



Agenda
Hearing Examiner Meeting
Thursday, February 22, 2018
City Hall Council Chamber | 505 Swift Boulevard

Hearing Examiner: Gary McLean

Liaisons: Staff Liaison Senior Planner Shane O'Neill

Public Hearing – 6:00 p.m.

Public Hearing Explanation:

New Business – Public Hearing:

- I. S2017-104 - Preliminary Plat of 6.14 Acres into 12 Residential Lots
Applicant - Lee Petty (Columbia Park Development LLC)

Old Business - Public Hearing:

- I. Z2017-106 & Z2017-107 - Rezone Applications
Applicants - Wenner & Markel

Adjournment

The next Hearing Examiner Meeting is March 12, 2018

This Meeting is broadcast live on CityView Channel 192 and online at CI.RICHLAND.WA.US/CITYVIEW

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HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 02/22/2018

Agenda Category: New Business – Public Hearing

Prepared By: Shane O'Neill, Senior Planner

Subject:

S2017-104 - Preliminary Plat of 6.14 Acres into 12 Residential Lots

Applicant - Lee Petty (Columbia Park Development LLC)

Department:

Community & Development Services

Recommended Motion:

Approval subject to the conditions contained in the Technical Advisory Committee Report

Summary:

A preliminary plat to allow the subdivision of two parcels totaling 6.14 acres into 12 single-family residential lots

Attachments:

1. FULL Staff Report - Columbia Park Trail Development (2.22.18)

**CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION
STAFF REPORT TO THE HEARING EXAMINER**

GENERAL INFORMATION:

PROPOSAL NAME: Columbia Park Trail Development - Preliminary Plat

LOCATION: South side of Columbia Park Trail approximately 1,725 feet
east of Queensgate Drive

APPLICANT: Lee Petty

FILE NO.: S2017-104

DESCRIPTION: Request to subdivide 6.1 acres into 12 single family
residential lots

