



Agenda

RICHLAND PLANNING COMMISSION MEETING NO. 9-2014

Richland City Hall - 505 Swift Boulevard - Council Chamber

WEDNESDAY, September 24, 2014

7:00 p.m.

COMMISSION MEMBERS: James Utz, 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 August 27, 2014 Meeting Minutes

Public Comments

Public Hearing Explanation

New Business – Public Hearings

1. APPLICANT: HAYDEN HOMES (Z2014-103)

Request: 1) AMENDMENT TO THE LAND USE MAP OF THE CITY COMPREHENSIVE PLAN, RECLASSIFYING 12.2 ACRES FROM LOW DENSITY RESIDENTIAL TO COMMERCIAL

2) REQUEST TO CHANGE THE ZONING ON 12.2 ACRES FROM AG-AGRICULTURAL TO C-1 NEIGHBORHOOD COMMERCIAL

Location: PROPERTY LOCATED BOTH EAST AND WEST OF STEPTOE STREET AND SOUTH OF CENTER PARKWAY/RACHEL ROAD.

2. APPLICANT: PACIFIC NORTHWEST NATIONAL LABORATORIES (Z2014-104)

Request: AMENDMENTS TO THE LAND USE MAP OF THE CITY COMPREHENSIVE PLAN RECLASSIFYING 155 ACRES FROM COMMERCIAL AND LOW DENSITY RESIDENTIAL TO NATURAL OPEN SPACE AND BUSINESS RESEARCH PARK DESIGNATIONS

Location: PROPERTY LOCATED NORTH OF HORN RAPIDS ROAD, EAST OF STEVENS DRIVE AND WEST OF THE COLUMBIA RIVER

Planning Commission Workshop Meeting, Wednesday, October 8 2014

Planning Commission Regular Meeting – Wednesday, October 22, 2014

THIS MEETING IS BROADCAST LIVE ON CITYVIEW CHANNEL 192 AND ON WWW.CLRICHLAND.WA.US/CITYVIEW

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3. APPLICANT: CITY OF RICHLAND (Z2014-107)

**Request: 1) AMENDMENT TO THE LAND USE MAP OF THE CITY COMPREHENSIVE PLAN RECLASSIFYING 2.75 ACRES FROM DEVELOPED OPEN SPACE AND WATERFRONT TO CENTRAL BUSINESS DISTRICT
2) REQUEST TO CHANGE THE ZONING ON .75 ACRES FROM DEVELOPED OPEN SPACE TO CENTRAL BUSINESS DISTRICT
3) SURPLUS OF .75 ACRES OF CITY OWNED PARK SITE**

Location: 95 AMON PARK DRIVE (FORMER CHREST MUSEUM)

Communications

Commission/Staff/Liaison Comments

Adjournment of Regular Meeting

NOTE: THE FOLLOWING APPLICATION ORIGINALLY SCHEDULED FOR HEARING ON SEPTEMBER 24TH HAS BEEN POSTPONED UNTIL THE REGULAR PLANNING COMMISSION MEETING OF OCTOBER 22ND:

APPLICANT: CITY OF RICHLAND (SM1-2014)

Request: APPROVAL OF A SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT AUTHORIZING THE REMOVAL OF NON-NATIVE VEGETATION ALONG THE SHORELINE OF THE COLUMBIA RIVER. THE PROJECT WILL BE FIVE YEARS IN DURATION AND INCLUDES THE STABILIZATION OF ERODED RIVER BANK WITH ROCK RANGING FROM 1 – 4 INCH RIP RAP TO LARGE 2 – 4 FOOT DIAMETER BOULDERS.

Location: WEST SHORELINE OF THE COLUMBIA RIVER FROM 486 TO 156 BRADLEY BOULEVARD

Planning Commission Workshop Meeting, Wednesday, October 8 2014

Planning Commission Regular Meeting – Wednesday, October 22, 2014

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MINUTES

RICHLAND PLANNING COMMISSION MEETING No. 8-2014

Richland City Hall – 550 Swift Boulevard – Council Chamber

WEDNESDAY, August 27, 2014

7:00 PM

Call to Order:

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

Attendance:

Present: Commissioners Berkowitz, Boring, Clark, Jones, Madsen, Wallner, Wise and Chairman Utz. Also present were City Council Liaison Phil Lemley, 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 August 27, 2014 meeting agenda for approval.

The agenda was approved as presented.

Approval of Minutes

Chairman Utz presented the meeting minutes of the July 23, 2014 regular meeting for approval.

A motion was made by Commissioner Boring and seconded by Commissioner Berkowitz to approve the meeting minutes of the July 23, 2014 regular meeting as written.

THE MOTION CARRIED BY UNANIMOUS VOICE VOTE.

Public Comment

Chairman Utz opened the public comment period at 7:03 PM.

Brady Bratcher, 3131 West Lewis, Phoenix, AZ: Shared concerns, along with co-workers employed by Nehemiah Rebar Services, some of whom went on strike. The CEO of the preferred freezer company was recently made aware and planned to review the situation. **Mr. Bratcher** stated that the workers experienced low pay, less than promised wages, inadequate breaks, less pay than employees from California, verbal abuse from the Foreman, threats and intimidation after workers stood up to their

management, no safety training, no safety equipment, and were repeatedly pushed to increase production. There were possible EEOC violations and discrimination. He requested the assistance of the Planning Commission to explore the issues and assist. **Mr. Bratcher** reported that federal charges were filed with the National Labor Relations Board for discrimination against Nehemiah Rebar Services and Victory Unlimited, the general contractor. He stated that there were several other charges against Nehemiah Rebar Services as well.

Chairman Utz informed Mr. Bratcher that while the Commission might not be the correct forum, their concerns would be passed by City staff to appropriate contacts.

Carlos Obeso Valenzuela, 1928 Yakima Street, Pasco (interpreted by Mr. Ramirez): Stated that he worked for the Nehemiah Company where he was paid low wages and the following were not received: promised wages, training, safety equipment and safety training.

Eduardo Ramirez, 2410 West Ella St, Pasco: Stated that he worked for the Nehemiah Company, was never paid the wages promised or given safety training, and was required to work 10-12 hours with one break and one lunch, which he found particularly difficult on days when the temperature was up to 114 degrees.

Chairman Utz closed the public comment period at 7:09 PM.

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.

New Business

- 1. APPLICANT: BRIAN & CATHY KEELE (Z2014-102)*
APPROVAL OF A ZONE CHANGE OF APPROXIMATELY 1.4 ACRES FROM
C-1 NEIGHBORHOOD RETAIL TO C-3 GENERAL BUSINESS AT THE
SOUTHEAST CORNER OF QUEENSGATE DRIVE AND JERICHO ROAD**

Mr. Lambert presented the staff report for the rezoning request, discussed the undeveloped site and displayed several maps and aerial photographs. Access to property is expected to come from Jericho Road, but that has not been proposed.

Chairman Utz opened the public hearing at 7:18 PM.

Applicant, Brian Keele, 27421 N. 385 PR NE, Benton City: After growing flowers in a greenhouse in their backyard and selling flowers in a parking lot, expressed a desire to

sell the plants and produce on the proposed property. **Mr. Keele** shared a variety of images of the property while describing his vision.

Harold Gelpin, 1933 Jericho Road: Stated that he had no problem with the scope of the proposed business.

Chairman Utz closed the public hearing at 7:25 PM.

Discussion:

Commissioner Wise asked for clarification of the zoning of surrounding properties and about possible future uses of the property. **Mr. Lambert** confirmed the C-1 and C-3 zoning areas and explained that 1.4 acres would not work very well for typical C-3 uses, even if combined. The County did not have a comprehensive plan available, but commercial development was a future possibility.

Commissioner Boring saw no problem with the Keele proposal, but suggested a development agreement that might prevent intrusive large commercial use of a combination of parcels that could occur in the future. **Mr. Lambert** stated that a recommendation for a development agreement could be forwarded to prohibit certain uses or apply C-1 setbacks to the property.

Commissioner Boring noted the 10 foot wide trail planned by the Parks Department and asked if there would be an 8 foot sidewalk in addition to the trail or within the trail. **Mr. Lambert** expected consistency with the Keene Road frontage, but deferred to Public Works where the development review for sidewalks would occur.

Commissioner Berkowitz inquired if the proposed development was not completed, would the property revert back to C-1 zoning. **Mr. Lambert** discussed possible limited commercial uses in C-1 in the future, but believed the development agreement was a better avenue for commercial limitation at this time. **Commissioner Berkowitz** reminded all that the Jericho Bike Path was on the Transportation Improvement Plan.

Chairman Utz summarized the desire to modify C-1 zoning in the future, while using a development agreement in order to move the outstanding application forward. **Mr. Lambert** concurred.

Chairman Utz discussed the location of the sidewalk and/or bike trail along Keene Road and pointed out that it might be desirable to move the pedestrian traffic farther away from the road.

A motion was made by Commissioner Madsen and seconded by Commissioner Jones to concur with the findings and conclusions set forth in Staff Report Z2014-102 and recommend approval to the City Council of the request to rezone

1.39 acres located at the southeast corner of the intersection of Queensgate Drive and Jericho Road to C-3, General Business zoning

An amending motion was made by Commissioner Boring and seconded by Commissioner Wise to ask staff to prepare a development agreement to limit certain more intensive uses.

THE AMENDING MOTION CARRIED 8-0.

THE MOTION CARRIED 8-0.

**2. APPLICANT: CITY OF RICHLAND (Z2014-105)
ZONING TEXT AMENDMENTS – ADDITION OF A NEW RMC SECTION
23.08.100 - BANNING MARIJUANA USES CITYWIDE**

Mr. Simon presented to staff report for a proposed code amendment that would prohibit marijuana retail sales, processing and production within the City. After Initiative 502 passed, the City Council put a moratorium in place on marijuana uses and State Attorney General authored an opinion that while municipal governments are authorized to permit marijuana uses, they are not mandated to permit such uses within their jurisdictional boundaries. **Mr. Simon** reported that the only applications for licensing marijuana uses to date within the City were rejected by the Liquor Control Board for non-compliance with the licensing criteria. He also reported that federal law classifies the possession and use of marijuana as a felony and pointed out that as future court decisions occur and laws change, there may be a need to revisit the issue.

Chairman Utz opened the public hearing at 7:42 PM. With no one wishing to speak, the public hearing was closed at 7:44 PM.

Commissioner Clark asked if the uses of marijuana were all inclusive. **Mr. Simon** explained that the prohibition was related to land use that would result in the sale, processing or production of marijuana, but would not affect an individual's right to use marijuana.

Commissioner Wise pointed out that the City of Richland belongs to the Nuclear Communities group, whose newsletters may have inferred a less reliable workforce in the State of Washington due to the legalization of marijuana.

Commissioner Boring expressed concern for citizens who voted for the legalization of marijuana, but believed there were more cons than pros at this time.

Commissioner Berkowitz discussed the changing zoning regulations that would allow uses in certain as opposed to a ban and possible future modifications as laws are changed. **Mr. Simon** stated that future rulings would very likely require additional discussions and code changes. **Commissioner Berkowitz** stated her disagreement

with the ban, especially when it could make it more difficult for medical marijuana users to obtain marijuana.

Commissioner Madsen expected more public participation, but did not find the article in the Tri-City Herald. He believed there was good cause to ban marijuana and believed the City voted against the Initiative.

Chairman Utz suggested that it may be wise to avoid leading the nation on this issue and supported the proposal.

A motion was made by Commissioner Madsen and seconded by Commissioner Wallner to concur with the findings and conclusions set forth in Staff Report (Z2014-105) and recommend to the City Council adoption of the new Section 23.08.100 of the Richland Municipal Code – prohibiting marijuana uses.

Discussion:

Commissioner Clark suggested that the verbiage limiting usage must be very specific.

Commissioner Boring pointed out that other cities that have banned marijuana uses have been sued and was not completely comfortable making this decision.

THE MOTION CARRIED 6-1.

Commissioner Berkowitz voted against and Commissioner Boring abstained.

**3. APPLICANT: CITY OF RICHLAND (Z2014-106)
ZONING, SUBDIVISION & SHORELINE TEXT AMENDMENTS
IMPLEMENTING A HEARING EXAMINER SYSTEM CITYWIDE**

Mr. Simon presented the staff report of the proposed amendments to the Richland Municipal Code, Titles 23, 24 and 26 to implement a hearing examiner system of land use permit review. He explained that a Hearings Examiner would review the bulk of the land use applications, but the Planning Commission would act on permit applications for certain district uses and amendments to the City's zoning and/or subdivision regulations. The Board of Adjustment would continue with zoning, variance and some special use applications. **Mr. Simon** proposed the removal of section 24.24.060 - Fees and Deposits, which is addressed elsewhere in the code, and handed out a supporting document.

Chairman Utz opened and closed the Public Hearing 8PM, with no one wishing to speak.

Commissioner Wise asked if there was a procedure in place in case the hearing examiner needs to be recused and if they would provide an annual report as in other cities. **Mr. Simon** explained that the provisions were included in the Title 19

amendments that were reviewed at the last Council meeting, but not part of the hearing at hand.

Commissioner Wise provided a letter regarding: Results of further research stimulated by the letter of Mike Walter, Attorney at Law, provided to the Planning Commission for our Hearing on Hearing Examiners on August 27, 2014. He summarized his conclusions in the letter stating: 1) Mr. Walter has promoted the use of Hearing Examiners to cities in Washington State for over a decade aligned with the WCIA and his presentations were almost verbatim with previous presentations. 2) That the individuals who designed the system were also paid to defend it. 3) Eventually, the City of Richland could successfully transfer to a Hearing Examiner system but not this one and not at this time.

Commissioner Madsen attended City Council for the first reading, read Mr. Walter's letter and found it to be prejudiced. He hoped that Commissioner Wise's efforts were recognized, reviewed and taken to heart. **Commissioner Madsen** did not see any reason to go to a hearing examiner system when the system currently in use worked.

Commissioner Jones was disappointed with the bias of Mr. Walter's letter and strongly recommended its omission or that a documented counter argument from another legal expert be included. He felt the city was being pushed with one-sided information and therefore, would vote against.

Mr. King stated that Commissioner Wise's letter was forwarded to the City Council. He also informed all that Mr. Walter did not take part in drafting the code. **Mr. King** stated that although Mr. Walter had a strong opinion in the matter, he did not believe there was any personal gain and the opposite could be argued.

Commissioner Clark attended last Tuesday's City Council meeting and reported that a Council member implied that he didn't know how things were done and needed to be elected to the Council if he wanted to have a say in how the City was run. Other Council members reassured Commissioner Clark that public interest and comments were welcomed and considered.

Commissioner Clark inquired about the next steps in the process of going to a hearing examiner system. **Mr. King** stated that the recommendation would go on to Council and they would make a decision. There were several pieces that needed to be put in place prior to that transition. He also noted code sections that may need to be amended in a consistent manner were Titles 2, 19, 23, 24 and 26.

Commissioner Boring shared that she was not averse to hearing examiner system, but due to past experience had some concerns about all of the quasi-judicial items being handled in that manner. She shared that there had been hundreds of times where her opinion on an issue was changed after hearing information directly from the opponents and proponents. In her personal experience, hearing examiners tend to run hearings like a court and she feared that the intimidating environment would result in

lost opinions and the lost voice of the citizen. She stated that she believed opinions should be heard and citizens had a right to be heard.

Commissioner Boring specifically disagreed with a section of Mr. Walter's letter that stated the following:

'Property- or site-specific land use approvals and decision-making should not be done based on citizen comment, policy criteria, planning criteria or constituent desires.'

She disagreed with the statement saying "We are a community and I believe the citizens have a right to be heard." If the citizens were taken out of the decision making process, she hoped a very good hearing examiner was chosen. **Commission Boring** understood the rationale and desire to lessen liability.

Commissioner Wise offered an example from the evening's meeting with much consideration and an improved result rather than a strict code interpretation. He agreed with Commissioner Boring and thought a good hearing examiner system could be crafted here that would reflect the needs and desires of the City of Richland, but the hearing examiner was a blunt instrument.

Commissioner Madsen read the following paragraph from Mr. Walter's letter:

'Use of a hearing examiner frees up city council and planning commission time for other, important planning, goal setting and law-making functions; and, provides good customer service.'

He strongly disagreed with the statement that good customer service was provided, especially after putting heart and soul into Commission activities.

Chairman Utz shared his fundamental perspective that our political system is for the people, by the people and of the people. He opined that the Commissioners were an amazing group of very different people with different approaches, political philosophies and life philosophies which is what citizen representation was supposed to be. Being passionate about their views and disagreeing with one another helps them produce a better result.

Chairman Utz noted that our current government was one of the lowest rated governments in history, while pointing out that very few citizens were involved in it today. He described the Commission as a place where citizens volunteer, work hard, do their best, listen to each other and as a result have a good process with good results for the citizens. He recognized the desire to avoid law suits, but stated that government is supposed to be messy and the bigger issue was people suing instead of discussing and resolving issues.

Chairman Utz continued by saying the Planning Commission has done a great job of trying to make the city a better city. He found this process very disheartening. There was a need for communication between the Planning Commission and the Council. **Chairman Utz** shared his experience going before the Council twice to request further

discussion with the Planning Commission on this topic. He stated that he never felt worse making a simple request for two groups, which were supposed to work together, sit down for a discussion. The process should take time, yet it seemed to be a rush to get this done as though there's an important end date. It seemed incorrect.

Chairman Utz offered the example of telling a group of employees, after working hard and doing a good job that they were going to be replaced. They would sit down, provide an explanation describing the changes and ask for input. He stated that was not the situation here where, for well over fifty years, citizens have gotten together to work on issues.

Chairman Utz stated, "This, quite frankly, is an amazing town. " "In cities where this has been brought in, there is no citizen participation." He opined against the hearing examiner because if people decide that it's not their job to do the hard work and not their job to show up, then we end up with a city that is not as good.

A motion was made by Commissioner Boring and seconded by Commissioner Madsen to concur with the findings and conclusions set forth in Staff Report Z2014-105 and recommend to the City Council approval to the proposed amendments to Titles 23, 24 and 26 of the Richland Municipal Code – implementing a hearing examiner system to include the deletion of code section 24.24.060-Fees and deposits.

Commissioners Madsen, Clark and others appreciated and thanked Chairman Utz for his eloquent and heartfelt comments.

THE MOTION FAILED 0-8.

Communications:

Mr. Simon

- Reminded all that the packet included an invitation to a Planning Short Course on September 16th in Pasco. The courses are free, a good opportunity and staff would process reservations.

Mr. King

- Appreciated the discussion on the hearing examiner. He assured all that public hearings and citizen participation is still a hallmark and will continue to be a part of the process.
- Stated that the Planning Commission has an important, even critical role because the laws and policies that govern development still go before them.
- Announced another form of training for Open Public Meetings and Records Management would soon be available for those who weren't previously able to attend.

Commissioner Jones

- Clarified training course information.

Commissioner Madsen

- Commented that he recently learned that the hospital was completely full and often ran that way. Kadlec plans to add another 4 stories to the tower building and also bought the 780 building. The concept of a medical mall would be blossoming and it would be good for the City.

Commissioner Boring

- Appreciate all of the comments regarding the hearing examiner and hoped they would not fall on deaf ears.

Commissioner Wise

- Provided feedback from the setback change affecting side yards last month by stating the change has sent the Homeowners Association in his neighborhood into disarray. Extended fences were causing issues amongst his neighbors.

Chairman Utz

- Suggested pictures of the fencing in Commissioner Wise's neighborhood would provide helpful feedback.
- Noted that the challenge with people who write the code with no involvement in its practical application means that immediate feedback from decisions made is simply not available.
- Noted the emotional attachment to the public hearing examiner issue and commended all for their discussion.
- Assured all that the Commissioners would be on their best behavior should the City Council desire to meet and discuss the hearing examiner system.
- Suggested adjourning to a workshop in the Conference Room.

ADJOURNMENT:

The August 27, 2014 Richland Planning Commission Regular Meeting 7-2014 was adjourned at 8:43 PM. The next regular meeting of the Planning Commission will be held on September 24, 2014.

PREPARED BY: Penny Howard, Recorder, Planning and Development

REVIEWED BY:

Rick Simon, Secretary
Richland Planning Commission

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: Z2014-103

PREPARED BY: RICK SIMON
HEARING DATE: SEPTEMBER 24, 2014

GENERAL INFORMATION:

APPLICANT: HAYDEN HOMES

REQUEST

- 1) AMENDMENT TO THE LAND USE DESIGNATION MAP OF THE CITY COMPREHENSIVE PLAN, RECLASSIFYING 12.2 ACRES FROM LOW DENSITY RESIDENTIAL TO COMMERCIAL
- 2) REQUEST TO CHANGE THE ZONING ON 12.2 ACRES FROM AG-AGRICULTURAL TO C-1 NEIGHBORHOOD COMMERCIAL

LOCATION: PROPERTY LOCATED BOTH EAST AND WEST OF STEPTOE STREET AND SOUTH OF CENTER PARKWAY/RACHEL ROAD.

REASON FOR REQUEST

Hayden Homes is requesting an amendment to the comprehensive plan map and zoning map based upon its desire to develop the site with neighborhood commercial land uses.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the request for comprehensive plan amendment and zone change (Z2014-103) and submits that:

1. The City of Richland Comprehensive Plan, adopted in 1997, currently designates the 12.2 acres that comprise the application as suitable for Low Density Residential development. The property is currently zoned AG - Agricultural.
2. The site is bounded by the Burlington Northern Railroad to the south; the Amon Wasteway to the west; single family homes to the east and single family homes and vacant land to the north.
3. Steptoe Street is designated a principal arterial and Center Parkway/Rachel Road is designated an arterial collector under the City's Functional Classification System Plan.

4. A 12" water main is located in the Steptoe Street right-of-way. Sewer is not present in the immediate area but is planned to be extended from the adjacent Clearwater Creek subdivision to serve the proposed development site. Utility systems have adequate capacity to serve commercial development.
5. Hayden Homes initially included the project as part of the Clearwater Creek subdivision proposal when they submitted the original application in 2013. The City determined to conduct a phased environmental review and removed the commercial portion of the project from the initial environmental review of the Clearwater Creek subdivision. The City identified that additional information relating to traffic impacts was necessary. The City issued a Mitigated Determination of Non-Significance for the subdivision on March 4, 2013. Subsequently, the applicants submitted a new environmental checklist and a traffic impact analysis. Staff issued a Determination of Non-Significance for this portion of the project on September 3, 2014, completing the environmental review process required under the State Environmental Policy Act.
6. Significant growth within in the City since the comprehensive plan was initially adopted in 1997 provides a basis for the plan amendment. Specifically, City population has increased 30% in that time period, with the majority of the growth occurring within South Richland.
7. The site is well removed from existing neighborhood retail centers. The closest such center is located at Gage and Leslie, approximately 2 miles from the site.
8. The lack of vacant commercial land within the vicinity of the project site is indicative of the need for additional neighborhood commercial facilities.
9. The location of the site at the intersection of a principal arterial (Steptoe) and a collector arterial (Center Parkway/Rachel Road) is a logical location for commercial development.
10. The proposed plan amendment is consistent with and would further Land Use Policy #4 of Land Use Goal #4, which states that: *"The City will endeavor to locate neighborhood oriented commercial land uses in Neighborhood Activity Centers."*
11. Neighborhood Commercial zoning is appropriate for this site, as it is intended to provide for small scale commercial uses in close proximity to residential neighborhoods and is the least intensive commercial retail zoning that is provided in the City code. Setback and building height

requirements and landscape standards will help to minimize impacts to adjoining residences.

12. The location of the site bordered by the railroad, Amon Wasteway and vacant ground will help to minimize the impacts of commercial uses on adjacent properties.
13. The analysis of the Growth Management Act requirements completed by staff identified that that the proposal would not be in conflict with the state growth management regulations.
14. Based on the above findings and conclusions, approval of the comprehensive plan amendment and zone change request would be in the best interest of the community of Richland.

RECOMMENDATION

Staff recommends that the Planning Commission concur with the findings and conclusions set forth in Staff Report (Z2014-113) and

- 1) Recommend approval of the request to amend the comprehensive plan designation for a 12.2 acre site, changing the land use designation from Low Density Residential to Commercial; and
- 2) Recommend approval of the request to amend the zoning on the 12.2 acre site from AG-Agricultural to C-1 Neighborhood Retail, subject to compliance with the mitigation measures as identified in the March 3, 2014 MDNS issued for the Clearwater Creek project.

EXHIBITS

1. Supplemental Information
2. Application Materials
3. Public Hearing Notice
4. RMC Chapter 23.22 - Commercial Zoning Regulations
5. Clearwater Creek MDNS
6. Environmental Checklist
7. Traffic Impact Analysis
8. Determination of Non-Significance
9. Inventory of C-1 Properties in South Richland
10. C-1 & C-LB Zoning Map of South Richland
11. GMA Goals Analysis
12. Public Comments
13. Comprehensive Plan & Zoning Maps

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EXHIBIT (1)

SUPPLEMENTAL INFORMATION

DESCRIPTION OF PROPOSAL

Hayden Homes is requesting a comprehensive plan amendment and a zone change request on 12.1 acres of property that they own located near the intersection of Center Boulevard and Steptoe Street.

SURROUNDING ZONING AND LAND USE DESIGNATIONS

- North -** North of the site, across Center Parkway and east of Steptoe Street, properties are developed with single family homes, are located within the City of Kennewick and are zoned for low density residential uses (RL). Property north of the site and west of Steptoe Street is undeveloped, is designated as Low Density Residential under the comprehensive plan and is presently zoned AG – Agricultural
- East -** Properties east of the site are located within the City of Kennewick are developed with single family homes and are zoned for low density residential uses (RL).
- South-** The southerly boundary of the site is formed by the Burlington Northern Railroad, which also forms the City's southerly boundary. Properties south of the railroad are designed for commercial and industrial uses under Kennewick zoning regulations.
- West -** The westerly boundary of the site is formed by the Amon Wasteway, which carries a Natural Open Space land use designation and Natural Open Space zoning. Property to the west of Amon Wasteway is presently undeveloped; is designated as low density residential under the comprehensive plan; zoned R-2S and is part of the Clearwater Creek preliminary plat, which was approved by the City earlier in 2014.

SITE DATA

Size: – Approximately 12.2 acres, consisting of two parcels: a 1.7 acre, triangular shaped parcel located east of Steptoe Street and a 10.5 acre tract located west of Steptoe Street.

Physical Features: The site contains a natural drainage way (Amon Wasteway) that forms the western boundary of the subject property. The Wasteway is used by the Kennewick Irrigation District for irrigation return flows and has a 400 foot wide easement across the wasteway. The site is divided by Steptoe Street from north to south. The

eastern portion of the site consists of a 1.7 acre, triangular shaped parcel. The majority of the site, 10.5 acres, is west of Steptoe Street and is roughly rectangular in shape. All the property is undeveloped presently. Much of the site was disturbed during the recent Steptoe Street extension; so much of the natural vegetation has been removed.

Utilities: All required utilities including water, sewer and electrical are available to serve the subject property, although sewer lines would have to be extended through the Clearwater Creek subdivision to reach the site.

PROJECT HISTORY

This application was originally filed in 2013 with the Clearwater Creek preliminary plat application. During the environmental review phase of the project, the City determined that additional information was needed to evaluate the traffic related impacts of the commercial plan amendment and rezoning application. At that time, the applicants chose to move forward with the preliminary plat portion of the project. The City completed its review of the plat and this spring took action to approve the project, allowing for the future development of 320 single family lots, a 13.6 school site, and the set aside of 31.8 acres for open space tracts. The approved plan called for the future extension of Rachel Road from Steptoe Street westward across the project site. Rachel Road would intersect with the extension of Bellerive Road from the north, so that access into the subdivision would be provided from both of these collector streets.

COMPREHENSIVE PLAN

The Comprehensive Plan designates the site as Low Density Residential. This designation is intended for single family residences and anticipates an average density of 3.5 dwellings per acre, with a maximum density of 5 units/acre.

The proposed comprehensive plan designation of Commercial is described as follows:

"The commercial land use category includes a variety of retail, wholesale, and office uses. Within this category are professional business offices, hotels, motels, and related uses. It also includes a variety of retail and service uses oriented to serving residential neighborhoods, such as grocery stores, hardware supply and garden supply. Other commercial uses include automobile-related uses, and uses that normally require outdoor storage and display of goods. In transitional areas between more intensive commercial uses and lower density residential uses, high-density residential development may also be located within the Commercial designated areas."

There are also a variety of goal and policy statements in the comprehensive plan that may provide some direction in the evaluation of this application:

Land Use Goal #3 contained in the plan relates to commercial development. It states:
The City will promote commercial growth and revitalization that serves residents and strengthens and expands the tax base.

Policy 1 – *The City will accommodate all types of commercial land uses including retail and wholesale sales and services, and professional services.*

Policy 2 – *The City will create new land use and zoning designations to facilitate both new development and redevelopment where required to implement the City's goals.*

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

Policy 4 – *The City will endeavor to locate neighborhood oriented commercial land uses in Neighborhood Activity Centers.*

Land Use Goal #4 relates to residential development. It states:
The city will establish a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

Policy 1 – The City will provide a balanced distribution of residential uses and densities throughout the urban growth area.

Policy 2 – The City will encourage residential densification through its land use regulations.

Policy 3 – The City will encourage innovative and non-traditional residential development through expanded use of planned unit developments, density bonuses and multi-use developments.

Policy 4 – The City will encourage conservation of lands identified as "Recreation Resource Conservation Areas" in the City's Parks, Recreation Facilities and Open Space Master Plan, by allowing developers to increase densities on adjacent lands. Such projects should occur as Planned Unit Developments.

The Transportation Element of the plan calls for the extension of Rachel Road across the site in an east-west orientation.

ZONING DESCRIPTIONS

Existing Zoning

The site is zoned AG – Agricultural. Section 23.14.010 of the Richland Municipal Code) is as follows:

The agricultural use district (AG) is a primary zone classification permitting essentially open land uses such as grazing lands or pasture, agriculture, and development of part-time small tract farming and other compatible uses of an open nature such as a cemetery, park, and recreational or similar uses on land which has favorable combinations of slope, climate, availability of water, or soil conditions. This zoning classification is intended to be applied to some portions of the city that are designated as agriculture or as urban reserve under the city of Richland comprehensive plan.

Proposed Zoning

The purpose of the Neighborhood Retail (C-1) zoning district (as specified in Section 23.22.010 of the Richland Municipal Code) is as follows:

The neighborhood retail business use district (C-1) is a limited retail business zone classification for areas which primarily provide retail products and services for the convenience of nearby neighborhoods with minimal impact to the surrounding residential area. This zoning classification is intended to be applied to some portions of the City that are designated Commercial under the City of Richland Comprehensive Plan.

A chart describing the uses permitted within the City's various commercial zoning districts is attached.

ENVIRONMENTAL REVIEW

The applicant originally submitted an environmental checklist for the Clearwater Creek project that included the proposed comprehensive plan amendment. However, the City opted to conduct a phased environmental review and issued a Mitigated Determination of Non-Significance (MDNS) that evaluated the impacts of the proposed residential, school and open space areas of the proposed project. A phased environmental review was used because the applicants did not have information pertaining to the traffic impacts associated with the proposed commercial development. Since this is a phased review, all the mitigation measures identified in the original MDNS apply to this phase of the project as well.

The applicants have submitted a new checklist focused on the 12 acres that are proposed for commercial development. A traffic impact analysis was included with this checklist. In conformance with the State Environmental Policy Act, staff reviewed these documents and issued a Determination of Non-Significance for the proposal on September 3, 2014. A copy of the checklist, traffic analysis and determination of non-significance is attached.

AGENCY & PUBLIC COMMENT

The City of Kennewick Traffic Engineer was provided an opportunity to review the project and indicated that he did not disagree with the results of the traffic impact analysis.

Public comments received to date consist of e-mail correspondence received from two area residents expressing opposition to the proposed commercial land use designation. Copies are attached.

ANALYSIS

In reviewing a proposed amendment to the comprehensive plan, the City should evaluate the changes that have occurred since the plan was first adopted to determine if circumstances have changed sufficiently to justify a change in the plan.

There have been significant changes in the City since the initial adoption of the comprehensive plan in 1997. Among them:

- The completion of Steptoe Street construction from Columbia Park Trail through the southerly boundary of the City to an arterial street standard;
- Overall growth of the City from an estimated population of 36,550 in 1997 to an estimated population of 52,090 in 2014, an increase of 30%;
- An increase in single family housing units of 4,567 since the 2000 census;
- Of these new housing units constructed since 2000, approximately 2/3rds have been constructed in South Richland (South of the Yakima River).

The purpose of the neighborhood retail zoning that has been requested is to serve the commercial needs of the adjacent neighborhoods (per Section 23.22.010). This is in contrast to other commercial zoning districts, namely C-2 and C-3 which are generally intended to serve the commercial needs of the wider community or region. The Commercial Limited Business zone is intended to serve as a transition between higher intensity commercial uses and residential uses and arguably could be said to serve neighborhood functions as well. Within South Richland (the area south of the Yakima River) there are a total of 62 acres of land that is zoned C-1 Neighborhood Retail and another 79 acres zoned C-LB – Limited Business. Of this acreage, 65% has been developed and the remaining 35% is vacant. The application would increase the total of C-1 zoned property by 12.2 acres or 8.6%.

Beyond the total acreage of commercial lands is the distribution of the existing neighborhood commercial centers in South Richland. There are three primary centers. The first is located at the intersection of Leslie Road and Gage Boulevard and extends along Keene Road. It is fully developed containing the Albertsons Grocery, Walgreens Pharmacy, Ace Hardware, as well as a number of strip mall businesses. The second center is located at Keene and Englewood and is now developing, containing Yoke's

Fresh Market, Dutch Brothers Coffee, a dental clinic on the south side of Keene and a strip mall that is under construction. There remain 9.6 acres of vacant land. The third center is located along Keene Road and its intersection with Queensgate. It contains the Queensgate Village, a strip mall, gas station, car wash and approximately 5 additional acres of vacant land. Beyond these centers, there is a 2 acre tract on the east end of Gage Boulevard that is developed with a strip mall. Additionally, there are vacant C-1 zoned parcels at the corner of Reata and Leslie Roads and at the intersection of Keene and Jericho.

A similar distribution of C-LB land also exists, with nearly full development of the C-LB zoned lands along Gage Boulevard closest to the site and vacant C-LB acreage clustered in the City View area.

The closest C-1 zoned property to the site is located on the 100 block of Gage, approximately 1.25 miles away. The closest neighborhood retail center (Albertsons) is located approximately 2 miles from the site. The distribution of existing C-1 zoned property supports the creation of a neighborhood retail center on-site. The development of the adjacent 320 lot Clearwater plat and Heights at Meadow Springs plat and the proximity of Kennewick neighborhoods east of Steptoe Street will create a demand for commercial services. The location of the site adjacent to Steptoe Street and Center Parkway/Rachel Road provide ready access for commercial services.

Given the relative lack of commercial services in the immediate area and the comprehensive plan policy (Land Use Goal #4, Policy 4) which encourages the location of neighborhood oriented commercial land uses in neighborhood activity centers, staff supports the proposed change in the plan to designate the 12.2 acre site for commercial purposes.

Another important issue to consider is the impact of commercial development on the adjacent properties. The site is adjacent to the railroad along its southern boundary and to the Amon Wasteway along its western boundary, so will not impact adjacent properties in those areas. To the north, there are existing single family residential lots in the Heights at Meadow Springs plat as well as future lots that will be developed as part of the Clearwater Creek subdivision. However, those lots are separated from the proposed commercial area by the extension of Rachel Road and are further separated from commercial development by a vacant parcel that is not a part of the Clearwater Creek subdivision and still carries an agricultural zoning designation. This parcel would provide a separation of between 175 and 500 feet from the proposed commercial property to the boundary of the Heights at Meadow Springs subdivision. Along the eastern boundary of the site, the 1.7 acre tract is immediately adjacent to the single family residential lots that are located within the City of Kennewick.

The C-1 zone is the least intensive commercial districts contained in the City's zoning code and is intended to be applied to properties within or adjacent to residential neighborhoods. The types of uses allowed, the setback requirements and building

height standards are more restrictive than the City's other commercial zones. The property line adjacent to the residences would require a 15 foot, landscaped setback area.

SUMMARY

Approval of the proposed comprehensive plan amendment and rezone would provide for a neighborhood retail center in a growing area that is not presently served with neighborhood commercial uses.

EXHIBIT (2)

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



PETITION TO AMEND COMPREHENSIVE PLAN
 (Including City Staff Comprehensive Plan Amendment Checklist)

Applicant or Sponsor <u>Hayden Homes, LLC (Nathan Machiela)</u>			
Address <u>2464 SW Glacier Pl sk#110</u>	City <u>Redmond</u>	State <u>WA</u>	Zip <u>97756</u>
Phone Number <u>509-544-0858</u>	Fax Number	Other/E-Mail Address	
Engineer/Architect Information (if applicable)			
Engineer/Architect <u>Travis Johnson</u>		Registration/License Number <u>43929</u>	
Address <u>2008 C Street</u>	City <u>Vancouver</u>	State <u>WA</u>	Zip <u>98663</u>
Phone Number <u>360-944-6519</u>	Fax Number <u>360-944-6539</u>	Other/E-Mail Address <u>travis@</u> <u>plseengineering.com</u>	

Proposed Plan Amendment: Please indicate type of amendment and its location within the Comprehensive Plan:

- ☐ Text Amendment: Element _____ Section _____ Subsections _____
- ☒ Map Amendment: Element Land Use Map Number Land Use Map

Describe your Proposed Amendment (provide suggested new language): use additional sheets as necessary.

See Attached

Describe why the amendment should be made and why it is in the public interest (e.g., correcting an error, improving consistency, addressing a need that is currently lacking, etc.)

See Attached

Describe how the current language or map designation affects you or your property.

See Attached

I DECLARE UNDER PENALTY OF THE PERJURY LAWS THAT THE INFORMATION I HAVE PROVIDED ON THIS FORM/APPLICATION IS TRUE, CORRECT AND COMPLETE.

DATED THIS 11 DAY OF July, 20 14.



