED BY:

\_\_\_\_\_  
Rick Simon, Secretary  
Richland Planning Commission

## **MEMORANDUM**

*Community and Development Department  
Planning & Development Services Division*

---

**TO: PLANNING COMMISSION**

**FROM: RICK SIMON, DEVELOPMENT SERVICES MANAGER**

**DATE: MAY 28, 2014**

**RE: MEETING PROCEDURES**

While most of the items that come before the Commission are scheduled as public hearings, on occasion, there are items of business that are not public hearings. Such is the case with the proposed amendments to the TIP. We anticipate that there will be citizens present at the meeting to present testimony on this issue. The appropriate procedure for accepting testimony on a business item that is not a public hearing is to receive those comments during the public comment portion of the meeting. So comments would be received during the public comment portion of the meeting and then the Commission would begin the business item. Staff will provide its report and the Commission can then ask questions, hold discussion and take action of the proposal.

The second item on the agenda is scheduled as a public hearing and will follow the usual order of proceedings with the staff report followed by public comment and then commission discussion and decision.

## STAFF REPORT

TO: PLANNING COMMISSION  
FILE NO: M2014-101

PREPARED BY: JEFF PETERS  
MEETING DATE: MAY 28, 2014

### GENERAL INFORMATION

APPLICANT: CITY OF RICHLAND

REQUEST: APPROVAL OF THE 2015-2020, SIX-YEAR TRANSPORTATION  
IMPROVEMENT PROGRAM

LOCATION: THROUGHOUT THE CITY OF RICHLAND

### REASON FOR REQUEST:

To comply with the Revised Code of Washington (RCW 35.77.010) which requires all cities to annually update their Transportation Improvement Plans.

### BACKGROUND:

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

The Six-Year TIP is derived from projects that have been identified in the City's Transportation Plan, Comprehensive Plan and the Benton Franklin Council of Government's Regional Transportation Plan. Projects shown in the Six-Year TIP are those projects from the previously mentioned planning documents that the City feels have a reasonable possibility of being funded within the next six years.

There are a total of 22 projects shown on the Six-Year TIP. Public Works staff will make a brief presentation providing more detail on the proposed projects.

The following is a list of projects that have been added and deleted from the last year's TIP (2014-2019).

### Projects Added

None

### Projects Deleted

1. Research District Sidewalk Project
2. Citywide Safety Improvements

### FINDINGS AND CONCLUSIONS

1. RCW Section 35.77.010 requires cities to annually update their six-year Transportation Improvement Program.
2. Staff has prepared the 2015 – 2020 Transportation Improvement Program and identified those projects that have been added and deleted from last year's TIP.
3. Staff has identified projects shown on the TIP that will best serve the multi-modal transportation needs of the City.

### RECOMMENDATION

Staff recommends that the Planning Commission concur with the findings and conclusions set forth in the staff report (M2014-101) and forward a recommendation to the City Council to approve the 2015-2020 Six-Year Transportation Improvement Program.

### ATTACHMENTS

- A. 2015-2020 Transportation Improvement Program





## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	1	/ 3440(001) Duportail Bridge Duportail Street City View Drive to Cottonwood Drive Construct a 4-lane road and bridge over the Yakima River with a 12' multi-use pathway for ped/bike access. Reconstruct SR-240/Duportail intersection and modify traffic signal to accommodate additional lanes. Widen and raise at-grade railroad crossing of Port of Benton track.	R002					01	C P T W	0.670	EA	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2017	STP(UL)	1,038,300		0	162,138	1,200,438
P	CN	2017	STP(UL)	26,928,000	TIB	4,500,000	2,232,000	33,660,000
Totals				27,966,300		4,500,000	2,394,138	34,860,438

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	1,200,438	0	0
CN	0	0	10,500,000	11,580,000	11,580,000
Totals	0	0	11,700,438	11,580,000	11,580,000

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	2	/ 3459(001) Center Parkway Extension Center Parkway Gage Blvd to Tapteal Dr Construct new 3-lane roadway with bike lanes, curb, gutter and sidewalk on both sides. Construct a signalized/gated at-grade crossing of the Port of Benton R/R track.	R001					01		0.330	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2015	STP(UL)	973,700	TIB	360,420	0	1,334,120
Totals				973,700		360,420	0	1,334,120

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

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	3	/ 3463(002) Stevens Drive Extension Stevens Drive Wellsian Way to Lee Boulevard Construct new 3 lane street with sidewalks, curb and gutter, water, sewer, storm drainage, street lights, bike lanes and ADA accessibility.	R005					01	P S W	0.360	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2015	STP(UL)	350,000	TIB	1,010,000	99,200	1,459,200
<b>Totals</b>				<b>350,000</b>		<b>1,010,000</b>	<b>99,200</b>	<b>1,459,200</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,459,200	0	0	0	0
<b>Totals</b>	<b>1,459,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	4	Duportail Street Reconstruction Duportail Street Wright Ave. to Thayer Dr.  Reconstruct roadway to provide 2 travel lanes, bike lanes, curb, gutter & sidewalk on both sides. Includes reconfiguring the intersection of Duportail Street / Wright Avenue.	R011					04	C G P S T W	0.290	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2017	STP(UL)	15,500	TIB	80,000	4,500	100,000
S	CN	2017	STP(UL)	213,520	TIB	882,400	257,080	1,353,000
Totals				229,020		962,400	261,580	1,453,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	100,000	0	0
CN	0	0	1,353,000	0	0
Totals	0	0	1,453,000	0	0

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	5	Duportail Street Extension Duportail Street Wellsian Way to Robert Avenue Construct new 3 lane street with sidewalks, curb and gutter, water, sewer, storm drainage, street lights and bike lanes. Reconfigure the intersection at Duportail Street and Thayer Drive to accomodate a fourth leg.	R026					01	P S W	0.330	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2015		0	TIB	100,000	25,000	125,000
S	RW	2015		0	TIB	520,000	130,000	650,000
S	CN	2016		0	TIB	1,209,520	205,480	1,415,000
Totals				0		1,829,520	360,480	2,190,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	125,000	0	0	0	0
RW	650,000	0	0	0	0
CN	0	1,415,000	0	0	0
Totals	775,000	1,415,000	0	0	0