PROJECT TYPE: Type III Preliminary Plat

HEARING DATE: February 22, 2018

REPORT BY: Shane O'Neill, Senior Planner

RECOMMENDED
ACTION: Approval subject to completion of proposed conditions

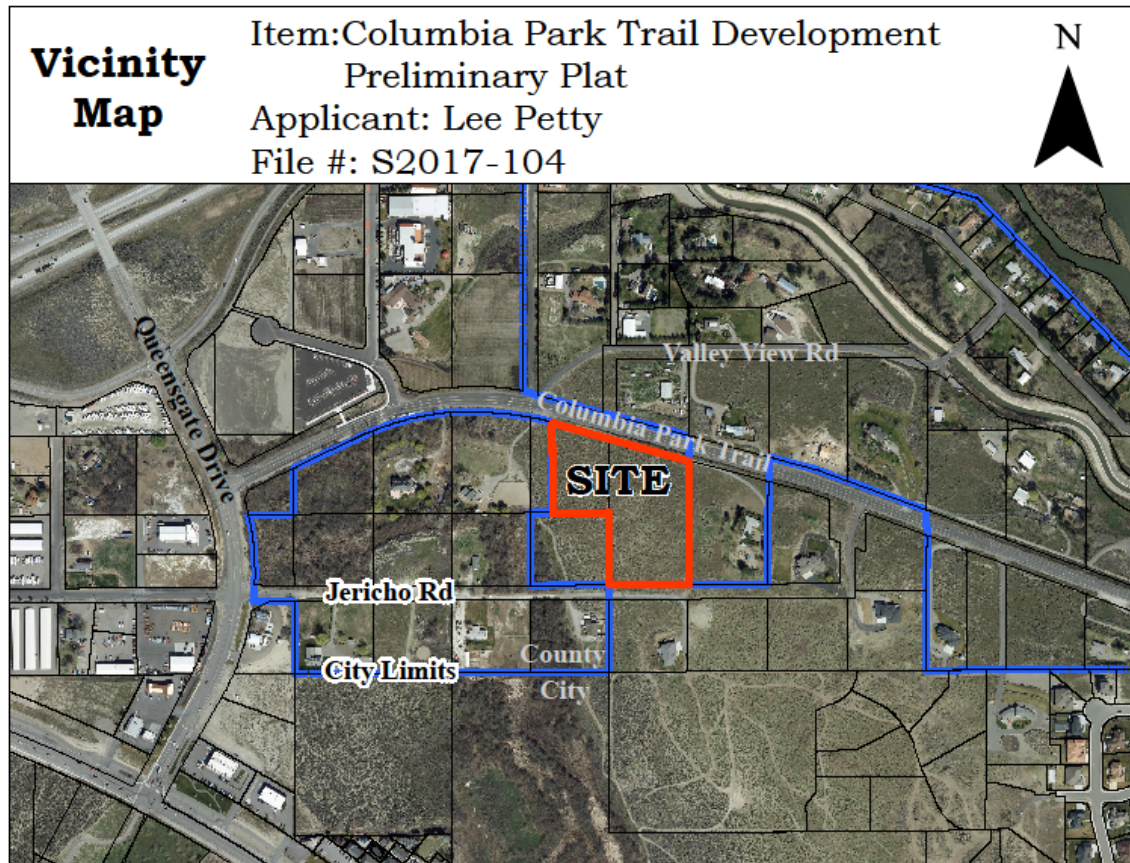


Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

Lee Petty has filed a preliminary plat application (Exhibit 1) to divide approximately 6.14 acres into 12 single family residential lots with an average lot area of 21,309 square feet (0.49 acres), known as the plat of Columbia Park Trail Development. All twelve of the lots are proposed to be served by private roadways terminating in cul-de-sacs (see Exhibit 2). This plat site includes two adjacent parcels both fronting Columbia Park Trail to the north; the easterly parcel also fronting Jericho Road to the south. Stemming from the initial public hearing on December 11, 2017, this plat application includes a request for a deviation from standard public right-of-way improvements along both frontages; said request is included as Exhibit 3. Exhibit 4 is the same request memo in a modified form to show responses provided by Public Works Director Pete Rogalsky (highlighted), to the points made by the applicant's attorney in filing the request.