Applicant's Signature

Applicant's Signature

2464 SW GLACIER PL. SE110
Address

Address

REDMOND, OR 97756
City, State, Zip

City, State, Zip

509.554.0858
Phone

Phone

FOR OFFICE USE ONLY

Please provide the following with your Comprehensive Plan Amendment Application:

- Ownership Report from Title Company Listing Owners Within 300' of the subject property
- SEPA Checklist, if applicable
- Complete Legal Description of Affected Property
- Application Fee N/A - Already Paid

Petition to Amend Comprehensive Plan

1. Describe the Proposed Amendment:

The purpose of this petition is to amend the City of Richland's Comprehensive Plan Mapping to change 12.21 acres of mapped area from Low Density Residential to Commercial. Concurrent with the proposed amendment the applicant is requesting a Change of Zone from Agriculture (AG) to Neighborhood Retail Business (C-1).

The site is a portion of a proposed master planned 320 lot subdivision known as Clearwater Creek. The south property abuts a 400' wide railroad right-of-way and the property is bordered along the west property line by a 400' wide irrigation easement. The irrigation easement is proposed as an open space tract with the Beer Falls subdivision application. The majority of the north edge of the proposed commercial area abuts the alignment for the future Rachel Road as proposed in the Clearwater Creek Subdivision Application. The site is bisected by Steptoe Street which was recently extended from north to south through the property through a capital improvement project. This resulted in a triangular remainder piece of property totaling 1.705 acres on the east side of Steptoe Street. The east edge of this property abuts a Low Density Residential zone where the applicant is proposing a 15' landscape buffer to provide a physical and visual separation.

The area of the site proposed for commercial use is located in an area that will take advantage of the existing infrastructure network. The proposed amendment will encourage new development and serve existing and future residences with all types of commercial uses meeting the goals and policies of the City of Richland's Comprehensive Land Use Plan.

2. Describe why the amendment should be made and why it is in the public interest:

The south property line abutting the railroad right-of way is the southern city limits of Richland and in this general area of the City there are currently no commercial services to serve the nearby residential areas. As previously mentioned the site is a portion of a master planned development with a total of 320 residential lots proposed. The commercial zoning will help provide jobs to those residents and existing residents, will provide local opportunities for shopping helping to reduce dependence on vehicles to attain basic services, and will promote commercial development to strengthen and expand the tax base.

This area of the site is also a logical location for commercial use as it is at the intersection of two arterial roadways (existing Steptoe Street and proposed Rachel Road).

3. Describe how the current map designation affects you or your property.

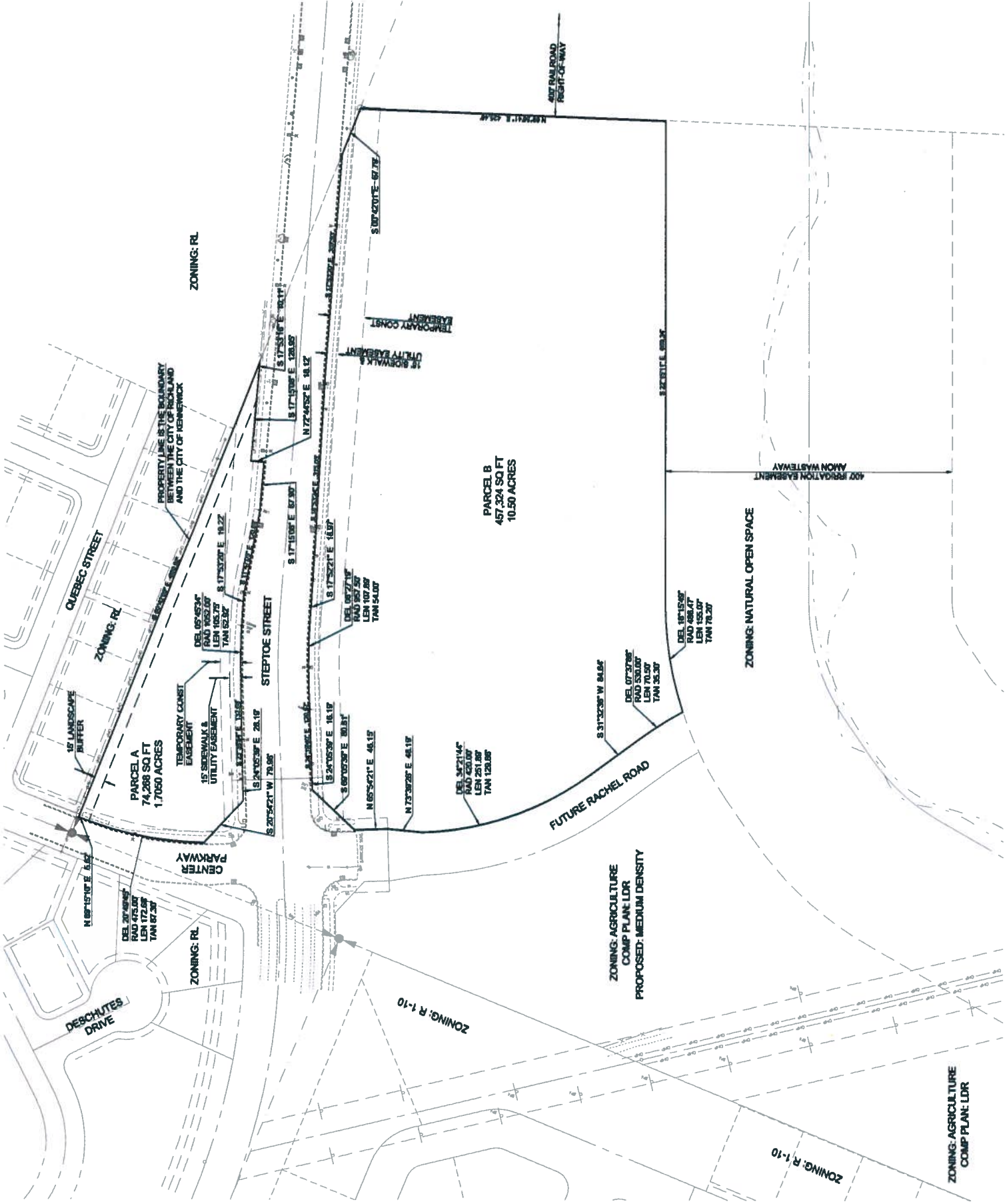
The Steptoe Street capital improvements project creates an arterial roadway connection between the City of Kennewick and the City of Richland and with the construction of the Clearwater Creek Subdivision there will be an additional arterial connection with Leslie Road and Rachel Road. Both Steptoe Street and Rachel Road bound the proposed commercial site and with the addition of 320 dwelling units to be constructed with the Clearwater Creek Subdivision there will be additional local demand for the types of businesses that Neighborhood Retail Business zoning will encourage.

The previously mentioned rail line abutting the south property line at this location is at the same grade in elevation creating a direct noise conflict if the property were to be developed with residential homes.

The current Comprehensive Plan designation of Low Density Residential creates a conflict with the high volume arterial roadway connections and the noise that will be produced from the rail line makes residential development challenging.

Clearwater Creek

Located in a portion of Section 1, T8N, R28E, W.M.
City of Richland, Benton County, Washington



VICINITY MAP
NOT TO SCALE

PROJECT NOTES:

Applicant:
Hayden Homes, LLC
2464 SW Glacier Place, Suite 110
Redmond, OR 97756
Ph: (509) 944-0858
e-mail: mrschels@hayden-homes.com

Owner:
John Michel
2555 W Hwy 24
Othello, WA 99344

Project Engineer:
PLS Engineering
Travis Johnson
2008 C Street
Vancouver, WA 98663
Ph: (360) 944-6519
Fax: (360) 944-6539
e-mail: travis@plsengineering.com

Project Notes:
The site address is 3548 Leslie Road. Benton County identifies the parcel as 101881000001000.

Both Parcel A & B are currently zoned Agriculture. The comprehensive plan designation for the site is Low Density Residential (LDR), 0-5 units per acre.

The requested Comprehensive Plan designation for Parcels A & B is Commercial.

The requested zoning for Parcels A & B is Neighborhood Retail Business.

Parcel A: 74,268 square feet
1.71 acres

Parcel B: 457,324 square feet
10.50 acres

See attached legal descriptions for Parcels A & B.



Scale 1" = 80'



Comprehensive Plan Amendment & Zone Change Exhibit For: Clearwater Creek

A Site Located In Richland, Washington

Revisions	
A	7/11/14
B	Submitted for Review
C	
D	

Project No. 2291
RE: F-87
SCALE: V: N/A
DESIGNED BY: TJB
DRAWN BY: TJB
REVIEWED BY: AJG

1
1

ENGINEERING

PLS

PH (360) 944-6519 FAX (360) 944-6539

2008 C Street, Vancouver, WA 98663

Consulting Engineers & Planners

EXHIBIT (3)



NOTICE OF APPLICATION, PUBLIC HEARING & SEPA DETERMINATION

File No's. (Z2014-103 & EA15-2014)

Notice is hereby given that the Richland Planning Commission will conduct a public hearing on September 24, 2014 at 7:00 p.m. in Council Chambers, Richland City Hall, 505 Swift Boulevard, Richland to consider the following proposed application requesting an amendment to the City's adopted comprehensive plan:

An application filed by Hayden Homes to change in the land use designation on 12.2 acres from Low Density Residential to Commercial on property located adjacent to Steptoe Street, and south of Center Parkway. This application also includes a change in zoning on this property from Agriculture to C-1 Neighborhood Commercial.

Any person desiring to express his views or to be notified of any decisions pertaining to this application should notify Rick Simon, Development Services Manager, 840 Northgate Drive, P.O. Box 190, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to rsimon@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Tuesday, September 16, 2014 to be incorporated into the Staff Report. Comments received after that date will be entered into the record at the hearing.

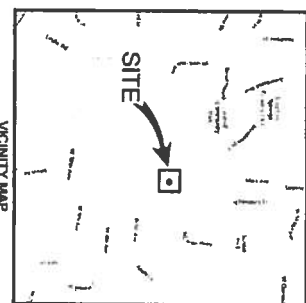
Copies of the staff report and recommendation will be available in the Development Services Division Office, and at the Richland Public Library beginning Friday, September 19, 2014

CITY OF RICHLAND Determination of Non-Significance

Notice is hereby given that the City of Richland on September 3, 2014 did issue a Determination of Non-Significance for the above referenced proposal to amend the City's comprehensive plan. The City of Richland has determined that this proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days. Comments must be submitted by September 22, 2014. Comments should be submitted to Rick Simon, Development Services Manager, City of Richland, P.O. Box 190, Richland, WA 99352 or via fax at (509) 942-7764.

Rick Simon, Responsible Official

Located in a portion of Section 1, T8N, R28E, W1M
City of Richland, Benton County, Washington



Revisions		
A	Submitted For Review	TLM
11		
1		
2		
3		
4		

Scale 1" = 80'

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EXHIBIT (4)

Chapter 23.22 – Commercial Zoning Districts

Sections:

23.22.010 Purpose of Commercial Use Districts

23.22.020 Performance Standards and Special Requirements

23.22.030 Commercial Use Districts Permitted Land Uses

23.22.040 Site Requirements and Development Standards for Commercial Use Districts

23.22.050 Parking Standards for Commercial Use Districts

23.22.010 Purpose of Commercial Use Districts

- A. The Limited Business Use District (C-LB) is a zone classification designed to provide an area for the location of buildings for professional and business offices, motels, hotels, and their associated accessory uses, and other compatible uses serving as an administrative district for the enhancement of the central business districts, with regulations to afford protection for developments in this and adjacent districts and in certain instances to provide a buffer zone between residential areas and other commercial and industrial districts. This zoning classification is intended to be applied to some portions of the City that are designated either Commercial or High Density Residential under the City of Richland Comprehensive Plan.
- B. The neighborhood retail business use district (C-1) is a limited retail business zone classification for areas which primarily provide retail products and services for the convenience of nearby neighborhoods with minimal impact to the surrounding residential area. This zoning classification is intended to be applied to some portions of the City that are designated Commercial under the City of Richland Comprehensive Plan.
- C. The Retail Business Use District (C-2) is a business zone classification providing for a wide range of retail business uses and services compatible to the core of the City and providing a focal point for the commerce of the City. All activities shall be conducted within an enclosed building except that off-street loading, parking, and servicing of automobiles may be in the open and except that outdoor storage may be permitted when conducted in conjunction with the principal operation which is in an enclosed adjoining building. This zoning classification is intended to be applied to some portions of the City that are designated Commercial under the City of Richland Comprehensive Plan.
- D. The General Business Use District (C-3) is a zone classification providing a use district for commercial establishments which require a retail contact with the public together with incidental shop work, storage and warehousing, or light manufacturing and extensive outdoor storage and display, and those retail businesses satisfying the essential permitted use criteria of the C-2 use district. This zoning classification is intended to be applied to some portions of the City that are designated Commercial under the City of Richland Comprehensive Plan.
- E. The waterfront use district (WF) is a special commercial and residential zoning classification providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, offices, and other similar commercial, apartment, and multi-family uses which are consistent with waterfront oriented development, and which are in conformance with Title 26, Shoreline Management, and with applicable U. S. corps of engineer's requirements. This zoning classification encourages mixed special commercial and high-density residential uses to accommodate a variety of lifestyles and housing opportunities. Any combination of listed uses may be located in one building or one development (i.e. related buildings on the same lot or site). This zoning classification is intended to be applied to those portions of the City that are designated Waterfront under the City of Richland Comprehensive Plan.
- F. The Central Business District (CBD) is a special mixed use zoning classification designed to encourage the transformation of the Central Business District from principally a strip commercial auto-oriented neighborhood to a more compact development pattern. The Central Business District is envisioned to become a center for housing, employment, shopping, recreation, professional service and culture. The uses and development pattern will be integrated and complementary to create a lively and self-supporting district. Medium rise buildings will be anchored by pedestrian oriented storefronts on the ground floor with other uses including housing on upper floors. Projects will be well designed and include quality building materials. Appropriate private development will be encouraged via public investments in the streetscape and through reduction in off-street parking standards. Uses shall generally be conducted completely within an enclosed building, except that outdoor seating for

cafes, restaurants, and similar uses and outdoor product display is encouraged. Buildings shall be oriented to the fronting street or accessway, to promote a sense of enclosure and continuity along the street or accessway. This zoning classification is intended for those portions of the City that are designated as Central Business District, as well as some properties designated as Commercial and Waterfront, under the Richland Comprehensive Plan. The Central Business District zone contains overlay districts titled Medical, Parkway, and Uptown. The overlay districts implement varying site development requirements.

- G. The Commercial Recreation District (CR) is a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, and other commercial uses which are consistent with waterfront oriented development, and which are in conformance with Title 26, Shoreline Management and with the U.S. Corps of Engineers requirements, and providing for regulations to protect the business and residents of the City from objectionable influences, building congestion and lack of light, air and privacy. This zoning classification is intended for those portions of the City that are designated as Waterfront or Commercial under the Richland Comprehensive Plan.
- H. The Commercial Winery Use District (C-W) is a zone classification designed to provide an area for the operation of commercial wineries, including all aspects of the wine making industry, from the raising of crops to the production, storage and bottling of wine and the retail sales of wine and related products. Other uses, which support winery related tourism, such as restaurants, entertainment venues, retail services such as gift shops and bed and breakfast facilities are also permitted, along with other uses that are compatible with wineries. (Ord. 04-09)

23.22.020 Performance Standards and Special Requirements

- A. **Commercial Limited Business:** Residential uses permitted in the C-LB district must comply with the following standards:
 - 1. Minimum Yard Requirements.
 - a) Front Yard. Twenty feet except as provided by Section 23.18.040 (2);
 - b) Side Yards. Each side yard shall provide one foot of side yard for each three foot or portion thereof of building height;
 - c) Rear Yards. Twenty-five feet.
 - 2. Required Court Dimensions. Each court on which windows open from any room other than a kitchen, bathroom or a closet, shall have all horizontal dimensions measured at right angles from the windows to any wall or to any lot line other than a front lot line equal to not less than the height of the building above the floor level of the story containing the room, but no dimension shall be less than twenty feet.
 - 3. Distance Between Buildings. No main building shall be closer to any other main building on the lot than a distance equal to the average of their heights. This provision shall not apply if no portion of either building lies within the space between the prolongation of lines along any two of the opposite walls of the other building, but in any such situation the buildings shall not be closer to each other than a distance of ten feet.
 - 4. Percentage of Lot Coverage. Apartment buildings in a C-LB district shall cover not more than thirty-three percent of the area of the lot.
- B. **Neighborhood Retail Business:** All uses permitted in a C-1 district must comply with the following performance standards:
 - 1. All business, service, repair, processing, or merchandise display shall be conducted wholly within an enclosed building, except for off-street automobile parking, the sale of gasoline, and self-service car washes. Limited outdoor display of merchandise is permitted, provided that such display shall include only those quantities sold in a day's operation.
 - 2. Outdoor storage areas incidental to a permitted use shall be enclosed with not less than a six (6) foot high fence and shall be visually screened from adjoining properties. All storage areas shall comply with building setbacks.
 - 3. Not more than three persons shall be engaged at any one time in fabricating, repairing, cleaning, or other processing of goods other than food preparation in any establishment. All goods produced shall be primarily sold at retail on the premises where produced.

4. Lighting, including permitted illuminated signs, shall be shielded or arranged so as not to reflect or cause glare to extend into any residential districts, or to interfere with the safe operation of motor vehicles.
 5. Noise levels resulting from the operation of equipment used in the conduct of business in the C-1 district shall conform to the requirements of Chapter 173-60 of the Washington Administrative Code-Maximum Environmental Noise Levels.
 6. No single retail business, except for a food store, shall operate within a building space that exceeds 15,000 square feet in area, unless approved by the Planning Commission through the issuance of a special use permit upon the finding that the proposed retail business primarily serves and is appropriately located within the surrounding residential neighborhoods.
- C. **General Business:** All permitted commercial business uses may be located in the C-3 district, provided their performance is of such a nature that they do not inflict upon the surrounding residential areas, smoke, dirt, glare, odors, vibration, noise, excessive hazards or water pollution detrimental to the health, welfare or safety of the public occupying or visiting the areas. The maximum permissible limits of these detrimental effects shall be as herein defined and upon exceeding these limits they shall be as herein considered a nuisance, declared in violation of this title and shall be ordered abated.
1. Smokestacks shall not emit a visible smoke except for one ten minute period each day, when a new fire is being started. During this period, the density of the smoke shall not be darker than No. 2 of the Ringlemann Chart as published by the U.S. Bureau of Mines.
 2. No visible or invisible noxious gases, fumes, fly ash, soot or industrial wastes shall be discharged into the atmosphere from any continuous or intermittent operation except such as is common to the normal operations of heating plant or gasoline or diesel engines in cars, trucks or railroad engines.
 3. Building materials with high light reflective qualities shall not be used in the construction of buildings in such a manner that reflected sunlight will throw intense glare to areas surrounding the C-3 district.
 4. Odors of an intensity greater than that of a faint smell of cinnamon which can be detected by persons traveling the roads bordering the lee side of the C-3 district, when a ten mph wind or less is blowing are prohibited.
 5. Machines or operations which generate air or ground vibration must be baffled or insulated to eliminate any sensation of sound or vibration outside the C-3 district.
- D. **Waterfront:** It is the intent of this section that:
1. Uses should be oriented primarily to the waterfront and secondarily to the public street to facilitate public access to the waterfront; and
 2. Public pedestrian access shall include clearly marked travel pathways from the public street through parking areas to primary building entries. (Ord. 07-06)
- E. **Central Business District:** New Buildings shall conform to the following design standards:
1. The maximum setback area shall only be improved with pedestrian amenities including but not limited to: landscaping, street furniture, sidewalks, plazas, bicycle racks, and public art.
 2. Building façades facing streets shall include:
 - a) Glass fenestration on 50%-80% of the ground floor of the building façade. A window display cabinet, work of art, decorative grille or similar treatment may be used to cover an opening for concealment and to meet this standard on those portions of the ground floor façade where the applicant can demonstrate that the intrusion of natural light is detrimental to the ground floor use. Examples of such uses include, but are not limited to, movie theaters, museums, laboratories, and classrooms.
 - b) At least two of the following architectural elements;
 - (1) awnings;
 - (2) wall plane modulation at a minimum of three feet for every wall more than 50 feet in length;
 - (3) pilasters or columns;
 - (4) bays;
 - (5) balconies or building overhangs; or
 - (6) upper story windows (comprising a minimum of 50% of the façade).

3. At least one pedestrian, non-service entrance into the building will be provided on each street frontage or provided at the building corner.
4. Variation of exterior building material between the ground and upper floors of multi-story buildings.
5. All buildings with a flat roof shall use a modulated height parapet wall for wall lengths greater than 50 feet. The modulation of parapet heights is encouraged to identify building entrances.
6. All new buildings that utilize parapet walls shall include a projecting cornice detail to create a prominent edge.
7. Public street and sidewalk improvements are required per Richland Municipal Code to implement approved street cross-sections. Curb cuts are encouraged to be located adjacent to property lines and shared with adjacent properties, via joint access agreement.
8. Service bays, loading areas, refuse dumpsters, kitchen waste receptacles, outdoor storage locations, and rooftop mechanical equipment shall be located away from public rights-of-way via site planning and screened from view with landscaping, solid screening, or combination.
9. Alternative Design. In the event that a proposed building and/or site does not meet the literal standards identified in this section, or the maximum setback standards set forth in Section 23.22.040 or the maximum parking standards set forth in Section 23.22.050, a project representative may apply to the Richland Planning Commission for a deviation from these site design standards. The Richland Planning Commission shall consider said deviation and may approve any deviation based on its review and a determination that the application meets the following findings:
 - a) That the proposal would result in a development that offers equivalent or superior site design than conformance with the literal standards contained in this section; and
 - b) The proposal addresses all applicable design standards of this section in a manner which fulfills their basic purpose and intent; and
 - c) The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity. (Ord. 04-09: Ord. 07-10)

23.22.030 Commercial Use Districts Permitted Land Uses

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

- A. If the symbol "P" appears in the box at the intersection of the column and row, the use is permitted, subject to the general requirements and performance standards required in that zoning district.
- B. If the symbol "S" appears in the box at the intersection of the column and row, the use is permitted subject to the Special Use Permit provisions contained in Chapter 23.46 of this title.
- C. If the symbol "A" appears in the box at the intersection of the column and the row, the use is permitted as an accessory use, subject to the general requirements and performance standards required in the zoning district.
- D. If a number appears in the box at the intersection of the column and the row, the use is subject to the general conditions and special provisions indicated in the corresponding note.
- E. If no symbol appears in the box at the intersection of the column and the row, the use is prohibited in that zoning district.

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
Agricultural Uses								
Raising Crops, Trees, Vineyards								P
Automotive, Marine & Heavy Equipment								
Automotive Repair – Major				P				
Automotive Repair – Minor		P	P	P	S			
Automotive Repair – Specialty Shop		S	P	P	S			
Automobile Service Station		P ¹	P ¹	P ¹	S ¹			
Auto Part Sales		P	P	P	S			

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
Boat Building				P				
Bottling Plants				P				P ²⁹
Car Wash-Automatic or Self Service		P ³	P ³	P ³	S ³			
Equipment Rentals			P	P				
Farm Equipment & Supplies Sales				P				
Gas/Fuel Station	S	P	P	P	P			
Heavy Equipment Sales & Repair				P				
Manufactured Home Sales Lot				P				
Marinas						P	P	
Marine Equipment Rentals				P		P	P	
Marine Gas Sales						A	A	
Marine Repair				P		P	P	
Towing, Vehicle Impound Lots				S ⁴				
Truck Rentals			P	P				
Truck Stop-Diesel Fuel Sales			S	P				
Truck Terminal				P				
Vehicle Leasing/Renting			P ⁵	P	S ⁵			
Vehicle Sales			P ⁵	P	S ⁵			
Warehousing, Wholesale Use				P				
Business and Personal Services								
Animal Shelter				S ⁶				
Automatic Teller Machines	P	P	P	P	P	P		P
Commercial Kennel				P ⁶				
Contractor's Offices		P	P	P	P			
Funeral Establishments			P	P				
General Service Businesses	A	P	P	P	P	P		
Health/Fitness/Facility	A	P	P	P	P	A	P	
Health/Fitness Center			P	P	P		P	
Health Spa		P	P	P	P	P		P
Hospital/Clinic – Large Animal				S ⁶				
Hospital/Clinic – Small Animal			S ⁶	P ⁶	P			
Laundry/Dry Cleaning, Com.				P	P ³⁰			
Laundry/Dry Cleaning, Neighborhood		P	P	P	P			
Laundry/Dry Cleaning, Retail	P	P	P	P	P	P		
Laundry-Self Service		P	P	P	P			
Mini-Warehouse				P ⁷				
Mailing Service	P	P	P	P	P	P		
Personal Loan Business	P	P	P	P	P			
Personal Services Businesses	A	P	P	P	P	P		
Photo Processing, Copying & Printing Services	P	P	P	P	P	P		
Telemarketing Services	P		P	P	P			
Video Rental Store		P	P	P	P	P		P
Food Service								
Cafeterias	A		A	A	A	A	A	
Delicatessen	P	P	P	P	P	P	P	P
Drinking Establishments		P ⁸	P	P	P	P	P	P
Micro-Brewery			P	P	P	P	P	P
Portable Food Vendors ²⁷	A ²⁸	A ²⁸	A ²⁸	A ²⁸	A ²⁸	A ²⁸	A ²⁸	A ²⁹
Restaurants/Drive Through		S ⁹	P ⁹	P ⁹	S ^{9, 10}	S ^{9, 10}		
Restaurants/Lounge		P ⁸	P	P	P	P	P	P
Restaurants/Sit Down	A	P	P	P	P	P	P	P

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
Restaurants/Take Out		P	P	P	P	P		P
Restaurants with Entertainment/Dancing Facilities		P ⁸	P	P	P	P	P	P
Wineries – Tasting Room		P ⁸	P	P	P	P	P	P
Industrial/Manufacturing Uses								
Laundry and Cleaning Plants				P				P ²⁹
Light Manufacturing Uses				P				P ²⁹
Warehousing and Distribution Facilities				P				P ²⁹
Wholesale Facilities & Operations				P				P ²⁹
Wineries – Production				P				P
Office Uses								
Financial Institutions	P	P/S ²³	P	P	P	P		
Medical, Dental and Other Clinics	P	P	P	P	P	P		
Newspaper Offices & Printing Works			P	P	P			
Office-Consulting Services	P	P	P	P	P	P		P ²⁹
Office – Corporate	P		P	P	P	P		P ²⁹
Office – General	P	P	P	P	P	P		P ²⁹
Office – Research & Development	P		P	P	P			P ²⁹
Radio and Television Studios			P	P	P			
Schools, Commercial	P		P	P	P	P		
Schools, Trade			P	P	P			P ²⁹
Travel Agencies	P	P	P	P	P	P		
Public/Quasi Public Uses								
Churches	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P	P ¹¹		
Clubs or Fraternal Societies	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P ¹¹		
Cultural Institutions	P ¹¹	P ¹¹	P ¹¹		P ¹¹	P ¹¹		P ¹¹
General Park O & M Activities	P	P	P	P	P	P	P	P
Hospitals	P		P	P	P			
Homeless Shelter				P				
Passive Open Space Use	P	P	P	P	P	P	P	P
Power Transmission & Irrigation Wasteway Easements & Utility Uses	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²
Public Agency Buildings	P	P	P	P	P	P	P	
Public Agency Facilities	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²
Public Campgrounds				S			S	
Public Parks	P	P	P	P	P		P	P
Schools	P ¹³	P ¹³	P ¹³	P ¹³	P ¹³	P ¹³		
Schools, Alternative	P ¹⁴	P ¹⁴	P ¹⁴	P ¹⁴	P ¹⁴			
Special Events including concerts, tournaments and competitions, fairs, festivals and similar public gatherings	P	P	P	P	P	P	P	P
Trail Head Facilities	P	P	P	P	P	P	P	P
Trails for Equestrian, Pedestrian, or non-motorized Vehicle Use	P	P	P	P	P	P	P	P
Recreational Uses								
Art Galleries			P	P	P	P	P	P
Arcades		P	P	P	P	P	P	
Boat Mooring Facilities						P	P	
Cinema, Indoor			P	P	P	P	P	
Cinema, Drive-In			P	P				
Commercial Recreation, Indoor		S ⁸	P	P	P	P	P	
Commercial Recreation, Outdoor			P	P		P	P	

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
House Banked Card Rooms				P ¹⁵	P ¹⁵	P ¹⁵	P ¹⁵	
Recreational Vehicle Campgrounds				S ¹⁶			S ¹⁶	
Recreational Vehicle Parks				S ¹⁷			S ¹⁷	
Stable, Public				S ¹⁸				
Theater		P8	P	P	P	P	P	P
Residential Uses								
Accessory Dwelling Unit		A	A	A	A	A		A
Apartment, Condominium (3 or more units)	P		P ¹⁹		P	P		
Assisted Living Facility	P		P		P ¹⁹	P		
Bed and Breakfast	P	P	P	P	P	P	P	P
Day Care Center	P ²⁰	P ²⁰	P ²⁰	P ²⁰	P ²⁰	P ²⁰		
Dormitories, Fraternities, & Sororities	P				P	P		
Dwelling, One Family Attached						P ²⁶		
Dwelling, Two-Family Detached						P		
Dwelling units for a resident watchman or custodian				A				P ²⁹
Family Day Care Home	P ²⁰					P ²⁰		
Houseboats						P	P	
Hotels or Motels	P		P	P	P	P	P	P
Nursing or Rest Home	P		P		P ¹⁹	P		
Recreational Club	A				A	A		
Senior Housing	P				P ¹⁹	P		
Temporary Residence	P ²¹	P ²¹	P ²¹	P ²¹	P ²¹	P ²¹		P
Retail Uses								
Adult Use Establishments				P ²²				
Apparel & Accessory Stores		P	P	P	P	P		P
Auto Parts Supply Store		P	P	P	P			
Books, Stationary & Art Supply Stores	A	P	P	P	P	P		P
Building, Hardware, Garden Supply Stores		P	P	P	P			
Department Store			P	P	P			
Drug Store/Pharmacy	A	P/S ²³	P	P	P	P		
Electronic Equipment Stores		P	P	P	P	P		
Food Stores		P	P	P	P	P		
Florist		P	P	P	P	P		P
Furniture, Home Furnishings & Appliance Stores		P	P	P	P			
Landscaping Material Sales			A	P				
Lumberyards				P				
Nursery, Plant				P				P
Office Supply Store	A	P	P	P	P	P		
Outdoor Sales				P				
Parking Lot or Structure	P	P	P	P	A	P		P
Pawn Shop				P				
Pet Shop & Pet Supply Stores		P	P	P	P			
Retail Hay, Grain & Feed Stores				P				
Second Hand Store			P	P	P	P		
Specialty Retail Stores		P	P	P	P	P		P
Miscellaneous Uses								
Bus Station				P	P			
Bus Terminal				P	P			
Bus Transfer Station	P		P	P	P		P	

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
Cemetery	P		P	P				
Community Festivals & Street Fairs	P	P	P	P	P	P	P	P
Convention Center	P		P	P	P	P	P	
Micro and Macro Antennas	P	P	P	P	P	P	P	P
Monopole				S ²⁴				
On-site Hazardous Waste Treatment & Storage	A	A	A	A	A	A	A	A
Outdoor Storage		A ²⁵	A ²⁵	P ²⁵				
Storage in an Enclosed Building	A	A	A	A	A	A	A	A ²⁹

1 Section 23.42.280

2 Section 23.42.290

3 Section 23.42.270

4 Section 23.42.320

5 Section 23.42.330

6 Section 23.42.040

7 Section 23.42.170

8 Section 23.42.053

9 Section 23.42.047

10 Section 23.42.055

11 Section 23.42.050

12 Section 23.42.200

13 Section 23.42.250

14. Section 23.42.260

15 Section 23.42.100

16 Section 23.42.230

17 Section 23.42.220

18 Section 23.42.190

19 Use permitted on upper stories of multi-story buildings, if main floor is used commercial or office uses.

20 Section 23.42.080

21 Section 23.42.110

22 Section 23.42.030

23 Use permitted, requires special use permit with drive-through window.

24 Chapter 23.62

5 Section 23.42.180

26 Section 23.18.025

27 See definition 23.06.780

28 Section 23.42.185

29 Activities permitted only when directly related to and/or conducted in support of winery operations

30 Within the Central Business District (CBD), existing Commercial Laundry/Dry Cleaning uses, established and operating at the time the CBD District was established, are allowed as a permitted use. All use of the land and/or buildings necessary and incidental to that of the Commercial Laundry/Dry Cleaning use, and existing at the effective date of the CBD District, may be continued. Commercial Laundry/Dry Cleaning uses not established and operating at the time the CBD District was established are prohibited.

(Ord. 15-07: Ord. 04-09: Ord. 07-10)

23.22.040 Site Requirements and Development Standards for Commercial Use Districts

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

Standard	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Minimum Lot Area	None	None	None	None	None	None	None	None
Maximum Density – Multi Family Dwellings (units/square feet).	1:1,500	N/A	N/A	N/A	None	1:1,500	N/A	N/A
Minimum Lot Width – One Family Attached Dwellings	N/A	N/A	N/A	N/A	N/A	30	N/A	N/A
Minimum Front Yard Setback ¹⁴	20	45 ¹	0 ²	0 ²	CBD, Parkway, Uptown Districts: 0 min. – 20 max. ^{3, 11, 13} Medical District: 0 min,	Note 4,5	Note 4	20
Minimum Side Yard Setback	0 ⁶	0 ⁷	None	None	0 ^{6,8}	0 ^{5,9}	0	0 ^{6,8}
Minimum Rear Yard Setback	0 ^{6,8}	0 ⁷	None	None	0 ^{6,8}	0 ^{5,8,10}	0	0 ^{6,8}
Maximum Building Height ¹⁴	55 ¹¹	30	80	80	CBD – 110 Medical – 140 Parkway – 50 Uptown - 50	35/ 55 ¹²	35/ 55 ¹²	35
Minimum Dwelling unit size (in square feet, excluding porches, decks, balconies & basements)	500	N/A	N/A	N/A	500	500	N/A	N/A

¹ Each lot shall have a front yard of forty-five (45) feet deep or equal to the front yards of existing buildings in the same C-1 District and within the same block.

² No setback required if street right-of-way is at least eighty feet (80') in width. Otherwise, a minimum setback of forty feet (40') from street centerline is required.

³ Unless a greater setback is required by RMC 12.11 – Intersection Sight Distance.

4 Front and side street. No building shall be closer than forty feet (40') to the centerline of a public right-of-way. The setback area shall incorporate pedestrian amenities such as increased sidewalk width, street furniture, landscaped area, public art features, or similar features.

⁵ In the case of attached one-family dwelling units, setback requirements shall be as established for attached dwelling units in the Medium Density Residential Small Lot (R-2S) zoning district. Refer to Section 23.18.040.

⁶ In any Commercial Limited Business (C-LB), Central Business (CBD) or in any Commercial Winery (C-W) zoning district that directly abuts a single-family zoning district, the following buffer, setback and building height regulations shall apply to all structures:

- A. Within the Commercial Limited Business (C-LB) and the Commercial Winery (CW) districts, buildings shall maintain at least a thirty-five foot (35') setback from any property that is zoned for single-family residential use. Within the Central Business District (CBD) buildings shall maintain at least a thirty-five (35') setback from any property that is zoned for single-family residential use. Single-family residential zones include R-1-12 Single-Family Residential 12,000, R-1-10 – Single-Family Residential 10,000, R-2 – Medium Density Residential, R2-S – Medium Density Residential Small Lot or any residential Planned Unit Development that is comprised of single-family detached dwellings.
- B. Buildings that are within fifty feet of any property that is zoned for single-family residential use in Commercial Limited Business (C-LB) and the Commercial Winery (CW) districts and buildings that are within fifty feet (50') of any property that is zoned for and currently developed with a single-family residential use in the Central Business District (CBD)(as defined in item 1 above) shall not exceed thirty feet (30') in height. Beyond the area 50 feet from any property, that is zoned for single-family residential use, building height may be increased at the rate of one foot in building height for each additional one foot of setback from property that is zoned for single-family residential use to the maximum building height allowed in the C-LB, CW and CBD zoning districts, respectively.
- C. A six (6) foot high fence that provides a visual screen shall be constructed adjacent to any property line that adjoins property that is zoned for single-family residential use, or currently zoned for and developed with a single-family residential use in the CBD district. Additionally, a ten (10) feet landscape strip shall be provided adjacent to the fence. This landscape strip may be used to satisfy the landscaping requirements established for the landscaping of parking facilities as identified in Section 23.54.140.
- D. In the C-LB and C-W districts, a twenty-foot (20') setback shall be provided for any side yard that adjoins a street; and a twenty-five foot (25') setback shall be provided for any side yard that adjoins a residential district.

⁷ Side yard and rear yard setbacks are not required except for lots adjoining a residential development, residential district, or a street. Lots adjoining either a residential development or residential district shall maintain a minimum fifteen (15) setback. Lots adjoining a street shall maintain a minimum twenty (20) foot setback. Required side or rear yards shall be landscaped or covered with a hard surface, or a combination of both. No accessory buildings or structures shall be located in such yards unless otherwise permitted by this title.

⁸ No minimum required, except parking shall be setback a minimum of five (5) feet to accommodate required landscape screening as required under RMC 23.54.140.

⁹ Side yard. No minimum, except parking shall be setback a minimum of five (5) feet, and buildings used exclusively for residences shall maintain at least one (1) foot of side yard for each three (3) feet or portion

thereof of building height. Side yards adjoining a residential district shall maintain setbacks equivalent to the adjacent residential district.

10 No minimum, except parking shall be setback a minimum of five (5) feet. Rear yards adjoining a residential district shall maintain setbacks equivalent to the adjacent residential district.

¹¹ Commercial developments such as community shopping centers or retail centers over 40,000 square feet in size and typically focused around a major tenant, such as a supermarket grocery, department store or discount store, and supported with smaller “ancillary” retail shops and services located in multiple building configurations, are permitted front and street side maximum setback flexibility for the largest building. Maximum setbacks standards on any other new buildings may be adjusted by the Planning Commission as part of the Alternative Design review as set forth in the performance standards and special requirements of Section 23.22.020(E)(9).

¹² All buildings that are located in both the Waterfront (WF) district and that fall within the jurisdictional limits of the Shoreline Management Act shall comply with the height limitations established in the Richland Shoreline Master Program (RMC Title 26). Buildings in the WF district that are not subject to the Richland Shoreline Master Program shall not exceed a height of thirty-five (35) feet; unless the Planning Commission authorizes an increase in building height to a maximum height of fifty-five (55) feet, based upon a review of the structure and a finding that the proposed building is aesthetically pleasing in relation to buildings and other features in the vicinity and that the building is located a sufficient distance from the Columbia River to avoid creating a visual barrier.