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	6	/ 000S(336) South GWW Safety and Mobility Improvements George Washington Way Columbia Pt. Dr. to Comstock Upgrade/reconfigure George Washington Way (GWW)including the intersections of GWW/Col. Pt. Dr./Adams St. and GWW/Comstock to provide improved safety, capacity, and mobility.	R020					03	P S T W		CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015	HSIP	336,480	TIB	84,120	0	420,600
P	RW	2016	HSIP	48,000	TIB	12,000	0	60,000
P	CN	2017	HSIP	3,701,400	TIB	925,360	0	4,626,760
Totals				4,085,880		1,021,480	0	5,107,360

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	420,600	0	0	0	0
RW	0	60,000	0	0	0
CN	0	0	4,626,760	0	0
Totals	420,600	60,000	4,626,760	0	0

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	7	Queensgate Pathway Queensgate Drive Keene Rd to Columbia Park Trail Construct a 12' asphalt multi-use pathway on the east side of Queensgate.	R015					28		0.350	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2017	TAP(UL)	15,000		0	0	15,000
S	RW	2017	TAP(UL)	40,000		0	0	40,000
S	CN	2017	TAP(UL)	70,470		0	0	70,470
Totals				125,470		0	0	125,470

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	15,000	0	0
RW	0	0	40,000	0	0
CN	0	0	70,470	0	0
Totals	0	0	125,470	0	0



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	8	Swift Corridor Improvements Swift Boulevard Stevens Dr to George Washington Way Mill and overlay street, widen sidewalks, add decorative street lighting, irrigation, street trees and landscaped medians.	R019					31	P S W	0.500	CE	No

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

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	80,000	0	0	0	0
CN	1,250,000	0	0	0	0
Totals	1,330,000	0	0	0	0



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	9	Columbia Park Trail - East Columbia Park Trail SR 240 WB Offramp to East City Limits Reconstruct the street to provide 3-lanes, with curb, gutter, sidewalks, bike lanes street lights, drainage facilities and streetscape on both sides.	R010					04	C P S T W	0.720	CE	No

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

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

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	10	<p>Step toe Street / Tap teal Drive Intersection Improvements</p> <p>to</p> <p>Realign Tap teal Drive and Step toe Street intersection by constructing a new roundabout. Also includes sidewalks, street lights, fully signalized and gated at-grade railroad crossing, storm drainage.</p>	R029					03	S W	0.180	CE	Yes

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

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



# Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
12	11	Vantage Highway Pathway - Phase I SR-240 Stevens Dr to Kingsgate Way Construct a 12' asphalt multi-use pathway on the north side of SR-240.	R2014					28	P S W	2.000	CE	No

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

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



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	12	Queensgate Drive Extension Queensgate Drive Shockley Rd to Keene Rd Construct a 3-lane street with curb, gutter, sidewalk, street lights and drainage facilities on both sides. Modify the Keene/Queensgate traffic signal.	R012					01	C G P S T W	0.450	CE	No

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

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



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	13	Gage Boulevard Improvements Gage Boulevard Penny Royal Ave to Morency Dr. Add bike lanes, shoulders, sidewalks, street lights, storm drainage on Gage Boulevard.	R028					04		0.750	CE	No

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

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



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	14	Rachel Road Improvements Rachel Road Leslie Rd to Steptoe St Construct a 2-lane collector with curb, gutter & sidewalk on both sides of the street. Left turn lanes will be constructed where needed.	R008					01	P S W	1.200	CE	Yes

Funding							
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Total Funds
P	PE	2018		0		0	200,000
P	RW	2019		0		0	300,000
P	CN	2020		0		0	1,700,000
Totals				0		0	2,200,000

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

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	15	Bellerive Drive Extension Bellerive Drive Rachel Rd to Claybell Park Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities.	R009					01	P S W	0.130	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2018		0		0	20,000	20,000
P	RW	2019		0		0	10,000	10,000
P	CN	2020		0		0	100,000	100,000
Totals				0		0	130,000	130,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	20,000	0
RW	0	0	0	0	10,000
CN	0	0	0	0	100,000
Totals	0	0	0	20,000	110,000



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	16	Stevens Drive Pathway Stevens Drive Spengler St to Horn Rapids Rd Construct a 12' multi-use pathway on east side of Stevens	R016					28	C P T	2.250	CE	No

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

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



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	17	SR240 / Kingsgate Traffic Signal Kingsgate Way SR 240 to Construct a new traffic signal with video detection and pedestrian facilities	R007					01	P		CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2017		0		0	25,000	25,000
P	CN	2018		0		0	200,000	200,000
Totals				0		0	225,000	225,000

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



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	18	Logston Boulevard Extension Logston Blvd Robertson Rd to Future Business Ctr Road Construct a new roadway with curb & gutter, streetlights and storm drainage facilities on both sides of the road.	R006					01	P S T W	0.200	CE	No

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

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

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
12	19	Vantage Highway Pathway - Phase II SR-240 Twin Bridges Rd to Kingsgate Way Construct a new 12' multi-use pathway on the north side of SR-240.	R018					01	C P S T W	1.750	CE	No

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

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

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19	20	Marcus Whitman Elementary - Safe Routes to Schools Humphreys & Winslow Wright Ave. to Lee Blvd. Reconstruct Humphreys Street and install curb, gutter, and sidewalk from Wright to Winslow as well as construct new sidewalk on the west side of Winslow from Humphreys to Lee Blvd. to improve safety on a Walk Route for Marcus Whitman Elementary school. Also provides a bicycle education curriculum and upgrades radar trailer for speed data collection.	R024					38		0.150	CE	No

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

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



## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	21	Queensgate Drive - Phase II Queensgate Drive Rachel Rd to Alla Vista Rd Construct new 2-lane collector with curb, gutter, sidewalk, street lights, and storm drainage facilities on both sides	R013					01	P S W	2.000	CE	Yes

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

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

## Six Year Transportation Improvement Program From 2015 to 2020

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
12	22	/ 0240(015) SR-240/SR-224(Van Giesen) Grade Separation SR-240 SR 240 to SR 224 I/S Construct an interchange to separate highways and adjacent railroad crossing.	R004					03	C G P T W	0.500	CE	Yes