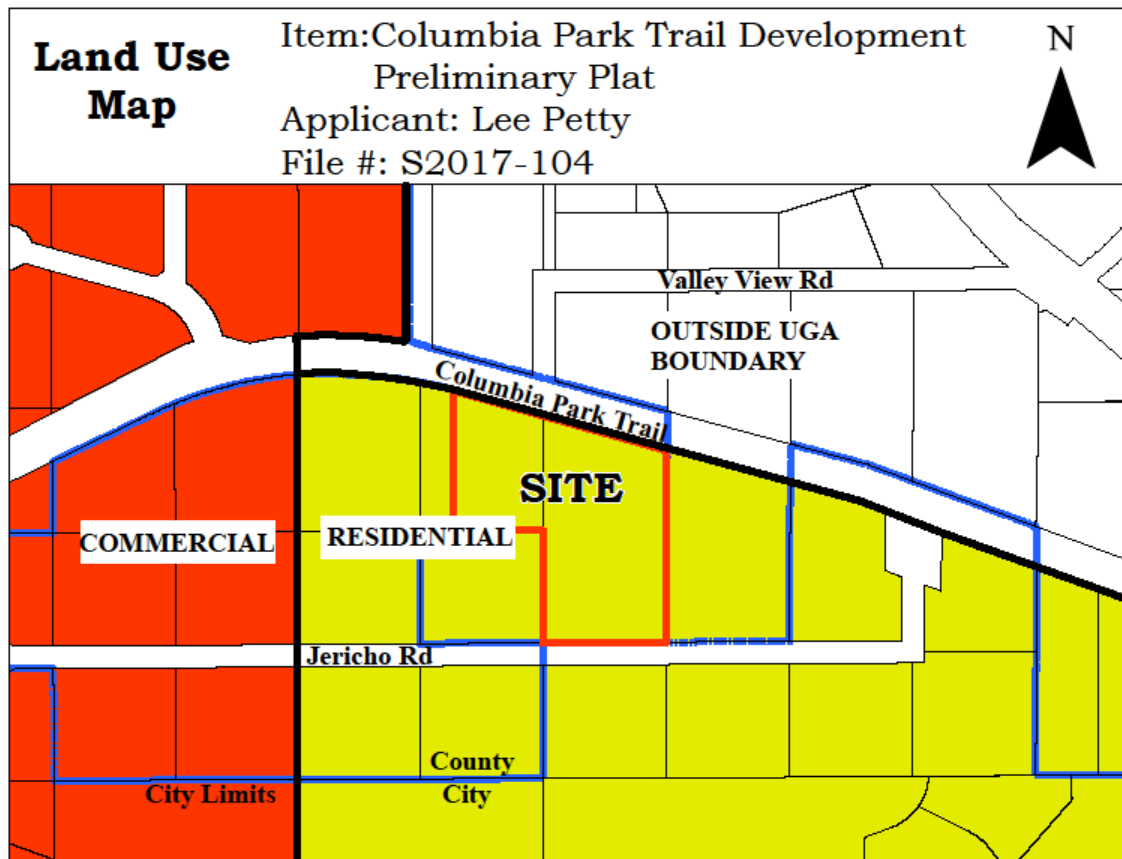


Figure 2 – Comprehensive Plan Map

COMPREHENSIVE PLAN

Richland's comprehensive plan assigns a low-density residential land use designation to the site. The low-density residential designation allows for a residential density range of between 0 – 5 dwelling units per acre equating to an average density of 3.5 units per acre. The plat of Columbia Park Trail Development proposes an overall density of 1.97 units/acre which is also the net density due to the plat's use of private roads. The proposed density is within the allowable range provided by the low-density residential land use designation.

GOALS & POLICIES

Land Use Goal #4 in the plan addresses residential development. It states:

The city will maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

Land Use Goal 4: The City will maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

Policy 1 – Distribute residential uses and densities throughout the urban growth that are consistent with the City's vision.

Policy 2 – Encourage higher residential densities especially in and near the Central Business District area.

Policy 3 – Innovative and non-traditional residential developments can occur through the use of planned unit developments, density bonuses, new types of housing, and multi-use or mixed-use developments.