¹³ Physical additions to existing nonconforming structures are not subject to the maximum front yard setback requirements.

¹⁴ The Medical, Uptown and Parkway Districts of the CBD zoning district are established as shown by Plates 23.22.040 1, 2 and 3. (Ord. 04-09: Ord. 04-09A: Ord. 07-10)

PLATE NO. 1 - 23.22.040

PLATE 1



CBD - MEDICAL DISTRICT

PLATE NO. 2 - 23.22.040

PLATE 2



CBD - UPTOWN DISTRICT

PLATE NO. 3 - 23.22.040

PLATE 3



CBD - THE PARKWAY DISTRICT

23.22.050 Parking Standards for Commercial Use Districts

- A. Off street parking space shall be provided in all commercial zones in compliance with the requirements of Chapter 23.54 of this title.
- B. Central Business District Off-Street Parking
- C. All uses have a responsibility to provide parking. The parking responsibility for any new use or change in use shall be determined in accordance with the requirements of Section 23.54. The maximum number of parking spaces provided on-site shall not exceed 125% of the minimum required parking as specified in Section 23.54 provided that any number of parking spaces beyond the established maximum may be approved by the Planning Commission subject to RMC 23.22.090(E)(9) (Alternative Design).
 - 1. The off-street parking requirement may be reduced as follows.
 - a) The Planning Commission may reduce the parking responsibility as provided by Sections 23.54.080 Joint Use, and/or;
 - b) Within a 600-foot radius of the property, and within the CBD zoning district, a 25% credit will be provided for each on-street parking space and/or for each off-street parking space located in a city-owned public parking lot. The allowed combined reduction in required off-street parking shall not exceed 50% of the overall off-street parking requirement (including any reductions contained in RMC 23.54.080). Example: one off-street space will be credited if four on-street spaces are located within 600 feet of the property. Parking space dimensions are found in 23.54.120. Only those streets designated for on-street parking shall be considered for the credit. Curb cuts, driveways, hydrant frontages, and similar restricted parking areas shall be excluded from the calculation.
 - 2. Any parking lot that has frontage on a public street or accessway shall be screened with a combination of trees planted at no less than 30 feet on center and shrubs planted to form a uniform hedge within five years. A masonry wall not lower than 18" and not higher than 36" may be substituted for the shrubs. The landscaping and masonry wall, if used, shall be at no greater setback than the maximum setback for a front or street side (23.22.040). Masonry walls are subject to the performance standards found in 23.22.020 A.3.b.ii, and must be granted approval by the Public Works Director for compliance with vision clearance requirements for traffic safety before installation. (Ord. 04-09: Ord. 07-10)

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EXHIBIT (5)

CITY OF RICHLAND
Mitigated Determination of Non-Significance

Description of Proposal the development of a 131.9 acre site to include the development of 80.6 acres for single family residential development, comprised of 389 lots; the set aside of 23.2 acres for natural open space that would be improved with a pedestrian trail system; the set aside of an 11.7 acre site for a future public school; and the set aside of 15.5 acres for future, unspecified commercial development. The application will require a Comprehensive Plan Amendment to change the designation of 16.45 acres from Low Density Residential to Commercial. The proposal also involves a change of zone of 16.45 acres from Agricultural (AG) to Neighborhood Retail Business (C-1), a change of zone of 6.92 acres of Single Family Residential (R-1-10) to Medium Density Residential (R-2S), a change of zone of 19.01 acres from Agricultural (AG) to Natural Open Space (NOS), and a change of zone of 89.59 acres of Agricultural (AG) to Medium Density Residential (R-2S). For the residential portion of the site a preliminary plat application has been submitted for a 389 detached single family lot subdivision. Within the residential portion of the project, an 11.75 acre site has been reserved as an elementary school site.

Proponent Hayden Homes

Location of Proposal West of Steptoe Avenue, South of Claybell Park, North of the Burlington Northern Railroad right-of-way; East of the Amon Basin Preserve I in Section 1, Township 8 North, Range 28 E.W.M.

Phased Review: The residential portions of the proposal are well defined; however; the applicants have not identified with any specificity the type or nature of commercial development that is proposed for the 16.45 acres located on the eastern portion of the site. For this reason, the City is able only to evaluate the impacts of the proposed residential, school and open space areas which comprise the westerly 115.45 acres of the proposed project. Additional environmental review will be required at the time the applicant submits information concerning the nature of the commercial development proposed for the 16.45 acres in the easterly portion of the site. Traffic studies or other additional information may be required at that time. No action will be taken by the City on the proposed comprehensive plan amendment involving the easterly 16.45 acres of the project site until the additional environmental information for this portion of the site is completed.

Lead Agency City of Richland

The lead agency for this proposal has determined that, as conditioned, it does not have a probable significant adverse impact on the environment. (A copy of the required conditions is attached.) An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed

environmental checklist and other information on file with the lead agency. This information is available to the public on request.

() There is no comment for the DNS.

(XX) This MDNS 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 **March 20, 2014**.

() 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 Planning and Development Services Manager

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

Date March 4, 2014

Signature_____

CONDITIONS FOR MITIGATING ENVIRONMENTAL IMPACTS

- 1) All project slopes shall meet or be designed and constructed to meet a minimum factor of safety of 1.5 for the static condition.
- 2) Detailed geotechnical reports shall be prepared by a qualified consultant, submitted to the City for review and approval prior to any on-site earth moving activities and shall incorporate the recommendations of the November 2013 "Geotechnical Site Investigation/Geologic Hazards Assessment and Critical Areas Report" prepared by GN Northern, Inc. Grading activities shall be monitored by geotechnical professionals throughout the construction of each phase of the project.
- 3) Seismic design for the project shall comply with the 2012 edition of the International Building Code.
- 4) The placement of fill along the southerly boundary of the site, adjacent to the Burlington Northern Railroad, shall be reviewed by a qualified consultant.
- 5) Stormwater control measures shall be implemented during construction activities, utilizing best management practices in accordance with the Storm Water Control Manual for Eastern Washington and as identified by permit conditions issued by the City of Richland and or the Washington State Department of Ecology. No stormwater discharge will be permitted within 200 feet of the riparian community associated with the west fork of the Amon Basin. All stormwater will be infiltrated on-site.
- 6) An erosion control plan shall be prepared by the applicant and submitted to the City of Richland for review and approval. The plan shall be designed to prevent erosion from occurring within the Amon Wasteway channel and from occurring in the Amon Basin located immediately adjacent to and west of the site. Erosion control measures shall be maintained throughout the construction of the project.
- 7) A dust control plan shall be prepared by the applicant and approved by the Benton Clean Air Authority prior to the commencement of earth moving or construction activities on-site. Said dust control plan shall be implemented throughout the duration of project construction.
- 8) The maximum gradient of slopes on the project site shall not exceed 2.5H:1V. Exposed slope faces shall be protected with re-vegetation or other appropriate erosion control measures as delineated in storm water permits.
- 9) The geotechnical recommendations identified in the November 2013 "Geotechnical Site Investigation/Geologic Hazards Assessment and Critical Areas Report" prepared by GN Northern, Inc relating to Pre-Wetting, Clearing and Grubbing, Subgrade Preparation, Compaction Requirements, Engineered Structural Fill and Imported Structural Fill, Shrink and Swell, Temporary Excavation/Cut , Slope

Construction and Protection Guidelines, Key Fill Material and the Native Cut/Existing Ground, Fill Placement on Cut Slope, Fill Slopes, Temporary Excavation and Utility Trenches, construction and protection guidelines, key fill as delineated in pages 15 – 24 of said report, shall be followed.

- 10) No grading and excavation work shall be permitted on-site without the issuance of a valid grading permit by the City of Richland.
- 11) The preparation of future lots for home construction shall proceed in conformance with the recommendations included in the Section titled "General Considerations for Lot Design and Construction" (pages 25-30) of the November 2013 "Geotechnical Site Investigation/Geologic Hazards Assessment and Critical Areas Report" prepared by GN Northern, Inc.
- 12) Construction work within the irrigation Wasteway easement that extends across the site shall not occur unless first authorized by the Kennewick Irrigation District and shall occur only within the irrigation off-season unless otherwise permitted by the Kennewick Irrigation District.
- 13) Plans for sewer line extension across the northwestern portion of the site, near the wetlands in the adjacent Amon Basin shall be submitted to City of Richland for review and approval. Said plans shall identify adequate provisions for erosion control during construction of said line and shall include re-vegetation plans for disturbed areas following completion of construction. Re-vegetation plans shall be comprised of native plant materials and shall be prepared by a wetland biologist or other qualified professional. Said plans shall include provisions for temporary irrigation until plants become established and shall include provisions for monitoring re-vegetation efforts over time to ensure that plant materials become established.
- 14) Prior to any construction activities taking place on-site, wetland and buffer areas at the northwest corner of the site shall be marked in the field and shall not be disturbed throughout the construction of the project; however, a pedestrian trail within the buffer area shall be permitted.
- 15) The western property boundary of the site, which divides the project site from the adjacent Amon Basin Preserve, shall be fenced. Pedestrian access shall be provided only at designated trail locations.
- 16) Outdoor lighting of homes within the project and adjacent to the Amon Basin Preserve shall be shielded so that light trespass onto the adjacent Amon Basin Preserve is minimized to the greatest extent practical. A note shall be placed on the final plat advising future lot purchasers of this requirement. All exterior lighting within the project shall comply with the provisions of RMC Chapter 23.58.
- 17) The applicant shall submit a landscaping plan for all open space areas proposed within the project site to the City of Richland for review and approval. Said plan shall

be prepared by a wildlife biologist or similar qualified professional. The intent of the plan is to provide wildlife habitat within open space areas.

- 18) The applicant shall submit a pedestrian trail plan that identifies all trail locations within the project site to the City of Richland for review and approval. Said trail plan shall provide pedestrian access throughout the site and is intended to focus public use of the open space areas onto the trail system. The trail plan shall identify which specific sections of trail will be constructed with each phase of the project. Said trail plan shall provide for access to both the Amon Basin Preserve located immediately west of the project site and to Claybell Park, which is located immediately north of the project site.
- 19) The applicant shall comply with City and state noise standards throughout the construction of the project.
- 20) The areas identified as Natural Open Space in the proposed plan shall be placed in a conservation easement.
- 21) Maintenance responsibilities of the trail system shall be identified within Conditions, Covenants and Restrictions (CCRs) drafted for the project and the trail maintenance provisions of the CCRs shall be subject to review and approval by the City of Richland.
- 22) Disturbance to natural open space areas shall be minimized to the greatest degree possible in order to preserve the largest amount of native vegetation and wildlife habitat. Natural open space areas shall be marked in the field prior to the initiation of construction activities on-site. Areas designed for road crossings or trail construction shall be exempt from this requirement.
- 23) A note shall be placed on the final plat on any lot that lies adjacent to the Burlington Northern Railroad along the project's southern boundary advising future lot purchasers that noise impacts or other impacts associated with the operation and maintenance of the railroad may interfere with the normal enjoyment of their residence.
- 24) Lots within Phase 15 of the proposed project shall comply with all R1-10 zoning district standards for lot size, setback, lot coverage and building height.
- 25) All lots within the proposed project shall be subject to a development agreement between the City and the applicant that establishes minimum lot size, building setbacks, lot coverage and building height limitations. Said agreement shall ensure that residential development within the project remains consistent with the Low Density Residential designation that is assigned to the project site through the comprehensive plan.

- 26) Development within the project site shall be subject to the payment of traffic and parks mitigation fees as required under Chapters 12.03 and 22.12 of the Richland Municipal Code.
- 27) No construction activity shall be permitted within the Bonneville Power Administration easement unless authorized by the Bonneville Power Administration.
- 28) No construction activity shall be permitted on-site within the Amon Wasteway until such time as state and federal permits have been obtained, if such are deemed necessary.
- 29) If during grading and construction activities archeological or paleontological resources are uncovered, the developer shall suspend work in that particular area and contact the Washington State Office of Archeology and Historic Preservation to determine a plan for mitigation of the disturbance to the resource.

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EXHIBIT (6)

CITY OF RICHLAND
COMMUNITY & DEVELOPMENT SERVICES

File Number: _____

ENVIRONMENTAL CHECKLIST

PURPOSE OF CHECKLIST:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

INSTRUCTIONS FOR APPLICANTS:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really don't know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later. Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the City can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agencies 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.

USE OF CHECKLIST FOR NONPROJECT PROPOSALS:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For non-project actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. Background

1. Name of proposed project, if applicable:

Clearwater Creek

2. Name of applicant:

Hayden Homes, LLC

3. Address and phone number of applicant and contact person:

*Nathan Machiela, Phone Number: 509-554-0858,
Address: 2464 SW Glacier Place, Suite 110
Redmond, OR 97756*

4. Date checklist prepared:

July 11, 2014

5. Agency requesting checklist:

City of Richland

6. Proposed timing or schedule (including phasing, if applicable):

There is no development or phasing proposed with this application. The application is an amendment to the City of Richland's Comprehensive Plan and a Change of Zone.

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

None proposed at this time.

8. List any environmental information that has been or will be prepared related to this proposal.

There have been two separate critical areas assessments performed. One assessment by Biology Soil & Water Inc. (BSW) and another by PBS Engineering & Environmental (PBS). The assessment by BSW was summarized in a letter dated May 22, 2013 and states that there are no jurisdictional critical areas located on the site. PBS's assessment was summarized within a report dated November 4, 2013 and also determined that there are no jurisdictional critical areas on the site.

9. Are other applications pending for governmental approvals affecting the property covered by your proposal? If yes, please explain.

None known.

10. List any government approvals or permits needed for your proposal:

None known.

11. Give a brief, complete description of your proposal, including the proposed uses and size of the project and site. There are several questions addressed later in this checklist asking 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.)

Petition to amend the City of Richland's Comprehensive Plan. This amendment is to change the mapping of 12.21 from Low Density Residential to Commercial. A Change of Zone is also being requested to Neighborhood Retail Business (C-1) for the 12.21 acres.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including street address, section, township, and range. If this proposal occurs over a wide area, please provide the range or boundaries of the site. Also, give a legal description, site plan, vicinity map, and topographic map. You are required to submit any plans required by the agency, but not required to submit duplicate maps or plans submitted with permit applications related to this checklist.

The site is located in a portion of Section 1, Township 8 North, Range 28 East of the Willamette Meridian. The site address is 3548 Leslie Road, Richland, Washington. Benton County mapping identifies the property as parcel number 101881000001000.

B. Environmental Elements

Agency use only

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____.

The site is hilly.

- b. What is the steepest slope on the site and the approximate percentage of the slope?

The steepest slope on the site is approximately 38%.

- c. What general types of soils are found on the site (e.g., clay, sand, gravel, peat, muck)? Please specify the classification of agricultural soils and note any prime farmland.

*Esquatzel Fine Sandy Loam (EsA)
Finley Stony Fine Sandy Loam (FfE)
Hezel Loamy Fine Sand (HeA & HeD)
Quincy Loamy Sand (QuD)
Warden Very Fine Loamy Sand (WfB2)*

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

The City of Richland has mapped some portions of the site as Geological Hazard Areas (steep slopes) within the City of Richland Comprehensive Land Use Plan. A geotechnical site investigation which includes a geologic hazards assessment and critical areas report was completed for the entire site by GN Northern, Inc. and their findings were summarized in a report dated November of 2013.

The report states that upper portions of the site soils were found to be relatively loose and will require over-excavation and re-compaction to support structures. There are areas near the southern portion of the site where historic fill was placed for the railroad re-alignment that will require additional exploration. In summary the report states that native and proposed site slopes will remain stable and the risk posed by geologic hazards are considered negligible on this site.

- e. Describe the purpose, type, and approximate quantities of any filling or proposed grading. Also, indicate the source of fill.

Not applicable.

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

Not Applicable.

- g. What percentage of the site will be covered with impervious surfaces after the project construction (e.g., asphalt or buildings)?

Not Applicable.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth include:

Not Applicable.

2. Air

- a. What types of emissions to the air would result from this proposal (e.g., dust, automobile, odors, industrial wood smoke) during construction and after completion? Please describe and give approximate quantities.

Not Applicable.

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

No.

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

Not Applicable.

3. Water

- a. Surface:

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

There is an irrigation channel named Amon Wasteway that borders the west side of the site. Overflow irrigation water from the Kennewick Irrigation District is directed to the channel in the spring and summer. There is no hydrology within the channel during the fall or winter. Located approximately 2800 feet to the west is the West Fork Amon Creek which fed by springs throughout the year.

- 2) Will the project require any work within 200 feet of the described waters? If yes, please describe and attach available plans.

Not with this application.

- 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.

No construction or development is proposed with this application.

- 4) Will the proposal require surface water withdrawals or diversions? Please provide description, purpose, and approximate quantities:

Not Applicable.

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

No.

- 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.

No.

b. Ground:

Agency use only

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Please give description, purpose, and approximate quantities.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources; (e.g., domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the size and number of the systems, houses to be served; or, the number of animals or humans the systems are expected to serve.

Not Applicable.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal. Include quantities, if known. Describe where water will flow, and if it will flow into other water.

Not Applicable.

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

Not Applicable.

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

Not Applicable.

4. Plants

- a. Check or circle 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

- Wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- Water plants: water lily, eelgrass, milfoil, other
- Other types of vegetation

Agency use only

Based on the Biological Resources Report by PBS Engineering & Environmental dated November 4, 2013 specific species present at the site include big sagebrush, rabbitbrush, cheatgrass, common yarrow, Cymopterus terebinthinus, Western tansymustard, Gray rabbitbush, Spiny hopsage, & Tall tumblemustard.

Specific species noted within the same report present within the Amon Wasteway include Russian olive, Reed canary grass, Black cottonwood, Siberian elm, Thicket creeper, Russian knapweed, Indian Helm, Catnip, Narrow-leaf willow, and Willows.

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

Not Applicable.

- c. List threatened or endangered species on or near the site.

No priority plant species were observed on the site during the biological review of the site.

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

Not Applicable.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site:

- Birds: hawk, heron, eagle, songbirds, other; - *See below*
- Mammals: deer, bear, elk, beaver, other; and, - *See below*
- Fish: bass, salmon, trout, herring, shellfish, other. - *See below*

Based upon the biological assessment done by BSW there are no salmon or steelhead within the Amon

Wasteway within the site's property boundary. There have been no other fish species observed on the site.

Agency use only

There have been restoration projects done to improve fish passage to the West Fork Amon Creek, but it is unknown what fish have been observed within this stream and no fish were documented by either BSW or PBS. The Tapteal Greenway Association notes that there are bass, salmon and trout within the West Fork Amon Creek, but these fish species have not been verified by a biologist in association with this project.

Types of birds observed near the site are songbird and hawks. The Columbia River Audubon Society has documented approximately 150 species of birds within the Amon Basin. Specific species of birds and their location are unknown. Burrowing owls are known to be in the vicinity of the subject property but no owls or identifiable burrows were found during PBS's visit to the site and the WDFW does not show presence on the subject property in their mapping..

During the site evaluation by PBS a number of black-tailed jackrabbits were observed. Based on comments received from the Tapteal Greenway there have been deer, beaver, coyote, American badger, river otters, mink and weasel on or near the site. Verification of these animals has not been observed by a biologist. The site also likely contains a variety of small mammals such as mice.

- b. List any threatened or endangered species known to be on or near the site.

There are no known threatened or endangered species located on the site based on a site assessment performed by PBS Engineering and Environmental and discussions with Mike Ritter from Washington Department Fish and Wildlife.

The Ferruginous hawk is listed by Washington State as a threatened species. The Washington Department of Fish and Wildlife indicates potential presence in the general area (within a few miles). None were observed on-site by PBS and the WDFW staff contacted by PBS thought breeding on this site was unlikely due to the proximity of urban development.

- c. Is the site part of a migration route? If so, please explain.

Agency use only

No specific migration route is known. However, the entire region is part of the Pacific Flyway.

- d. List proposed measures to preserve or enhance wildlife:

Not Applicable.

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.

Not Applicable.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, please describe.

Not Applicable.

- 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:

Not Applicable.

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, please describe.

Not Applicable.

- 1) Describe special emergency services that might be required.

Not Applicable.

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

Not Applicable.

b. Noise

- 1) What types of noise exist in the area which may affect your project (e.g., traffic, equipment, operation, other)?

Not Applicable.

- 2) What types and levels of noise are associated with the project on a short-term or a long-term basis (e.g., traffic, construction, operation, other)? Indicate what hours the noise would come from the site.

Not Applicable.

- 3) Proposed measures to reduce or control noise impacts:

Not Applicable.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?

The site is currently vacant and there is no specific use. The property to the south is a 400' railroad right-of-way with a rail line centered within the right-of-way. The eastern portion of the property is bisected by Steptoe Street, to the south is the 400' Amon Wasteway, and the North property will be bordered by future Rachel Road proposed with the Clearwater Creek Subdivision. A small portion on the east side of the site is bordered by existing residential homes.

- b. Has the site been used for agriculture? If so, please describe.

The applicant has no knowledge of agricultural use of the property.

- c. Describe any structures on the site.

There are no structures located on the site.

- d. Will any structures be demolished? If so, please describe.

No.

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

Agricultural (AG)

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

Low Density Residential (0-5 units per acre).

- g. What is the current shoreline master program designation of the site?

Not applicable.

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, please specify.

No areas on the site have been classified as an environmentally sensitive area.

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

Not Applicable.

- j. How many people would the completed project displace?

Not Applicable.

- k. Please list proposed measures to avoid or reduce displacement impacts:

Not applicable.

- l. List proposed measures to ensure the proposal is compatible with existing and projected land uses and plans:

The commercial portion of the site will provide a landscape buffer to provide physical and visual separation where it abuts the existing residential zone to the east. The remainder of the property boundary is bordered by arterial roadways, railroad and the Amon Wasteway.

9. Housing

Agency use only

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

Not Applicable.

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

Not Applicable.

- c. List proposed measures to reduce or control housing impacts:

Not Applicable.

10. Aesthetics

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

Not Applicable.

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

Not Applicable.

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

Not Applicable.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Not Applicable.

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

Not Applicable.

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

Not Applicable.

- d. Proposed measures to reduce or control light and glare impacts:

Not Applicable.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Claybell Community Park borders the north property line of the site and the Amon Creek borders the west portion of the site and both provide recreational opportunities. Although the site is private property, it also appears it has been used for pedestrians, dog walkers, and off-road vehicles.

- b. Would the project displace any existing recreational uses? If so, please describe.

Not Applicable.

- c. Proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant:

Not Applicable.

13. Historic and cultural preservation

- a. Are there any places or objects on or near the site which are listed or proposed for national, state, or local preservation registers. If so, please describe.

None known.

- b. Please describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None known.

- c. Proposed measures to reduce or control impacts:

Agency use only

Not applicable.

14. Transportation

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

Rachel Road borders the site to the north and Steptoe Street bisects the site, both are classified as arterials and can serve the site.

- b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The closest public transit stop appears to be approximately 1 mile east of the project site at the intersection of N. Center Parkway and W. Deschutes Avenue.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

Not Applicable.

- d. Will the proposal require new roads or streets, or improvements to existing roads or streets, not including driveways? If so, please describe and indicate whether it's public or private.

Not Applicable.

- e. Will the project use water, rail, or air transportation? If so, please describe.

Not Applicable.

- f. How many vehicular trips per day would be generated by the completed project? Indicate when peak traffic volumes would occur.

Not Applicable.

- g. Proposed measures to reduce or control transportation impacts:

Agency use only

Not Applicable.

15. Public services

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

Not Applicable.

- b. Proposed measures to reduce or control direct impacts on public services:

Not Applicable.

16. Utilities

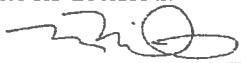
- a. Circle the utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on or near the site:

Not Applicable.

C. Signature

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

Signature:  _____

Date Submitted: 7-11-14

D. SEPA Supplemental sheet for non-project actions

Agency use only

Instructions:

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 of the proposal and the types of activities likely to result from this proposal. Please respond briefly and in general terms.

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

Not Applicable.

Proposed measures to avoid or reduce such increases are:

Not Applicable.

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

Not Applicable.

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

Not Applicable.

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

Not Applicable.

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

Not Applicable.

4. How would the proposal use or affect environmentally sensitive areas or those 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?

There are no known sensitive areas on the subject property.

Agency use only

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

No measures are necessary.

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

The site is not within a shoreline area.

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

No measures are proposed.

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

Not Applicable.

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

Not Applicable.

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

The proposal will not conflict with local, state, or federal laws or requirements for the protection of the environment.

EXHIBIT (7)

Clearwater Creek Traffic Impact Analysis

Richland, WA

June 6, 2014

Prepared by:



**J-U-B ENGINEERS, Inc.
2810 W. Clearwater Avenue, Suite 201
Kennewick, Washington 99336**

Clearwater Creek Traffic Impact Analysis

Richland, WA

June 6, 2014



Prepared by:
Spencer Montgomery
Vijay Kornala, PE, PTOE
Rick Door, PE



J-U-B ENGINEERS, Inc.
2810 W. Clearwater Avenue, Suite 201
Kennewick, Washington 99336

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Appendices

- Appendix A: Detailed Traffic Volumes
- Appendix B: Level of Service Worksheets
- Appendix C: Clearwater Creek Preliminary Plat

Introduction and Background

Hayden Homes has been working closely with the City of Richland in the development of a new subdivision in the southeastern portion of the City, west of Steptoe Street, south of Meadow Springs and north of the BNSF railroad tracks. The development is known as Clearwater Creek and is anticipated to consist of 320 single family residential lots, an elementary school site for the Kennewick School District, 3 commercial parcels totaling approximately 15.5 acres along the eastern boundary next to Steptoe Street, as well as open space surrounding the Amon Wasteway. A Vicinity Map is provided in Figure 1.

The City of Richland requested that a Traffic Impact Analysis be performed to determine the appropriate lanes at the intersection of Steptoe Street/Rachel Road/Center Parkway. Earlier traffic analysis for the design of Steptoe Street, which was completed between Gage Boulevard and Clearwater Avenue in 2013, concluded that dual northbound left turn lanes from Steptoe Street should be provided for westbound Rachel Road. The City also requested that this study determine an appropriate terminus for the second westbound lane and the lane configuration of Rachel Road from Steptoe Street west to Meadows Drive South.



NOT TO SCALE



PROJECT NUMBER: 14-024 - HAYDEN HOMES BEER FALLS TRAFFIC STUDY 14-024 TRAFFIC STUDY

LAST UPDATE: 5/28/2014
PLOT DATE: 5/28/2014
FILE: 30-14-024 TRAFFIC STUDY



VICINITY
MAP

FIGURE
1

HAYDEN HOMES
CLEARWATER CREEK
TRAFFIC IMPACT ANALYSIS

Existing Conditions

This section will describe the existing roadway network to serve the proposed Clearwater Creek Subdivision, and discuss existing traffic volumes and operations.

Roadway Characteristics

Three connections will be provided to the subdivision: to the east at Steptoe Street and to the north via Meadows Drive and Bellerive Ct. The City of Richland Transportation Plan identifies Rachel Road to be connected between Leslie Road and Steptoe Street, so Rachel Road extends to the western boundary.

Steptoe Street is a north south principal arterial roadway that connects to Clodfelter Road at Clearwater Avenue on the south and to Gage Boulevard, Columbia Park Trail and SR 240 to the north. In the vicinity of Clearwater Creek Steptoe Street is limited access with 4 travel lanes. It has a sidewalk on the west side and a separated pathway on the east side. The speed limit is 40 MPH. The intersection of Steptoe Street at Center Parkway is currently a "T" intersection with Center Parkway being stop controlled. The west leg has been constructed at 70' in width and stubbed to the adjacent parcel. The future intersection lane configuration is shown in Figure 2. Currently the west leg is barricaded with the southbound right turn, northbound left turn and westbound through movements not being used.

Bellerive Ct is a north-south arterial collector street that has no pavement markings but provides two travel lanes. It also has sidewalks on the west side. Bellerive Ct currently terminates at the southern end of Claybell Park. It provides a connection north to Broadmoor Street and Bellerive Drive. The speed limit is 25 MPH.

Meadows Drive South is a two lane north-south local street with no pavement markings. It has sidewalks on the both sides of the street and a speed limit is 25 MPH.

Center Parkway is a three lane collector street including a two-way left-turn lane. In the vicinity of Clearwater Creek it functions east-west however to the east it curves to head north. It has sidewalks on both sides of the street and a speed limit is 35 MPH.

Traffic Volumes

PM peak period turning movement counts were collected from 4:00 – 6:00 PM on April 15, 2014 at the intersection of Steptoe Street/Center Parkway. The peak hour occurred from 4:45 – 5:45 PM. The peak hour volumes are shown in Figure 2. Detailed traffic volumes are included in Appendix A.

Traffic Operations

The analysis of Level-of-Service (LOS) is a means of quantitatively describing the quality of operational conditions of a roadway segment or intersection and the perception by motorists. Service levels are identified by letter designation, A – F, with LOS "A" representing the best operating conditions and LOS "F" the worst. Each LOS represents a range of operating conditions. For intersections the average control delay in seconds per vehicle is typically used for the evaluation. While there are several methodologies for estimating the LOS of intersections, the most commonly used is presented in the Highway Capacity Manual and is the methodology used in this study (HCM 2010). The Highway Capacity Manual LOS criteria for intersections are summarized in Table 1.

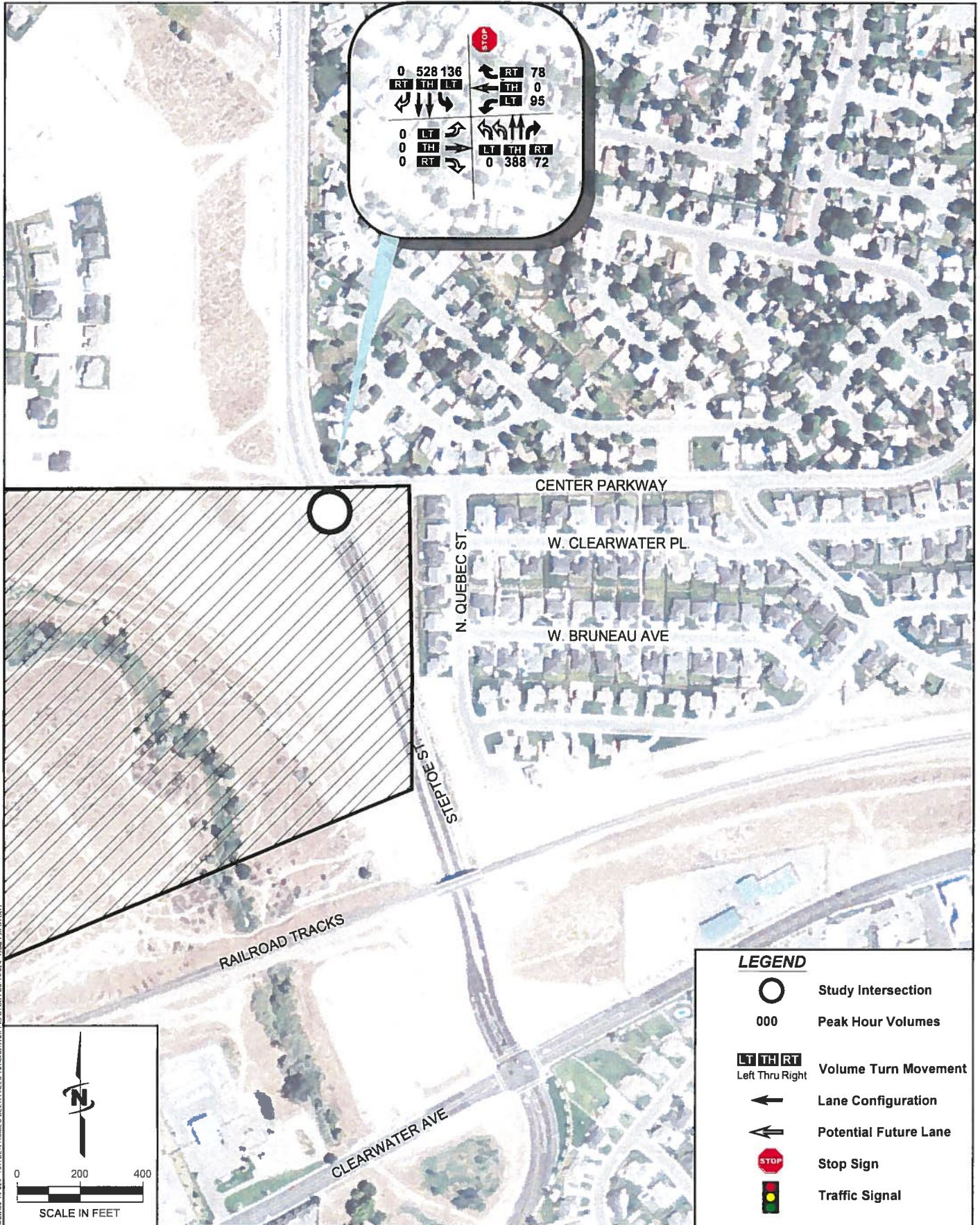


Table 1. Level of Service Criteria for Intersections

Level of Service (LOS)	Average Control Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	< =10	< =10
B	>10 - < 20	>10 - < 15
C	>20 - < 35	>15 - < 25
D	>35 - < 55	>25 - < 35
E	>55 - < 80	>35 - < 50
F	>80	>50

Source: *Highway Capacity Manual 2010*, Transportation Research Board, National Research Council, Washington, D.C., 2010.

For unsignalized intersections “delay” is based on the availability of gaps in the major street to allow minor street movements to occur. The methodology prioritizes each movement at an unsignalized intersection consistent with rules that govern right-of-way for drivers. In other words major street through and right turn traffic has absolute priority over all other movements. Major street left turns must yield to opposing through traffic and right turns. Minor street through traffic and right turns yield to major street higher priority movements, and the minor street left turns have the lowest priority and must yield to all other movements. As traffic volumes increase, the availability of gaps will decrease and greater delay tends to result in driver frustration and anxiety, loss of time, unnecessary fuel consumption, and contributes to unnecessary air pollution. The City of Richland has adopted the standard for Level of Service as LOS “D” for intersections, meaning the overall intersection LOS must be “D” or better.

Traffic volumes, and existing intersection geometry were evaluated to determine the delay and Level of Service at the study intersection. The results of the capacity analysis are shown in Table 2 below with LOS worksheet calculations included in Appendix B.

Table 2. Summary of Existing Delay and Level of Service

Intersection	Delay (sec)/Level of Service	
	Overall Intersection	Worst Movement
Step toe Street/Center Parkway	*	27.5/D--WB

LEGEND

* Uncontrolled movements (major street through) not provided for overall intersection analysis for Two-way stop-controlled intersections

27.5/D Delay in average seconds per vehicle/Level of Service

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

The existing conditions analysis indicates that overall delay and Level of Service (LOS) at the intersection of Step toe Street is acceptable with LOS “D” and average vehicle delay of 27.5 seconds for the stop controlled approach of Center Parkway.

2034 Build Conditions

This section will describe the Clearwater Creek subdivision, future traffic volumes and traffic operations with the proposed Clearwater Creek subdivision.

Proposed Development

The Clearwater Creek subdivision includes 320 single family residential lots, an elementary school site for the Kennewick School District, 3 commercial parcels totaling approximately 15.5 acres along the eastern boundary next to Steptoe Street, as well as 32 acres of open space surrounding the Amon Wasteway. The Preliminary Plat is included in Appendix C.

Roadway Network

For the purposes of this analysis, direction from the City of Richland staff, consistent with the City Transportation Plan, was to assume that Rachel Road would be extended westward through the development and connected to Leslie Road. It is understood that the alignment of this roadway is as yet undetermined and various alignments will be studied by the City. To retain flexibility in the future alignment of Rachel Road, the City has placed a condition of approval that Hayden Homes cooperates with the City in conducting an alignment study prior to the final plat for Phases 8, 10, 11, and 12.

It should also be noted that by the year 2034 significant development is anticipated in the region. The regional model assumes that much of the Southridge area will be built-out with one of the primary access points being Hildebrand Boulevard which will connect directly with Steptoe Street to the south of Clearwater Avenue.

The study intersection as currently constructed accommodates a future traffic signal with a westbound through lane, an exclusive southbound right turn lane and two northbound left turn lanes to access the west leg.

2034 Traffic Volumes

For this study a 20 year forecast of traffic volumes was needed in order to perform operational analysis at the intersection of Steptoe Street/Center Parkway/Rachel road such that appropriate design for the intersection could be completed. The methodology to prepare those forecasts is presented below.

As a tool in preparing the Regional Transportation Plan, the Benton Franklin Council of Governments (BFCOG) maintains a set of regional computerized transportation models. The model is developed using current traffic data and land uses in the region using Transportation Analysis Zones (TAZs) that are defined with various attributes describing the number and type of households and employees as well as other land uses within each zone. The model is calibrated using Federal Highway Administration procedures and methods. Once calibrated, changes in assumptions for future land uses and roadway networks can be made to determine the potential impacts of developments and/or roadway scenarios. Land use assumptions representing future conditions are developed to determine various impacts on the roadway network at a regional level. The future year model representing the year 2030 developed by BFCOG represents the best land use and roadway assumptions available at the time it was created.

In the case of the TAZ representing the geography that includes Clearwater Creek, the 2030 demographics used in the regional model do not fully represent the proposed development. The regional model did not include any commercial development. Residential land use assumptions included in the model give a close approximation to what currently exists plus the proposed development.

In order to adjust the 2030 volumes to include the proposed commercial development an estimate of the square footage was made by assuming 20% of the commercial acreage would be used for buildings, with the rest for parking, landscaping and other needs. With 15.5 acres of commercial proposed this would amount to just over 135,000 square feet of commercial development.

The Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition was used to determine the number of trips that might be expected to be associated with the commercial development. Since no specific proposed commercial has been identified, ITE land use 826 "Specialty Retail" was used, which indicates that the average weekday trips anticipated would be approximately 44.32 trips per 1,000 square feet, with 2.71 occurring during the PM peak hour (44% inbound and 56% outbound). This would result in approximately 6,000 average weekday trips, with 367 trips during the PM peak hour (162 inbound and 205 outbound).