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

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

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for Richland</b>	<b>54,176,095</b>	<b>19,683,820</b>	<b>21,895,673</b>	<b>95,755,588</b>



**Dave Bond**, Superintendent  
**Dr. Chuck Lybeck**, Associate Superintendent, Curriculum  
**Greg Fancher**, Assistant Superintendent, Elementary Education  
**Ron Williamson**, Assistant Superintendent, Secondary Education  
**Beverly Johnson-Torelli**, Assistant Superintendent, Human Resources  
**Ron Cone**, Executive Director, Information Technology  
**Vic Roberts**, Executive Director, Business Operations  
**Robyn Chastain**, Director, Communications and Public Relations

May 15, 2014

Cindy Johnson, City Manager  
City of Richland  
505 Swift Blvd.  
Richland, WA 99352

Dear Ms. Johnson,

For the past two years, the Kennewick School District has been pursuing the acquisition of an additional future elementary school site in the Clearwater Creek development area north of Clearwater and west of Steptoe. We have relied heavily on the existing City of Richland Six Year Transportation Improvement Program (TIP) as we considered this potential neighborhood. It is critical to the Kennewick School District that we have multiple access roads to an elementary site, as an elementary school is accessed constantly by parents, staff, and school transportation vehicles.

A key factor in our interest in this school site was the commitment by the City of Richland in the TIP to connect Rachel Road to this development so that we could access the site easily from either Leslie Road or the Clearwater / Steptoe side. Having two access points is critical as is having an access point that allows us to bus students from the Rancho Reata and Leslie neighborhoods to this site. Having to bus students down to the Leslie/Ridgeline/Clearwater/Badger roundabout is undesirable, and bussing them north through Richland and through Richland neighborhoods to access the site from the Steptoe side is equally untenable.

The Kennewick School District has depended on the City of Richland implementing their TIP as currently written as we have considered this site. Extending Rachel Road to this site must happen for the Kennewick School District to continue forward in acquiring this site and placing a \$20 Million elementary school in that location. Generally, siting an elementary school in a neighborhood accelerates new housing development, and we know that the developer plans over 300 homes for this area.

We have been following the recent efforts by some to halt the Rachel Road extension to this site and wanted to make sure that the City of Richland was aware that without this road, we will likely look elsewhere for future elementary sites. We have learned from past experience that building elementary schools where vehicle access is poor is a bad idea, and we don't intend to do that again.

In summary, the Kennewick School District has invested time and money in pursuing this site based on the current City of Richland TIP. We want to be on record as saying we do not want to see the TIP modified and we want to see Rachel Road developed as planned in the TIP.

Please contact us if you need additional information.

Sincerely,

Dave Bond, Superintendent  
Kennewick School District



**Douglas M. Carl**  
Director of Capital Projects  
622 N. Kellogg Street  
Kennewick, WA 99336  
(509) 222-7667  
Fax (509) 222-5057  
doug.carl@ksd.org

May 13, 2014

Jeff Peters  
Development Services Manager  
City of Richland  
505 Swift Blvd.  
Richland, WA 99352

Mr. Peters,

The Kennewick School District has been involved in property acquisition discussions with Hayden Homes regarding a potential future elementary school site in the Clearwater Creek development area. The Kennewick School District works hard to develop future school sites that will create neighborhood schools that are located close to where the attending students live and match the overall growth of our boundary area. The Clearwater Creek site with 320+ new homes situated in the west side of our boundary area meets this need.

We were able to place a potential school site in this development that meets our needs. One of the factors in creating this school site was the future access for transportation of Rachel Road connecting Leslie and Steptoe. It would be highly probable that this school site would include the Rancho Reata neighborhood. It would be challenging to transport students to this site without the Rachel Road access. School district busses and parents would have to travel through the Meadow Springs neighborhood using Broadmoor Street or go the long way around the site using Leslie, Clearwater and Steptoe.

The school district reviewed the City of Richland's Six Year Transportation Program. The TIP indicated that Rachel Road would connect Leslie Road and Steptoe Street. Based on this information, we moved forward with school develop discussions and planning. If the Rachel Road connection does not happen, the viability of a school site in this development strongly diminishes.

Sincerely,

Doug Carl



## Howard, Penny

---

**From:** Rogalsky, Pete  
**Sent:** Friday, May 16, 2014 4:20 PM  
**To:** Johnson, Cindy  
**Cc:** Peters, Jeffrey; Amundson, Jon  
**Subject:** FW: Center Blvd. btw. Leslie & Steptoe

Cindy,

Another communication, this one from the City of Kennewick, regarding Rachel Road. Is this appropriate for inclusion in next Tuesday Notes.

*Pete Rogalsky*

*Public Works Director  
City of Richland  
840 Northgate Avenue  
P.O. Box 190, MS-26  
Richland, Washington 99352  
Phone - (509) 942-7558  
Fax - (509) 942-7468  
E-mail - [progalsky@ci.richland.wa.us](mailto:progalsky@ci.richland.wa.us)*

---

**From:** Peter Beaudry [<mailto:Peter.Beaudry@ci.kennewick.wa.us>]  
**Sent:** Friday, May 16, 2014 4:00 PM  
**To:** Rogalsky, Pete  
**Cc:** Marie Mosley; Cary Roe  
**Subject:** Center Blvd. btw. Leslie & Steptoe

Pete,

As you are aware Richland's planned Center Blvd. major street link is included the cities of Richland's and Kennewick's adopted Transportation System Plans, the Benton-Franklin Council of Governments Regional Transportation System Plan, and the Federal Functional Classification System for existing and planned urban arterial and collector streets.

Over the last few decades the Cities and the region, with the assistance of the Benton-Franklin Council of Governments, have worked in cooperation on the in planning of region's transportation network. This effort is necessary in order to assure the public that we are providing a network of major streets (arterials and collectors) necessary to accommodate current and future growth in accordance with the Growth Management Act. Also this planning reduces the likelihood that the major streets will be over or under built, but will provide sufficient capacity to accommodate projected traffic volumes resulting from growth, thereby reducing costs to the taxpayer and development community.