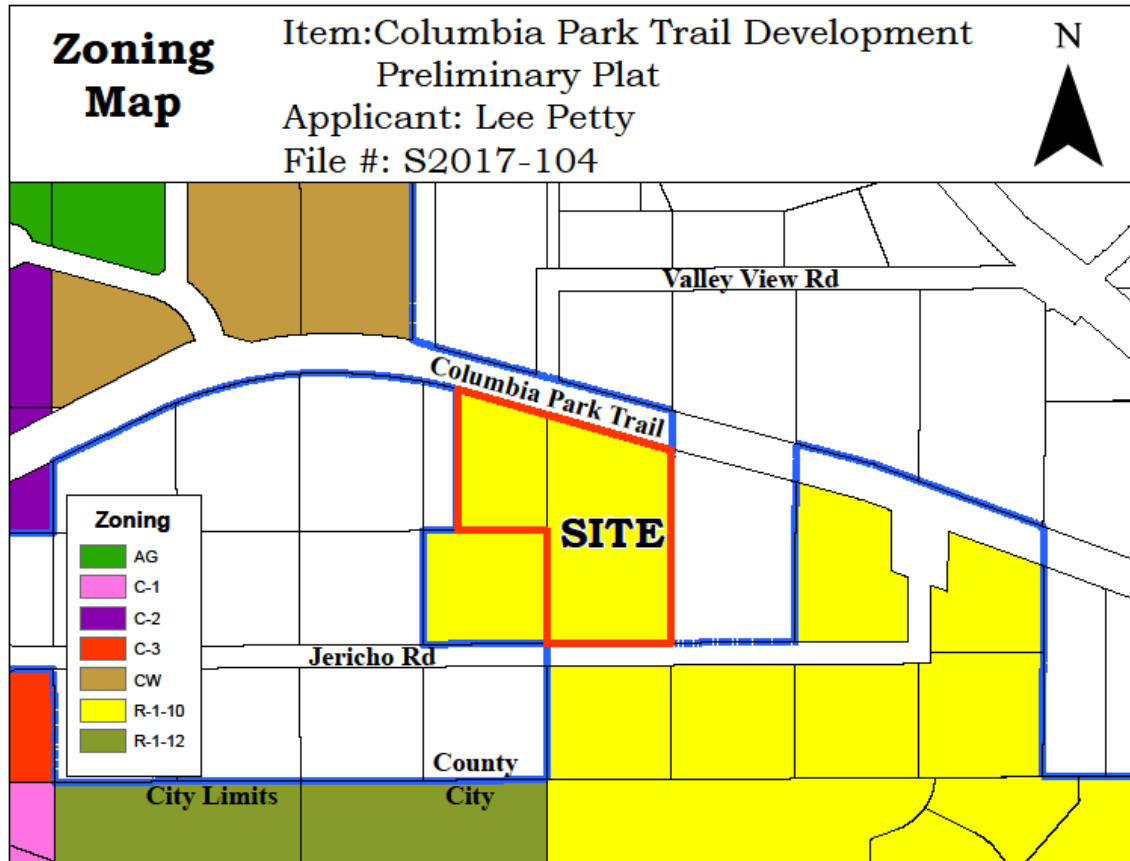


Figure 3 – Zoning Map

ZONING

The site is currently assigned R-1-10 (Low-Density Residential) zoning, allowing for development of residential densities up to 5.4 dwelling units per acre. Under R-1-10 zoning the proposed residential density of 1.97 units/acre, is compliant. Both R-1-10 & R-1-12 (Single-Family Residential) zoning districts are assigned to the sites within the City's jurisdiction in the immediate vicinity.

Land Uses and Dimensional Standards

The following R-1-10 standards apply to the proposed plat:

Uses Permitted:	Single Family Homes (detached)
Front yard setback:	20 feet minimum
Side yard setback:	10 feet minimum
Rear yard setback:	25 feet minimum
Maximum building height:	30 feet

SITE DESCRIPTION & ADJACENT LAND USES

The subject preliminary plat site lies on the south side of Columbia Park Trail approximately 1,725 feet east of Queensgate Drive. Approaching the site from the existing private drive on Columbia Park Trail there is an immediate gain in elevation which continues as one travels southeast. Overall, the land within the parcel boundaries experiences a vertical difference of approximately 42-feet as seen at the south property line. Topographical contour lines are shown on the survey included as Exhibit 2 (also see slope photo – Exhibit 12).

Opposite to the Columbia Park Trail property frontage, the south property line of the easterly parcel fronts the unimproved Jericho Road public right-of-way for a distance of 330.94 feet. Jericho Road intersects with Queensgate Drive approximately 1,500 feet to the west and extends approximately 620 feet to the east where it connects with a future road extension connecting a nearby plat to the south with Columbia Park Trail. The neighboring parcel to the east contains a single-family home within Benton County's jurisdiction, whose access relies on a 1,000-foot gravel drive extending from the subject plat's proposed point of access on Columbia Park Trail to the home. The plat survey shows said driveway to be entirely within Columbia Park Trail right-of-way. Details relating to the preservation of the home's access is further addressed in the Transportation section of this report and in TAC condition #20 (Exhibit 9).

A geotechnical report (Exhibit 10) prepared by GN Northern Inc. and submitted with the application reveals details regarding the site's underlying geology. The report indicates shallow basalt bedrock at approximately five feet below the surface. Pages 6–8 of the report detail recommended constraints and mitigation measures for developing the site with single family homes. In general, due to the shallow depth of stable bedrock the site is suitable for lightly-loaded structures but that same condition poses difficulties for managing stormwater generated on-site as infiltration is viewed as infeasible. The applicant's civil engineer however, has indicated that designing a stormwater management system is entirely possible.

Vegetation on-site is comprised of typical shrub steppe plant species including Big Sagebrush (*Artemisia tridentata*) together with some commonly associated non-woody herbaceous plants. One notable component of the site is the presence of medium to large basalt boulders protruding above the soil surface. Site photos taken by City staff are included in this report as Exhibit 12.

CRITERIA FOR PRELIMINARY PLAT APPROVAL

Section 24.12.053 of the RMC sets forth the criteria that must be met before a preliminary plat application can be approved. It states:

The hearing examiner shall not recommend approval of any preliminary plat application, unless the approval is accompanied by written findings that:

- A. The preliminary plat conforms to the requirements of this title (Title 24 Plats and Subdivisions);
- B. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;
- C. The public use and interest will be served by the platting of such subdivision and dedication; and
- D. The application is consistent with the requirements of RMC 19.60.095

RMC Section 24.12.050 designates the Hearing Examiner as the hearing body responsible for conducting the review of preliminary plat applications.