Traffic volumes representing the year 2034 PM peak hour were prepared, as shown in Figure 3, adding the proposed commercial development to the 2030 model results and increasing those volumes by 2% per year to year 2034 to represent background growth. It should be noted that these volumes are somewhat lower than the 2028 volumes forecast as part of the Steptoe Street design effort. This is primarily attributable to the fact that the demographics assumed as part of the 2025 regional model were more than 500 single family units and 270 multi-family units higher in the area between Leslie Road and Steptoe Street and south of Gage Blvd. In other words, the density of development currently forecast for the TAZ is considerably less dense than was planned 10 years ago.

Traffic Operations

Traffic volumes developed for the study intersection were evaluated for anticipated delay and Level of Service assuming traffic signalization and three different scenarios for the northbound left turn:

- Single northbound left turn lane with protected permissive phasing.
- Single northbound left turn lane with protected only phasing.
- Dual northbound left turn lanes with protected only phasing.

This analysis was performed to identify the benefits of the second northbound left turn lane since the forecasts with the updated demographics are lower than the forecasts used for the design of Steptoe Street which identified the potential need for dual northbound left turns and also to determine where the second northbound left turn lane should be terminated.

The results of the analysis are summarized in Table 3, with worksheets included in Appendix B.

The analysis indicates that for all scenarios the intersection will provide overall good levels of service at LOS "B", with the worst approach being the westbound with LOS "D".

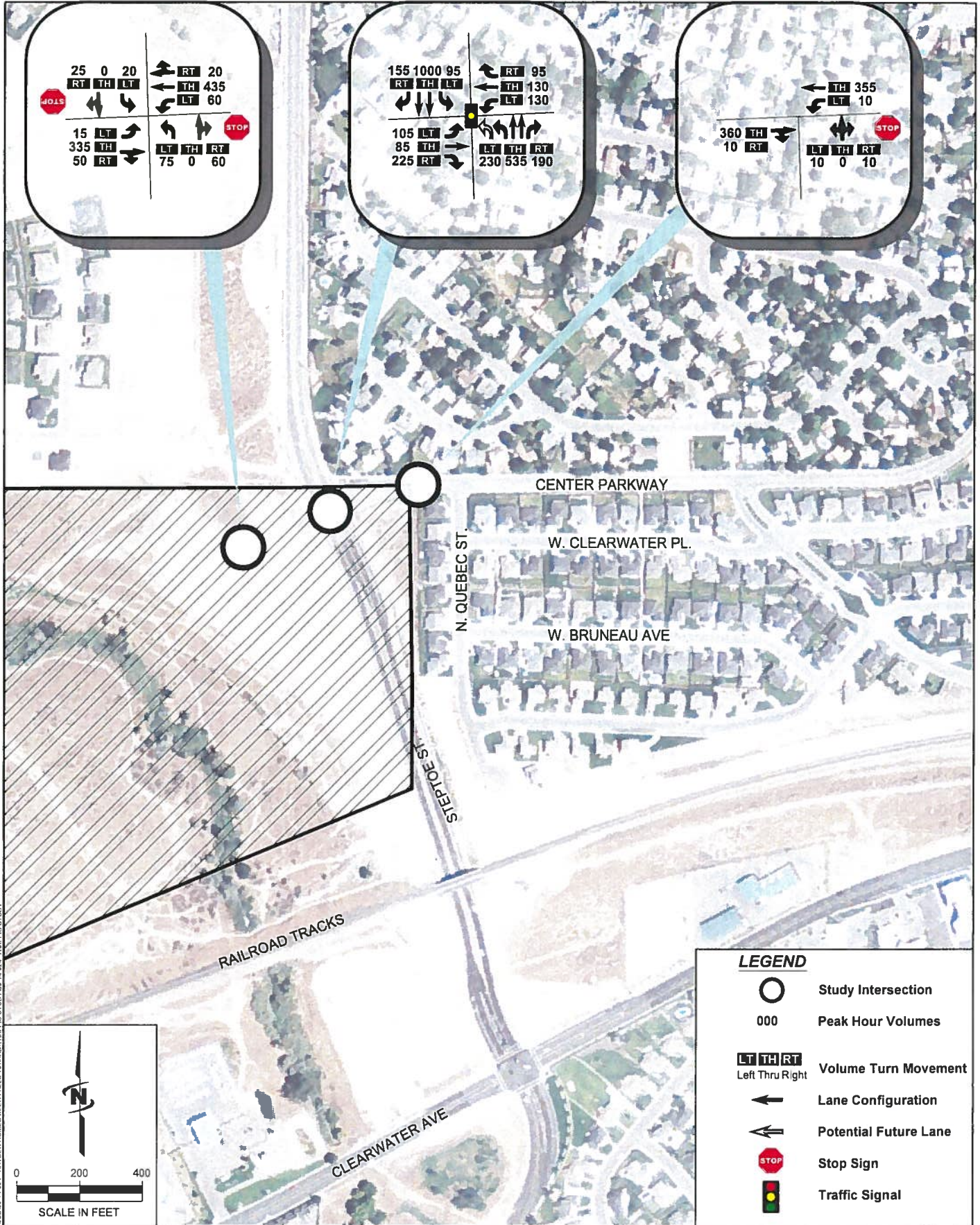


Table 3. Summary of 2034 Build Condition Delay and Level of Service

Scenario	Delay (sec)/Level of Service	
	Overall Intersection	Worst Movement
Steptoe St/Center Pkwy/Rachel R With single NBL lane turn, protected permissive phasing	14.9/B	38.5/D--WB
Steptoe St/Center Pkwy/Rachel R With single NBL turn lane, protected only phasing	18.9/B	41.9/D-WB
Steptoe St/Center Pkwy/Rachel R With dual NBL turn lanes, protected phasing only	17.7/B	38.2/D-WB

LEGEND

27.5/D Delay in average seconds per vehicle/Level of Service
NB = northbound, SB = southbound, WB = westbound, EB = eastbound

Both of the commercial driveways will function with level of service "B" with less than 15 seconds of average vehicle delay as stop controlled intersections under all scenarios. Queue lengths were also examined to ensure that queues on Rachel Road would not negatively impact traffic flow by backing up past the proposed driveways. The City of Richland has placed a condition of approval that the commercial driveways could not be placed within 300 feet of Steptoe Street. The eastbound queue lengths ranged from 119 – 125' thus the 300' setback from Steptoe Street will be adequate. The northbound left turn queue ranged from 52' to 173' for the two single left-turn lane scenarios, and the double left turn queue length is anticipated at approximately 94'. There is over 250' of storage space available.

All of the three scenarios with respect to serving the northbound left turn with one or two left turn lanes can achieve acceptable levels of service.

The results shown above are obtained by "optimizing" the traffic signal timing. Actual signal timing plans will be prepared based on future traffic volumes and adjusted regularly to serve traffic at the time. In fact some overall delay may increase in order to reduce the delay for minor street approaches. In reality, the traffic signal will likely be operated for many years with a single left turn lane and protected permissive phasing – a flashing yellow left turn arrow for the northbound left turn traffic. If traffic volumes grow and travelers take ill-advised chances to make the northbound left turn during inadequate gaps in traffic, thus causing accidents rates to climb, then the permissive portion of the phasing will be taken out of the signal operation and northbound left turning vehicles will only be allowed to proceed with a green left turn arrow. Based on this analysis and the traffic volumes forecasted it does not appear that the dual northbound left turn lanes are needed, thus it is recommended that only a single westbound departure lane be constructed on Rachel Road.

For safety and traffic operations purposes, it is recommended that a two-way left-turn lane be constructed between Steptoe Street and west of the commercial driveways on the north and south side of Rachel Road, and that these driveways be situated across from each other.

Summary and Recommendations

Hayden Homes has been working closely with the City of Richland in the development of a new subdivision in the southeastern portion of the City, west of Steptoe Street, south of Meadow Springs and north of the BNSF railroad tracks. The development is known as Clearwater Creek and is anticipated to consist of 320 single family residential lots, an elementary school site, 3 commercial parcels totaling approximately 15.5 acres, as well as 32 acres of open space surrounding the Amon Wasteway.

The City of Richland requested a Traffic Impact Analysis be conducted to determine the appropriate lanes at the intersection of Steptoe Street/Rachel Road/Center Parkway and the lane configuration of Rachel Road from Steptoe Street west to Meadows Drive South. Earlier traffic analysis for the design of Steptoe Street, which was completed between Gage Boulevard and Clearwater Avenue in 2013, concluded that dual northbound left turn lanes from Steptoe Street to Rachel Road should be provided.

Traffic volumes representing the year 2034 PM peak hour were prepared using the BFCOG regional model as a basis and adding the proposed commercial development since this development was not included in the model demographics. It should be noted that the resulting volumes are somewhat lower than the 2028 volumes forecast as part of the Steptoe Street design effort. This is primarily attributable to the fact that the demographics assumed as part of the 2025 regional model were more than 500 single family units and 270 multi-family units higher in the area around the proposed development.

Traffic volumes developed for the study intersection were evaluated for anticipated delay and Level of Service assuming traffic signalization and three different scenarios for the northbound left turn:

- Single northbound left turn lane with protected/permissive phasing.
- Single northbound left turn lane with protected only phasing.
- Dual northbound left turn lanes with protected only phasing.

This analysis was performed to identify the benefits of the second northbound left turn lane since the forecasts with the updated demographics are lower than the forecasts used for the design of Steptoe and to determine where the second northbound left turn lane should be terminated. The analysis indicates that for all scenarios the intersection will provide overall good levels of service at LOS "B", with the worst approach being the westbound with LOS "D".

Queue lengths were also examined to ensure that queues on Rachel Road would not negatively impact traffic flow by backing up past the proposed commercial driveways. The City of Richland has placed a condition of approval that the commercial driveways could not be placed within 300 feet of Steptoe Street. The eastbound queue lengths ranged from 119 – 125' thus the 300' setback from Steptoe Street will be adequate. The northbound left turn queue ranged from 52 to 173' for the two single left-turn lane scenarios, and the double left turn queue length is anticipated at approximately 94'. There is over 250' of storage space available. Based on this analysis and the traffic volumes forecasted it does not appear that the dual northbound left turn lanes are needed, thus it is recommended that only a single westbound departure lane be constructed on Rachel Road.

For safety and traffic operations purposes, it is recommended that a two-way left-turn lane be constructed between Steptoe Street and to west of the commercial driveways on the north and south side of Rachel Road, and that these driveways be situated across from each other.

Appendix A
Detailed Traffic Volumes

J-U-B ENGINEERS, Inc.

2810 W Clearwater Ave, Suite 201
Kennewick, WA 99336

File Name : Steptoe-CenterPkwy-PM

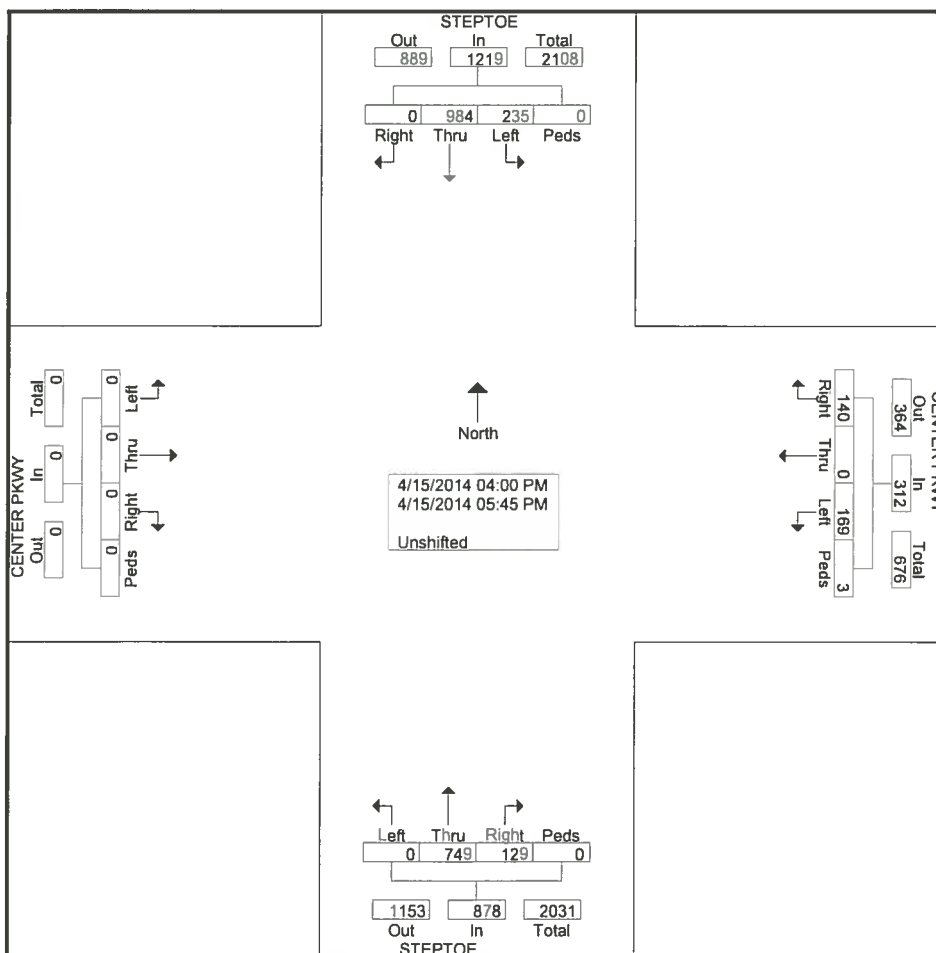
Site Code : 00000000

Start Date : 4/15/2014

Page No : 1

Groups Printed- Unshifted

Start Time	STEPTOE From North					CENTER PKWY From East					STEPTOE From South					CENTER PKWY From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	25	118	0	0	143	20	0	17	0	37	0	80	12	0	92	0	0	0	0	0	272
04:15 PM	25	116	0	0	141	14	0	12	0	26	0	79	12	0	91	0	0	0	0	0	258
04:30 PM	27	114	0	0	141	23	0	16	0	39	0	91	17	0	108	0	0	0	0	0	288
04:45 PM	34	115	0	0	149	23	0	18	0	41	0	94	14	0	108	0	0	0	0	0	298
Total	111	463	0	0	574	80	0	63	0	143	0	344	55	0	399	0	0	0	0	0	1116
05:00 PM	34	148	0	0	182	27	0	21	3	51	0	107	21	0	128	0	0	0	0	0	361
05:15 PM	42	127	0	0	169	24	0	21	0	45	0	107	22	0	129	0	0	0	0	0	343
05:30 PM	26	138	0	0	164	21	0	18	0	39	0	80	15	0	95	0	0	0	0	0	298
05:45 PM	22	108	0	0	130	17	0	17	0	34	0	111	16	0	127	0	0	0	0	0	291
Total	124	521	0	0	645	89	0	77	3	169	0	405	74	0	479	0	0	0	0	0	1293
Grand Total	235	984	0	0	1219	169	0	140	3	312	0	749	129	0	878	0	0	0	0	0	2409
Apprch %	19.3	80.7	0	0		54.2	0	44.9	1		0	85.3	14.7	0		0	0	0	0	0	
Total %	9.8	40.8	0	0	50.6	7	0	5.8	0.1	13	0	31.1	5.4	0	36.4	0	0	0	0	0	



J-U-B ENGINEERS, Inc.

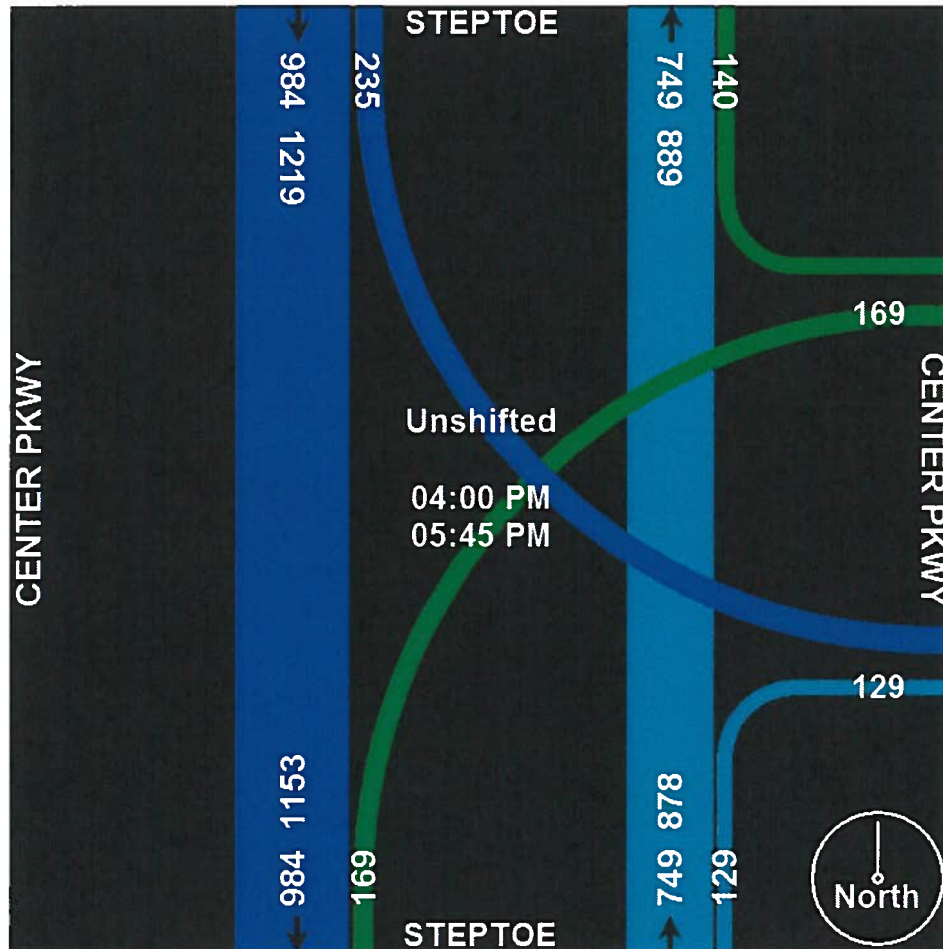
2810 W Clearwater Ave, Suite 201
Kennewick, WA 99336

File Name : Steptoe-CenterPkwy-PM

Site Code : 00000000

Start Date : 4/15/2014

Page No : 2

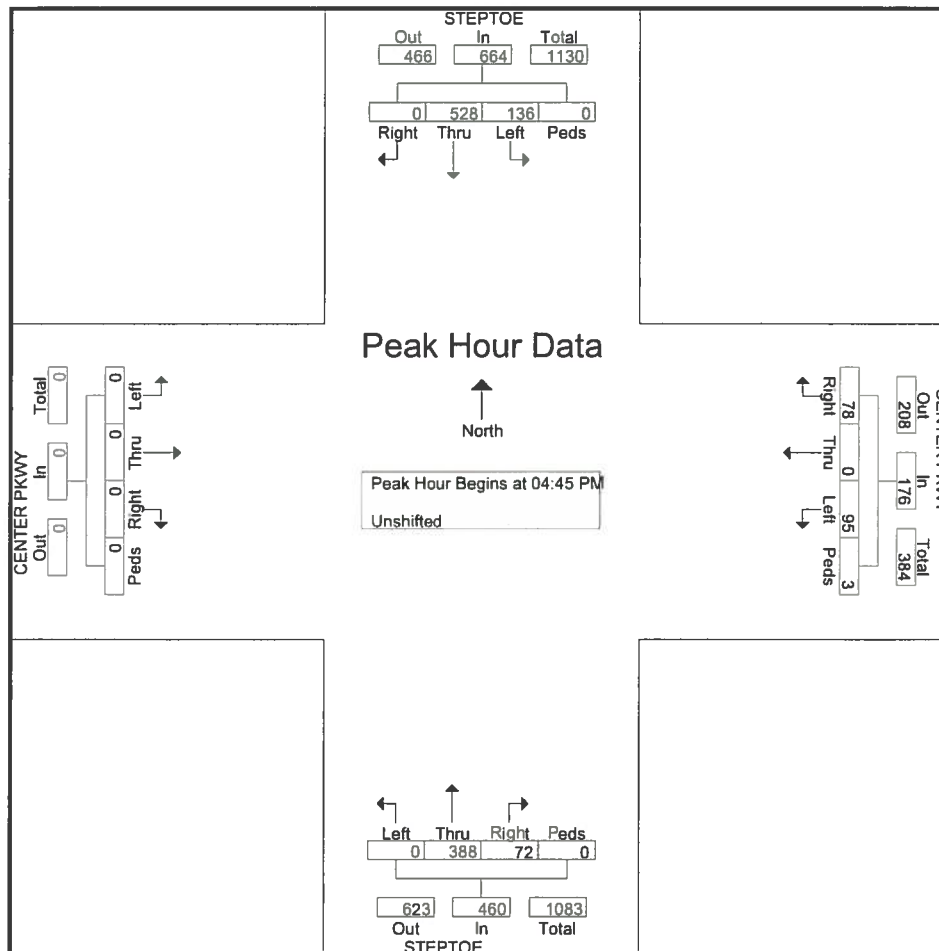


J-U-B ENGINEERS, Inc.

2810 W Clearwater Ave, Suite 201
Kennewick, WA 99336

File Name : Steptoe-CenterPkwy-PM
Site Code : 00000000
Start Date : 4/15/2014
Page No : 3

	STEPTOE From North					CENTER PKWY From East					STEPTOE From South					CENTER PKWY From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	34	115	0	0	149	23	0	18	0	41	0	94	14	0	108	0	0	0	0	0	298
05:00 PM	34	148	0	0	182	27	0	21	3	51	0	107	21	0	128	0	0	0	0	0	361
05:15 PM	42	127	0	0	169	24	0	21	0	45	0	107	22	0	129	0	0	0	0	0	343
05:30 PM	26	138	0	0	164	21	0	18	0	39	0	80	15	0	95	0	0	0	0	0	298
Total Volume	136	528	0	0	664	95	0	78	3	176	0	388	72	0	460	0	0	0	0	0	1300
% App. Total	20.5	79.5	0	0		54	0	44.3	1.7		0	84.3	15.7	0		0	0	0	0	0	
PHF	.810	.892	.000	.000	.912	.880	.000	.929	.250	.863	.000	.907	.818	.000	.891	.000	.000	.000	.000	.000	.900



























Appendix B

Level of Service Worksheets

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Montgomery			Intersection	Steptoe/Center Pkwy		
Agency/Co.	JUB Engineers			Jurisdiction	City of Kennewick		
Date Performed	4/18/2014			Analysis Year	2014		
Analysis Time Period	PM Peak Hour						
Project Description Clearwater Creek Traffic Study							
East/West Street: Center Parkway				North/South Street: Steptoe Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		388	72	136	528		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	431	80	151	586	0	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	1	1	2	0	
Configuration		T	R	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				95		78	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	105	0	86	
Percent Heavy Vehicles	2	0	0	2	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	L		R		
v (veh/h)		151	105		86		
C (m) (veh/h)		1050	198		829		
v/c		0.14	0.53		0.10		
95% queue length		0.50	2.74		0.35		
Control Delay (s/veh)		9.0	42.0		9.8		
LOS		A	E		A		
Approach Delay (s/veh)	--	--	27.5				
Approach LOS	--	--	D				

Lanes, Volumes, Timings
65: Steptoe St. & Rachel Road/Center Parkway

Clearwater Creek TIA
2034 Build_Prot-Per NB Left

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	85	225	130	130	95	230	535	190	95	1000	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			4%	
Storage Length (ft)	150		100	150		150	250		250	170		180
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1734	3468	1552
Flt Permitted	0.457			0.659			0.189			0.331		
Satd. Flow (perm)	851	1863	1583	1228	1863	1583	352	3539	1583	604	3468	1552
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			173			211			126
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		352			285			1891			5461	
Travel Time (s)		6.9			5.6			32.2			93.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	117	94	250	144	144	106	256	594	211	106	1111	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	94	250	144	144	106	256	594	211	106	1111	172
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	25.5	25.5	10.0	25.5	25.5	9.5	21.5	21.5	9.5	21.5	21.5
Total Split (s)	13.4	26.0	26.0	13.0	25.6	25.6	25.5	69.5	69.5	11.5	55.5	55.5

Lanes, Volumes, Timings
65: Steptoe St. & Rachel Road/Center Parkway

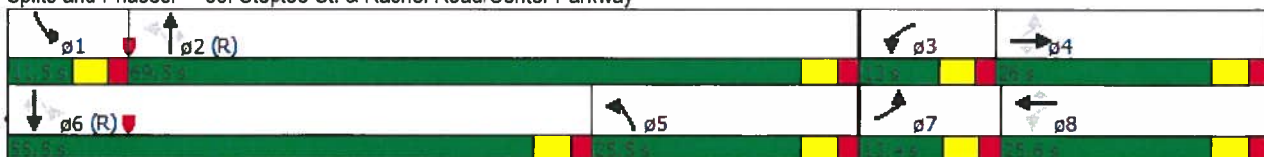
Clearwater Creek TIA
2034 Build_Prot-Per NB Left

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	11.2%	21.7%	21.7%	10.8%	21.3%	21.3%	21.3%	57.9%	57.9%	9.6%	46.3%	46.3%
Maximum Green (s)	7.9	20.5	20.5	7.5	20.1	20.1	20.0	64.0	64.0	6.0	50.0	50.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	24.8	15.9	15.9	24.0	15.5	15.5	68.6	68.6	68.6	56.6	56.6	56.6
Actuated g/C Ratio	0.21	0.13	0.13	0.20	0.13	0.13	0.57	0.57	0.57	0.47	0.47	0.47
v/c Ratio	0.48	0.38	0.59	0.51	0.60	0.30	0.57	0.29	0.21	0.29	0.68	0.22
Control Delay	43.2	51.0	11.4	44.2	59.2	2.5	11.8	3.9	1.0	10.0	13.0	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	51.0	11.4	44.2	59.2	2.5	11.8	3.9	1.0	10.0	13.0	2.0
LOS	D	D	B	D	E	A	B	A	A	B	B	A
Approach Delay		27.5			38.5			5.2			11.4	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	74	68	0	93	107	0	46	56	6	27	148	9
Queue Length 95th (ft)	120	115	72	144	167	4	m52	m62	m8	m27	m239	m9
Internal Link Dist (ft)		272			205			1811			5381	
Turn Bay Length (ft)	150		100	150		150	250		250	170		180
Base Capacity (vph)	243	333	488	283	327	420	449	2022	995	369	1636	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.28	0.51	0.51	0.44	0.25	0.57	0.29	0.21	0.29	0.68	0.22

Intersection Summary











Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 59 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 14.9
 Intersection LOS: B
 Intersection Capacity Utilization 68.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 65: Steptoe St. & Rachel Road/Center Parkway























HCM Unsignalized Intersection Capacity Analysis 35: Center Parkway

Clearwater Creek TIA
2034 Build_Prot-Per NB Left

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	360	10	10	355	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	400	11	11	394	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage (veh)	2			2		
Upstream signal (ft)	285					
pX, platoon unblocked			0.93		0.93	0.93
vC, conflicting volume			411		822	406
vC1, stage 1 conf vol					406	
vC2, stage 2 conf vol					417	
vCu, unblocked vol			329		771	323
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	98
cM capacity (veh/h)			1144		546	668
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	411	11	394	22		
Volume Left	0	11	0	11		
Volume Right	11	0	0	11		
cSH	1700	1144	1700	601		
Volume to Capacity	0.24	0.01	0.23	0.04		
Queue Length 95th (ft)	0	1	0	3		
Control Delay (s)	0.0	8.2	0.0	11.2		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		11.2		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			30.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 38: Rachel Road

























Clearwater Creek TIA
2034 Build_Prot-Per NB Left

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	335	50	60	435	20	75	0	60	25	0	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	372	56	67	483	22	83	0	67	28	0	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLT			TWLT							
Median storage (veh)		2			2							
Upstream signal (ft)					352							
pX, platoon unblocked												
vC, conflicting volume	506			428			831	1072	400	1100	1089	253
vC1, stage 1 conf vol							433	433		628	628	
vC2, stage 2 conf vol							397	639		472	461	
vCu, unblocked vol	506			428			831	1072	400	1100	1089	253
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			94			81	100	89	91	100	97
cM capacity (veh/h)	1055			1128			433	374	600	312	367	747
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2			
Volume Total	17	428	67	322	183	83	67	28	22			
Volume Left	17	0	67	0	0	83	0	28	0			
Volume Right	0	56	0	0	22	0	67	0	22			
cSH	1055	1700	1128	1700	1700	433	600	312	747			
Volume to Capacity	0.02	0.25	0.06	0.19	0.11	0.19	0.11	0.09	0.03			
Queue Length 95th (ft)	1	0	5	0	0	18	9	7	2			
Control Delay (s)	8.5	0.0	8.4	0.0	0.0	15.3	11.8	17.7	10.0			
Lane LOS	A		A			C	B	C	A			
Approach Delay (s)	0.3		1.0			13.7		14.2				
Approach LOS						B		B				
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			46.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings

65: Steptoe St. & Rachel Road/Center Parkway

6/2/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	85	225	130	130	95	230	535	190	95	1000	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			4%	
Storage Length (ft)	150		100	150		150	250		250	170		180
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1734	3468	1552
Flt Permitted	0.468			0.640			0.950			0.950		
Satd. Flow (perm)	872	1863	1583	1192	1863	1583	1770	3539	1583	1734	3468	1552
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			173			211			124
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		352			285			1891			5461	
Travel Time (s)		6.9			5.6			32.2			93.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	117	94	250	144	144	106	256	594	211	106	1111	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	94	250	144	144	106	256	594	211	106	1111	172
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	25.5	25.5	10.0	25.5	25.5	9.5	21.5	21.5	9.5	21.5	21.5
Total Split (s)	10.0	25.7	25.7	10.0	25.7	25.7	30.0	64.8	64.8	19.5	54.3	54.3

Lanes, Volumes, Timings

65: Steptoe St. & Rachel Road/Center Parkway

6/2/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	8.3%	21.4%	21.4%	8.3%	21.4%	21.4%	25.0%	54.0%	54.0%	16.3%	45.3%	45.3%
Maximum Green (s)	4.5	20.2	20.2	4.5	20.2	20.2	24.5	59.3	59.3	14.0	48.8	48.8
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	21.0	15.5	15.5	21.0	15.5	15.5	25.5	68.0	68.0	13.0	55.5	55.5
Actuated g/C Ratio	0.18	0.13	0.13	0.18	0.13	0.13	0.21	0.57	0.57	0.11	0.46	0.46
v/c Ratio	0.61	0.39	0.59	0.61	0.60	0.30	0.68	0.30	0.21	0.57	0.69	0.22
Control Delay	54.2	51.6	11.6	53.4	59.2	2.5	27.9	4.8	1.2	64.0	13.0	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	51.6	11.6	53.4	59.2	2.5	27.9	4.8	1.2	64.0	13.0	2.0
LOS	D	D	B	D	E	A	C	A	A	E	B	A
Approach Delay		30.6			41.9			9.6			15.5	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	77	68	0	96	107	0	137	57	6	80	151	9
Queue Length 95th (ft)	125	116	73	150	167	4	m173	m78	m8	m70	m222	m9
Internal Link Dist (ft)		272			205			1811			5381	
Turn Bay Length (ft)	150		100	150		150	250		250	170		180
Base Capacity (vph)	193	329	485	235	329	422	376	2005	988	219	1603	784
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.29	0.52	0.61	0.44	0.25	0.68	0.30	0.21	0.48	0.69	0.22

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 66 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 18.9

Intersection LOS: B

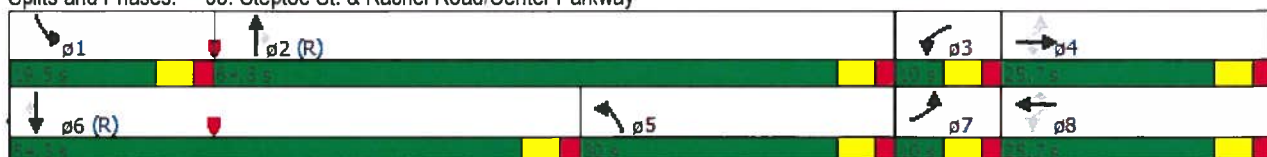
Intersection Capacity Utilization 68.0%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 65: Steptoe St. & Rachel Road/Center Parkway



RE

Page 4





















HCM Unsignalized Intersection Capacity Analysis 35: Center Parkway

6/2/2014

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↙	↗	↘	
Volume (veh/h)	360	10	10	355	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	400	11	11	394	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)	285					
pX, platoon unblocked			0.96		0.96	0.96
vC, conflicting volume			411		822	406
vC1, stage 1 conf vol					406	
vC2, stage 2 conf vol					417	
vCu, unblocked vol			362		792	356
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	98
cM capacity (veh/h)			1145		545	658
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	411	11	394	22		
Volume Left	0	11	0	11		
Volume Right	11	0	0	11		
cSH	1700	1145	1700	596		
Volume to Capacity	0.24	0.01	0.23	0.04		
Queue Length 95th (ft)	0	1	0	3		
Control Delay (s)	0.0	8.2	0.0	11.3		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		11.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			30.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 38: Rachel Road

























6/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	335	50	60	435	20	75	0	60	25	0	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	372	56	67	483	22	83	0	67	28	0	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)				352								
pX, platoon unblocked												
vC, conflicting volume	506			428			831	1072	400	1100	1089	253
vC1, stage 1 conf vol							433	433		628	628	
vC2, stage 2 conf vol							397	639		472	461	
vCu, unblocked vol	506			428			831	1072	400	1100	1089	253
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			94			81	100	89	91	100	97
cM capacity (veh/h)	1055			1128			433	374	600	312	367	747
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2			
Volume Total	17	428	67	322	183	83	67	28	22			
Volume Left	17	0	67	0	0	83	0	28	0			
Volume Right	0	56	0	0	22	0	67	0	22			
cSH	1055	1700	1128	1700	1700	433	600	312	747			
Volume to Capacity	0.02	0.25	0.06	0.19	0.11	0.19	0.11	0.09	0.03			
Queue Length 95th (ft)	1	0	5	0	0	18	9	7	2			
Control Delay (s)	8.5	0.0	8.4	0.0	0.0	15.3	11.8	17.7	10.0			
Lane LOS	A		A			C	B	C	A			
Approach Delay (s)	0.3		1.0			13.7		14.2				
Approach LOS						B		B				
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			46.4%	ICU Level of Service					A			
Analysis Period (min)			15									

Lanes, Volumes, Timings

65: Steptoe St. & Rachel Road/Center Parkway













6/2/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	85	225	130	130	95	230	535	190	95	1000	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			4%	
Storage Length (ft)	150		100	150		150	250		250	170		180
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	3433	3539	1583	1734	3468	1552
Flt Permitted	0.443			0.682			0.950			0.950		
Satd. Flow (perm)	825	1863	1583	1270	1863	1583	3433	3539	1583	1734	3468	1552
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			173			211			135
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		352			285			1891			5461	
Travel Time (s)		6.9			5.6			32.2			93.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	117	94	250	144	144	106	256	594	211	106	1111	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	94	250	144	144	106	256	594	211	106	1111	172
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	25.5	25.5	10.0	25.5	25.5	9.5	21.5	21.5	9.5	21.5	21.5
Total Split (s)	14.0	27.0	27.0	13.0	26.0	26.0	20.0	60.0	60.0	20.0	60.0	60.0

Lanes, Volumes, Timings

65: Steptoe St. & Rachel Road/Center Parkway

6/2/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	11.7%	22.5%	22.5%	10.8%	21.7%	21.7%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Maximum Green (s)	8.5	21.5	21.5	7.5	20.5	20.5	14.5	54.5	54.5	14.5	54.5	54.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	25.7	16.4	16.4	24.0	15.5	15.5	15.5	64.0	64.0	13.1	61.6	61.6
Actuated g/C Ratio	0.21	0.14	0.14	0.20	0.13	0.13	0.13	0.53	0.53	0.11	0.51	0.51
v/c Ratio	0.47	0.37	0.58	0.50	0.60	0.30	0.58	0.31	0.22	0.56	0.62	0.20
Control Delay	42.1	50.1	11.1	43.4	59.2	2.5	29.0	5.5	1.4	61.3	12.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	50.1	11.1	43.4	59.2	2.5	29.0	5.5	1.4	61.3	12.0	1.8
LOS	D	D	B	D	E	A	C	A	A	E	B	A
Approach Delay		26.9			38.2			10.4			14.5	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	74	67	0	92	107	0	80	64	6	77	139	8
Queue Length 95th (ft)	119	114	72	143	167	4	m94	m87	m8	m65	m241	m8
Internal Link Dist (ft)		272			205			1811			5381	
Turn Bay Length (ft)	150		100	150		150	250		250	170		180
Base Capacity (vph)	252	349	499	289	333	425	443	1887	942	226	1781	863
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.27	0.50	0.50	0.43	0.25	0.58	0.31	0.22	0.47	0.62	0.20

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 17.7

Intersection LOS: B

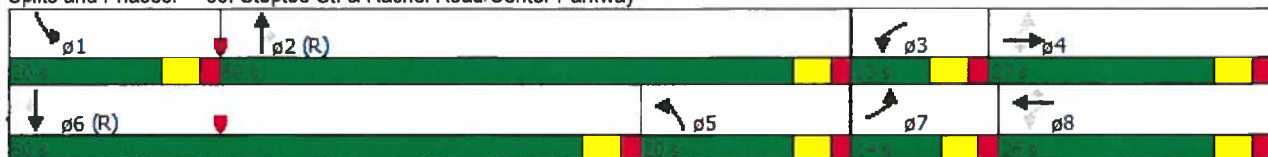
Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15











m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 65: Steptoe St. & Rachel Road/Center Parkway



HCM Unsignalized Intersection Capacity Analysis 35: Center Parkway

6/2/2014

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	360	10	10	355	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	400	11	11	394	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage (veh)	2			2		
Upstream signal (ft)	285					
pX, platoon unblocked			0.96		0.96	0.96
vC, conflicting volume			411		822	406
vC1, stage 1 conf vol					406	
vC2, stage 2 conf vol					417	
vCu, unblocked vol			362		792	357
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	98
cM capacity (veh/h)			1145		545	658
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	411	11	394	22		
Volume Left	0	11	0	11		
Volume Right	11	0	0	11		
cSH	1700	1145	1700	596		
Volume to Capacity	0.24	0.01	0.23	0.04		
Queue Length 95th (ft)	0	1	0	3		
Control Delay (s)	0.0	8.2	0.0	11.3		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		11.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			30.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 38: Rachel Road

6/2/2014





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	335	50	60	435	20	75	0	60	25	0	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	372	56	67	483	22	83	0	67	28	0	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)					352							
pX, platoon unblocked												
vC, conflicting volume	506			428			831	1072	400	1100	1089	253
vC1, stage 1 conf vol							433	433		628	628	
vC2, stage 2 conf vol							397	639		472	461	
vCu, unblocked vol	506			428			831	1072	400	1100	1089	253
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			94			81	100	89	91	100	97
cM capacity (veh/h)	1055			1128			433	374	600	312	367	747
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2			
Volume Total	17	428	67	322	183	83	67	28	22			
Volume Left	17	0	67	0	0	83	0	28	0			
Volume Right	0	56	0	0	22	0	67	0	22			
cSH	1055	1700	1128	1700	1700	433	600	312	747			
Volume to Capacity	0.02	0.25	0.06	0.19	0.11	0.19	0.11	0.09	0.03			
Queue Length 95th (ft)	1	0	5	0	0	18	9	7	2			
Control Delay (s)	8.5	0.0	8.4	0.0	0.0	15.3	11.8	17.7	10.0			
Lane LOS	A		A			C	B	C	A			
Approach Delay (s)	0.3		1.0			13.7		14.2				
Approach LOS						B		B				
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			46.4%			ICU Level of Service			A			
Analysis Period (min)			15									

EXHIBIT (8)

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal: Amendment to comprehensive plan to re-classify 12.2 acres from Low Density Residential to Commercial and a corresponding change in the zoning from Agricultural to C-1 Neighborhood Retail

Proponent: Hayden Homes

Location of Proposal: Adjacent to and west and east of Steptoe Street, south of Center Parkway.