Kennewick has some concerns with the potential elimination of the Center Blvd. as a major street link between Leslie Road and Steptoe Street. In reviewing the Transportation Element of the Environmental Impact Study done for the Steptoe Street project in 2006, the link elimination could result in the need to provide costly capacity improvements elsewhere on the network.

1. Streets and intersections along Gage Boulevard, Clearwater Avenue, Leslie Road, Steptoe Street and Columbia Center Boulevard have been constructed based upon Center Blvd. major street link. Without the link some of

these streets and intersections would likely now be under capacity to support planned growth and development. This could result in the potential need of expensive reconstruction, such as:

- Widening portions of Leslie Road from 3 to 5 lanes
  - Widening the current 5 lane section of Columbia Center Boulevard to 7 lanes between Deschutes Avenue and Quinault Avenue.
  - Widening intersections to accommodate additional turn lanes at Leslie/Gage, Gage/Steptoe, Clearwater/Steptoe, Clearwater/Columbia Center, and others.
  - Modifying the roundabout at Leslie/Clearwater to provide additional circulatory lanes.
2. A traffic signal is currently being installed at the intersection Steptoe Street and Center Blvd. (Richland) / Center Parkway (Kennewick). This signal is within the Richland's Urban Growth Boundary and is being installed with taxpayer dollars in anticipation to Center Blvd. link being provided as currently planned.

Prior to a decision being made to eliminate or reduce the planned capacity of the Center Blvd. major street link, it is necessary to study the impacts this would have on the overall street network and its potential costs to the taxpayers to accommodate the change from the currently planned network. Discussions should also be held with impacted agencies, community partners, and the general public once the full potential impacts of the elimination of this major street link could mean for the Cities and region. This should be included as part of the broader discussion on Amon Creek and future development of the area.

Thank you,

*Peter Beaudry*

Special Projects Director

City of Kennewick, WA

Ph: (509) 585-4593

Email: [Peter.Beaudry@ci.kennewick.wa.us](mailto:Peter.Beaudry@ci.kennewick.wa.us)

## Howard, Penny

---

**From:** jcdoran <jcdorancom@charter.net>  
**Sent:** Wednesday, May 21, 2014 10:21 PM  
**To:** Planning Commission  
**Subject:** Rachel Road extension in the TIP

I am writing to urge you to once again recommend elimination of the proposed Rachel Road extension through the Amon Creek Natural Preserve that is currently in the Transportation Improvement Plan (TIP). Whatever the merits of the original plan to build such an extension might have been, those have long since been superseded by the advantages of protecting the Preserve, a position that has now been recognized and emphatically endorsed by conservation groups, the Tri-City Herald, and the general public.

Richland's mission statement notes that "The City of Richland is responsible for ... enhancing the community's favorable quality of life, protecting Richland's natural environment..." How could anyone take that seriously if the Rachel Road extension were to be approved? What kind of image of Richland would this project?

Now is the time to remove this outdated remnant of past planning from the TIP, before expensive preliminary engineering studies are conducted, before Rachel Road becomes the *de facto* default option for future planning, and before we spend the next three or four years arguing these issues again and again.

What would it say about the values of a Planning Committee if they were to deliberately **PLAN** to destroy a natural preserve? Do you want that to be your legacy to the city's future? Please, do the right thing and help get rid of the proposed Rachel Road extension through the Amon Creek Natural Preserve once and for all.

Thank you.

Sincerely,

J. Christopher Doran

1516 Johnston Avenue

Richland, WA 99354

## STAFF REPORT

TO: PLANNING COMMISSION  
FILE NO.: Z2014-101

PREPARED BY: AARON LAMBERT  
MEETING DATE: May 28, 2014

### GENERAL INFORMATION:

APPLICANT: CITY OF RICHLAND (Z2014-101)

REQUEST: ZONING AND SUBDIVISION CODE TEXT AMENDMENTS – REVISIONS TO SECTIONS 23.38.070, 23.18.040, 23.38.020, 23.54.140 AND 24.12.010 OF THE RICHLAND MUNICIPAL CODE CONCERNING REQUIREMENTS ASSOCIATED WITH FENCING, ACCESSORY BUILDINGS AND HOUSE SETBACKS, SUBDIVISION APPLICATION REQUIREMENTS AND SIZE REQUIREMENTS FOR REQUIRED LANDSCAPING TREES FOR COMMERCIAL DEVELOPMENT.

LOCATION: CITYWIDE

### REASON FOR REQUEST

City staff has developed amendments to setbacks for fences, homes on corner lots, setbacks from alley/private access easements as well as setbacks for accessory buildings to the principal dwelling. The purpose of revising corner lot setbacks is to allow more flexibility in the siting of the homes and the option to have a larger portion of their yard screened behind fences up to 6 feet in height. Currently the house and setbacks are the same for both street frontages and are generally 20 feet from the property line. The amendments include diagrams to visually describe the setback allowances. Currently the zoning code provides no guidance on setbacks from private alleys and access easements. The general development pattern has been that homes have been built to within 5 to 6 feet from the edge of the pavement on private alleys. As the property includes the alley they could potentially build right to the edge of the alleyway/drive. Establishing a minimum 6 foot setback allows for a more open vehicle corridor, a better pedestrian environment and would be in keeping with the established development pattern.

The 6 foot separation (setback) from accessory buildings to the home is a requirement that stemmed from the Uniform Building Code which is no longer in use at the City. Staff is proposing to eliminate this requirement and follow the International Building Code adopted in 2003, which allows accessory structures to be immediately adjacent to the home depending on the type of construction, openings in the buildings and materials stored in the structure. This would allow more flexibility to the residents when siting their structures.

Furthermore, Staff is proposing to amend the submittal requirements for subdivision application maps by referencing the application form for the submittal requirements. This allows flexibility to reduce the number of hard copies from 32 to a lesser number and also request digital formats for ease of distribution to City departments and external agencies.

Finally, a caliper size requirement is proposed for required landscaping trees to ensure trees of adequate size are installed with new commercial development. Recently trees have been planted that while meeting the letter of the code, had small caliper trunks and the trees are unlikely to mature to a desirable size as well as match the adjacent development.