PUBLIC NOTICE

Application Date:	February 2, 2018
Notice of Hearing Mailed:	February 5, 2018
Notice of Hearing Posted:	February 5, 2018
Notice of Hearing Published:	February 8, 2018
Public Hearing:	February 22, 2018

A combined notice of application and public hearing was provided by mailing notices to property owners within 300 feet. Public hearing notices were distributed through posting of the property, mailing of notice to property owners within 300 feet of the site and publication in the *Tri-City Herald* newspaper. The notice and affidavits are included in Exhibit 5.

PUBLIC HEARING BACKGROUND

This item was previously the subject of a public hearing held before the Hearing Examiner on December 11, 2017. At such time the preliminary plat of Columbia Park Trail Development was an 8-lot configuration subdividing a single 4.25-acre parcel. During said public hearing the applicant team verbally submitted an informal request for a waiver from public right-of-way improvement requirements on both Columbia Park Trail and Jericho Road as set forth in TAC Report conditions currently numbered 22 & 23 which are derived from Richland Municipal Code section

12.10.010 (Exhibit 18) and remain substantially unchanged from the original TAC report conditions.

Subsequently the hearing examiner remanded the plat to staff in his remand order dated January 29, 2018 included herein as Exhibit 13 for the stated reason that frontage-deviations must first follow standard city application procedures for a Deviation as part of the process set forth in RMC 24.24.040; and that any request to delay construction of sidewalks should fully comply with the provisions of applicable city codes, including without limitation RMC 12.10.010.

Under direction of the remand order staff provided the applicant with the opportunity to file a request to deviate from TAC Report conditions 20 & 21 which they did in their *"Columbia Park Trail Development – Preliminary Plat (File No. S2017-104) Request for Deviation Pursuant to RMC 24.24.040"* dated February 5, 2018 included herein as Exhibit 3.

UTILITY AVAILABILITY

Utilities will serve the plat by way of extension from within Columbia Park Trail right-of-way and potentially from Sundance Estates to the south by way of Jericho Road and private easement into the proposed Heather Court on the adjacent parcel to the west. A uniform access and utility easement up to 85-feet in width will create the mechanism to allow placement of the utilities together with the road. Sewer and water lines are shown to be located under the road surface, while electrical power will be extended beside the roads.

Site specific development conditions contained in the attached TAC report (Exhibit 9) address extension of off-site utilities to the site and construction private on-site utilities.

TRANSPORTATION

Access into the plat will be achieved by connecting a private drive to Columbia Park Trail, a minor arterial roadway, in the northwest corner of the site where there is currently a gravel access point serving two existing homes. The plat survey (Exhibit 2) indicates a gravel drive serving the home to the east (253 Columbia Park Trail) lying outside of the north boundary of the plat and within Columbia Park Trail public right-of-way. Road construction plans (Exhibit 11) show the existing gravel drive lying north of access improvements proposed with the plat; thereby allowing continued use of the gravel access drive by the resident.

This private access issue is addressed in TAC report condition #17; it reads:

There is an existing driveway serving the home to the east of this preliminary plat that currently lies in front of this property within the Columbia Park Trail Right-of-Way. This driveway's legal standing is in question and must be resolved before this project receives final approval. One potential solution is to provide access for this property to Heather Court or Rieve Court. The existing driveway shall not be

removed until an acceptable course of action, as determined by the City, has been determined.

In other words, the Public Works Department will not allow access to 253 Columbia Park Trail to be obstructed as a direct result of plat development. Discussions between City Planning and Public Works staff, the applicant and Mr. Jeff Smart (the owner of 253 Columbia Park Trail) resulted in a verbal agreement that the applicant would provide an access easement for Mr. Smart to travel along Road 'A' to the northwest corner of Lot 12 where Mr. Smart could then continue onto his existing driveway. This conversation was also geared toward addressing the private access issue in the event that the required public right-of-way infrastructure necessitates partial removal of said driveway. In the opinion of City Planning staff however, this remains a private matter lying outside of the purview of this plat review by the City and may be resolved privately following issuance of a determination for the plat.

Private access to the western home (141 Columbia Park Trail) lies outside of the boundaries of the proposed plat and will not be affected by plat construction.

Roadway construction drawings (Exhibit 11) show a 35-foot-wide paved road surface connecting to Columbia Park Trail; narrowing to 25-feet after the first bend which continues to the subject plat site and finally terminates in the form of a cul-de-sac. Each of the 12-lots will have direct access to the proposed private roadways by way of Columbia Park.