Lead Agency City of Richland

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

- () There is no comment for the DNS.
- (X) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by September 22, 2014.
- () This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Rick Simon

Position/Title: Development Services Manager

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

Date: September 3, 2014

Signature _____



EXHIBIT (9)

INVENTORY OF C-1 & C-LB ZONED PROPERTIES IN SOUTH RICHLAND

C-1 Neighborhood Retail Zone

Address	Parcel ID	Business	Acres
110 Gage	1-25984000011000	Strip Mall	.96
140 Gage	1-25984000013000	Strip Mall	1.03
585 Gage	1-35981011612003	Walgreens	1.16
585 Gage	1-35981000001000	Walgreens	.27
590 Gage	1-26984000012000	Convenience Store/Gas Station	.38
600 612 Gage	1-26984012355002	Strip Mall	.61
690 Gage	1-26984012354001	Albertsons	3.77
690 Gage	1-26984012355001	Albertsons	2.21
694-98 Gage	1-26984012354002	Strip Mall	.7
705 Gage	1-35981012601003	Medical Office Building	1.25
723 Gage	1-35981012601005	Branch Bank	.56
731-43 Gage	1-35981012601004	Strip Mall	.69
81 -103 Keene	1-26984012301004	Ace Hardware & Strip Mall	3.24
112-120 Keene	1-26984012770001	Strip Mall	1.52
130-138 Keene	1-26984013334003	Strip Mall	.58
430 Keene	1-26982013402001	Vacant	4.59
454 Keene	1-26982000003004	Yoke's Fresh Market	5.86
460 Keene	1-26982013402002	Vacant	.89
480 Keene	1-26982013402003	Strip Mall (under construction)	.85
496 Keene	1-26982013420004	Dutch Brothers Coffee	.46
500 Keene	1-26982000003005	Vacant	4.15
1205 Brantingham	1-27981012482002	Keene Dental Clinic	2.61
1950 Keene	1-22983012966002	Queensgate Village	3.88
2100 Keene	1-22983012211002	Sherwin Williams	.81
2150-90 Keene	1-22983012211001	Strip Mall	1.00
2290 Keene	1-22983012302003	Vacant	2.07
3095 Keene	1-21981000003000	Dental Clinic	1.09
1811 Leslie	1-26984012355004	Gas Station	.63
1815-25 Leslie	1-26984012355003	Strip Mall	.63
3901 Leslie	1-11881000005004	Vacant	3.55
999 Queensgate	1-22983012302004	Chevron	1.29
1000 Queensgate	1-22983012211003	Vacant	2.0
1020 Queensgate	1-22983012211004	Vacant	1.0
1030 Queensgate	1-22982020003017	Vacant	1.39
1040 Queensgate	1-22982020003016	Vacant	1.09
2500 Jericho	1-21981000002012	Vacant	3.5
		Total Acreage	62.27

C-LB Limited Business Zone

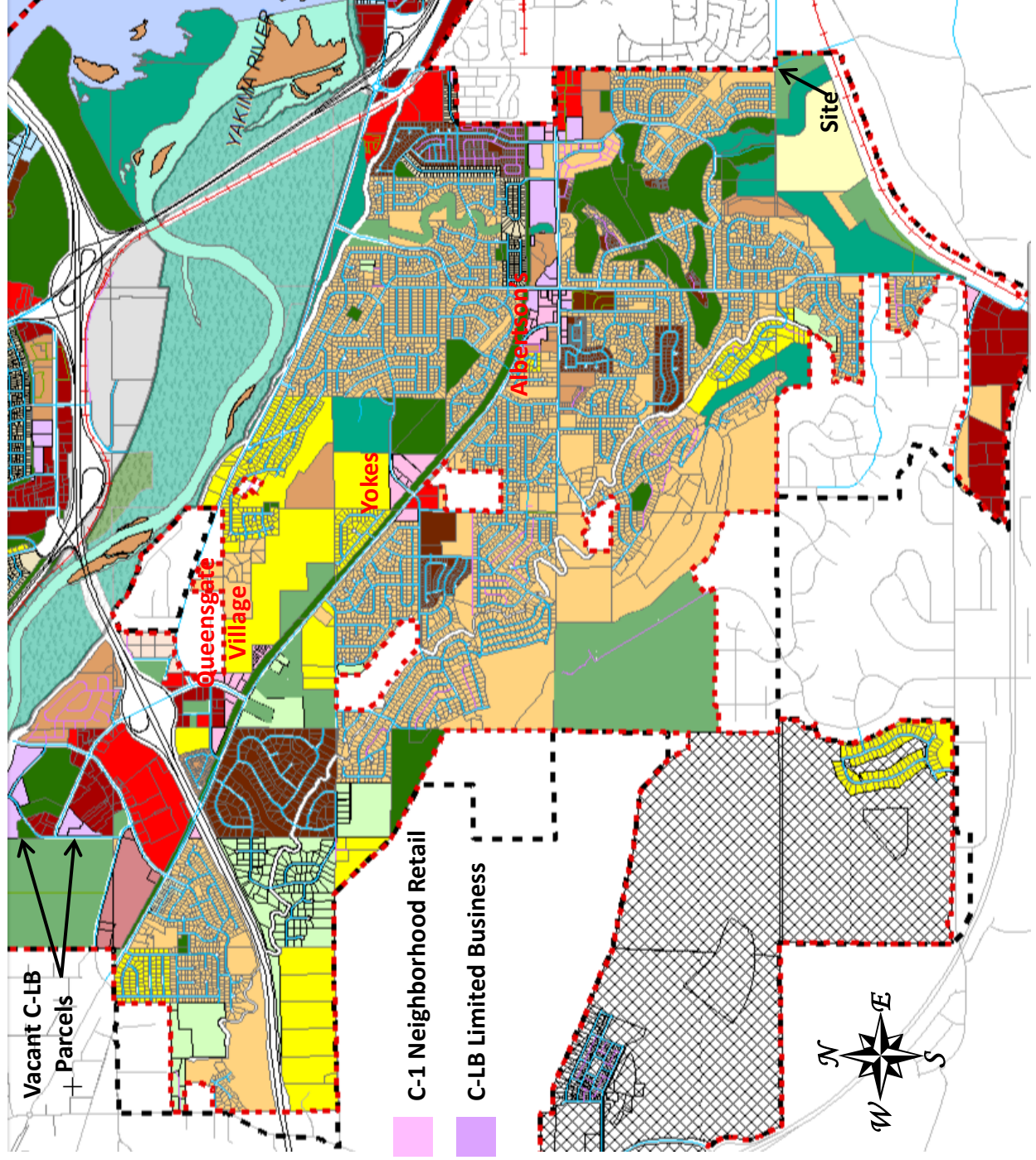
Address	Parcel ID	Business	Acres
139 Gage	1-36981020010008	Great American Bank	1.00
150 Gage	1-25984000005001	Col. Community Church	10.53
250 Gage	1-25983000006000	Village @ Meadow Springs	16.21
560 Gage	1-25983012597001	Kadlec Medical Offices	2.26
550 Gage	1-25983012597002	Kadlec Medical Offices	2.73
631 Gage	1-35981000003000	HAPO Credit Union	1.39
1800 Bellerive	1-25984000007000	Senior Housing	3.80
1950 Bellerive	1-36981020010006	Vintage @ Richland	5.17
1769 Leslie	1-26984012770003	Round Table Pizza	2.92
2761 Duportail	1-16984012593001	Vacant	2.00
2610 Duportail	1-16984000003001	Vacant	16.06
625 Truman Ave	1-16984000002004	Vacant	6.82
3003 Queensgate	1-16984013318001	Regency Apartments	7.96
		Total Acreage	78.85

Summary

Zone	Developed	Vacant	Total
C-1	38.04	24.23	62.27
C-LB	53.97	24.88	78.85
Totals	92.01	49.11	141.12

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EXHIBIT (10)



C-1 & C-LB ZONING IN SOUTH RICHLAND

EXHIBIT (11)

I. PUBLIC PARTICIPATION

The Growth Management Act requires the city to establish and broadly disseminate to the public a public participation program identifying procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the governing body.

Review: The City of Richland has an established public participation program to ensure early and continuous public participation in comprehensive plan amendments. The following outlines the program as it applies to this comprehensive plan amendment:

- (1) Communication programs and information services. The City of Richland informed the public about the proposed plan amendment by publishing notice of the amendment in the Tri-City Herald, by posting the site, by mailing notice to surrounding land owners and by posting notice on the City web page.
- (2) Broad dissemination of proposals and alternatives. The City of Richland distributed the proposed plan amendment in the following manner to ensure that information on the amendment was available prior to discussion at public hearings:
 - (a) Copy was available at the City library.
 - (b) Copies were available at the Planning and Development Services Division.
 - (c) A copy was posted on the City web page.
 - (d) Copies were available at the public hearing held by the Planning Commission.
- (3) Public meeting after effective notice. The City of Richland publicized public hearings in the following manner to ensure the broadest cross-section was made aware of the opportunity to become involved in the planning process:
 - (a) Public hearings before the Planning Commission and City Council were scheduled to allow for public comment.
 - (b) Public hearing notices were published in the Tri-City Herald at least 10 days before the scheduled date.
 - (c) Meeting summaries will be prepared and available to the public shortly after the public hearing through the Planning and Development Services Division.
 - (d) All public hearings will be cablecast on the City's cable channel.
- (4) Provision for open discussion. The City of Richland took the following actions to ensure that the public had an opportunity to actually take part and have their opinion heard:
 - (a) Agendas are written that clearly define the purpose of the hearing, the item to be considered, and actions that may take place.
 - (b) All public hearings will be scheduled during the weekday in the evenings to encourage the greatest number of people to attend.
 - (c) The chairman presiding over the hearing shall allow the public an opportunity to comment on the amendment.
 - (d) All hearings will be recorded for public access and review.
- (5) Opportunity for Written Comments. The City of Richland provided the public an opportunity to submit written comment any time during the comprehensive plan amendment review process. These written comments will be made part of the record to allow the governing body to consider them in their decision making process.

II. PLANNING GOALS

The Growth Management Act (GMA) requires the city to consider and be guided by the 13 goals established in RCW 36.70A.020 when adopting comprehensive plans and development regulations. Staff carefully considered and weighed each goal in the light of the relevant information to achieve its desired goal. The following outlines staffs review process to ensure that the 13 goals were properly considered in guiding the city in its final recommendation.

GOAL 1: URBAN GROWTH. *City should encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

Review. The property is located within the City's existing Urban Growth Area as set forth by the Benton County comprehensive plan. The City's comprehensive plan includes provisions for the extension of utilities and services to lands located within the Urban Growth Area and specifically to this site. Water mains have already been installed along Steptoe Street, adjacent to this site and Steptoe Street, a fully developed arterial street has been improved across the site. The proposed amendment is consistent with this GMA goal.

GOAL 2: REDUCE SPRAWL. *City should try to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*

Review. The proposed amendment would transfer 12 acres of land designated for residential use to commercial use. The proposed amendment would not impact this GMA goal.

GOAL 3: TRANSPORTATION: *City should encourage efficient multimodal transportation systems that are based on regional priorities and coordinate with county and city comprehensive plans.*

Review. The City of Richland's comprehensive plan policies state that the city will coordinate planning and operation of transportation facilities with programs to optimize multimodal transportation systems. Richland worked with the City of Kennewick to construct Steptoe Street, a collector road that is designated as an important travel corridor under both cities plans, demonstrating that the cities are coordinating with each other for the implementation of their comprehensive plans. The proposed amendment would not impact this GMA goal.

GOAL 4: HOUSING: *City should encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

Review. The proposed amendment would change the designation on 12 acres from low density residential to commercial and in so doing will slightly decrease the amount of land within the city that is available for residential development. The plan designates a total of 6,727 acres for low density, medium density and high density residential development. The proposed change would decrease the total land base of residential land by less than 2 tenths of one percent, and so would have an insignificant impact on the City's housing goal.

GOAL 5: ECONOMIC DEVELOPMENT. *City should encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, and public services, and public facilities.*

Review. The proposed plan amendment would increase the City's commercial land base by 12 acre and would result in a 1.1% increase in the City's commercial land base. Future commercial development of this site would provide additional job opportunities for City residents. The proposed amendment would have a slight, positive benefit to this GMA goal.

GOAL 6. PROPERTY RIGHTS. *City should consider that private property should not be taken for public use without just compensations having been made. The property rights of landowners shall be protected from arbitrary and discriminatory action.*

Review. The City's existing plan includes policies concerning the protection of private property rights. The proposed amendment would not impact this GMA goal.

GOAL 7: PERMITS. *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*

Review. The City will strive to complete the amendment process in a timely and fair manner.

GOAL 8: NATURAL RESOURCE INDUSTRIES. *City should maintain and enhance natural resources-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*

Review. The proposed amendment does not involve any designated natural resource lands and so does not impact the goal of conserving and enhancing natural resource industries.

GOAL 9: OPEN SPACE. *City should encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands, and water, and develop parks.*

Review. The amendment does not involve open space lands and so does not impact the goal of encouraging open space.

GOAL 10: ENVIRONMENT. *City should protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*

Review. The development of the property for either residential or commercial uses would have equivalent impacts to the natural environment. The development of the site for commercial

purposes could have different and perhaps greater impacts to the built environment than if the site were developed with residential uses. The specific nature of environmental impacts and the mitigation measures required to address those impacts would be evaluated at the time that specific development proposals for the site are brought forward. The City's development regulations are adequate to identify and mitigate these potential areas of impact and would ensure that the intent of this GMA goal is met.

GOAL 11: CITIZENS PARTICIPATION AND COORDINATION. City should encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Review. The City of Richland has an established public participation program to ensure early and continuous public participation in comprehensive plan amendments. The outline of that plan can be found in Section I: Public Participation. The review of this proposed amendment followed this public participation plan.

GOAL 12: PUBLIC FACILITIES & SERVICES. City should ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Review. The proposed amendment would result in different impacts on the City's public services and facilities. These differing impacts would be identified at the time that specific development proposals are brought forward and reviewed for compliance with City development standards and regulations. The City's development regulations are adequate to ensure that the intent of this GMA goal is met.

GOAL 13: HISTORIC PRESERVATION. City should identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Review. There are no known historical buildings or sites of historical or archaeological significance known to exist within or near the subject site.

III. CONCLUSION

The proposed plan amendment would reclassify approximately 12 acres of Low Density Residential land to Commercial land. This amendment is consistent with the goals of the Growth Management Act.

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EXHIBIT (12)

Simon, Rick

From: Russell Kelley <ra_kelley@yahoo.com>
Sent: Thursday, September 11, 2014 11:15 AM
To: Simon, Rick
Subject: Notice of Application

We received the Notice of Application for Hayden Homes request for a change of 12.2 Acres adjacent to Steptoe and South of Central Parkway. Since the notice states "South of Central Parkway," and since Rachael Road does not yet exist, I'm assuming that this property is on 12.2 acres on the west side of Steptoe.

We live at 215 N. Quebec St in Kennewick. From the maps I can find, my back yard seems to buttress against the small triangular piece of land on the east side of Steptoe, which may be in Richland.

My questions are:

- 1) What kind of commercial property does Hayden Homes want to build; and
- 2) Is the piece of property behind my property included in this zoning proposal?

Thank you,
Russell and Joy Kelley

Simon, Rick

From: Montreuil, Rebecca <RMONTREU@Bechtel.com>
Sent: Tuesday, September 16, 2014 7:26 AM
To: Simon, Rick
Subject: File No Z2014-103 and EA15-2014

2664 Tiger Lane, Montreuil votes **NO** against using land designated for Low Density Residential to Commercial on 12.2 acres located adjacent to Steptoe Street and south of Center Parkway.

This request should have been included in Hayden Homes original request. It appears to be a manipulative move on their part to have a second request.

It would be in Richland's best interest to reverse their original decision and keep the land as a reserve to maintain the diverse life style offered by the Tri-Cities.

The Home Buyers in the Meadow Springs Heights neighborhood paid a premium for the land due to its location, and with this change the home prices will plummet, and the neighborhood of people nearing or in the retirement age group cannot afford this change. Many built custom homes and will not be able to resale and relocate because of the proximity of commercial development.

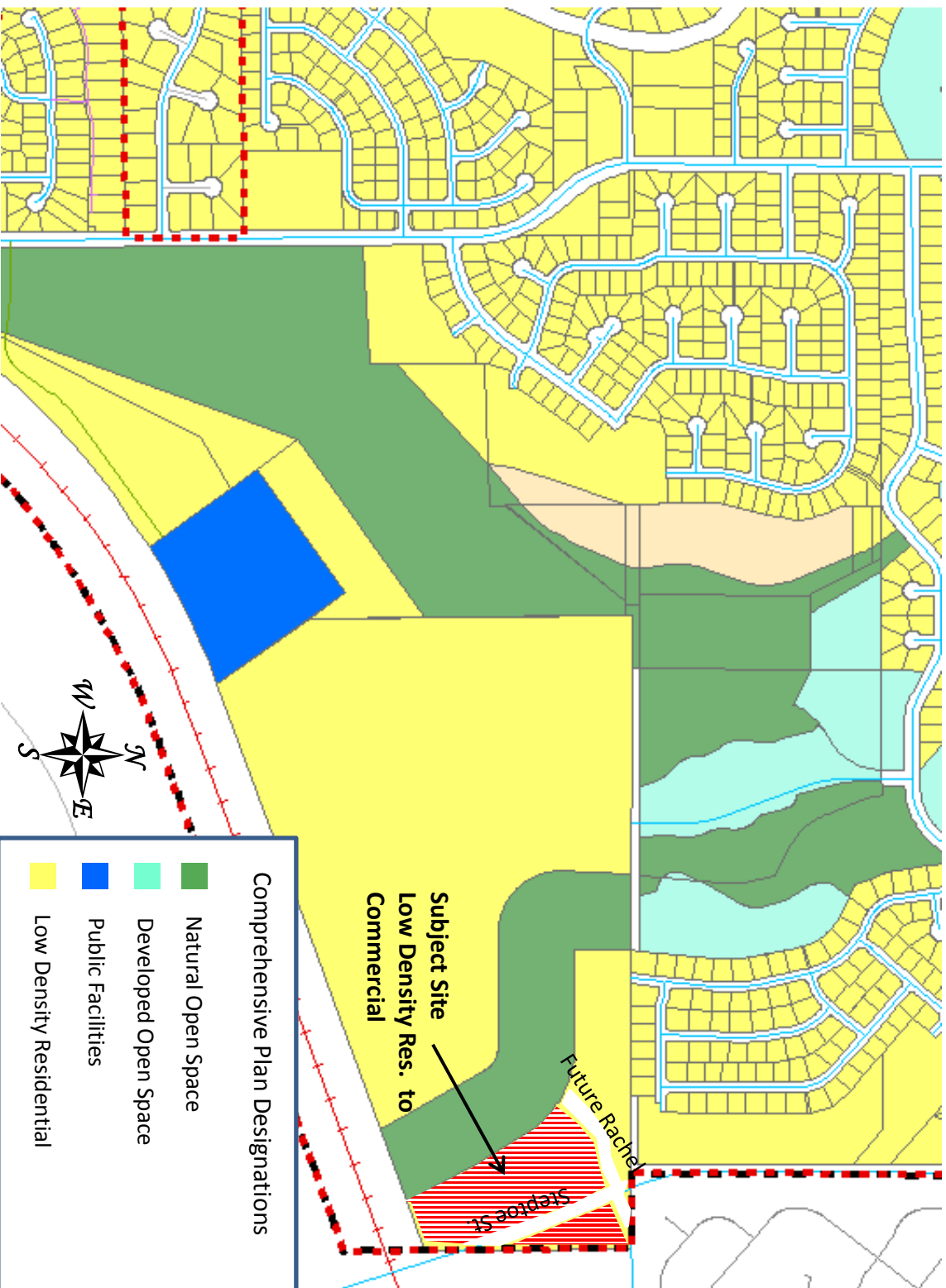
In addition to the loss of funds associated with Home values, the noise, lighting, traffic, etc. associated with commercial development will be a constant disruption to the quiet neighborhood we chose to live in at a premium price.

Thank you,

Rebecca Montreuil

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EXHIBIT (13)



Z2014-103 – LAND USE MAP



STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: Z2014-104

PREPARED BY: AARON LAMBERT
MEETING DATE: SEPTEMBER 24, 2014

GENERAL INFORMATION:

APPLICANT: DEPARTMENT OF ENERGY, PACIFIC NORTHWEST SITE
OFFICE, PACIFIC NORTHWEST NATIONAL
LABORATORY (PNNL)

REQUEST: AMENDMENT TO THE COMPREHENSIVE PLAN TO
RECLASSIFY 155 ACRES FROM COMMERCIAL AND
LOW DENSITY RESIDENTIAL TO NATURAL OPEN
SPACE AND BUSINESS RESEARCH PARK.

LOCATION: NORTH RICHLAND URBAN GROWTH AREA NORTH OF
HORN RAPIDS ROAD AND EAST OF GEORGE
WASHINGTON WAY.

REASON FOR REQUEST:

The Applicant has requested a change to the subject area land use designation to align the City's Comprehensive Plan with the PNNL Campus Master Plan and future development plans.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the proposed amendments to the land use and map included in the comprehensive plan (Z2014-104) and submits that:

1. In 2005, the City of Richland amended its comprehensive plan to designate the subject properties as suitable for low density residential and commercial development in compliance with the Growth Management Act. These designations were established partly as an effort to encourage the Department of Energy (DOE) to remediate the Hanford 300 Area to a level that would be considered safe for re-use as residential, commercial and park space based on the prior use. In 1999 the DOE was issued a Record of Decision (ROD) that acknowledged the Environmental Impact Statement (EIS) that established the Hanford Comprehensive Land Use Plan (CLUP). The CLUP slated this area for industrial use and made no consideration of the City's goals. In 2005, the CLUP was revisited as

required by the ROD under a Supplement Analysis (SA). Concurrent with the SA process the City developed a report titled, (Preliminary Assessment of Redevelopment Potential for the Hanford 300 Area, 2005). The report supported the established comprehensive land use designations and was again meant to encourage a higher level of cleanup by the DOE. The SA maintained the industrial designation found in the LCUP.

The current clean-up levels will not support the uses designated by the City's Comprehensive Plan Map. Further, areas that were not utilized as a part of the 300 Area operations are natural in state and contain ecological and culturally sensitive resources according to Federal Government rules and regulations;

2. The site is under the ownership of the Federal Government and therefore the likelihood of residential development occurring on the subject area is extremely low. This is due to the historic use of the "300 Area" found to the north as well as the future development plans found in the PNNL Campus Master Plan, see exhibit 6, campus plan excerpts;
3. Adjacent properties to the west and north are designated for Industrial, Business Research Park, Developed Open Space and Natural Open Space land uses. Business Research Park land uses have been developed to the south and west of the subject area by the Applicant;
4. The application contained a map and noted the requested portions of the area be changed to "Open Natural Area". This is equivalent to the Natural Open Space designation found in the comprehensive plan. The project description in the SEPA checklist noted the requested change to Natural Open Space. The land that comprises the Natural Open Space request are classified as a preservation area by the Applicant due to the sensitive cultural resources documented and the ecological function it provides, reference the answer to question 11 found in the SEPA checklist, see exhibit 7;
5. The development of future commercial uses is not likely in this area given the Federal ownership. As noted in the request, the Applicant is working to align the City's comprehensive plan designations with the mission of PNNL and the adopted master plan. The requested designations of Business Research Park and Natural Open Space would accomplish this;
6. Based upon the above findings and conclusions, the adoption of the proposed amendment to the land use map of the comprehensive plan to designate the use of 95.56 acres to Natural Open Space and 59.33 acres as Business Research Park is in the best interest of the City of Richland.

RECOMMENDATION

Staff recommends that the Planning Commission concur with the findings and conclusions set forth in Staff Report (Z2014-104) and recommend to the City Council adoption of the proposed amendments to the Land Use Map of the City's Comprehensive Plan.

EXHIBITS

1. Supplemental Information
2. Application
3. Vicinity Map
4. Aerial Photo
5. Map – Comp Plan Changes by Acreage/Area
6. PNNL Campus Master Plan Excerpts, Figures 1-1 and 4-3
7. SEPA Documents
8. Public Notice
9. GMA Goals Analysis
10. Comprehensive Plan & Zoning Map

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EXHIBIT (1)

SUPPLEMENTAL INFORMATION

BACKGROUND

This subject area is completely within the urban growth boundary and not in the incorporated City limits. It is technically south of the Hanford site proper, south of the Hanford 300 area and managed by the Department of Energy, Pacific Northwest Site Office, Pacific Northwest National Laboratory.

The request is applicable to the land use designations of Commercial and Low Density Residential found north of Horn Rapids Road and east of George Washington Way, see exhibit 8 and the map contained in the application, exhibit 2.

SITE DATA

Size: Approximately 155 acres and affecting 3 parcels.

Current Use: The land is undeveloped with a few roads that cross it, see aerial photo, exhibit 4. It is unknown what utilities if any are present. The roads were likely used to access operations in the southern portion of the 300 Area. A heavy haul road crosses the site and is used on an infrequent basis to move large materials from a boat ramp into the Hanford Site. Per the SEPA checklist there are no toxic or hazardous chemicals on the site.

Property Status: The site, while located within the City's Urban Growth Area (UGA) is located outside of City limits. The City is responsible for developing a comprehensive plan for its UGA, but actual zoning and development of this site would be subject to Federal regulations. No annexation applications for any portion of the subject area are pending.

SURROUNDING LAND USES

North: Undeveloped land and the Hanford 300 Area.

South: Property immediately south of the site developed with research buildings.

East: East of the site lies the Columbia River.

West: Property west of the site is developed with research buildings in the SW portion and undeveloped for the remaining bulk of the site to the northern boundary.

COMPREHENSIVE PLAN DESIGNATION ACREAGE CALCULATIONS

See map exhibit 5, identifying the designations requested to be changed by location and acreage.

2014 PNNL Comp Plan Amendment - Z2014-104

Current Designation	Acreage	Requested Designation
Low Density Residential	14.76	Business Research Park
	67.73	Natural Open Space
Total	82.49	
Commercial	44.57	Business Research Park
	27.83	Natural Open Space
Total	72.4	
Resulting Acreage	59.33	Business Research Park
	95.56	Natural Open Space
	154.89	

EXISTING COMPREHENSIVE PLAN DESIGNATION(S)

The site has two designations, Low Density Residential (LDR) and Commercial (C). The Comprehensive Plan describes low density residential as: “*single family residential uses with an average density of 3.5 dwelling units per acre.*”

Commercial is described as:

‘The commercial land use category includes a variety of retail, wholesale, and office uses. Within this category are professional business offices, hotels, motels, and related uses. It also includes a variety of retail and service uses oriented to serving residential neighborhoods, such as grocery stores, hardware supply, and garden supply. Other commercial uses include automobile-related uses, and uses that normally require outdoor storage and display of goods. In transitional areas between more intensive commercial uses and lower density residential uses, high-density residential development may also be located within the Commercial designated areas.’

PROPOSED COMPREHENSIVE PLAN DESIGNATION(S)

The proposed comprehensive plan designation of Business Research Park (BRP) is described as follows:

“The Business/Research Park designation provides for a variety of office and research and development facilities in a planned business park setting. Permitted uses include science-related research and development and testing facilities; administrative offices for those uses; and other general office uses.”

The proposed comprehensive plan designation of Natural Open Space (OSN) is described as follows:

“The Natural Open Space category includes lands intended to remain as long-term undeveloped open space with limited public access. This category primarily includes lands associated with the Yakima River floodplain and islands in the Columbia River.”

It is acknowledged that the request represents a loss in land available for future residential commercial and residential development. However, the underlying Federal land ownership and the sovereignty of the Federal government supersedes regulation by local government. The City has little legal influence in this portion of the urban growth area. The PNNL Campus Master Plan was developed following requirements of the Federal government. Aligning the Comprehensive Plan Map with the Applicants request and planning efforts represents sound planning principles.

APPLICABILITY TO THE COMPREHENSIVE PLAN GOALS AND POLICIES

Land Use Goal #9 contained in the plan relates to the relationship between the City and the Federal and State government, it states:

The City will follow controlling law and constitutional requirements both state and federal, to ensure the appropriate protection of private property rights.

Policy 1 – *The City will continue to monitor evolving state and federal statutory amendments and judicial precedent so that it can timely make such corrective amendments or changes as may be necessary in the process of implementing its comprehensive plan policies and development regulations.*

Policy 2 – *The City will strive to adopt comprehensive plan amendments and development regulations using a fair and open hearing process, with adequate public notice and opportunities to participate to ensure the protection of all to due process rights.*

Policy 3 - The City will strive for the timely, fair and predictable processing and review of land use permit applications in conformance with applicable federal and state legal and regulatory requirements.

ANALYSIS

The proposed change in the designation of this land is justified, by the ownership of the property, the physical characteristics of the area and adjacent lands and by the need for the Applicant to align their long range planning with the City's.

RECOMMENDATION

Staff recommends approval of the proposed changes to the Land Use Plan Map to designate 95.56 acres as Natural Open Space and 59.33 acres as Business Research Park.

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EXHIBIT (2)



PETITION TO AMEND COMPREHENSIVE PLAN
(Including City Staff Comprehensive Plan Amendment Checklist)

Applicant or Sponsor PNNL			
Address 902 Battelle Blvd. / PO Box 999		City Richland	State WA Zip 99352
Phone Number (509) 948-7705	Fax Number —	Other/E-Mail Address jim.bixler@pnnl.gov	
Engineer/Architect Information (if applicable)			
Engineer/Architect — N/A —		Registration/License Number	
Address — N/A —		City	State Zip
Phone Number	Fax Number	Other/E-Mail Address	

Proposed Plan Amendment: Please indicate type of amendment and its location within the Comprehensive Plan:

- ☒ Text Amendment: Element _____ Section _____ Subsections _____
- ☐ Map Amendment: Element _____ Map Number _____

Describe your Proposed Amendment (provide suggested new language): use additional sheets as necessary.

Propose changes in land use designations for City UGA land that is owned by DOE as described on the 7-14-14 email/attachments.

Describe why the amendment should be made and why it is in the public interest (e.g., correcting an error, improving consistency, addressing a need that is currently lacking, etc.)

Proposed changes are appropriate in that they reflect the appropriate planned/required use of these DOE owned lands.

Describe how the current language or map designation affects you or your property.

Proposed changes are required in order to reflect appropriate campus master planning of DOE Pao and its contractor PNNL.

Attachment to Petition

7-14-14

Notes by Jim Bixler,
PWNL, (509) 948-7705

BIA RIVER

WOODED IS.

Hanford Site

DOE Hanford Site 300 Area

DOE's Hanford Site and PWNL Site boundary

Preservation Designated Area - see attached

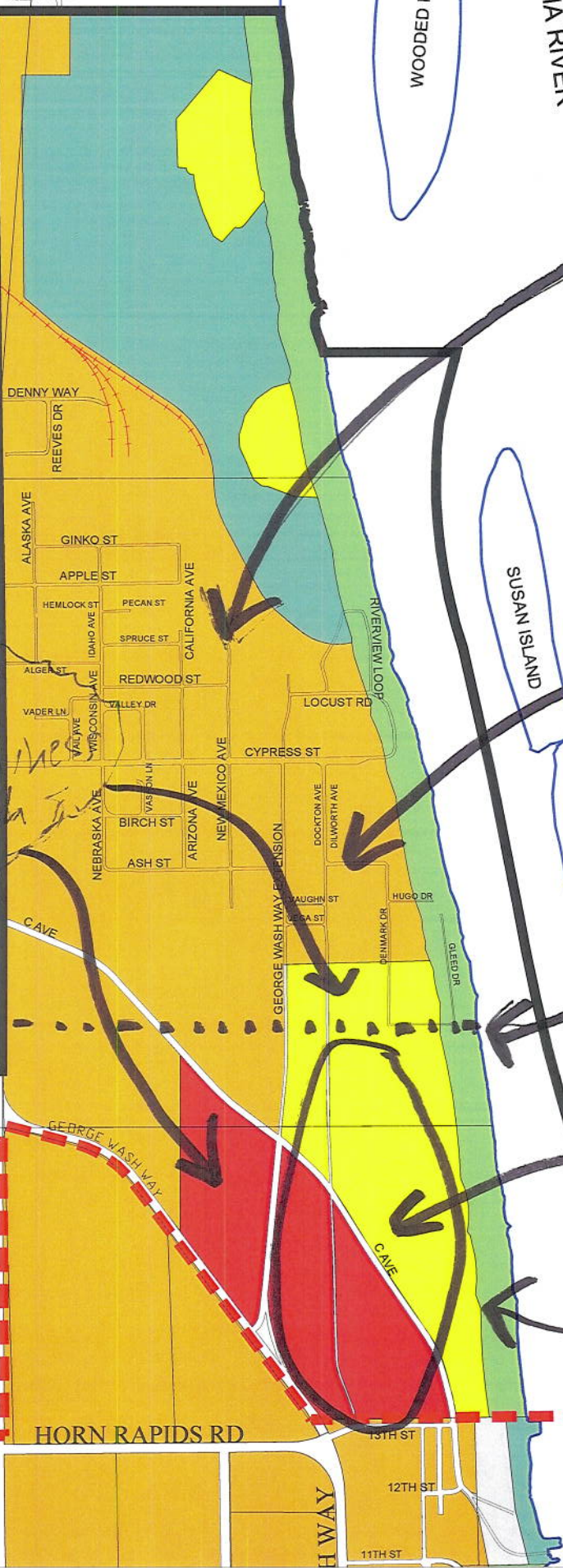
PWNL Site

FLOW

SUSAN ISLAND

BARB ISLAND

should Be Built Research Park

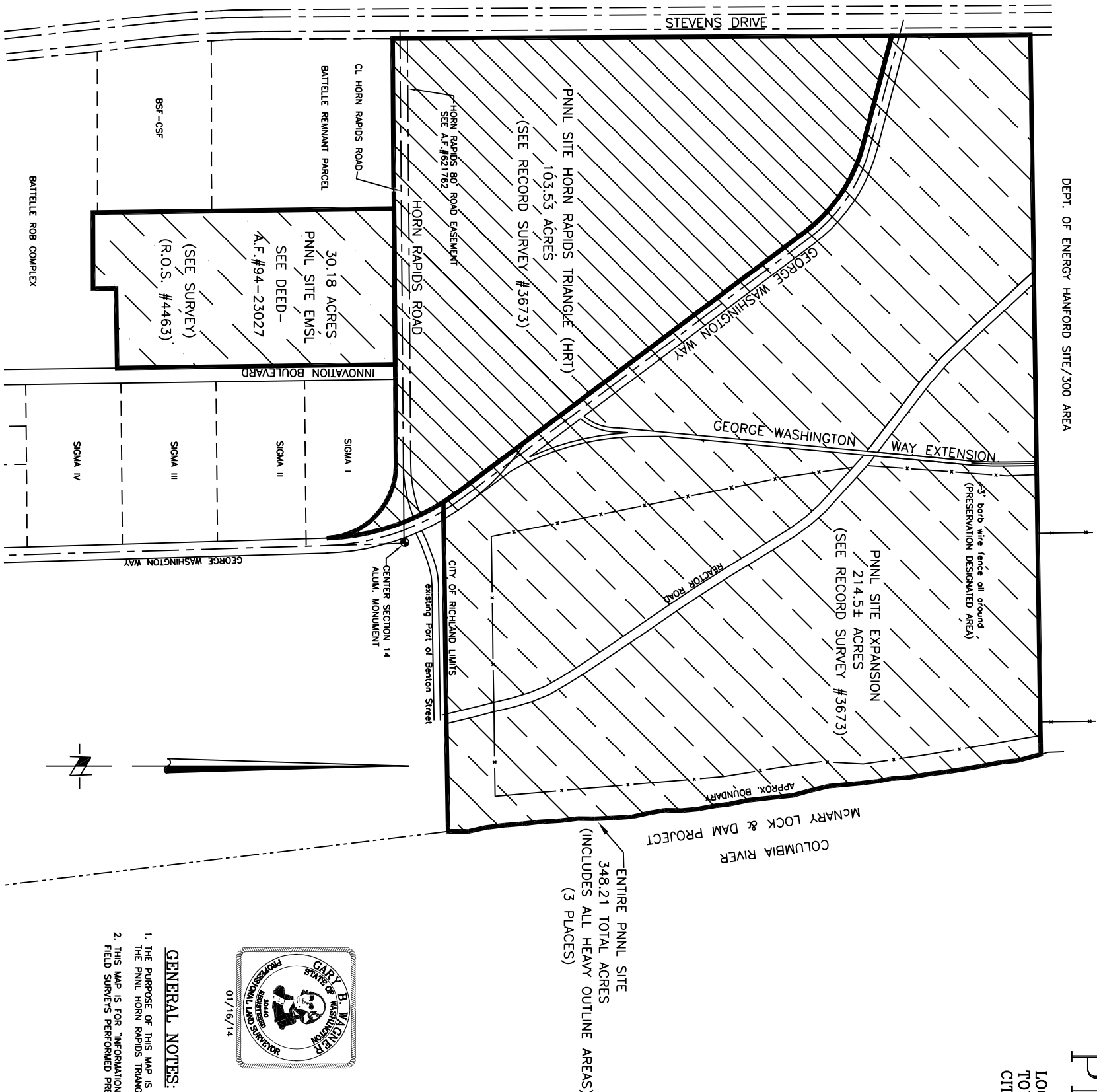


D.O.E. H

DEPT. OF ENERGY HANFORD SITE/300 AREA

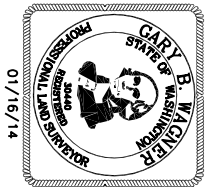
PNNL SITE MAP

LOCATED IN SECTIONS 14 & 15
TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M.
CITY OF RICHLAND, BENTON COUNTY, WA.