### FINDINGS AND CONCLUSIONS

Staff has completed its review of the proposed zoning code amendments to clarify the use and storage of recreational vehicles (Z2014-101) and submits that:

1. The City's existing setback requirements for fences and homes on corner lots provides little flexibility and results in much of the yard being dedicated to yard area along the street frontages.
2. Strict setback requirements for both frontages typically results in flat building elevations along the flanking (non-address) street frontage so that the most square footage can be gained from the reduced building footprint.
3. Residents and Developers have expressed a desire for setbacks that allow flexibility in the siting of homes which can lead to variety in the design of housing. There is also a desire to utilize more of the flanking street frontage side yards and have that area screened with fencing.
4. Establishing a requirement for setbacks from private alleys and access easements will provide needed guidance for siting homes. The proposed dimension will not unduly restrict development and it will insure that a minimum corridor is preserved for pedestrians, vehicles and EMS services.
5. The need for a separation of accessory buildings from the primary home has been superseded by the adoption of the International Building Code in 2003.
6. The proposed setback amendments allow for greater flexibility while still respecting the character and appearance of the community as well as safe visibility at intersections.
7. The requirements for subdivision application materials currently found in RMC 24.12.020 "Preliminary Plat – Application for approval" is more appropriately found on the application form. The proposed amendment allows Staff to update

the requirements when necessary without requiring an amendment to the municipal code.

8. The existing requirements for required street frontage and parking lot trees provides no assurance that the trees will have the desired effect of providing a visually appealing streetscape and cooling of the parking area.
9. The proposed amendment will insure trees are of a caliper that will result in desirable trees but not so large that the trees will have difficulty establishing themselves.
10. The City has evaluated the environmental impacts of the proposed code amendments, has determined those impacts will not be significant and has issued a Determination of Non-Significance in keeping with the requirements of SEPA, see exhibit D.
11. Based on the above findings and conclusions, adoption of the proposed amendments to the City code 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 (Z2014-101) and recommend to the City Council approval of the proposed zoning and subdivision code revisions as found in exhibit A.

#### EXHIBITS

- A. Proposed Code Amendments
- B. Notice of Public Hearing
- C. Determination of Non-Significance & Environmental Checklist

- THIS PAGE LEFT INTENTIONALLY BLANK -

# EXHIBIT (1)



### **23.38.070 Fences.**

---

Fences are permitted as follows:

A. Open Fences (fences constructed of panels/sections with at least 50 percent open spaces such as non-slatted chain link, wrought iron, picket or rail fencing).

1. Six feet high, anywhere on the lot; provided, that they shall be no closer to a street right-of-way than the building setback line in the same zone, except as provided for in subsections s (E and F) of this section.

2. Four feet high, anywhere on the lot and within adjoining street right-of-way to within one foot behind sidewalk or five feet behind back of curb; provided, that they do not form sight obstructions at intersections or at curves.

3. Open fences constructed in conjunction with public playgrounds, public utilities and other public installations shall be no closer than 10 feet to the curb line, but such fences may be any height necessary for safety and security.

B. Other Fences.

1. Six feet high, anywhere on the lot; provided, that they shall be no closer to the street right-of-way than the building setback line in the zone, except as provided in subsections s (E and F) of this section.

2. Three feet high, anywhere on the lot and within adjoining street right-of-way to within one foot behind sidewalk or five feet behind back of curb; provided, that they do not form sight obstructions at intersections, or at curves.

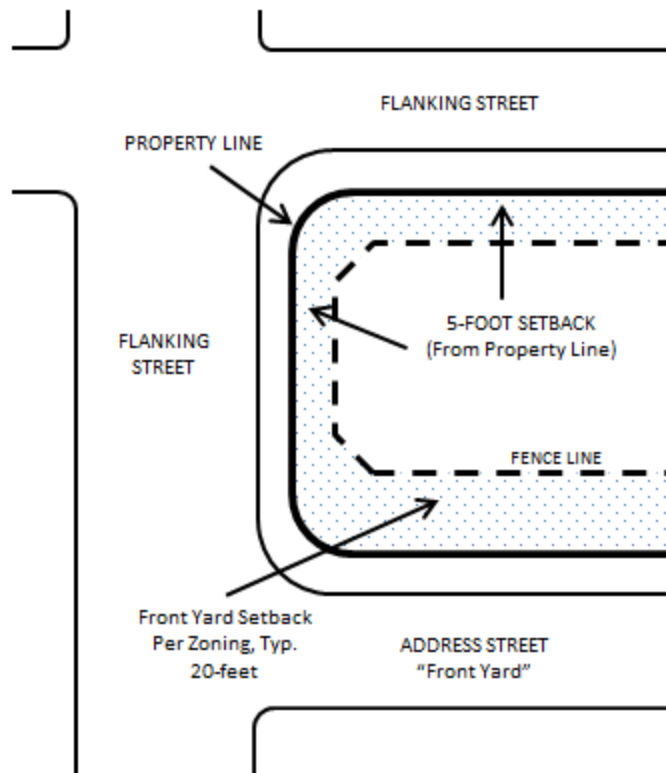
C. Fence height shall be measured above the highest grade within two feet of the fence line.

D. Fences and hedges shall be constructed and maintained in accordance with the requirements of Chapter [12.11](#) RMC, Intersection Sight Distance.

E. Fences up to six feet high may be built inside the property line and adjacent to arterial streets on lots having access to other streets when provisions for other such fencing are included in approved subdivision plats in accordance with RMC [24.08.140](#) and [24.16.260](#) or when special approval is granted by the administrative official. When fences are constructed under this provision, the following requirements shall apply:

1. The adjacent strip of land between the fence and the back of the adjacent sidewalk shall be improved by the property owner concurrent with installation of fencing;
2. The property owner shall provide a treatment plan for the strip of land as part of the building permit application process;
3. The treatment plan shall provide for minimum treatment with grass, decorative rock, wood, bark, or any combination of such materials or similar materials in a manner that will minimize disturbance by natural elements or pedestrians. Xeriscaping with native plants and other low maintenance landscaping materials is encouraged;
4. Fence installation and treatment of the strip of land shall be completed within six months after a permit is obtained;
5. Trees or shrubs may be planted on or behind the centerline (fence side) of the strip of land and shall be continuously maintained in a manner that will not interfere with normal pedestrian and vehicular uses on the adjacent sidewalk and street;
6. No vehicular access is allowed through any such fences except for occasional maintenance purposes;
7. Where no sidewalk or curb is required on an arterial street or highway, any required landscape treatment need not extend further than seven and one-half feet toward the street from the fence; provided, however, that the administrative official may waive, wholly or in part, the requirement of landscape treatment after finding that special circumstances exist which justify such a waiver.