This project site lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). As such, each building permit within the property shall therefore be subject to the fees administered by the finance plan for any permit submitted for approval.

Columbia Park Trail roadway improvements including curb & gutter and sidewalk, additional paving, provisions for storm drainage and also street lighting per City standards are required as listed in TAC report condition #22. Additionally, TAC report condition #23 requires the half-width of Jericho Road be improved to a rural standard where adjacent to the plat site. In response to the remand order on the subject of right-of-way improvements the Public Works Department has indicated in a city internal email dated January 26, 2018, included herein as Exhibit 14 (contains redacted language on unrelated matters), that pursuant to the criteria listed in RMC 12.10.010 section of Jericho Road qualifies for a waiver resulting in a reduction of right-of-way improvement to the rural development standard. The applicant's request for deviation however, maintains that RMC 12.10.010 is not the applicable review process because Jericho Road is not included in the 6-year Transportation Improvement Program (Exhibit 15). For that reason the applicant's deviation request seeks relief from form TAC condition currently #23, under the provisions of RMC 24.24.040.

SEPA

Included in this pre-plat application submittal was a SEPA checklist addressing potential impacts of site development (Exhibit 6). On November 21, 2017 staff issued a Determination of Non-Significance (DNS) (Exhibit 7). The comment period for the DNS expired on December 6, 2017. No comments were submitted to the city in response to the DNS (EA2017-18). Pursuant to the provisions of WAC 197-11-600(4)(a) the aforementioned SEPA checklist and DNS were adopted as the applicable State-level environmental compliance documents addressing potential impacts of the proposed plat for the reason that in the opinion of staff and based on in-person site inspections, the inclusion of the four additional lots immediately west of the previously reviewed plat of Columbia Part Trail Development does not present substantial changes so that the proposal is likely to have significant adverse environmental impacts. The DNS adoption form is attached to Exhibit 7 as Exhibit 7a.

AGENCY COMMENTS

A variety of public agencies and City departments were given an opportunity to comment on the proposal. Comments from the Richland Public Works and Energy Services Departments have been incorporated into the TAC Report (Exhibit 9). At the time this report was written city staff received a written response from the State Department of Ecology (Exhibit 8) relating to stormwater NPDES permitting. This comment letter from Ecology is the only agency comment received. Benton County Planning and Roads Department officials were directly notified of the project. As a result there was some general correspondence resulting in no comments or requirements by the County.

PUBLIC COMMENTS

Owners of all properties within 300-feet of the plat site were directly notified of the project by way of USPS mailing. A comment letter dated December 1st (Exhibit 16) was received from Mr. Jeff Smart, the owner of 253 Columbia Park Trail, expressing concern over the preservation and continued use of the gravel drive that he currently uses as the sole access route to the home.

TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

City staff has prepared a list of recommended conditions for the application contained in the Technical Advisory Committee (TAC) Report (Exhibit 9).

ANALYSIS

The criteria approval of a preliminary plat application (RMC 24.12.053) are reprinted here, with a summary of how the application complies with the standard:

A. The preliminary plat conforms to the requirements of this title (RMC Title 24);

The City's subdivision regulations set forth specific requirements for the filing of an application, how notice of the application is to be provided and requires that the Hearing Examiner conduct a public hearing and make recommendation to the City Council. These steps have been followed to date. Staff has reviewed

the plat survey provided against the provisions of RMC 24.12.010 thru 24.12.040 and finds the plat to be compliant. In this case the applicant submitted right-of-way construction drawings (Exhibit 11) in advance of the plat. This provided staff the opportunity to conduct a preliminary review of the proposed roadway construction plans which contain the required components such as utility extensions, easements, roadways, etc. A formal review of these plans has not been completed by Public Works but the plans gave Planning staff the opportunity to review the plans which appear approximately compliant with general platting, utilities and access development requirements. Those plans included as Exhibit 11 are not the final approved draft and remain subject to change.

B. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;

Private roadways serving the plat will be designed to City right-of-way construction standards. Municipal utility extensions (sewer, water and electrical power) are planned to serve the plat within a private access and utility easement. In cases such as this, the municipal utilities will remain under city ownership and maintenance responsibility but the road surface maintenance will be the responsibility of the homeowners served by the road. Currently Columbia Park Trail right-of-way is not developed with sidewalks. Installing sidewalks adjacent to the plat site would provide an isolated section of sidewalk not contributing to pedestrian transportation needs in any practical manner.