GENERAL NOTES:

1. THE PURPOSE OF THIS MAP IS TO ILLUSTRATE PARCEL AREAS WHICH COMPRISE THE PNNL SITE EXPANSION, THE PNNL HORN RAPIDS TRIANGLE AND THE PNNL EMSL SITE.
2. THIS MAP IS FOR "INFORMATION PURPOSES ONLY" AND WAS COMPILED FROM EXISTING SURVEY RECORDS AND FIELD SURVEYS PERFORMED PREVIOUSLY FOR PNNL.



REV: 01/16/14

RSI

ROGERS
SURVEYING INC., P.S.
1455 COLUMBIA PARK TRAIL
RICHLAND, WA. 99352
PHONE (509) 783-4141
FAX: (509) 783-8994
www.rogerssurveying.com

CLIENT		JOB	
PACIFIC N.W. NATIONAL LABORATORY		16313	
PROJECT			
PNNL SITE MAP			
DRN. BY	GBW	SCALE 1"= 400'	F. B. NO. N/A
APPROVED	GBW	DATE 12/04/13	ACAD VER 6342013
		FILE: 16313.DWG	SHEET 1
			OF 1

- PNNL SITE (~348 ACRES)
- PNNL CORE CAMPUS (~270 ACRES)
- BATTELLE LAND
- HANFORD SITE
- EM FACILITIES, AREAS, OCCUPIED & OPERATED BY PNNL
- LEASED FACILITIES

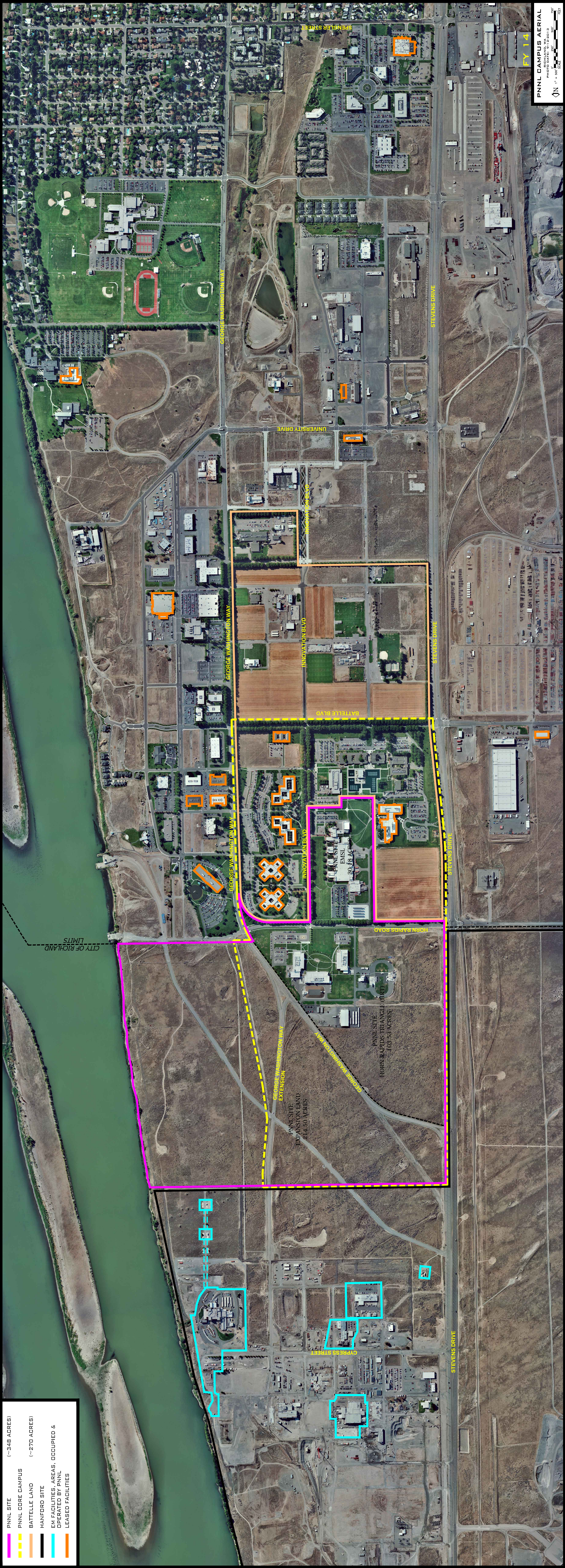


EXHIBIT (3)

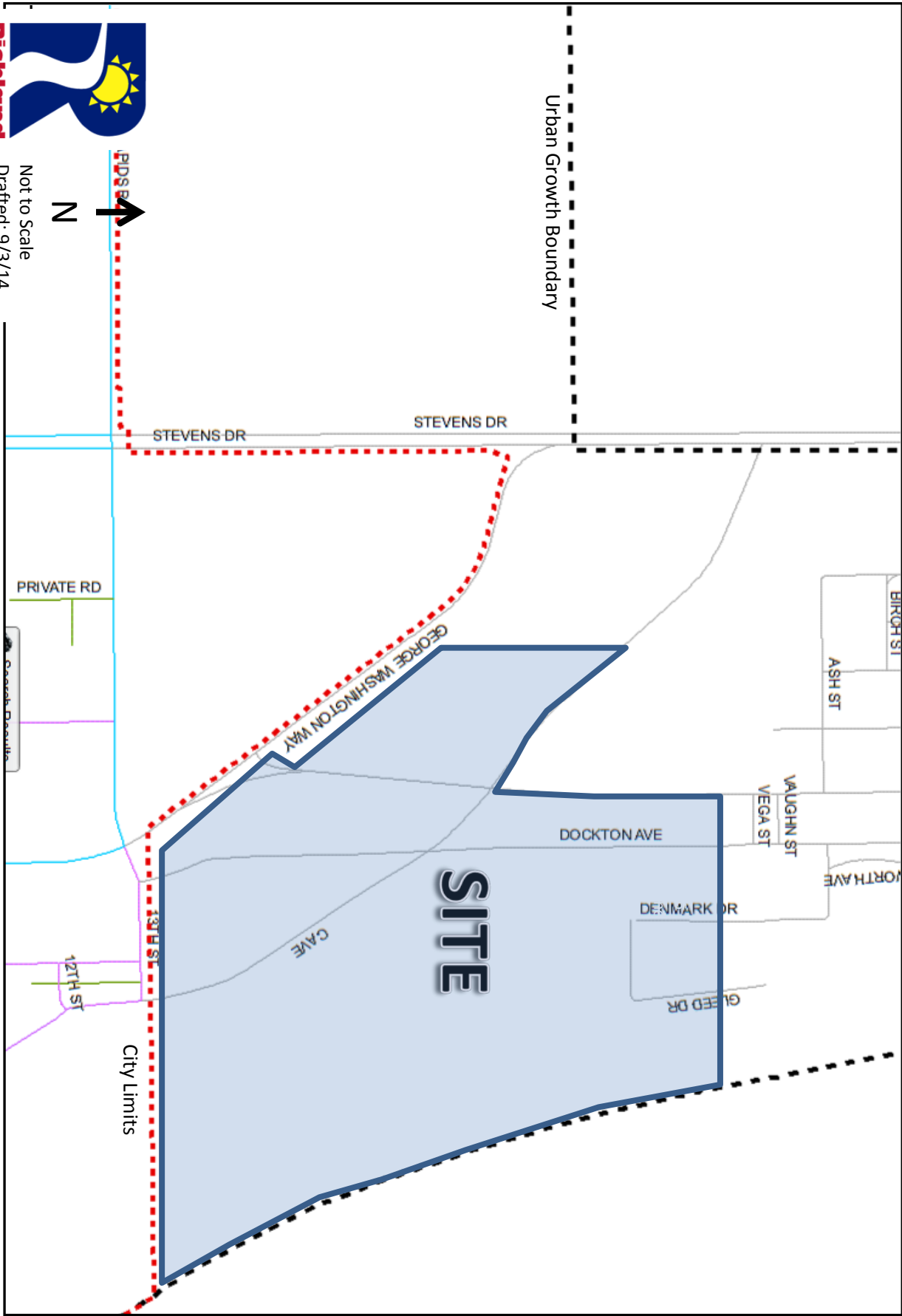
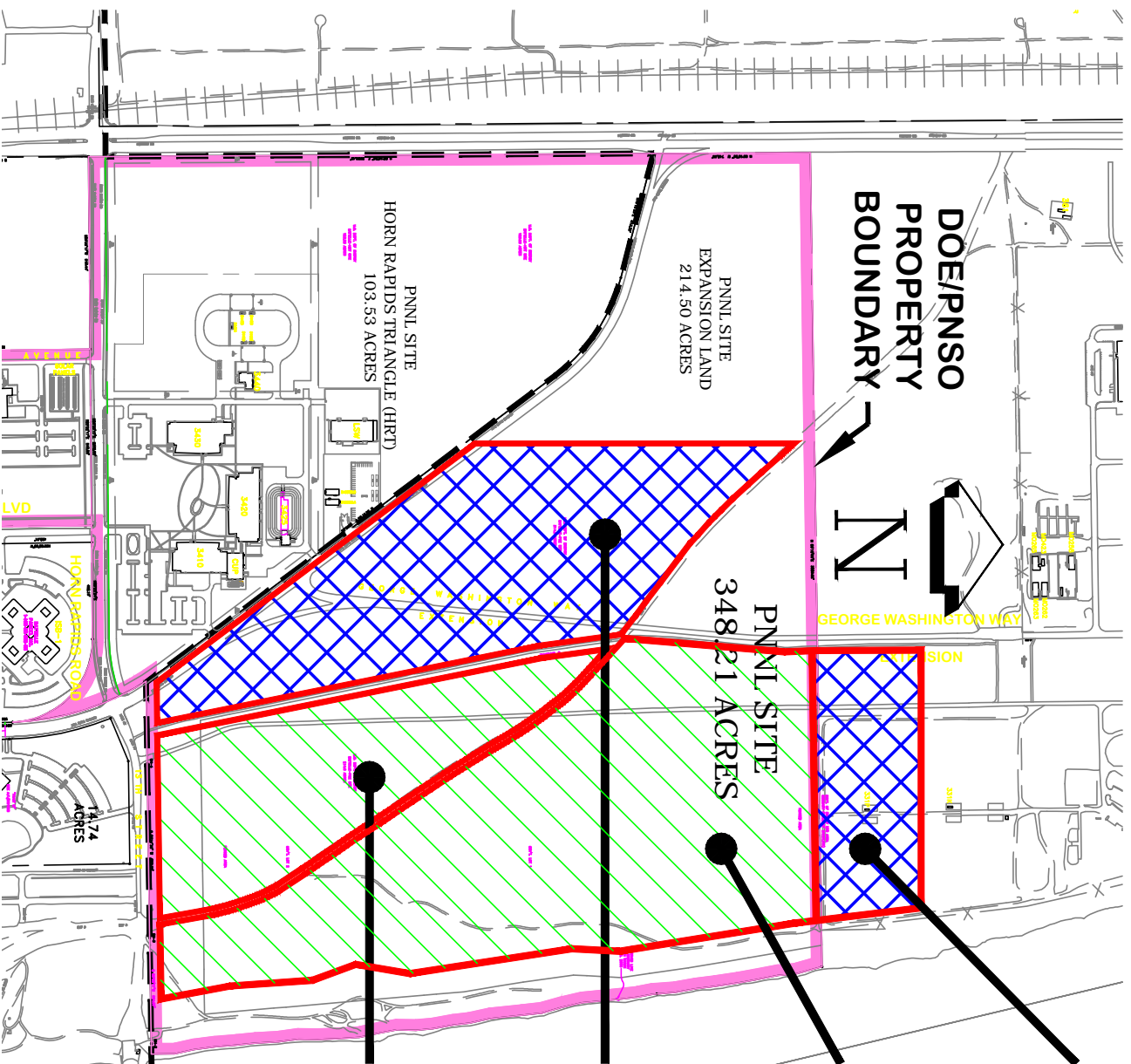


EXHIBIT (4)



EXHIBIT (5)



CURRENTLY 14.76 acres
"LOW DENSITY RESIDENTIAL"
CHANGE TO
"BUSINESS RESEARCH PARK"

CURRENTLY 67.73 acres
"LOW DENSITY RESIDENTIAL"
CHANGE TO
"OPEN NATURAL AREA"

CURRENTLY 44.57 acres
"COMMERCIAL"
CHANGE TO
"BUSINESS RESEARCH PARK"

CURRENTLY 27.83 acres
"COMMERCIAL"
CHANGE TO
"OPEN NATURAL AREA"

EXHIBIT (6)

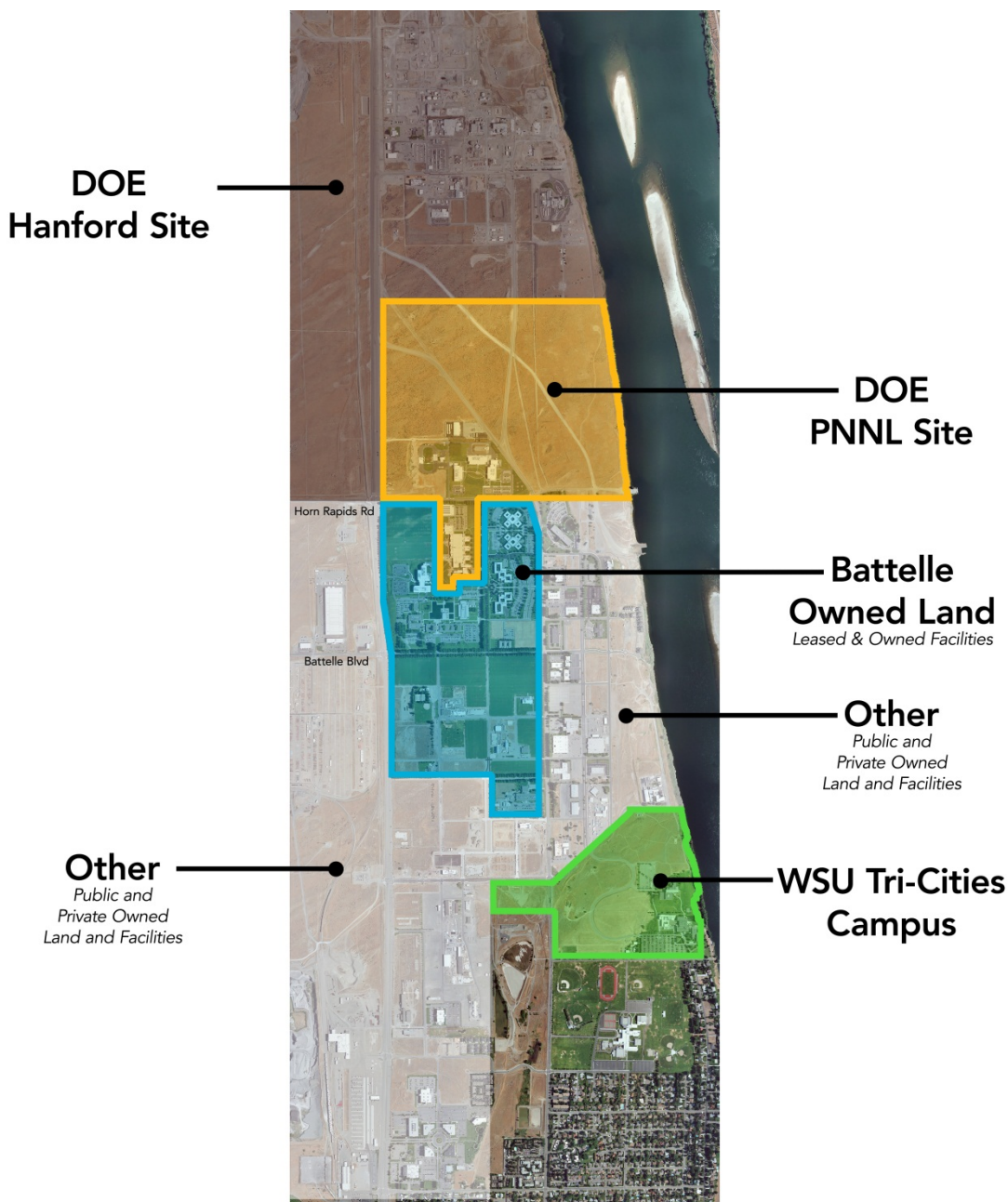


Figure 1-1. PNNL Campus, Depicting Land Ownership

The non-core campus is the area surrounding the PNNL core campus. The 300 Area is part of the non-core campus and is included in the DOE Hanford Site north of the PNNL campus. It houses some of PNNL's radiological and higher risk facilities. The land surrounding the southern part of the core campus is a mix of public and private owned land and facilities. The Battelle owned land south of Battelle Boulevard is adjacent to and comprises the north border of the Innovation Center, LLC, which is a major private-sector property owner in the Tri-Cities Research District (TCRD). PNNL leases additional office buildings adjacent to the core campus, most of which are east of George Washington Way, north of Battelle Boulevard, and west of Richardson Road and accommodate the growth and contraction of PNNL staff population. As new facilities on the core campus are acquired and modernized to accommodate research

Each modification of the campus, its facilities, and infrastructure should be made with the guiding principles defined in this Plan, as well as its long-term aspirations, in mind. Incremental campus development steps should focus on establishing the proposed open spaces, recognizing the potential for research adjacencies and effectively placing amenities and support services. It is anticipated that most new construction will move from south to north, with lease arrangements in the core campus on non-DOE land continuing to support contracting and expanding campus needs. There is a section of culturally sensitive land in the north core campus that is not available for development. Figure 4-3 depicts the land available for development in the core campus with significantly more land available in the north core. Lease arrangements outside the core campus and south of Battelle Boulevard will be evaluated to determine if appropriate to vacate based on availability in the core campus as renewals come due to support the migration north to the core campus.

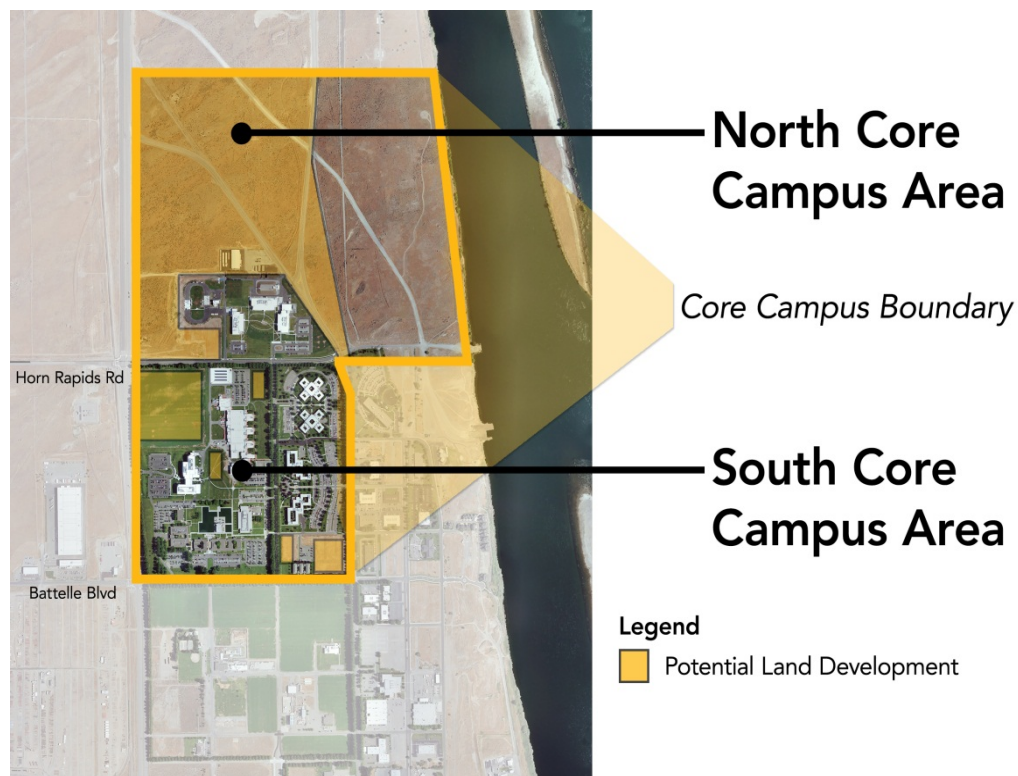


Figure 4-3. Land Development Potential with North and South Core Campus Boundaries Identified

4.5 Development Capacity

This CMP proposes that future development considers established planning zones for building placement and continues the present physical arrangement of facilities, circulation patterns, and open spaces for the entire build-out of the north and south campus. This Plan addresses PNNL's full build-out potential: some 3,000,000 gross square feet (GSF) of new buildings.

4.5.1 North Core Campus

Even with the DOE Pacific Northwest Site Office (PNSO) Cultural & Biological Resources Management Plan's exclusion of the culturally sensitive area adjacent to the Columbia River from

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EXHIBIT (7)

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal: Amendment to comprehensive plan to re-classify 147 acres from Commercial and Low Density Residential to Natural Open Space and Business Research Park

Proponent: Pacific Northwest National Laboratories

Location of Proposal: North of Horn Rapids Road, west of the Columbia River and east of Stevens Drive.

Lead Agency City of Richland

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

- () There is no comment for the DNS.
- (X) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by September 22, 2014.
- () This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Rick Simon

Position/Title: Development Services Manager

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

Date: September 3, 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: [\[help\]](#)

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: [\[help\]](#)

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 [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

*Department of Energy, Pacific Northwest Site Office, Pacific Northwest National Laboratory,
request for change in the City of Richland Comprehensive Plan Land Use designations.*

2. Name of applicant: [\[help\]](#)

James W. Bixler

3. Address and phone number of applicant and contact person: [\[help\]](#)

Pacific Northwest National Laboratory (PNNL)

*P.O. Box 999, J2-33
Richland, WA 99352
509-371-7755*

4. Date checklist prepared: [\[help\]](#)

24 July 2014

5. Agency requesting checklist: [\[help\]](#)

City of Richland, Washington

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

2014 cycle for Comprehensive Plan land use designation reassignments.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

There are no current or future plans for development within the subject land area.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

The request is for a change in land use designation as denoted in the City of Richland Comprehensive land use plan. No development of the subject lands is planned at this time. PNNL has performed biological and cultural resource reviews of the property.

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. [\[help\]](#)

PNNL is not aware of any other proposals related to this property.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

No other permits or approvals will be required.

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.) [\[help\]](#)

Most of the PNNL campus is currently designated appropriately as "Business Research Park", however, two areas that are outside of the current city limit, but within the City of Richland Urban Growth Area are incorrectly designated.

One area is designated as “Low Density Residential,” most of this area has been designated as a preservation area for the protection of sensitive cultural resources. The Department of Energy (DOE) has no intention of releasing this area from federal ownership, and will certainly not allow residential development. The area east of “C Avenue” and George Washington Way Extension north of C Avenue north to the Hanford 300 Area should be designated as “Natural Open Space” to align with its current and future land use.

The other area is currently designated as “commercial.” There is currently no plans for development in this area, but any future development within this area would be consistent with DOE’s current campus long-term plans, and would be consistent with the “Business Research Park” designation assigned to the rest of the PNNL campus. The eastern third of this area, between the existing fence line / bike path and C Avenue is part of the existing sensitive resource preservation area and should be redesignated as “Natural Open Space.” The portion of the currently designated “Commercial” area west of the fence line from Horn Rapids Road to the intersection of George Washington Way Extension and “C Avenue” should be redesignated as “Business Research Park” to be consistent with the surrounding land use designation and PNNL’s long range plans.

Note that the area currently designated as “Low Density Residential” also extends into property owned by the U.S. Department of Energy Hanford Site where PNNL has several small facilities that are incompatible with residential development.

A map of the current and proposed land use designations is 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. [\[help\]](#)

The subject land areas are located just north of the current Richland City boundary near the Columbia River. The area currently designated as “Commercial” is located north of Horn Rapids Road, east of George Washington Way, and South and west of “C Avenue” (actually a submarine compartment haul road). The area currently designated as “Low Density Residential” is located east of “C Avenue” and west of the Columbia River north to the Hanford Site 300 Area.

The subject lands are located in Benton County Parcels 114084000002005, 114081000001001, and 111080000000000.

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth

a. General description of the site [\[help\]](#)

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

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

< 2%

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. [\[help\]](#)

Sands and sandy loams

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

No development is currently planned. There are no indications of unstable soils within the subject area.

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. [\[help\]](#)

No development is currently planned. There will be no fill or excavation.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

No development is currently planned. No erosion will result.

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

No development is currently planned. There will be no new impervious surfaces.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

No development is currently planned. No mitigation is required.

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. [\[help\]](#)

No development is currently planned. There will be no air emissions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

No development is currently planned. No operations will be affected by offsite emissions or odors.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

No development is currently planned. No mitigation is required.

3. Water

a. Surface Water: [\[help\]](#)

- 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. [\[help\]](#)

The Columbia River is just east of the subject area.

- 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. [\[help\]](#)

No development is currently planned. No work within, over, or near surface waters.

- 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. [\[help\]](#)

No development is currently planned. There will be no dredge or fill, no wetlands or waters will be affected.

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

No development is currently planned. There will no water withdrawals or diversions.

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

The site is not within a 100 year floodplain. .

- 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. [\[help\]](#)

No development is currently planned. No discharge to surface water will occur.

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. [\[help\]](#)

No development is currently planned. No ground water will be withdrawn at the site.

- 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. [\[help\]](#)

No development is currently planned. No waste material or water will be discharged from the site.

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. [\[help\]](#)

No development is currently planned. Water comes solely from incident rainfall which is absorbed into the soil.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

No development is currently planned. There will be no waste materials as a result of the proposed land use designation change.

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

No development is currently planned. There will be no change in drainage patterns.

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

No development is currently planned. No mitigation is required.

4. Plants [\[help\]](#)

a. Check the types of vegetation found on the site: [\[help\]](#)

- ☐deciduous tree: alder, maple, aspen, other
- ☐evergreen tree: fir, cedar, pine, other
- ☒X shrubs
- ☒X 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

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

No development is currently planned. No vegetation will be removed or altered.

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

Field surveys have not identified any threatened or endangered plant species on the site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

No development is currently planned. The current and proposed land use preserves native vegetation on the subject property.

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

Rush skeltonweed, diffuse knapweed, Russian knapweed, puncture vine have been observed on site. PNNL has an proactive control program in place to limit the spread of noxious weeds.

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: [\[help\]](#)

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other: coyote

fish: bass, salmon, trout, herring, shellfish, other _____

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

Field surveys have not identified and threatened or endangered animal species present on the PNNL site.

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

The site is not part of a significant migration route for birds or other animals.

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

No development is currently planned. Continuation of current land uses as proposed will preserve wildlife in the area.

- e. List any invasive animal species known to be on or near the site.

Field surveys have not identified any invasive animal species on the PNNL site.

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. [\[help\]](#)

No development is currently planned. There are no new energy needs for the subject land area.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

No development is currently planned. There will be no effect on the potential use of solar energy on adjacent properties.

- 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: [\[help\]](#)

No development is currently planned. No energy conservation measures are needed.

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. [\[help\]](#)

- 1) Describe any known or possible contamination at the site from present or past uses.

Ground water beneath the site is part of the Hanford Area 300-FF-5 operable unit and is potentially contaminated. This groundwater will not be used on site, nor will land use designation changes subsurface transport of potential groundwater contaminants.

- 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.

The site is currently unoccupied with no structures. There are no toxic or hazardous chemicals or conditions on site.

- 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.

No development is currently planned. No toxic or hazardous chemicals will be stored on site.

- 4) Describe special emergency services that might be required.

No development is currently planned. No emergency services will be required.

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

No development is currently planned. No mitigation is required

b. Noise

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

No development is currently planned. There are currently low levels of noise from traffic on area roads, operation of the barge unloading facility, and operation of PNNL buildings west of the site.

- 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. [\[help\]](#)

No development is currently planned. No noise will be associated with the proposed land use designation changes.

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

No development is currently planned. No mitigation is required.

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. [\[help\]](#)

The eastern area is currently used for the protection and preservation of sensitive resources. The western area is undeveloped, natural vegetation.

- 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? [\[help\]](#)

The site has not been used as working farms or grazing lands since at least 1943.

- 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:

No development is currently planned. There will be no effect on farms or other business operations.

- c. Describe any structures on the site. [\[help\]](#)

There are no structures currently on the site.

- d. Will any structures be demolished? If so, what? [\[help\]](#)

No development is currently planned. NO structures will be demolished.

e. What is the current zoning classification of the site? [\[help\]](#)

The area is in an un-zoned portion of the City of Richland GMA.

f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Commercial and Low Density Residential

g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

Under the current (1974) map, the nearby shoreline is “A.E.C. Hanford Reservation.” The current draft revision (2014) classifies the adjacent shoreline as “Urban Transition.”

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

No part of the site is classified as a critical area.

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

No development is currently planned. No people will reside or work at the site.

j. Approximately how many people would the completed project displace? [\[help\]](#)

No development is currently planned. No people will be displaced.

k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

No development is currently planned. No mitigation is required.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

The proposal is to make the land use designations consistent and compatible with existing and projected land uses and plans.

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

No development is currently planned. No mitigation is required.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

No development is currently planned. No new housing units will be provided.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

No development is currently planned. No housing units will be created or eliminated.

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

No development is currently planned. No mitigation is required.

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? [\[help\]](#)

No development is currently planned. There will be no new structures on site.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

No development is currently planned. There will be no change to views or the viewshed.

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

No development is currently planned. No mitigation is required.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

No development is currently planned. No new light or glare will occur.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

No development is currently planned. No new light or glare will occur.

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

No development is currently planned. Offsite light or glare will have no effect on the current site use.

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

No development is currently planned. No mitigation is required.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

The land parcels are government –owned areas where public access and therefore recreation is not allowed, this will not change with the proposed change in land use designation..

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

No development is currently planned. No changes to existing recreation would occur.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

No development is currently planned. No mitigation is required.

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. [\[help\]](#)

There are no buildings on the site. There is also a portion of a National Register eligible historic irrigation canal located within the area designated as “Commercial,” the DOE has a mitigation plan in place for this historic property.

- 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. [\[help\]](#)

The portion of the subject area currently designated as low density residential contains highly sensitive cultural resources that are regularly monitored and protected by DOE under Section 110 of the National Historic Preservation Act. The area is currently designated as a preservation area by DOE/PNSO specifically to protect these sensitive cultural resource sites.

- c. 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. [\[help\]](#)

No development is currently planned. The entire subject area has been surveyed for cultural resources, and the DOE regularly consults with local tribes and the State Historic Preservation Office concerning the management and preservation of these lands.

- 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.

No development is currently planned. No mitigation is required.

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. [\[help\]](#)

The sites are accessible via George Washington Way, George Washington Way Extension, and Horn Rapids Road.

- 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? [\[help\]](#)

Bus service is available at the Corner of Horn Rapids Road and George Washington Way.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

No development is currently planned. No parking is required.

- 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). [\[help\]](#)

No development is currently planned. No changes to current transportation infrastructure will be required.

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

No development is currently planned. A barge unloading facility is located near the southeast corner of the area, a heavy haul road runs through the subject area.

- 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? [\[help\]](#)

No development is currently planned. There will be no change to current traffic volume due to this land use designation change.

- 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.

No development is currently planned. Movement of agricultural or forest products will not be affected.

h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

No development is currently planned. No mitigation measures are required.

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. [\[help\]](#)

No development is currently planned. No change in the need for public services will result from this change.

b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

No development is currently planned. No mitigation measures are required.

16. Utilities

a. Circle utilities currently available at the site: [\[help\]](#)
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

No development is currently planned. Utilities are available in the site vicinity, but are not needed at this time.

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. [\[help\]](#)

No development is currently planned. No new utilities are proposed.

C. SIGNATURE [\[HELP\]](#)

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 James W. Bixler

Position and Agency/Organization F40 Proj. / Pacific Northwest National Laboratory

Date Submitted: 8/11/14 mgr.

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS [\[help\]](#)

(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 proposal is to change comprehensive plan land use designations from “Low Density Residential” and “Commercial” to “Open Natural Area” and “Business Research Park.” Because part of the subject area is currently a cultural resource preservation area, and DOE has no currently plans to develop the rest of the subject area, this land use designation change will not result in any discharge to water, air emissions, noise, or the production, storage or release of any toxic or hazardous substances.

Proposed measures to avoid or reduce such increases are:

Because there will be no discharges, emission, noise, or hazardous substance, no means of avoidance or reduction are required.

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

Because there will be no development in these areas, the proposed land use designation changes will have a beneficial effect on native plants and wildlife by preserving the areas in a natural state.

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

The proposed land use designation change will in itself protect and conserve native plants and animals.

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

Because there is no development planned, and no expected change to the use or condition of the subject land, the proposal will not require the use or depletion of any energy or natural resources.

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

Because there will be no energy or natural resource use, no avoidance or reduction measures are required.

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 requested land use designation changes are proposed primarily to protect sensitive cultural resources that are currently managed and protected by DOE under Section 110 of the National Historic Preservation Act. Once implemented, the proposal will also preserve native plants and animals within the open natural area designation, and have no effect (relative to the current land use designation) on natural resources in the portions of the subject area that would switch from "Commercial" to "Business Research Park."

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

The proposal is specifically directed at protecting cultural and ecological resources, no additional avoidance or reduction measures would be required.

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 land use designation changes would have no effect on how the land or shoreline are currently used, the proposed changes would not allow some of the development envisioned in existing plans.

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

The proposal would protect and preserve the land areas and shoreline, no additional impact avoidance or reduction measures are required.

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

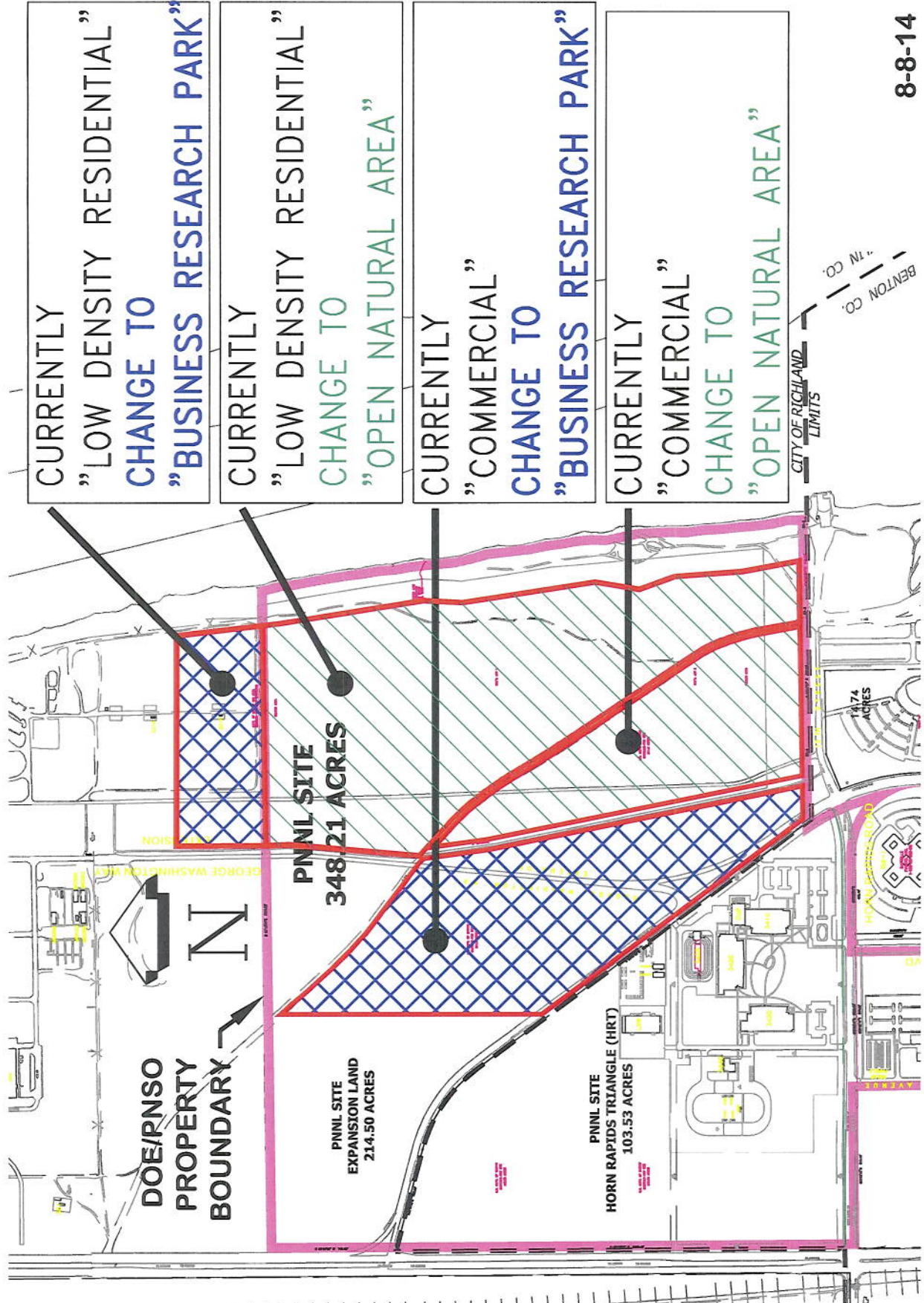
The proposal will have no effect on transportation or public services or utilities because there is no development planned for the subject land area.

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

Because there will be no effect to public services or utilities or to transportation, no measures to avoid or reduce impacts are required.

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

The proposal will not conflict with local, state, or federal laws. The proposal will assist DOE maintain compliance with the National Historic Preservation Act.