F. For corner lots and lots with triple-street frontages, fencing over four feet in height must be setback 5 feet from the property line (see diagram below).



---

**FG.** Barbed Wire and Electric Fences. The use of barbed wire and electrically charged fences is prohibited except as follows:

### 23.18.040 Site requirements for residential use districts.

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

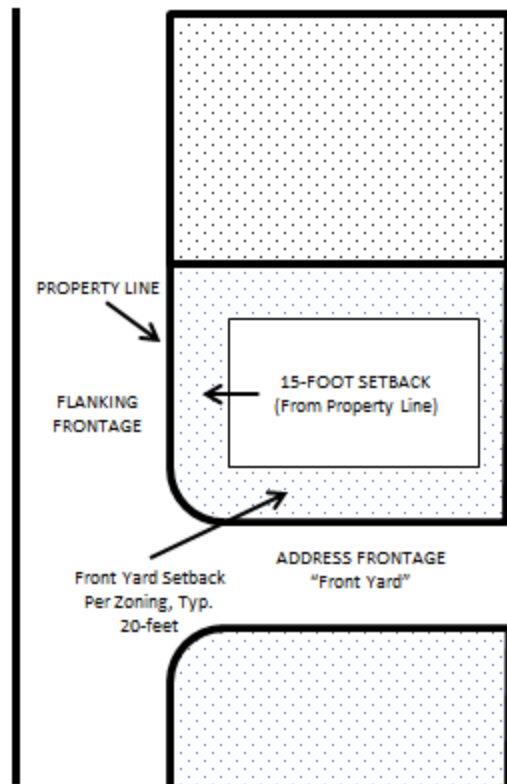
Land Use	R-1-12	R-1-10	R-2	R-2S	R-3
Residential Uses					
Minimum Front Yard Setback <sup>3</sup>	20 feet	20 feet	20 feet	15 feet/18 feet <sup>4</sup>	20 feet <sup>6,10</sup>
Minimum Side Yard Setback	10 feet	10 feet	6 feet	6 feet <sup>5</sup>	6,10
Minimum Rear Yard Setback	25 feet	25 feet	25 feet	20 feet/3 feet <sup>7</sup>	25 feet <sup>6,10</sup>
<u>Minimum Alley/Private Access Easement Setback</u>	<u>6 feet</u>	<u>6 feet</u>	<u>6 feet</u>	<u>6 feet</u>	<u>6 feet</u>

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

a. In single-family residence districts and in R-2 and R-3 districts where more than 50 percent of the normal or average-size lots in a block fronting on one side of the street are developed with existing buildings, other than accessory buildings, with front-yard setbacks less than that required for the district, a new single-family or duplex dwelling shall adopt a minimum front yard setback dimension which is the average of the setbacks of the buildings on the two adjoining lots, existing prior to July 22, 1960, but in no case shall this dimension be less than 15 feet nor need it exceed 30 feet.

b. Residential Districts. In any R district, or any combination therewith, on any corner lot where there is provided a side yard along the interior side lot line at least equal in width to the minimum depth of the rear yard required for the district, the main building may encroach upon the required rear yard up to a line where the remaining rear yard is no less in depth than the minimum width of the side yard required for the district. No accessory buildings may be located in said side yard, except a patio shelter enclosed on no more than two sides by walls or other enclosures and in conformity with the other provisions of this title.

c. The flanking frontage or non-address front yard of a corner lot may reduce the front yard setback of said frontage to 15 feet, see diagram below.



---

### 23.38.020 Accessory buildings in residential zoning districts.

---

B. Detached accessory buildings not meeting the main building setbacks are subject to the following requirements:

~~3. Detached accessory buildings shall be located no closer than six feet to the main building or any roofed attached accessory structure to the main building such as a carport, porch or patio.~~

---

## SUBDIVISION

### 24.04.030 Application of regulations.

---

The regulations contained in this title shall apply to the subdivision of any lot, parcel, or tract of land into two or more lots or tracts, or other division of land for the purpose of sale or building development, whether immediate or future, including the resubdivision or replatting of land or lots. The regulations shall apply in every situation where there is a dedication of streets, alleys, easements, or land for public use. The provisions of this chapter shall not apply to:

A. Cemeteries and other burial plots while used for that purpose;

B. Divisions of land into lots or tracts each of which is one one hundred twenty-eighth of a section of land or larger, or five acres or larger if the land is not capable of description as a fraction of a section of land; provided, that for purposes of computing the size of any lot under this title which borders on a street or road, the lot size shall be expanded to include that area which would be bounded by the centerline of the road or street and the side lot lines of the lot running perpendicular to such centerline;

C. Divisions made by testamentary provisions, or the laws of descent; and

D. A division made for the purpose of alteration by adjusting boundary lines, between platted or unplatted lots or both, which does not create any additional lot, tract, parcel, site, or division nor create any lot, tract, parcel, site, or division which contains insufficient area and dimension to meet minimum requirements for width and area for a building site.

E. The reestablishment of a previously platted legal lot of record to its original dimensions that does not violate any current setback, lot coverage or other development standard excluding minimum lot size requirements.

---

#### **24.12.010 Preliminary plat – Application for approval.**

---

For the purpose of expediting the preliminary approval of any subdivision, every subdivider shall file with the subdivision administrator a preliminary plat application on such forms as may be provided by the city. Each application shall include a sufficient number of copies of the preliminary plat map\_ electronic and hard copies of the map(s) (but in any case, at least 32 copies) as specified on the preliminary plat application, a report from form.