Building permits for homes within the plat will be subject to payment of park fees to contribute to development of open spaces and parks in the vicinity.

Columbia Park Trail is part of the Benton-Franklin Transit bus route #110 which extends from Van Giesen Street in West Richland to Deschutes Avenue in Kennewick.

Additionally, the following points address criteria B:

- The Keene Road Trail is a linear park containing a pedestrian trail along Keene Road. This park is located approximately 0.56 miles west of the proposed plat.
- The larger 41.5-acre Badger Mountain Park is located approximately 2-miles from the proposed plat site. Badger Mountain Park contains outdoor sports fields and courts able to serve recreational needs of the broader surrounding vicinity.
- The site is located along an existing bus route. The Ben Franklin Transit Authority provides bus service to the community presently provides service along Columbia Park Trail as part of bus route #110.

- The plat would be served by City domestic water and sewer lines currently existing within Columbia Park Trail. Water and sewer lines have capacity to provide for the proposed project.
- The plat would be served by Richland Energy Services electrical power by way of service line extension.
- In accordance with City development standards, storm water drainage must be retained and managed on-site. Site drainage will rely on storm water drainage facilities designed and constructed for the plat.
- Richland School District was given the opportunity to comment. Following their review of the proposed preliminary plat the District indicated they have no specific concerns or requirements relative to the plat.

C. The public use and interest will be served by the platting of such subdivision and dedication;

In terms of residential density (1.97 units per acre), the proposed plat project is consistent with the Comprehensive Plan. Because the plat proposes no dedications, the city will experience relief from routine maintenance costs supported by the city and taxpayers. Provision of several new housing units will contribute to meeting the currently high housing demand and will assist in fulfilling goals of the Growth Management Act (GMA) by furthering residential infill within the existing urban growth boundary. Adopted by the State Legislature in 1990 the GMA strongly encourages urban infill before expanding growth boundaries to limit urban sprawl which is viewed as a negative impact. Promoting urban development consistent the goals of the GMA is an action generally viewed by planning professionals as furthering public interest.

D. The application is consistent with the requirements of RMC 19.60.095, which states:

19.60.095 Required findings.

No development application for a Type II or Type III permit shall be approved by the city of Richland unless the decision to approve the permit application is supported by the following findings and conclusions:

A. The development application is consistent with the adopted comprehensive plan and meets the requirements and intent of the Richland Municipal Code.

The proposed plat is consistent with the intent of city Zoning (R-1-10) and the low-density residential land use designation assigned to the site in the city's Comprehensive Plan.

B. Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC.

Impact fees for traffic and parks infrastructure improvements will be charged to the development at the building permit stage in the development process. 19. The "Columbia Park Trail Development" preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan

for any phase submitted for approval. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic impact study requirement.

Chapter 22.09 is the City's adoption of the State Environmental Policy Act provisions. The applicants filed an environmental checklist for which the City issued and distributed a Determination of Non-Significance which completed the SEPA review process. The City has not imposed additional mitigation measures beyond of the payment of standard impact fees for new homes.

C. The development application is beneficial to the public health, safety and welfare and is in the public interest.

Planning staff views the proposal a beneficial to the public at large based on its consistency with the Comprehensive Plan and City Zoning. Appropriate infrastructure meeting city standards is planned and will be required by the city to ensure the development will not be a detriment to public health, safety and welfare.

D. The development does not lower the level of service of transportation facilities below the level of service D, as identified in the comprehensive plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or strategies to raise the level of service above the minimum level of service are made concurrent with development. For the purposes of this section, "concurrent with development" means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.

The Columbia Park Trail Development preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Because the project lies within the impact fee area, traffic studies are not required to prove level of service or identify mitigation. The fee becomes the mitigation; thereby fulfilling concurrency requirements. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA). The project would add 8 new residential lots that would be accessed from newly constructed private access roadways leading from Columbia Park Trail into the subdivision including the adjacent 4-lot short plat.