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EXHIBIT (8)



NOTICE OF APPLICATION, PUBLIC HEARING & SEPA DETERMINATION

File No's. (Z2014-104 & EA16-2014)

Notice is hereby given that the Richland Planning Commission will conduct a public hearing on September 24, 2014 at 7:00 p.m. in Council Chambers, Richland City Hall, 505 Swift Boulevard, Richland to consider the following proposed application requesting an amendment to the City's adopted comprehensive plan:

An application filed by Pacific Northwest National Laboratories to change land use designations on 67.8 acres from Commercial to Business Research Park; on 60 acres from Low Density Residential to Natural Open Space; and on 20 acres from Low Density Residential to Business Research Park. These properties are located north of Horn Rapids Road, east of Stevens Drive and west of the Columbia River.

Any person desiring to express his views or to be notified of any decisions pertaining to this application should notify Rick Simon, Development Services Manager, 840 Northgate Drive, P.O. Box 190, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to rsimon@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Tuesday, September 16, 2014 to be incorporated into the Staff Report. Comments received after that date will be entered into the record at the hearing.

Copies of the staff report and recommendation will be available in the Development Services Division Office, and at the Richland Public Library beginning Friday, September 19, 2014

CITY OF RICHLAND Determination of Non-Significance

Notice is hereby given that the City of Richland on September 3, 2014 did issue a Determination of Non-Significance for the above referenced proposal to amend the City's comprehensive plan. The City of Richland has determined that this proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days. Comments must be submitted by September 22, 2014. Comments should be submitted to Rick Simon, Development Services Manager, City of Richland, P.O. Box 190, Richland, WA 99352 or via fax at (509) 942-7764.

Rick Simon, Responsible Official

EXHIBIT (9)

I. PUBLIC PARTICIPATION

The Growth Management Act requires the city to establish and broadly disseminate to the public a public participation program identifying procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the governing body.

Review: The City of Richland has an established public participation program to ensure early and continuous public participation in comprehensive plan amendments. The following outlines the program as it applies to this comprehensive plan amendment:

- (1) Communication programs and information services. The City of Richland informed the public about the proposed plan amendment by publishing notice of the amendment in the Tri-City Herald, by posting the site, by mailing notice to surrounding land owners and by posting notice on the City web page.
- (2) Broad dissemination of proposals and alternatives. The City of Richland distributed the proposed plan amendment in the following manner to ensure that information on the amendment was available prior to discussion at public hearings:
 - (a) Copy was available at the City library.
 - (b) Copies were available at the Planning and Development Services Division.
 - (c) A copy was posted on the City web page.
 - (d) Copies were available at the public hearing held by the Planning Commission.
- (3) Public meeting after effective notice. The City of Richland publicized public hearings in the following manner to ensure the broadest cross-section was made aware of the opportunity to become involved in the planning process:
 - (a) Public hearings before the Planning Commission and City Council were scheduled to allow for public comment.
 - (b) Public hearing notices were published in the Tri-City Herald at least 10 days before the scheduled date.
 - (c) Meeting summaries will be prepared and available to the public shortly after the public hearing through the Planning and Development Services Division.
 - (d) All public hearings will be cablecast on the City's cable channel.
- (4) Provision for open discussion. The City of Richland took the following actions to ensure that the public had an opportunity to actually take part and have their opinion heard:
 - (a) Agendas are written that clearly define the purpose of the hearing, the item to be considered, and actions that may take place.
 - (b) All public hearings will be scheduled during the weekday in the evenings to encourage the greatest number of people to attend.
 - (c) The chairman presiding over the hearing shall allow the public an opportunity to comment on the amendment.
 - (d) All hearings will be recorded for public access and review.
- (5) Opportunity for Written Comments. The City of Richland provided the public an opportunity to submit written comment any time during the comprehensive plan amendment review process. These written comments will be made part of the record to allow the governing body to consider them in their decision making process.

II. PLANNING GOALS

The Growth Management Act (GMA) requires the city to consider and be guided by the 13 goals established in RCW 36.70A.020 when adopting comprehensive plans and development regulations. Staff carefully considered and weighed each goal in the light of the relevant information to achieve its desired goal. The following outlines staffs review process to ensure that the 13 goals were properly considered in guiding the city in its final recommendation.

GOAL 1: URBAN GROWTH. *City should encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

Review. The property is located within the City's existing Urban Growth Area as set forth by the Benton County comprehensive plan. The City's comprehensive plan includes provisions for the extension of utilities and services to lands located within the Urban Growth Area and specifically to this site. Water and sewer mains already serve the developed land west of and adjacent to this site. Electricity is provided by the City and capacity exists for future development to be served by the City for water, sewer and power.

GOAL 2: REDUCE SPRAWL. *City should try to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*

Review. The proposed amendment would transfer 67.73 acres of land designated for residential use to natural open space use. The proposed amendment would meet this GMA goal.

GOAL 3: TRANSPORTATION: *City should encourage efficient multimodal transportation systems that are based on regional priorities and coordinate with county and city comprehensive plans.*

Review. The City of Richland's comprehensive plan policies state that the city will coordinate planning and operation of transportation facilities with programs to optimize multimodal transportation systems. Future development will be served by public and private streets. The proposed amendment would not impact this GMA goal.

GOAL 4: HOUSING: *City should encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

Review. The proposed amendment would change the designation of 82.49 acres from low density residential to natural open space and in so doing will slightly decrease the amount of land within the city that is available for residential development. The plan designates a total of 6,727 acres for low density, medium density and high density residential development. The proposed change would decrease the total land base of residential land by less than 1 tenth of one percent, and so would have an insignificant impact on the City's housing goal.

GOAL 5: ECONOMIC DEVELOPMENT. *City should encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, and public services, and public facilities.*

Review. The proposed plan amendment would decrease the City's commercial land base by 72 acres but would establish 44.57 acres as business research park which does provide for some service oriented businesses. The site is not suitable for commercial uses given the ongoing PNNL mission, ownership and Federal protections. The proposed amendment will not affect this GMA goal.

GOAL 6. PROPERTY RIGHTS. *City should consider that private property should not be taken for public use without just compensations having been made. The property rights of landowners shall be protected from arbitrary and discriminatory action.*

Review. The City's existing plan includes policies concerning the protection of private property rights. The proposed amendment would not impact this GMA goal.

GOAL 7: PERMITS. *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*

Review. The City will strive to complete the amendment process in a timely and fair manner.

GOAL 8: NATURAL RESOURCE INDUSTRIES. *City should maintain and enhance natural resources-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*

Review. The proposed amendment does not involve any designated natural resource lands and so does not impact the goal of conserving and enhancing natural resource industries.

GOAL 9: OPEN SPACE. *City should encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands, and water, and develop parks.*

Review. The amendment provides for the protection of 95.56 acres with the designation of natural open space.

GOAL 10: ENVIRONMENT. *City should protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*

Review. The development of the property for a business research park uses. The specific nature of environmental impacts and the mitigation measures required to address those impacts would be evaluated at the time that specific development proposals for the site are brought forward unless

the Federal sovereignty from local regulation is applied. The City's development regulations are adequate to identify and mitigate these potential areas of impact and would ensure that the intent of this GMA goal is met. The Federal government's development regulations are more stringent than the City's thus further ensuring this goal is met.

GOAL 11: CITIZENS PARTICIPATION AND COORDINATION. *City should encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

Review. The City of Richland has an established public participation program to ensure early and continuous public participation in comprehensive plan amendments. The outline of that plan can be found in Section I: Public Participation. The review of this proposed amendment followed this public participation plan.

GOAL 12: PUBLIC FACILITIES & SERVICES. *City should ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

Review. The proposed amendment would result in different impacts on the City's public services and facilities. These differing impacts would be identified at the time that specific development proposals are brought forward and reviewed for compliance with City development standards and regulations. The City's development regulations are adequate to ensure that the intent of this GMA goal is met.

GOAL 13: HISTORIC PRESERVATION. *City should identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*

Review. The Applicant has identified a historical irrigation canal on the site and has planned for the mitigation of it.

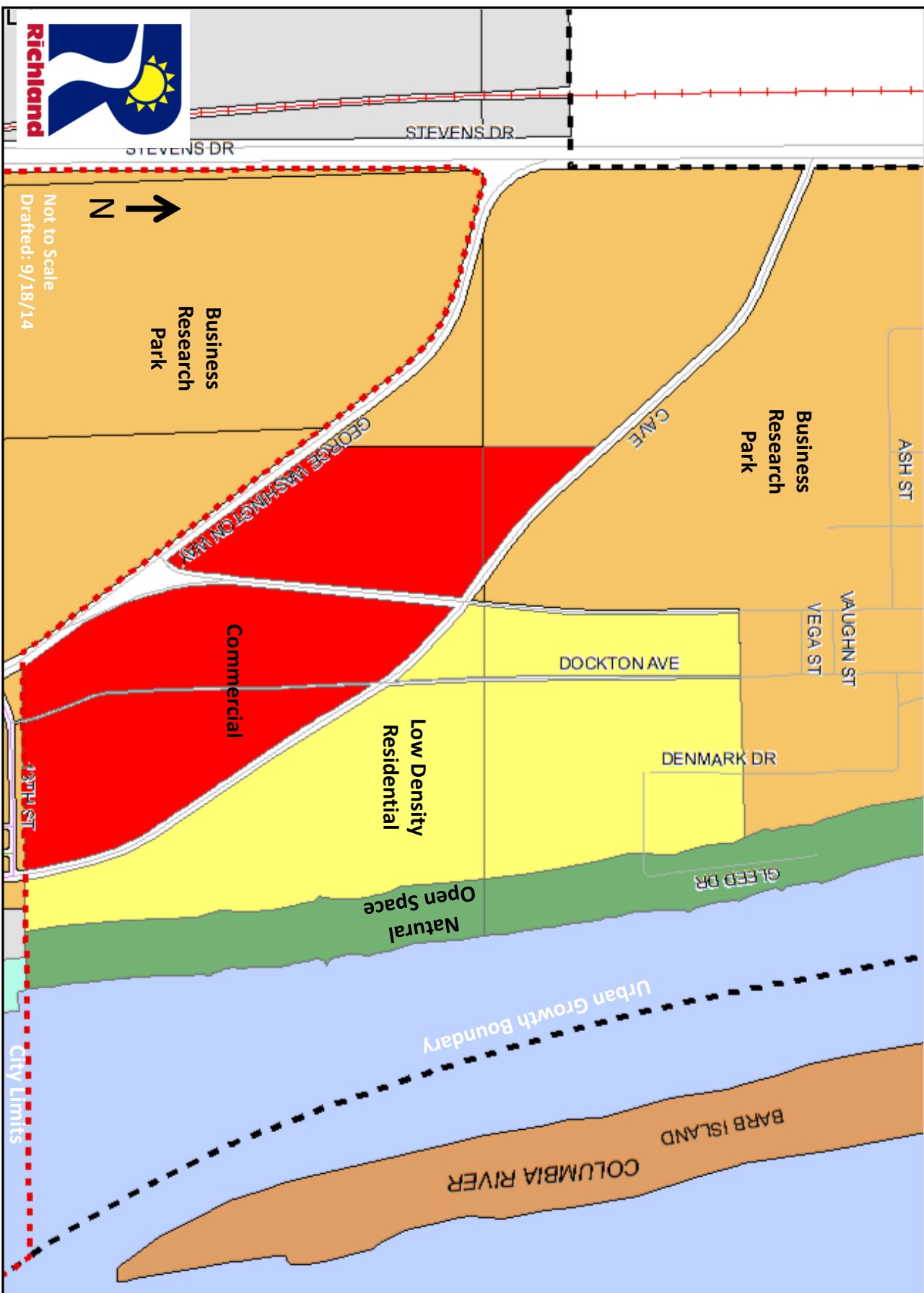
III. CONCLUSION

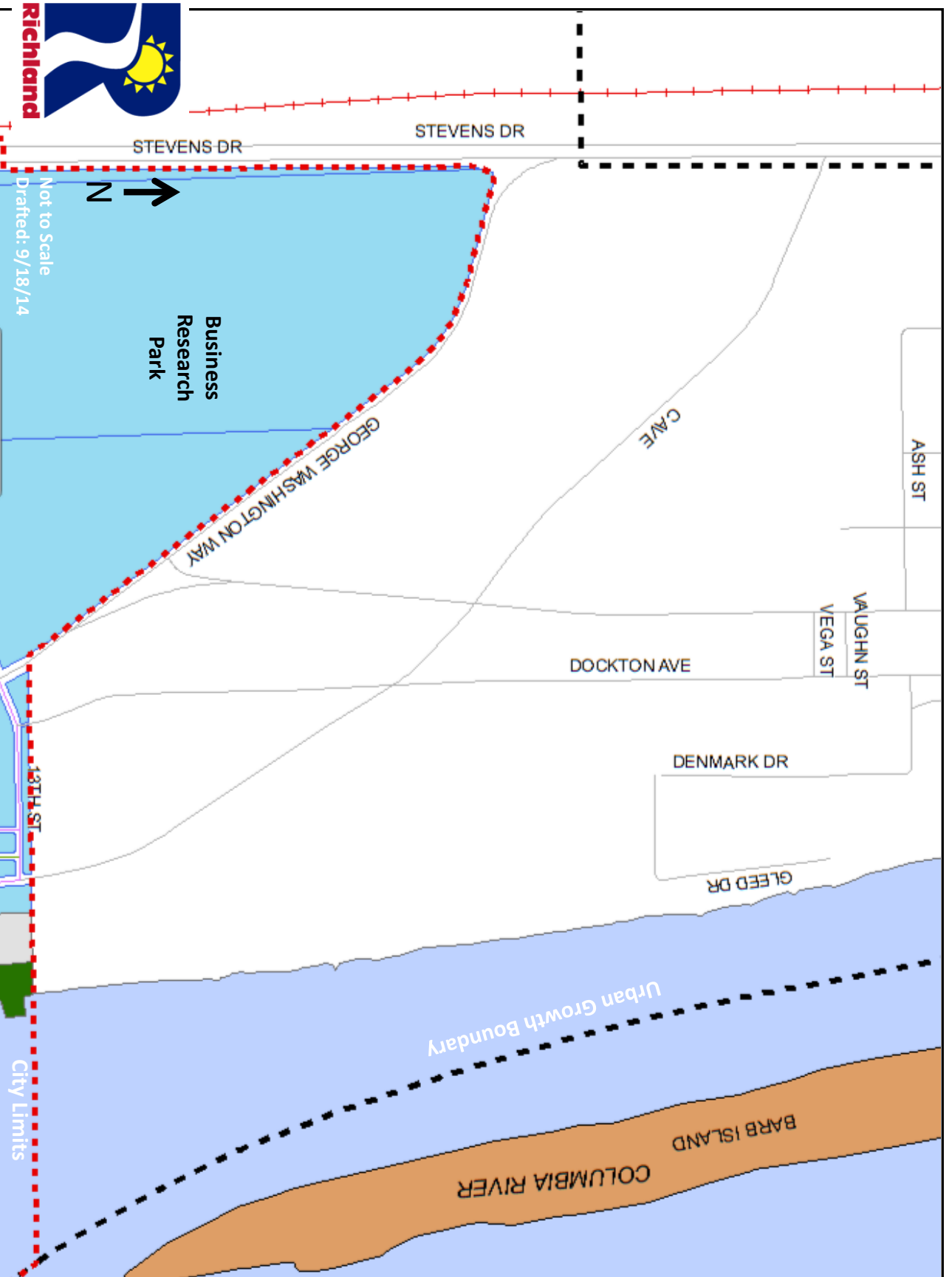
The proposed plan amendment would reclassify approximately 72.4 acres of commercial and 82.49 acres of low density residential land to business research park and natural open space. The resulting acreages are 59.33 as business research park and 95.66 acres as natural open space. This amendment is consistent with the goals of the Growth Management Act.

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EXHIBIT (10)

COMPREHENSIVE PLAN MAP — PNNL 2014 Comprehensive Plan Amendment,





STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: Z2014-107

PREPARED BY: RICK SIMON
HEARING DATE: SEPTEMBER 24, 2014

GENERAL INFORMATION:

APPLICANT: CITY OF RICHLAND

REQUEST

- 1) AMENDMENT TO THE LAND USE MAP OF THE CITY COMPREHENSIVE PLAN, RECLASSIFYING 2.68 ACRES FROM DEVELOPED OPEN SPACE AND WATERFRONT TO CENTRAL BUSINESS DISTRICT
- 2) REQUEST TO CHANGE THE ZONING ON .61 ACRES FROM DEVELOPED OPEN SPACE TO CENTRAL BUSINESS DISTRICT
- 3) SURPLUS OF .61 ACRES OF CITY OWNED PARK SITE

LOCATION: 95 AMON PARK DRIVE (FORMER CHREST MUSEUM)

REASON FOR REQUEST

The City is requesting an amendment to the comprehensive plan map and zoning map and approval of a surplussing action to prepare the former Chrest Museum site to be made available for private re-development.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the request for comprehensive plan amendment and zone change (Z2014-107) and submits that:

1. The City of Richland Comprehensive Plan, adopted in 1997, currently designates the portion of the 2.68 acre site lying west of Amon Park Drive as Waterfront and designates the portion of the site east of Amon Park Drive as Developed Open Space.
2. The western 2.07 acres of the site is zoned Central Business District and the remaining .61 acres is zoned Parks and Public Facilities.
3. Existing land uses in the vicinity include a variety of retail uses to the west, north and south of the site and park uses to the east.

4. The western 2.07 acres of the site has previously been declared surplus to the City's needs and has already been made available for private re-development.
5. The eastern .61 acre portion of the site that contains the building formerly leased to the Chrest Museum is no longer needed for City purposes.
6. The expansion of Central Business District plan designations and zoning on the site would provide opportunities for the private re-development of the site in a way that would complement and enhance the City's Central Business District and adjacent park land.
7. An environmental checklist was reviewed and a Determination of Non-Significance was issued completing the State Environmental Policy Act process.
8. Based on the above findings and conclusions, approval of the comprehensive plan amendment, zone change request and surplussing action would be in the best interest of the community of Richland.

RECOMMENDATION

Staff recommends that the Planning Commission concur with the findings and conclusions set forth in Staff Report (Z2014-107) and

- 1) Recommend approval of the request to amend the comprehensive plan designation for 2.68 acre site, changing the land use designation from Waterfront and Developed Open Space to Central Business District; and
- 2) Recommend approval of the request to amend the zoning on the .61 acre site from Parks and Public Facilities to Central Business District; and
- 3) Recommend approval of an action to declare the .61 acre site located at 95 Amon Park Drive surplus to the City's needs.

EXHIBITS

1. Supplemental Information
2. Application Materials
3. Public Hearing Notice
4. RMC Chapter 23.22 - Commercial Zoning Regulations
5. Environmental Checklist
6. Determination of Non-Significance
7. GMA Goals Analysis
8. Comprehensive Plan Map
9. Zoning Map

EXHIBIT (1)

SUPPLEMENTAL INFORMATION

DESCRIPTION OF PROPOSAL

The City is interested in surplussing the .61 acre property was the site of the former Chrest Museum. As this property is part of Howard Amon Park, it carries a comprehensive plan designation and zoning for park use. In order to make the property usable for private re-development, both the plan and the zoning need to be amended. Additionally, the adjacent 650 George Washington Way site carries a Waterfront comprehensive plan designation and Central Business District zoning. The proposed amendment would alter the land use plan designation on this site to Central Business District.

SURROUNDING ZONING AND LAND USE DESIGNATIONS

- North -** North of the site, properties are developed with a sports bar and the Allied Arts facility. The properties are designated as Central Business District under the comprehensive plan and are part of the Central Business District zone.
- East -** Properties east of the site are part of Howard Amon Park. This property is designated as Developed Open Space under the plan and is zoned Parks and Public Facilities.
- South-** South of the site is an existing gas station. This property is designated as Central Business District under the plan and is part of the Central Business District zone
- West -** The westerly boundary of the site is formed by George Washington Way. Adjacent uses include a variety of retail uses and one vacant property. These properties are designated as Central Business District under the plan and are part of the Central Business District zone.

SITE DATA

Size: – Approximately 2.68 acres, consisting of two parcels that are separated by Amon Park Drive. The westerly parcel is situated on George Washington Way, is 2.07 acres in size and is presently vacant. It was the former home of the community house facility. The second parcel lies east of Amon Park Drive, is .61 acres and contains the building that was formerly used as the Chrest Museum.

Utilities: All required utilities including water, sewer and electrical are available to serve the subject properties.

PROJECT HISTORY

In 2001 the Community House property was determined to be surplus. The comprehensive plan on the property was changed from Developed Open Space to Waterfront. The site was also zoned Waterfront and made available for sale and private re-development. Subsequently, the property was sold, the community house building was removed and excavation of the site began in preparation for new building construction. However, the company owning the property lost it through a bankruptcy proceeding and the City now has taken over ownership of the property again. In 2009, the City established the Central Business District zone and made the community house property part of that zone. However, no underlying change in the comprehensive plan was initiated at that time.

Recently, the lease agreement with the Chrest Museum has expired and the City desires to make this property available for private re-development as well, necessitating an amendment to both the plan and to the zoning map.

COMPREHENSIVE PLAN

The Comprehensive Plan designates the former community house property as Waterfront. This plan designation is described as follows:

“The Waterfront category includes a variety of water-oriented uses such as marinas, boat docks, resorts, mixed commercial/residential development, hotels, motels, and offices along the Columbia River shoreline. The intent is to bring significant development to the Columbia riverfront that is consistent with the City’s vision and that incorporates public access recreational features and attractive and high quality development.”

The former Chrest Museum property is designated as Developed Open Space. This plan designation is described as follows:

“This category includes golf courses, federal power transmission and irrigation wasteway easements, private open space, riverfront parks, undeveloped parks, and parks intended for long-term open space.”

The proposed comprehensive plan designation of Central Business District is described as follows:

“This classification includes a mix of residential, retail, service and business uses that provide for the daily convenience needs of on-site and nearby employees and residents. The purpose is to provide for pedestrian and transit-oriented high density employment and cultural uses together with limited complementary retail and higher density residential, and other compatible uses that enhance the Central Business District.”

There are also a variety of goal and policy statements in the comprehensive plan that may provide some direction in the evaluation of this application:

Land Use Goal #3 contained in the plan relates to commercial development. It states:
The City will promote commercial growth and revitalization that serves residents and strengthens and expands the tax base.

Policy 1 – *The City will accommodate all types of commercial land uses including retail and wholesale sales and services, and professional services.*

Policy 2 – *The City will create new land use and zoning designations to facilitate both new development and redevelopment where required to implement the City's goals.*

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

Policy 4 – *The City will endeavor to locate neighborhood oriented commercial land uses in Neighborhood Activity Centers.*

Land Use Goal #5 relates to municipal facilities and parks. It states:
The city will encourage efficient use and location of municipal public facilities such as transportation centers, utility facilities, schools, parks and other public uses.

Policy 1 – The City will locate municipal facilities in proximity to the people they serve and will ensure the grouping of facilities in Neighborhood Activity Centers whenever possible.

Policy 2 – The City will ensure that public facilities are of a scale compatible with surrounding areas.

Policy 3 – The City through its land use plan and development regulations, will ensure that public facilities are specifically located to be compatible with existing and planned surrounding land uses.

Policy 4 – Wherever possible, the City will locate park and school facilities together.

ZONING DESCRIPTIONS

Existing Zoning

The former Chrest Museum site is zoned Parks and Public Facilities. Section 23.30.010 of the Richland Municipal Code) is as follows:

The parks and public facilities district (PPF) is a special use classification intended to provide areas for the retention of public lands necessary for open spaces, parks, playgrounds, trails and structures designed for public recreation and to provide areas for the location of buildings and structures for public education, recreation and other public and semi-public uses. This zoning classification is intended to be applied to those portions of the city that are designated as developed open space and public facility under the city of Richland comprehensive plan.

Proposed Zoning

The purpose of the Central Business District zone (as specified in Section 23.22.010 of the Richland Municipal Code) is as follows:

The central business district (CBD) is a special mixed use zoning classification designed to encourage the transformation of the central business district from principally a strip commercial auto-oriented neighborhood to a more compact development pattern. The central business district is envisioned to become a center for housing, employment, shopping, recreation, professional service and culture. The uses and development pattern will be integrated and complementary to create a lively and self-supporting district. Medium rise buildings will be anchored by pedestrian oriented storefronts on the ground floor with other uses including housing on upper floors. Projects will be well designed and include quality building materials. Appropriate private development will be encouraged via public investments in the streetscape and through reduction in off-street parking standards. Uses shall generally be conducted completely within an enclosed building, except that outdoor seating for cafes, restaurants, and similar uses and outdoor product display is encouraged. Buildings shall be oriented to the fronting street or accessway, to promote a sense of enclosure and continuity along the street or accessway. This zoning classification is intended for those portions of the city that are designated as central business district, as well as some properties designated as commercial and waterfront, under the Richland comprehensive plan. The central business district zone contains overlay districts titled medical, parkway, and uptown. The overlay districts implement varying site development requirements.

A chart describing the uses permitted within the City's various commercial zoning districts is attached.

ENVIRONMENTAL REVIEW

The applicants have submitted an environmental checklist. Planning staff reviewed the documents and issued a Determination of Non-Significance for the proposal on September 3, 2014. A copy of the checklist and determination of non-significance is attached.

PROCESS FOR SURPLUSsing PROPERTY

Per RMC 3.06, staff is seeking input from other departments, the Planning Commission, the Parks and Recreation Commission and the Economic Development Committee prior to bringing the item before Council.

The community house property was declared surplus by the City years ago, so this proposed surplussing action only applies to the former Chrest Museum building.

If the property is determined to be surplus to city needs, Council may provide direction on each of the following:

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

In this proposed surplussing action, all of the adjacent properties are owned by the City, so no special consideration would be granted to abutting land owners. The intent is to combine both parcels and sell them as one large parcel for private re-development. Staff will be suggesting some development restrictions be put on the property to achieve the re-development goals for the property. The specific restrictions would be written into the deed and would be developed based on negotiations with the future prospective purchaser.

ANALYSIS

The proposed amendment to the comprehensive plan would amend the designation on the 2.68 acre site from Waterfront and Developed Open Space to Central Business District. The proposed change from Waterfront to CBD would clear up an existing discrepancy that exists between the plan and the existing zoning. The proposed change

from Developed Open Space to CBD is needed in order for the property to be made available for private re-development. Rezoning of this portion of the site is needed for the same reason.

The extension of the Central Business District plan designation and zoning is appropriate since the adjacent properties to the west are already part of the district and would fit with and complement both the retail uses in the vicinity and in Howard Amon Park.

SUMMARY

Approval of the proposed comprehensive plan amendment, rezone and surplussing action would provide the City the opportunity to re-develop the subject property in a way that would enhance the City's Central Business District.

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EXHIBIT (2)



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

PETITION TO AMEND COMPREHENSIVE PLAN
(Including City Staff Comprehensive Plan Amendment Checklist)

COMPREHENSIVE PLAN AMENDMENT INFORMATION AND PROCEDURES

Amendments to the Comprehensive Plan are Type V legislative actions governed by the procedures and regulations provided in Title 19 of the Richland Municipal Code. As mandated by RCW 36.70A.130 of the Growth Management Act, the City of Richland may consider and make changes to the Comprehensive Plan and its maps once each year. Any interested person, organization or agency may submit an application to the City for amendments to the Comprehensive Plan.

In accordance with the Growth Management Act, the City of Richland has established a docketing system for the annual receipt, processing and consideration of suggested amendments. The full set of submittals for amendments may be examined at the Planning and Development Services Department.

Procedures

Application Period: Applications for amendments may be submitted to the Planning & Development Services Department any time during the year. To be considered in the next annual amendment cycle, applications must be received no later than the application deadline for the current year. Applications received after the current year deadline will be considered in the following year's amendment cycle. [Contact planning staff for the current year's application deadline.]

Notice and Review of Proposed Amendments: The City of Richland will publish a legal notice(s) in the official newspaper of the City each year to inform the public of the opportunity to submit suggestions or requests for changes to the Comprehensive Plan. All proposed amendments would be considered at advertised public hearings before the Planning Commission and City Council, in accordance with state law and City requirements. Notice of public hearings or public meetings will be provided to the public as set forth in Richland Municipal Code 19.40.

Appeal Procedures: The City's final decision on an application may be appealed by a party of record with standing to file a land use petition in Benton County Superior Court. Such petition must be filed within twenty-one (21) days of issuance of the decision, as provided in RCW Chapter 36.70C.

For further information, please contact the Planning & Development Services Department at 840 Northgate Drive in Richland, or phone (509) 942-7794.



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

PETITION TO AMEND COMPREHENSIVE PLAN
(Including City Staff Comprehensive Plan Amendment Checklist)

Applicant or Sponsor City of Richland, Economic Development Department			
Address PO Box 190 MS-18		City Richland	State WA Zip 99352
Phone Number 509-942-7725	Fax Number	Other/E-Mail Address bmoore@ci.richland.wa.us	
Engineer/Architect Information (if applicable)			
Engineer/Architect		Registration/License Number	
Address		City	State Zip
Phone Number	Fax Number	Other/E-Mail Address	

Proposed Plan Amendment: Please indicate type of amendment and its location within the Comprehensive Plan:

☐ Text Amendment: Element _____ Section _____ Subsections _____

☒ Map Amendment: Element Land Use Map Number Land Use Map

Describe your Proposed Amendment (provide suggested new language): use additional sheets as necessary.

Change the Land Use of a portion of the site at 650 George Washington Way from
Developed Open Space to Water Front

Describe why the amendment should be made and why it is in the public interest (e.g., correcting an error, improving consistency, addressing a need that is currently lacking, etc.)

The parcel is part of a contiguous site intended for Water Front. It improves consistency of
the Plan by better aligning the boundaries of these two use areas with the intended uses.

Describe how the current language or map designation affects you or your property.

The current map splits the site into two separate and incompatible Land Use designations
which prevents beneficial use of the property.

I DECLARE UNDER PENALTY OF THE PERJURY LAWS THAT THE INFORMATION I HAVE PROVIDED ON THIS FORM/APPLICATION IS TRUE, CORRECT AND COMPLETE.

DATED THIS 14 DAY OF July, 2014.


Applicant's Signature

Applicant's Signature

PO Box 190 MS-18
Address
Richland, WA 99352
City, State, Zip
509-942-7725
Phone

Address

City, State, Zip

Phone

FOR OFFICE USE ONLY

Please provide the following with your Comprehensive Plan Amendment Application:

- Ownership Report from Title Company Listing Owners Within 300' of the subject property
- SEPA Checklist, if applicable
- Complete Legal Description of Affected Property
- Application Fee

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

Petition for Change of Zoning District Classification

Application is hereby made to the City of Richland for a change of zone, pursuant to Section 23.82.190 of the City of Richland Municipal Code.

The following required information must be typed or printed legibly in the appropriate spaces.

SECTION I – APPLICANT INFORMATION			
Applicant's Name: City of Richland, Economic Development Office			
Address: PO Box 190 MS-18			
City: Richland		State: WA	Zip: 99252
Phone: 509-942-7725	Fax:		Other and/or e-mail address: bmoore@ci.richland.wa.us
Please check under what capacity you are filing:			
<input checked="" type="checkbox"/> Recorded owner of the property as of 10/4/2010		<input type="checkbox"/> Purchasing under contract as of	
<input type="checkbox"/> The lessee as of		<input type="checkbox"/> The authorized agent of any of the foregoing, duly authorized in writing (written authorization must be attached to application).	
SECTION II – PROPERTY LOCATION AND GENERAL DESCRIPTION			
Street address(es) of property for which the zone change is requested, if applicable: 650 George Washington Way			
Relationship to adjacent streets (i.e., west of Main Street between 1 st Avenue and 2 nd Avenue): North of Jadwin, West of Amon Park Drive, South of Lee, East of George Washington Way			
General description of development status (i.e., vacant, agricultural, buildings, or miscellaneous improvement): Commercial buildings and vacant			
Size of petition area 0 acres and 26,548 square feet			
SECTION III - CHANGE OF ZONE REQUEST			
A change of zone from PPF To CBD			
is requested for the property described in Section II of this application.			
SECTION IV – JUSTIFICATION			
State the reason(s) for the requested change of zone:			
Currently the site is split by the zones. Approximately ½ acre of the 2.5 acre site is zoned PPF. The entire site should be zoned CBD to make the and zoning consistent across the entire site.			

➤ Continued

I DECLARE UNDER PENALTY OF THE PERJURY LAWS THAT THE INFORMATION I HAVE PROVIDED ON THIS FORM/APPLICATION IS TRUE, CORRECT AND COMPLETE.

DATED THIS 14 DAY OF July, 2014.

D. Moore
Applicant's Signature

PO Box 190 MS-18
Address

Richland, WA 993252
City, State, Zip

509-942-7725
Phone

Applicant's Signature

Address

City, State, Zip

Phone

FOR OFFICE USE ONLY

Date accepted for filing _____

Items enclosed: Filing fee and Title Insurance
Company Ownership Report showing all property
Owners of Record within 300-feet.

City Official's Signature



**95 Amon Park Drive
Vicinity Map**

Date: 07/01/2014
Prepared by: COR Redevelopment Office



EXHIBIT "A"



PROJECT: CREHST MUSEUM SURPLUS LOT
 DRAWN BY: B. LOPEZ
 CHECKED BY: DRPJR P.L.S.
 SCALE: 1"=250
 SHEET: N/A
 DATE: 07-08-14

EXHIBIT (3)



NOTICE OF APPLICATION, PUBLIC HEARING & SEPA DETERMINATION

File No's. (Z2014-107 & EA17-2014)

Notice is hereby given that the Richland Planning Commission will conduct a public hearing on September 24, 2014 at 7:00 p.m. in Council Chambers, Richland City Hall, 505 Swift Boulevard, Richland to consider the following proposed application requesting an amendment to the City's adopted comprehensive plan:

An application filed by the City of Richland to change the land use designation on .75 acres from Developed Open Space to Waterfront on property located at 95 Amon Park Drive. This application also includes a change in zoning from Parks and Public Facilities to Waterfront.

Any person desiring to express his views or to be notified of any decisions pertaining to this application should notify Rick Simon, Development Services Manager, 840 Northgate Drive, P.O. Box 190, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to rsimon@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Tuesday, September 16, 2014 to be incorporated into the Staff Report. Comments received after that date will be entered into the record at the hearing.

Copies of the staff report and recommendation will be available in the Development Services Division Office, and at the Richland Public Library beginning Friday, September 19, 2014

CITY OF RICHLAND Determination of Non-Significance

Notice is hereby given that the City of Richland on September 3, 2014 did issue a Determination of Non-Significance for the above referenced proposal proposal to amend the City's comprehensive plan. The City of Richland has determined that this proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days. Comments must be submitted by September 22, 2014. Comments should be submitted to Rick Simon, Development Services Manager, City of Richland, P.O. Box 190, Richland, WA 99352 or via fax at (509) 942-7764.

Rick Simon, Responsible Official

EXHIBIT (4)

Chapter 23.22 – Commercial Zoning Districts

Sections:

23.22.010 Purpose of Commercial Use Districts

23.22.020 Performance Standards and Special Requirements

23.22.030 Commercial Use Districts Permitted Land Uses

23.22.040 Site Requirements and Development Standards for Commercial Use Districts

23.22.050 Parking Standards for Commercial Use Districts

23.22.010 Purpose of Commercial Use Districts

- A. The Limited Business Use District (C-LB) is a zone classification designed to provide an area for the location of buildings for professional and business offices, motels, hotels, and their associated accessory uses, and other compatible uses serving as an administrative district for the enhancement of the central business districts, with regulations to afford protection for developments in this and adjacent districts and in certain instances to provide a buffer zone between residential areas and other commercial and industrial districts. This zoning classification is intended to be applied to some portions of the City that are designated either Commercial or High Density Residential under the City of Richland Comprehensive Plan.
- B. The neighborhood retail business use district (C-1) is a limited retail business zone classification for areas which primarily provide retail products and services for the convenience of nearby neighborhoods with minimal impact to the surrounding residential area. This zoning classification is intended to be applied to some portions of the City that are designated Commercial under the City of Richland Comprehensive Plan.
- C. The Retail Business Use District (C-2) is a business zone classification providing for a wide range of retail business uses and services compatible to the core of the City and providing a focal point for the commerce of the City. All activities shall be conducted within an enclosed building except that off-street loading, parking, and servicing of automobiles may be in the open and except that outdoor storage may be permitted when conducted in conjunction with the principal operation which is in an enclosed adjoining building. This zoning classification is intended to be applied to some portions of the City that are designated Commercial under the City of Richland Comprehensive Plan.
- D. The General Business Use District (C-3) is a zone classification providing a use district for commercial establishments which require a retail contact with the public together with incidental shop work, storage and warehousing, or light manufacturing and extensive outdoor storage and display, and those retail businesses satisfying the essential permitted use criteria of the C-2 use district. This zoning classification is intended to be applied to some portions of the City that are designated Commercial under the City of Richland Comprehensive Plan.
- E. The waterfront use district (WF) is a special commercial and residential zoning classification providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, offices, and other similar commercial, apartment, and multi-family uses which are consistent with waterfront oriented development, and which are in conformance with Title 26, Shoreline Management, and with applicable U. S. corps of engineer's requirements. This zoning classification encourages mixed special commercial and high-density residential uses to accommodate a variety of lifestyles and housing opportunities. Any combination of listed uses may be located in one building or one development (i.e. related buildings on the same lot or site). This zoning classification is intended to be applied to those portions of the City that are designated Waterfront under the City of Richland Comprehensive Plan.
- F. The Central Business District (CBD) is a special mixed use zoning classification designed to encourage the transformation of the Central Business District from principally a strip commercial auto-oriented neighborhood to a more compact development pattern. The Central Business District is envisioned to become a center for housing, employment, shopping, recreation, professional service and culture. The uses and development pattern will be integrated and complementary to create a lively and self-supporting district. Medium rise buildings will be anchored by pedestrian oriented storefronts on the ground floor with other uses including housing on upper floors. Projects will be well designed and include quality building materials. Appropriate private development will be encouraged via public investments in the streetscape and through reduction in off-street parking standards. Uses shall generally be conducted completely within an enclosed building, except that outdoor seating for

cafes, restaurants, and similar uses and outdoor product display is encouraged. Buildings shall be oriented to the fronting street or accessway, to promote a sense of enclosure and continuity along the street or accessway. This zoning classification is intended for those portions of the City that are designated as Central Business District, as well as some properties designated as Commercial and Waterfront, under the Richland Comprehensive Plan. The Central Business District zone contains overlay districts titled Medical, Parkway, and Uptown. The overlay districts implement varying site development requirements.