---

#### **23.54.140 Landscaping of parking facilities.**

---

E. Landscaping Material. Landscaping materials used to achieve the design criteria in conformance with provisions of this section shall conform to the following standards:

1. Trees shall be species having an average mature spread of crown of greater than 15 feet and shall be a minimum of five feet to eight feet overall height six to eight feet in height and have a diameter at breast height (dbh) caliper of at least 1.5 inches immediately after at planting. DBH is measured at 4.5 feet from average grade within 6 feet of the tree trunk so as not to include mounding at the tree base. Trees having an average mature spread of crown less than 15 feet may be substituted by grouping the same

so as to create the equivalent of a 15-foot crown spread. Tree species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than 12 feet to such public works, unless the tree root system is completely contained within a barrier being a minimum of five feet deep and five feet wide.

# EXHIBIT (2)



**City of Richland**  
**Notice of Public Hearing**

Notice is hereby given that the Richland Planning Commission will conduct a public hearing and review of proposed amendments to Sections 23.38.70, 23.18.040, 23.38.020, 23.04.030 and 24.12.010 of the Richland Municipal Code concerning requirements associated with fencing, accessory building and house setbacks, subdivision and application requirements and size requirements for required commercial landscaping trees. The proposed amendments are on file with the City of Richland and can be viewed at the Development Services Office, located at 840 Northgate, Richland. The hearing will be held during the Planning Commission's regular meeting on May 28, 2014 at 7:00 p.m. in Council Chambers, Richland City Hall, 505 Swift Boulevard, Richland, Washington. For further information, call Aaron Lambert at 942-7587.

All interested persons are invited to attend and give testimony at the public hearing.

# EXHIBIT (3)



**CITY OF RICHLAND**  
**Determination of Non-Significance**

File No. EA11-2014

**Description of Proposal:** Zoning Text Amendments – Revisions to sections 23.38.070, 23.18.040, 23.38.020, 23.54.140, 24.04.030 and 24.12.010 of the Richland Municipal Code concerning requirements associated with fencing, accessory building and house setbacks, subdivision and application requirements and size requirements for required commercial landscaping trees.

**Proponent:** City of Richland Development Services Division

**Location of Proposal:** City-Wide

**Lead Agency** City of Richland

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

- (X)           There is no comment for the DNS.
- ( )           This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by N/A.
- ( )           This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

**Responsible Official:** Rick Simon

**Position/Title:** Development Services Manager

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

**Date:** May 22, 2014

**Signature** \_\_\_\_\_

## **SEPA ENVIRONMENTAL CHECKLIST**

### ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

### ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

### ***Instructions for Lead Agencies:***

Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

### ***Use of checklist for nonproject proposals:***

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements—that do not contribute meaningfully to the analysis of the proposal.

#### **A. BACKGROUND**

1. Name of proposed project, if applicable:  
**Zoning & Subdivision Titles 23 & 24 Text Amendments.**
2. Name of applicant:  
**City of Richland**
3. Address and phone number of applicant and contact person:  
**840 Northgate Drive, MS-35, Richland, WA 99352, Attn: Aaron Lambert**
4. Date checklist prepared:  
**5/21/14**
5. Agency requesting checklist:  
**City of Richland**
6. Proposed timing or schedule (including phasing, if applicable):

**The proposed code amendments are scheduled for a Planning Commission public hearing on May 28, 2014. If recommended for approval, the item will be scheduled for City Council review in June or July 2014.**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

**No**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

**The City of Richland prepared and adopted an Environmental Impact Statement for the 1997 adoption of its Comprehensive Plan. These amendments are based off policies from this document.**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

**None.**

10. List any government approvals or permits that will be needed for your proposal, if known.

**Amendments to Titles 23 & 24 will require adoption of an ordinance by the City Council.**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

**The amendments would revise sections 23.38.070, 23.18.040, 23.38.020, 23.54.140, 24.04.030 and 24.12.010 of the Richland Municipal Code. Under the proposal fences and single family home setbacks from the right-of-way would be reduced on corner lots. The required 6 foot setback between detached accessory buildings to the primary home would be eliminated with the International Building Code remaining to govern this type of separation. The submittal material requirements for plats specific to the number of maps required and the format will be adjusted. Finally, minimum caliper size requirements for required commercial landscaping trees are being established. The proposed amendments are attached.**

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

**The proposal would be affective city wide in residential zones for the changes to the setbacks noted above. The change to subdivision application materials submittal requirements will not affect land use. Finally, the revision to the tree caliper size requirement is applicable to commercial development.**

## **B. ENVIRONMENTAL ELEMENTS**

### **1. Earth**

#### **a. General description of the site**

(circle one): Flat, rolling, hilly, steep slopes, mountainous,  
other \_\_\_\_\_

b. What is the steepest slope on the site (approximate percent slope)?

**This is a non-project action. Future projects based on these amendments will be reviewed against all city codes and requirements in effect at the time of development. The proposed amendments are not anticipated to affect the development pattern, density, land uses or general development activity in the City. Rather, the amendments provide greater flexibility in the siting of homes, fences and accessory buildings while also ensuring commercial development has parking lot and street frontage trees planted that are of adequate size to provide an immediate benefit to the City.**

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

See 1.b above.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

See 1.b above.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

See 1.b above.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

See 1.b above.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

See 1.b above.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [

See 1.b above.

## **2. Air**

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

See 1.b above.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

See 1.b above.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

See 1.b above.

### 3. Water

a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

**The Columbia and Yakima rivers flow through the City and wetlands and other waterways are also present. See 1.b above.**

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

See 1.b above.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

See 1.b above.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

See 1.b above.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [

See 1.b above.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

See 1.b above.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

See 1.b above.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

See 1.b above.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

See 1.b above.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

See 1.b above.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

See 1.b above.

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

See 1.b above.

#### 4. Plants

- a. Check the types of vegetation found on the site:

\_\_\_deciduous tree: alder, maple, aspen, other

\_\_\_evergreen tree: fir, cedar, pine, other

\_\_\_shrubs

\_\_\_grass

\_\_\_pasture

\_\_\_crop or grain

\_\_\_Orchards, vineyards or other permanent crops.

\_\_\_wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

\_\_\_water plants: water lily, eelgrass, milfoil, other

\_\_\_other types of vegetation

Vegetation varies throughout the City. See 1.b above.