- G. The Commercial Recreation District (CR) is a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, and other commercial uses which are consistent with waterfront oriented development, and which are in conformance with Title 26, Shoreline Management and with the U.S. Corps of Engineers requirements, and providing for regulations to protect the business and residents of the City from objectionable influences, building congestion and lack of light, air and privacy. This zoning classification is intended for those portions of the City that are designated as Waterfront or Commercial under the Richland Comprehensive Plan.
- H. The Commercial Winery Use District (C-W) is a zone classification designed to provide an area for the operation of commercial wineries, including all aspects of the wine making industry, from the raising of crops to the production, storage and bottling of wine and the retail sales of wine and related products. Other uses, which support winery related tourism, such as restaurants, entertainment venues, retail services such as gift shops and bed and breakfast facilities are also permitted, along with other uses that are compatible with wineries. (Ord. 04-09)

23.22.020 Performance Standards and Special Requirements

- A. **Commercial Limited Business:** Residential uses permitted in the C-LB district must comply with the following standards:
 - 1. Minimum Yard Requirements.
 - a) Front Yard. Twenty feet except as provided by Section 23.18.040 (²);
 - b) Side Yards. Each side yard shall provide one foot of side yard for each three foot or portion thereof of building height;
 - c) Rear Yards. Twenty-five feet.
 - 2. Required Court Dimensions. Each court on which windows open from any room other than a kitchen, bathroom or a closet, shall have all horizontal dimensions measured at right angles from the windows to any wall or to any lot line other than a front lot line equal to not less than the height of the building above the floor level of the story containing the room, but no dimension shall be less than twenty feet.
 - 3. Distance Between Buildings. No main building shall be closer to any other main building on the lot than a distance equal to the average of their heights. This provision shall not apply if no portion of either building lies within the space between the prolongation of lines along any two of the opposite walls of the other building, but in any such situation the buildings shall not be closer to each other than a distance of ten feet.
 - 4. Percentage of Lot Coverage. Apartment buildings in a C-LB district shall cover not more than thirty-three percent of the area of the lot.
- B. **Neighborhood Retail Business:** All uses permitted in a C-1 district must comply with the following performance standards:
 - 1. All business, service, repair, processing, or merchandise display shall be conducted wholly within an enclosed building, except for off-street automobile parking, the sale of gasoline, and self-service car washes. Limited outdoor display of merchandise is permitted, provided that such display shall include only those quantities sold in a day's operation.
 - 2. Outdoor storage areas incidental to a permitted use shall be enclosed with not less than a six (6) foot high fence and shall be visually screened from adjoining properties. All storage areas shall comply with building setbacks.
 - 3. Not more than three persons shall be engaged at any one time in fabricating, repairing, cleaning, or other processing of goods other than food preparation in any establishment. All goods produced shall be primarily sold at retail on the premises where produced.

4. Lighting, including permitted illuminated signs, shall be shielded or arranged so as not to reflect or cause glare to extend into any residential districts, or to interfere with the safe operation of motor vehicles.
 5. Noise levels resulting from the operation of equipment used in the conduct of business in the C-1 district shall conform to the requirements of Chapter 173-60 of the Washington Administrative Code-Maximum Environmental Noise Levels.
 6. No single retail business, except for a food store, shall operate within a building space that exceeds 15,000 square feet in area, unless approved by the Planning Commission through the issuance of a special use permit upon the finding that the proposed retail business primarily serves and is appropriately located within the surrounding residential neighborhoods.
- C. **General Business:** All permitted commercial business uses may be located in the C-3 district, provided their performance is of such a nature that they do not inflict upon the surrounding residential areas, smoke, dirt, glare, odors, vibration, noise, excessive hazards or water pollution detrimental to the health, welfare or safety of the public occupying or visiting the areas. The maximum permissible limits of these detrimental effects shall be as herein defined and upon exceeding these limits they shall be as herein considered a nuisance, declared in violation of this title and shall be ordered abated.
1. Smokestacks shall not emit a visible smoke except for one ten minute period each day, when a new fire is being started. During this period, the density of the smoke shall not be darker than No. 2 of the Ringlemann Chart as published by the U.S. Bureau of Mines.
 2. No visible or invisible noxious gases, fumes, fly ash, soot or industrial wastes shall be discharged into the atmosphere from any continuous or intermittent operation except such as is common to the normal operations of heating plant or gasoline or diesel engines in cars, trucks or railroad engines.
 3. Building materials with high light reflective qualities shall not be used in the construction of buildings in such a manner that reflected sunlight will throw intense glare to areas surrounding the C-3 district.
 4. Odors of an intensity greater than that of a faint smell of cinnamon which can be detected by persons traveling the roads bordering the lee side of the C-3 district, when a ten mph wind or less is blowing are prohibited.
 5. Machines or operations which generate air or ground vibration must be baffled or insulated to eliminate any sensation of sound or vibration outside the C-3 district.
- D. **Waterfront:** It is the intent of this section that:
1. Uses should be oriented primarily to the waterfront and secondarily to the public street to facilitate public access to the waterfront; and
 2. Public pedestrian access shall include clearly marked travel pathways from the public street through parking areas to primary building entries. (Ord. 07-06)
- E. **Central Business District:** New Buildings shall conform to the following design standards:
1. The maximum setback area shall only be improved with pedestrian amenities including but not limited to: landscaping, street furniture, sidewalks, plazas, bicycle racks, and public art.
 2. Building façades facing streets shall include:
 - a) Glass fenestration on 50%-80% of the ground floor of the building façade. A window display cabinet, work of art, decorative grille or similar treatment may be used to cover an opening for concealment and to meet this standard on those portions of the ground floor façade where the applicant can demonstrate that the intrusion of natural light is detrimental to the ground floor use. Examples of such uses include, but are not limited to, movie theaters, museums, laboratories, and classrooms.
 - b) At least two of the following architectural elements;
 - (1) awnings;
 - (2) wall plane modulation at a minimum of three feet for every wall more than 50 feet in length;
 - (3) pilasters or columns;
 - (4) bays;
 - (5) balconies or building overhangs; or
 - (6) upper story windows (comprising a minimum of 50% of the façade).

3. At least one pedestrian, non-service entrance into the building will be provided on each street frontage or provided at the building corner.
4. Variation of exterior building material between the ground and upper floors of multi-story buildings.
5. All buildings with a flat roof shall use a modulated height parapet wall for wall lengths greater than 50 feet. The modulation of parapet heights is encouraged to identify building entrances.
6. All new buildings that utilize parapet walls shall include a projecting cornice detail to create a prominent edge.
7. Public street and sidewalk improvements are required per Richland Municipal Code to implement approved street cross-sections. Curb cuts are encouraged to be located adjacent to property lines and shared with adjacent properties, via joint access agreement.
8. Service bays, loading areas, refuse dumpsters, kitchen waste receptacles, outdoor storage locations, and rooftop mechanical equipment shall be located away from public rights-of-way via site planning and screened from view with landscaping, solid screening, or combination.
9. Alternative Design. In the event that a proposed building and/or site does not meet the literal standards identified in this section, or the maximum setback standards set forth in Section 23.22.040 or the maximum parking standards set forth in Section 23.22.050, a project representative may apply to the Richland Planning Commission for a deviation from these site design standards. The Richland Planning Commission shall consider said deviation and may approve any deviation based on its review and a determination that the application meets the following findings:
 - a) That the proposal would result in a development that offers equivalent or superior site design than conformance with the literal standards contained in this section; and
 - b) The proposal addresses all applicable design standards of this section in a manner which fulfills their basic purpose and intent; and
 - c) The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity. (Ord. 04-09: Ord. 07-10)

23.22.030 Commercial Use Districts Permitted Land Uses

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

- A. If the symbol "P" appears in the box at the intersection of the column and row, the use is permitted, subject to the general requirements and performance standards required in that zoning district.
- B. If the symbol "S" appears in the box at the intersection of the column and row, the use is permitted subject to the Special Use Permit provisions contained in Chapter 23.46 of this title.
- C. If the symbol "A" appears in the box at the intersection of the column and the row, the use is permitted as an accessory use, subject to the general requirements and performance standards required in the zoning district.
- D. If a number appears in the box at the intersection of the column and the row, the use is subject to the general conditions and special provisions indicated in the corresponding note.
- E. If no symbol appears in the box at the intersection of the column and the row, the use is prohibited in that zoning district.

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
Agricultural Uses								
Raising Crops, Trees, Vineyards								P
Automotive, Marine & Heavy Equipment								
Automotive Repair – Major				P				
Automotive Repair – Minor		P	P	P	S			
Automotive Repair – Specialty Shop		S	P	P	S			
Automobile Service Station		P ¹	P ¹	P ¹	S ¹			
Auto Part Sales		P	P	P	S			

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
Boat Building				P				
Bottling Plants				P				P ²⁹
Car Wash-Automatic or Self Service		P ³	P ³	P ³	S ³			
Equipment Rentals			P	P				
Farm Equipment & Supplies Sales				P				
Gas/Fuel Station	S	P	P	P	P			
Heavy Equipment Sales & Repair				P				
Manufactured Home Sales Lot				P				
Marinas						P	P	
Marine Equipment Rentals				P		P	P	
Marine Gas Sales						A	A	
Marine Repair				P		P	P	
Towing, Vehicle Impound Lots				S ⁴				
Truck Rentals			P	P				
Truck Stop-Diesel Fuel Sales			S	P				
Truck Terminal				P				
Vehicle Leasing/Renting			P ⁵	P	S ⁵			
Vehicle Sales			P ⁵	P	S ⁵			
Warehousing, Wholesale Use				P				
Business and Personal Services								
Animal Shelter				S ⁶				
Automatic Teller Machines	P	P	P	P	P	P		P
Commercial Kennel				P ⁶				
Contractor's Offices		P	P	P	P			
Funeral Establishments			P	P				
General Service Businesses	A	P	P	P	P	P		
Health/Fitness/Facility	A	P	P	P	P	A	P	
Health/Fitness Center			P	P	P		P	
Health Spa		P	P	P	P	P		P
Hospital/Clinic – Large Animal				S ⁶				
Hospital/Clinic – Small Animal			S ⁶	P ⁶	P			
Laundry/Dry Cleaning, Com.				P	P ³⁰			
Laundry/Dry Cleaning, Neighborhood		P	P	P	P			
Laundry/Dry Cleaning, Retail	P	P	P	P	P	P		
Laundry-Self Service		P	P	P	P			
Mini-Warehouse				P ⁷				
Mailing Service	P	P	P	P	P	P		
Personal Loan Business	P	P	P	P	P			
Personal Services Businesses	A	P	P	P	P	P		
Photo Processing, Copying & Printing Services	P	P	P	P	P	P		
Telemarketing Services	P		P	P	P			
Video Rental Store		P	P	P	P	P		P
Food Service								
Cafeterias	A		A	A	A	A	A	
Delicatessen	P	P	P	P	P	P	P	P
Drinking Establishments		P ⁸	P	P	P	P	P	P
Micro-Brewery			P	P	P	P	P	P
Portable Food Vendors ²⁷	A ²⁸	A ²⁸	A ²⁸	A ²⁸	A ²⁸	A ²⁸	A ²⁸	A ²⁹
Restaurants/Drive Through		S ⁹	P ⁹	P ⁹	S ^{9, 10}	S ^{9, 10}		
Restaurants/Lounge		P ⁸	P	P	P	P	P	P
Restaurants/Sit Down	A	P	P	P	P	P	P	P

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
Restaurants/Take Out		P	P	P	P	P		P
Restaurants with Entertainment/Dancing Facilities		P ⁸	P	P	P	P	P	P
Wineries – Tasting Room		P ⁸	P	P	P	P	P	P
Industrial/Manufacturing Uses								
Laundry and Cleaning Plants				P				P ²⁹
Light Manufacturing Uses				P				P ²⁹
Warehousing and Distribution Facilities				P				P ²⁹
Wholesale Facilities & Operations				P				P ²⁹
Wineries – Production				P				P
Office Uses								
Financial Institutions	P	P/S ²³	P	P	P	P		
Medical, Dental and Other Clinics	P	P	P	P	P	P		
Newspaper Offices & Printing Works			P	P	P			
Office-Consulting Services	P	P	P	P	P	P		P ²⁹
Office – Corporate	P		P	P	P	P		P ²⁹
Office – General	P	P	P	P	P	P		P ²⁹
Office – Research & Development	P		P	P	P			P ²⁹
Radio and Television Studios			P	P	P			
Schools, Commercial	P		P	P	P	P		
Schools, Trade			P	P	P			P ²⁹
Travel Agencies	P	P	P	P	P	P		
Public/Quasi Public Uses								
Churches	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P	P ¹¹		
Clubs or Fraternal Societies	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P ¹¹		
Cultural Institutions	P ¹¹	P ¹¹	P ¹¹		P ¹¹	P ¹¹		P ¹¹
General Park O & M Activities	P	P	P	P	P	P	P	P
Hospitals	P		P	P	P			
Homeless Shelter				P				
Passive Open Space Use	P	P	P	P	P	P	P	P
Power Transmission & Irrigation Wasteway Easements & Utility Uses	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²
Public Agency Buildings	P	P	P	P	P	P	P	
Public Agency Facilities	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²
Public Campgrounds				S			S	
Public Parks	P	P	P	P	P		P	P
Schools	P ¹³	P ¹³	P ¹³	P ¹³	P ¹³	P ¹³		
Schools, Alternative	P ¹⁴	P ¹⁴	P ¹⁴	P ¹⁴	P ¹⁴			
Special Events including concerts, tournaments and competitions, fairs, festivals and similar public gatherings	P	P	P	P	P	P	P	P
Trail Head Facilities	P	P	P	P	P	P	P	P
Trails for Equestrian, Pedestrian, or non-motorized Vehicle Use	P	P	P	P	P	P	P	P
Recreational Uses								
Art Galleries			P	P	P	P	P	P
Arcades		P	P	P	P	P	P	
Boat Mooring Facilities						P	P	
Cinema, Indoor			P	P	P	P	P	
Cinema, Drive-In			P	P				
Commercial Recreation, Indoor		S ⁸	P	P	P	P	P	
Commercial Recreation, Outdoor			P	P		P	P	

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
House Banked Card Rooms				P ¹⁵	P ¹⁵	P ¹⁵	P ¹⁵	
Recreational Vehicle Campgrounds				S ¹⁶			S ¹⁶	
Recreational Vehicle Parks				S ¹⁷			S ¹⁷	
Stable, Public				S ¹⁸				
Theater		P8	P	P	P	P	P	P
Residential Uses								
Accessory Dwelling Unit		A	A	A	A	A		A
Apartment, Condominium (3 or more units)	P		P ¹⁹		P	P		
Assisted Living Facility	P		P		P ¹⁹	P		
Bed and Breakfast	P	P	P	P	P	P	P	P
Day Care Center	P ²⁰	P ²⁰	P ²⁰	P ²⁰	P ²⁰	P ²⁰		
Dormitories, Fraternities, & Sororities	P				P	P		
Dwelling, One Family Attached						P ²⁶		
Dwelling, Two-Family Detached						P		
Dwelling units for a resident watchman or custodian				A				P ²⁹
Family Day Care Home	P ²⁰					P ²⁰		
Houseboats						P	P	
Hotels or Motels	P		P	P	P	P	P	P
Nursing or Rest Home	P		P		P ¹⁹	P		
Recreational Club	A				A	A		
Senior Housing	P				P ¹⁹	P		
Temporary Residence	P ²¹	P ²¹	P ²¹	P ²¹	P ²¹	P ²¹		P
Retail Uses								
Adult Use Establishments				P ²²				
Apparel & Accessory Stores		P	P	P	P	P		P
Auto Parts Supply Store		P	P	P	P			
Books, Stationary & Art Supply Stores	A	P	P	P	P	P		P
Building, Hardware, Garden Supply Stores		P	P	P	P			
Department Store			P	P	P			
Drug Store/Pharmacy	A	P/S ²³	P	P	P	P		
Electronic Equipment Stores		P	P	P	P	P		
Food Stores		P	P	P	P	P		
Florist		P	P	P	P	P		P
Furniture, Home Furnishings & Appliance Stores		P	P	P	P			
Landscaping Material Sales			A	P				
Lumberyards				P				
Nursery, Plant				P				P
Office Supply Store	A	P	P	P	P	P		
Outdoor Sales				P				
Parking Lot or Structure	P	P	P	P	A	P		P
Pawn Shop				P				
Pet Shop & Pet Supply Stores		P	P	P	P			
Retail Hay, Grain & Feed Stores				P				
Second Hand Store			P	P	P	P		
Specialty Retail Stores		P	P	P	P	P		P
Miscellaneous Uses								
Bus Station				P	P			
Bus Terminal				P	P			
Bus Transfer Station	P		P	P	P		P	

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	C-W
Cemetery	P		P	P				
Community Festivals & Street Fairs	P	P	P	P	P	P	P	P
Convention Center	P		P	P	P	P	P	
Micro and Macro Antennas	P	P	P	P	P	P	P	P
Monopole				S ²⁴				
On-site Hazardous Waste Treatment & Storage	A	A	A	A	A	A	A	A
Outdoor Storage		A ²⁵	A ²⁵	P ²⁵				
Storage in an Enclosed Building	A	A	A	A	A	A	A	A ²⁹

1 Section 23.42.280

2 Section 23.42.290

3 Section 23.42.270

4 Section 23.42.320

5 Section 23.42.330

6 Section 23.42.040

7 Section 23.42.170

8 Section 23.42.053

9 Section 23.42.047

10 Section 23.42.055

11 Section 23.42.050

12 Section 23.42.200

13 Section 23.42.250

14. Section 23.42.260

15 Section 23.42.100

16 Section 23.42.230

17 Section 23.42.220

18 Section 23.42.190

19 Use permitted on upper stories of multi-story buildings, if main floor is used commercial or office uses.

20 Section 23.42.080

21 Section 23.42.110

22 Section 23.42.030

23 Use permitted, requires special use permit with drive-through window.

24 Chapter 23.62

5 Section 23.42.180

26 Section 23.18.025

27 See definition 23.06.780

28 Section 23.42.185

29 Activities permitted only when directly related to and/or conducted in support of winery operations

30 Within the Central Business District (CBD), existing Commercial Laundry/Dry Cleaning uses, established and operating at the time the CBD District was established, are allowed as a permitted use. All use of the land and/or buildings necessary and incidental to that of the Commercial Laundry/Dry Cleaning use, and existing at the effective date of the CBD District, may be continued. Commercial Laundry/Dry Cleaning uses not established and operating at the time the CBD District was established are prohibited.

(Ord. 15-07: Ord. 04-09: Ord. 07-10)

23.22.040 Site Requirements and Development Standards for Commercial Use Districts

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

Standard	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Minimum Lot Area	None	None	None	None	None	None	None	None
Maximum Density – Multi Family Dwellings (units/square feet).	1:1,500	N/A	N/A	N/A	None	1:1,500	N/A	N/A
Minimum Lot Width – One Family Attached Dwellings	N/A	N/A	N/A	N/A	N/A	30	N/A	N/A
Minimum Front Yard Setback ¹⁴	20	45 ¹	0 ²	0 ²	CBD, Parkway, Uptown Districts: 0 min. – 20 max. ^{3, 11, 13} Medical District: 0 min,	Note 4,5	Note 4	20
Minimum Side Yard Setback	0 ⁶	0 ⁷	None	None	0 ^{6,8}	0 ^{5,9}	0	0 ^{6,8}
Minimum Rear Yard Setback	0 ^{6,8}	0 ⁷	None	None	0 ^{6,8}	0 ^{5,8,10}	0	0 ^{6,8}
Maximum Building Height ¹⁴	55 ¹¹	30	80	80	CBD – 110 Medical – 140 Parkway – 50 Uptown - 50	35/ 55 ¹²	35/ 55 ¹²	35
Minimum Dwelling unit size (in square feet, excluding porches, decks, balconies & basements)	500	N/A	N/A	N/A	500	500	N/A	N/A

¹ Each lot shall have a front yard of forty-five (45) feet deep or equal to the front yards of existing buildings in the same C-1 District and within the same block.

² No setback required if street right-of-way is at least eighty feet (80') in width. Otherwise, a minimum setback of forty feet (40') from street centerline is required.

³ Unless a greater setback is required by RMC 12.11 – Intersection Sight Distance.

4 Front and side street. No building shall be closer than forty feet (40') to the centerline of a public right-of-way. The setback area shall incorporate pedestrian amenities such as increased sidewalk width, street furniture, landscaped area, public art features, or similar features.

⁵ In the case of attached one-family dwelling units, setback requirements shall be as established for attached dwelling units in the Medium Density Residential Small Lot (R-2S) zoning district. Refer to Section 23.18.040.

⁶ In any Commercial Limited Business (C-LB), Central Business (CBD) or in any Commercial Winery (C-W) zoning district that directly abuts a single-family zoning district, the following buffer, setback and building height regulations shall apply to all structures:

- A. Within the Commercial Limited Business (C-LB) and the Commercial Winery (CW) districts, buildings shall maintain at least a thirty-five foot (35') setback from any property that is zoned for single-family residential use. Within the Central Business District (CBD) buildings shall maintain at least a thirty-five (35') setback from any property that is zoned for single-family residential use. Single-family residential zones include R-1-12 Single-Family Residential 12,000, R-1-10 – Single-Family Residential 10,000, R-2 – Medium Density Residential, R2-S – Medium Density Residential Small Lot or any residential Planned Unit Development that is comprised of single-family detached dwellings.
- B. Buildings that are within fifty feet of any property that is zoned for single-family residential use in Commercial Limited Business (C-LB) and the Commercial Winery (CW) districts and buildings that are within fifty feet (50') of any property that is zoned for and currently developed with a single-family residential use in the Central Business District (CBD)(as defined in item 1 above) shall not exceed thirty feet (30') in height. Beyond the area 50 feet from any property, that is zoned for single-family residential use, building height may be increased at the rate of one foot in building height for each additional one foot of setback from property that is zoned for single-family residential use to the maximum building height allowed in the C-LB, CW and CBD zoning districts, respectively.
- C. A six (6) foot high fence that provides a visual screen shall be constructed adjacent to any property line that adjoins property that is zoned for single-family residential use, or currently zoned for and developed with a single-family residential use in the CBD district. Additionally, a ten (10) feet landscape strip shall be provided adjacent to the fence. This landscape strip may be used to satisfy the landscaping requirements established for the landscaping of parking facilities as identified in Section 23.54.140.
- D. In the C-LB and C-W districts, a twenty-foot (20') setback shall be provided for any side yard that adjoins a street; and a twenty-five foot (25') setback shall be provided for any side yard that adjoins a residential district.

⁷ Side yard and rear yard setbacks are not required except for lots adjoining a residential development, residential district, or a street. Lots adjoining either a residential development or residential district shall maintain a minimum fifteen (15) setback. Lots adjoining a street shall maintain a minimum twenty (20) foot setback. Required side or rear yards shall be landscaped or covered with a hard surface, or a combination of both. No accessory buildings or structures shall be located in such yards unless otherwise permitted by this title.

⁸ No minimum required, except parking shall be setback a minimum of five (5) feet to accommodate required landscape screening as required under RMC 23.54.140.

⁹ Side yard. No minimum, except parking shall be setback a minimum of five (5) feet, and buildings used exclusively for residences shall maintain at least one (1) foot of side yard for each three (3) feet or portion

thereof of building height. Side yards adjoining a residential district shall maintain setbacks equivalent to the adjacent residential district.

10 No minimum, except parking shall be setback a minimum of five (5) feet. Rear yards adjoining a residential district shall maintain setbacks equivalent to the adjacent residential district.

¹¹ Commercial developments such as community shopping centers or retail centers over 40,000 square feet in size and typically focused around a major tenant, such as a supermarket grocery, department store or discount store, and supported with smaller “ancillary” retail shops and services located in multiple building configurations, are permitted front and street side maximum setback flexibility for the largest building. Maximum setbacks standards on any other new buildings may be adjusted by the Planning Commission as part of the Alternative Design review as set forth in the performance standards and special requirements of Section 23.22.020(E)(9).

¹² All buildings that are located in both the Waterfront (WF) district and that fall within the jurisdictional limits of the Shoreline Management Act shall comply with the height limitations established in the Richland Shoreline Master Program (RMC Title 26). Buildings in the WF district that are not subject to the Richland Shoreline Master Program shall not exceed a height of thirty-five (35) feet; unless the Planning Commission authorizes an increase in building height to a maximum height of fifty-five (55) feet, based upon a review of the structure and a finding that the proposed building is aesthetically pleasing in relation to buildings and other features in the vicinity and that the building is located a sufficient distance from the Columbia River to avoid creating a visual barrier.

¹³ Physical additions to existing nonconforming structures are not subject to the maximum front yard setback requirements.

¹⁴ The Medical, Uptown and Parkway Districts of the CBD zoning district are established as shown by Plates 23.22.040 1, 2 and 3. (Ord. 04-09: Ord. 04-09A: Ord. 07-10)

PLATE NO. 1 - 23.22.040

PLATE 1



CBD - MEDICAL DISTRICT

PLATE NO. 2 - 23.22.040

PLATE 2



CBD - UPTOWN DISTRICT

PLATE NO. 3 - 23.22.040

PLATE 3



CBD - THE PARKWAY DISTRICT

23.22.050 Parking Standards for Commercial Use Districts

- A. Off street parking space shall be provided in all commercial zones in compliance with the requirements of Chapter 23.54 of this title.
- B. Central Business District Off-Street Parking
- C. All uses have a responsibility to provide parking. The parking responsibility for any new use or change in use shall be determined in accordance with the requirements of Section 23.54. The maximum number of parking spaces provided on-site shall not exceed 125% of the minimum required parking as specified in Section 23.54 provided that any number of parking spaces beyond the established maximum may be approved by the Planning Commission subject to RMC 23.22.090(E)(9) (Alternative Design).
 - 1. The off-street parking requirement may be reduced as follows.
 - a) The Planning Commission may reduce the parking responsibility as provided by Sections 23.54.080 Joint Use, and/or;
 - b) Within a 600-foot radius of the property, and within the CBD zoning district, a 25% credit will be provided for each on-street parking space and/or for each off-street parking space located in a city-owned public parking lot. The allowed combined reduction in required off-street parking shall not exceed 50% of the overall off-street parking requirement (including any reductions contained in RMC 23.54.080). Example: one off-street space will be credited if four on-street spaces are located within 600 feet of the property. Parking space dimensions are found in 23.54.120. Only those streets designated for on-street parking shall be considered for the credit. Curb cuts, driveways, hydrant frontages, and similar restricted parking areas shall be excluded from the calculation.
 - 2. Any parking lot that has frontage on a public street or accessway shall be screened with a combination of trees planted at no less than 30 feet on center and shrubs planted to form a uniform hedge within five years. A masonry wall not lower than 18" and not higher than 36" may be substituted for the shrubs. The landscaping and masonry wall, if used, shall be at no greater setback than the maximum setback for a front or street side (23.22.040). Masonry walls are subject to the performance standards found in 23.22.020 A.3.b.ii, and must be granted approval by the Public Works Director for compliance with vision clearance requirements for traffic safety before installation. (Ord. 04-09: Ord. 07-10)

EXHIBIT (5)

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: [\[help\]](#)

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: [\[help\]](#)

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:

City of Richland 2014 Comprehensive Plan Amendment, 95 Amon Park Dr.

2. Name of applicant: City of Richland, Economic Development Department

3. Address and phone number of applicant and contact person: Brian Moore, 509-942-7725, PO Box 190, MS-18, Richland, WA 99352

4. Date checklist prepared: 9/2/14

5. Agency requesting checklist: City of Richland, Development Services

6. Proposed timing or schedule (including phasing, if applicable):

Anticipate adoption of the comp plan change and rezone by December 2014.

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

N/A

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

N/A, Non-project action. Future development will be reviewed in accordance with applicable regulations at the time of development.

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.

No applications are currently pending for the subject property.

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

Approval of a comprehensive plan amendment and concurrent rezone are required to change the land use and zoning designations.

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 proposal is to proposal to amend the City's comprehensive plan by re-classifying .75 acres from developed open space to waterfront and to make a corresponding zoning change from Parks to waterfront.

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 site is located at 95 Amon Park Drive within the City of Richland. See attached maps for clarification.

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)?
20%
- 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.
No agricultural lands are found on the site that is developed with a private drive, off street parking and a 4,000 SF commercial building.
- d. Are there surface indications or history of unstable soils in the immediate vicinity?
If so, describe.
None Known.
- 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.
N/A, non-project action.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
See 1.e above.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? See 1.e above.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
See 1.e 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.e above.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
See 1.e above.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any:
See 1.e 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 River is located approximately 630 feet from the site. The developed Howard Amon Park separates the site from the river. This is a non-project action and no work will take place in or adjacent to said river.

- 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.

This is a non-project action and no work will take place in or adjacent to said river.

- 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.e above.

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

See 1.e above.

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

The site is protected by a levy from flooding and further flooding is currently managed by the McNary Dam.

- 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.e 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.e 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.e 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.e above.

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

See 1.e above.

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

See 1.e above.

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

See 1.e 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

X 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

The site is covered by impervious asphalts, building structure and maintains a small grass landscaped area.

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

See 1.e above.

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

See 1.e above.

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

See 1.e above.

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

None known. See 1.e 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 _____

The Columbia River contains salmonoids and other various fish and waterfowl however this is a non-project action and will not impact the wildlife.

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

Threatened or endangered species are not known to be on or near the site.

- c. Is the site part of a migration route? If so, explain.

The site is not known to be part of a significant migration route for birds or animals.

- d. Proposed measures to preserve or enhance wildlife, if any:

See 1.e above.

- e. List any invasive animal species known to be on or near the site.

None known, see 1.e 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.e above.

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

See 1.e 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.e 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.

See 1.e above.

- 1) Describe any known or possible contamination at the site from present or past uses.

None known, see 1.e above.

- 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.

None known, see 1.e above.

- 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.

None known, see 1.e above.

- 4) Describe special emergency services that might be required.

See 1.e above.

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

See 1.e above.

b. Noise

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

See 1.e 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.e above.

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

See 1.e 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.

The site is currently developed with a 4,000 SF commercial building with off-street parking provided. The building is currently vacant. The land to the south and east are public parks with associated park improvements. The land to the north and northeast is commercial in nature and the land to the west is vacant commercial land.

- 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?

N/A

- 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: N/A

c. Describe any structures on the site.

A 4,000 SF commercial building with a daylight type basement is on the site. The building is one story on the west elevation with a basement that is on grade on the east elevation.

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

N/A

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

The site is zoned Parks & Public Facilities (PPF)

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

Developed Open Space (DOS)

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

N/A

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

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

N/A, see 1.e above.

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

N/A, see 1.e above.

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

N/A, see 1.e above.

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

The project is the ultimate rezoning of the site that will apply Central Business District zoning to the property which will then be consistent with the commercial properties to the north & west.

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

N/A

9. Housing

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

None

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

None

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

N/A

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?

N/A, see 1.e above

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

N/A, see 1.e above

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

N/A, see 1.e above

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A, see 1.e above

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

N/A, see 1.e above

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

N/A, see 1.e above

- d. Proposed measures to reduce or control light and glare impacts, if any:

N/A, see 1.e above

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Howard Amon Park is found to the east and has both active and passive recreation opportunities such as tennis courts, playgrounds, boat docks and a launch, an outdoor amphitheater and community center. Overlook Park found to the

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

No.

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

N/A

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.

No.

- 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.

None known.

- c. 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.

Non –project action. See 1.e. 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.

N/A, see 1.e. 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.

See attached maps. The site has access to Lee Blvd. by a private access drive.

- 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?

Benton Franklin Transit has stops within a quarter mile of the site.

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

N/A, see 1.e. 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).

N/A, see 1.e. above.

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

No.

- 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 non-passenger vehicles). What data or transportation models were used to make these estimates?

N/A, see 1.e. 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.

N/A, see 1.e. above.

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

N/A, see 1.e. 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.

N/A, see 1.e. above.

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

N/A, see 1.e. above.

16. Utilities

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

Water, power sewer, telephone, data, and refuse service are available to the site.

- 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.

N/A, see 1.e. 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 T. Lambert

Position and Agency/Organization Senior Planner, City of Richland

Date Submitted: 9/2/14

D. SUPPLEMENTAL SHEET FOR NONPROJECT 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?

No impact. This is a non-project action. Future development of the site will be reviewed against all requirements, rules and regulations in effect the time of said development.

Proposed measures to avoid or reduce such increases are:

N/A

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

See #1 above.

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

N/A

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

See #1 above.

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

N/A

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?

See #1 above.

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

N/A

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?

See #1 above.

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

N/A

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

See #1 above.

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

N/A

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

See #1 above.

EXHIBIT (6)

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal: Amendment to comprehensive plan to re-classify .75 acres from Developed Open Space to Waterfront and to make a corresponding change in zoning from Parks & Public Facilities to Waterfront.

Proponent: City of Richland

Location of Proposal: 95 Amon Park Drive

Lead Agency City of Richland

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

- () There is no comment for the DNS.
- (X) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by September 22, 2014.
- () This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Rick Simon

Position/Title: Development Services Manager

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

Date: September 3, 2014

Signature 

EXHIBIT (7)

I. PUBLIC PARTICIPATION

The Growth Management Act requires the city to establish and broadly disseminate to the public a public participation program identifying procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the governing body.

Review: The City of Richland has an established public participation program to ensure early and continuous public participation in comprehensive plan amendments. The following outlines the program as it applies to this comprehensive plan amendment:

- (1) Communication programs and information services. The City of Richland informed the public about the proposed plan amendment by publishing notice of the amendment in the Tri-City Herald, by posting the site, by mailing notice to surrounding land owners and by posting notice on the City web page.
- (2) Broad dissemination of proposals and alternatives. The City of Richland distributed the proposed plan amendment in the following manner to ensure that information on the amendment was available prior to discussion at public hearings:
 - (a) Copy was available at the City library.
 - (b) Copies were available at the Planning and Development Services Division.
 - (c) A copy was posted on the City web page.
 - (d) Copies were available at the public hearing held by the Planning Commission.
- (3) Public meeting after effective notice. The City of Richland publicized public hearings in the following manner to ensure the broadest cross-section was made aware of the opportunity to become involved in the planning process:
 - (a) Public hearings before the Planning Commission and City Council were scheduled to allow for public comment.
 - (b) Public hearing notices were published in the Tri-City Herald at least 10 days before the scheduled date.
 - (c) Meeting summaries will be prepared and available to the public shortly after the public hearing through the Planning and Development Services Division.
 - (d) All public hearings will be cablecast on the City's cable channel.
- (4) Provision for open discussion. The City of Richland took the following actions to ensure that the public had an opportunity to actually take part and have their opinion heard:
 - (a) Agendas are written that clearly define the purpose of the hearing, the item to be considered, and actions that may take place.
 - (b) All public hearings will be scheduled during the weekday in the evenings to encourage the greatest number of people to attend.
 - (c) The chairman presiding over the hearing shall allow the public an opportunity to comment on the amendment.
 - (d) All hearings will be recorded for public access and review.
- (5) Opportunity for Written Comments. The City of Richland provided the public an opportunity to submit written comment any time during the comprehensive plan

amendment review process. These written comments will be made part of the record to allow the governing body to consider them in their decision making process.

II. PLANNING GOALS

The Growth Management Act (GMA) requires the city to consider and be guided by the 13 goals established in RCW 36.70A.020 when adopting comprehensive plans and development regulations. Staff carefully considered and weighed each goal in the light of the relevant information to achieve its desired goal. The following outlines staffs review process to ensure that the 13 goals were properly considered in guiding the city in its final recommendation.

GOAL 1: URBAN GROWTH. *City should encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

Review. The property is located within the City's existing Urban Growth Area as set forth by the Benton County comprehensive plan. City water, sewer and power serve the site which is developed with a 4,000 square foot commercial building.

GOAL 2: REDUCE SPRAWL. *City should try to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*

Review. The proposed amendment would meet this GMA goal and represents the reuse of developed urban property.

GOAL 3: TRANSPORTATION: *City should encourage efficient multimodal transportation systems that are based on regional priorities and coordinate with county and city comprehensive plans.*

Review. The site is served by public transit and is within 600 feet of a regional trail. The proposed amendment would not impact this GMA goal.

GOAL 4: HOUSING: *City should encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

Review. The proposed amendment does not affect housing in any manner and would not impact this GMA goal.

GOAL 5: ECONOMIC DEVELOPMENT. *City should encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, and public services, and public facilities.*

Review. The proposed plan amendment would allow the efficient reuse of the existing building for commercial and professional office purposes. The current designation and zoning allows only for municipal uses. The proposed amendment will not affect this GMA goal.

GOAL 6. PROPERTY RIGHTS. *City should consider that private property should not be taken for public use without just compensations having been made. The property rights of landowners shall be protected from arbitrary and discriminatory action.*

Review. The City's existing plan includes policies concerning the protection of private property rights. The proposed amendment would not impact this GMA goal.

GOAL 7: PERMITS. *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*

Review. The City will strive to complete the amendment process in a timely and fair manner.

GOAL 8: NATURAL RESOURCE INDUSTRIES. *City should maintain and enhance natural resources-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*

Review. The proposed amendment does not involve any designated natural resource lands and so does not impact the goal of conserving and enhancing natural resource industries.

GOAL 9: OPEN SPACE. *City should encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands, and water, and develop parks.*

Review. No lands utilized for recreation are included in this amendment. The proposed amendment would not impact this GMA goal.

GOAL 10: ENVIRONMENT. *City should protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*

Review. The site is developed. The proposed amendment would not impact this GMA goal.

GOAL 11: CITIZENS PARTICIPATION AND COORDINATION. *City should encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

Review. The City of Richland has an established public participation program to ensure early and continuous public participation in comprehensive plan amendments. The outline of that plan

can be found in Section I: Public Participation. The review of this proposed amendment followed this public participation plan.

GOAL 12: PUBLIC FACILITIES & SERVICES. *City should ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

Review. The facility is no longer utilized or needed by the City. The proposed amendment would not impact this GMA goal.

GOAL 13: HISTORIC PRESERVATION. *City should identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*

Review. The existing building is not historic nor is the land it is sited on.

III. CONCLUSION

The proposed plan amendment would reclassify 2.68 acres from developed open space and waterfront to commercial. This amendment is consistent with the goals of the Growth Management Act.

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EXHIBIT (8)



EXHIBIT (9)