- b. What kind and amount of vegetation will be removed or altered?

See 1.b above.

- c. List threatened and endangered species known to be on or near the site.

See 1.b above.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

See 1.b above.

- e. List all noxious weeds and invasive species known to be on or near the site.

Noxious weeds and invasive species are found in various locations in the City. See 1.b above.

#### 5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:



birds: hawk, heron, eagle, songbirds, other:  
mammals: deer, bear, elk, beaver, other:  
fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_  
**Many different animals species are found throughout the uplands, wetlands  
and waterways that are within and flow through the City. See 1.b above.**

- b. List any threatened and endangered species known to be on or near the site.  
**See 1.b above.**

- c. Is the site part of a migration route? If so, explain.  
**Migration routes are found in the City. See 1.b above.**

- d. Proposed measures to preserve or enhance wildlife, if any:  
**See 1.b above.**

- e. List any invasive animal species known to be on or near the site.  
**Invasive animal species are found in various locations in the City. See 1.b above.**

## **6. Energy and natural resources**

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.  
**See 1.b above.**

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.  
**See 1.b above.**

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:  
**See 1.b above.**

## **7. Environmental health**

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

**N/A**

- 1) Describe any known or possible contamination at the site from present or past uses.
- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.
- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
- 4) Describe special emergency services that might be required.

5) Proposed measures to reduce or control environmental health hazards, if any:

**b. Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

See 1.b above.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

See 1.b above.

3) Proposed measures to reduce or control noise impacts, if any:

See 1.b above.

**8. Land and shoreline use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

See 1.b above.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

See 1.b above.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

See 1.b above.

c. Describe any structures on the site.

See 1.b above.

d. Will any structures be demolished? If so, what?

See 1.b above.

e. What is the current zoning classification of the site?

See 1.b above.

f. What is the current comprehensive plan designation of the site?

See 1.b above.

g. If applicable, what is the current shoreline master program designation of the site?

See 1.b above.

- i. Has any part of the site been classified as a critical area by the city or county? If so, specify.  
**Critical areas and shoreline zones are found in various locations in the City. See 1.b above.**

- i. Approximately how many people would reside or work in the completed project?

**N/A**

- j. Approximately how many people would the completed project displace?

**N/A**

- k. Proposed measures to avoid or reduce displacement impacts, if any:

**N/A**

- L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

**See 1.b above.**

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

**See 1.b above.**

## **9. Housing**

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

**See 1.b above.**

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

**See 1.b above.**

- c. Proposed measures to reduce or control housing impacts, if any:

**See 1.b above.**

## **10. Aesthetics**

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

**The permitted height of structures will not increase with the proposed amendments.**

- b. What views in the immediate vicinity would be altered or obstructed?

**Views may change moderately at intersections should a project develop under the reduced setbacks.**

**See 1.b above.**

- c. Proposed measures to reduce or control aesthetic impacts, if any:

**None.**

## 11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?  
**No additional light or glare would be created by the proposal than can already be developed under existing regulations.**

- b. Could light or glare from the finished project be a safety hazard or interfere with views?  
**See 1.b above.**

- c. What existing off-site sources of light or glare may affect your proposal?  
**N/A**

- c. Proposed measures to reduce or control light and glare impacts, if any:  
**N/A**

## 12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?  
**Recreational opportunities are found throughout the City. See 1.b above.**

- b. Would the proposed project displace any existing recreational uses? If so, describe.  
**See 1.b above.**

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:  
**See 1.b above.**

## 13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.  
**The Gold Coast District in North Richland is on the National Register of Historic Places. See 1.b above.**

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.  
**See 1.b above.**

- d. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.  
**See 1.b above.**

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

**See 1.b above.**

#### **14. Transportation**

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

**The City is served by neighborhood, local, collector, arterial streets as well as State Routes and Interstates. See 1.b above.**

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

**The City is served by public transportation. See 1.b above.**

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

**See 1.b above.**

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

**See 1.b above.**

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

**See 1.b above.**

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

**See 1.b above.**

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

**See 1.b above.**

- h. Proposed measures to reduce or control transportation impacts, if any:

**See 1.b above.**

#### **15. Public services**

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

**See 1.b above.**

- b. Proposed measures to reduce or control direct impacts on public services, if any.

**See 1.b above.**

## 16. Utilities

- a. Circle utilities currently available at the site:  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,  
other \_\_\_\_\_

The City is served by the above noted utilities but not all utilities are found at all locations. See 1.b above.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

See 1.b above.

## C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_

Name of signee Aaron Lambert

Position and Agency/Organization Senior Planner, City of Richland, Development Services

Date Submitted: 5/22/14

#### D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

**The proposed code amendment is applicable to development that is already allowed in the City when meeting all required codes and regulations. It will not increase the amount of overall development therefore no increase in discharges, emissions, release of toxic substances or noise is anticipated as a result of this action.**

Proposed measures to avoid or reduce such increases are:

**None are proposed.**

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

**The proposed code amendment is applicable to development that is already allowed in the City when meeting all required codes and regulations. It will not lead to an increased impact on plants, animals, fish or marine life.**

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

**None are proposed.**

3. How would the proposal be likely to deplete energy or natural resources?

**The proposed code amendment is applicable to development that is already allowed in the City when meeting all required codes and regulations. It will not lead to an increased depletion of energy or natural resources.**

Proposed measures to protect or conserve energy and natural resources are:

**None are proposed.**

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

**The proposed amendment would not have an increased impact to these areas and future development will be reviewed against the applicable development regulations in effect at the time of application.**

Proposed measures to protect such resources or to avoid or reduce impacts are:

**None are needed.**

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

**The proposed code amendment is applicable to development that is already allowed in the City when meeting all required codes and regulations, specifically the shoreline development standards and critical areas ordinance. The amendments will not lead to an increased impact to the shoreline.**

Proposed measures to avoid or reduce shoreline and land use impacts are:

**None are needed.**

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

**The proposed code amendment is applicable to development that is already allowed in the City when meeting all required codes and regulations. It will not lead to an increased demand on public services and utilities.**

Proposed measures to reduce or respond to such demand(s) are:

**None are needed.**

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

**The proposed code amendments are not known to conflict with any local, state or federal laws.**