E. Any conditions attached to a project approval are as a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal.

Development conditions contained in the TAC Report (Exhibit 9) are intended to mitigate potential impacts of the development. No unique mitigation measures are being imposed as a direct result of the SEPA review and determination process. The conditions of approval recommended for this project are as a direct result of imposing City development standards as contained in City Code and are directly related to the development proposal. All such conditions are iterated in the TAC report.

On the matter of required improvements to Jericho Road conditioned upon the plat, TAC condition #23 reads:

"At the time of plat development the developer shall construct half of a rural section roadway within the Jericho Road right-of-way along the south boundary of this property. These improvements shall consist of an approved road design, grading of the Jericho Road subgrade, 17-feet of strip paving and an accompanying ditch section. The other half of Jericho shall be constructed by other property owners at the time of their property improvement. This project will not be required to install frontage improvements along Jericho, per RMC Chapter 12.010.10."

This requirement implies the need to construct 330.94-feet of rural road improvement adjacent to the south line the plat site. The Public Works Department provided reasoning that under the authority of RMC 12.10.010, full frontage improvements (curb, gutters, sidewalks, street lights, etc.) may be waived in exchange for a paved rural section of roadway.

Relative to the Columbia Park Trail right-of-way improvements conditioned upon the plat, TAC Report condition # 22 reads:

"The Columbia Park Trail frontage shall be completed to City standards at the time that the phase which constructs the lots adjacent to Columbia Park Trail frontage is developed. Frontage improvements consist of curb, gutter and sidewalk, additional paving, provisions for storm drainage and also street lighting per City standards."

Since the time of the initial Dec. 11, public hearing the Public Works Department reviewed the new 12-lot plat configuration and revised the TAC conditions accordingly. Condition #22 remains substantially unchanged; meaning that Public Works maintains their original position requiring full right-of-way improvements along the adjacent Columbia Park Trail frontage.

FINDINGS AND CONCLUSIONS

Staff has completed its review the preliminary plat application for Columbia Park Trail Development preliminary plat (S2017-104) and recommends approval of the request subject to conformance with the conditions of approval included in the attached Technical Advisory Committee Report (Exhibit 9) based on the following findings:

Findings of Fact:

1. The plat conforms to the low-density residential land use designation assigned to the site by the Comprehensive Plan in that said land use allows for residential development of 0-5 dwelling units per acre and the plat proposes 1.97 dwelling units per acre;
2. The proposed preliminary plat consists of 12 lots averaging 21,309 square feet in area, representing a net density of 1.97 units per acre which falls below the maximum allowable density;
3. Columbia Park Trail is classified as a minor arterial roadway in the City's Comprehensive Plan;
4. The Columbia Park Trail Development preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA).

Conclusion of Law:

The proposed preliminary plat is consistent with and would provide for development of the subject property in conformance with the density and type of land use envisioned in the land use and transportation elements of the adopted comprehensive plan.

Findings of Fact:

5. The site is currently zoned R-1-10 (Single-Family Residential);
6. R-1-10 zoning imposes a minimum average lot size requirement of 10,000 square feet. Columbia Park Trail Development proposes an 21,309 square foot average lots size which exceed the minimum land area requirement;
7. All lots proposed lots exceed the 8,000 square foot minimum lot size requirement of the R-1-10 zone;
8. Whether lot frontage are on existing public or proposed private roadways, all lot frontage dimensions exceed the 70-foot minimum imposed by the R-1-10 zone.

Conclusion of Law:

The lots within the proposed subdivision are consistent with the provisions of the City's residential zoning regulations.

Findings of Fact:

9. Section 24.12.053 of the RMC sets forth standards for review of preliminary plats that require the Hearing Examiner to consider whether appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts,

- including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;
10. The proposed preliminary plat provides for improvement of the adjacent public roadways (Columbia Park Trail and Jericho Road) and will be required to extend public domestic water, sewer, irrigation water and electrical power lines;
 11. The proposed improvements serving the platted area are consistent with the City's development standards;
 12. Building permits for homes within the plat will be assessed parks fees to contribute to the development of open spaces needed in the vicinity of the plat as determined by the City of Richland Parks and Public Facilities Department;
 13. City staff and other utility providers reviewed the project and have recommended specific conditions of approval as set forth in the Technical Advisory Committee report.

Conclusion of Law:

As conditioned, the proposed preliminary plat makes appropriate provisions for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.

Findings of Fact:

14. A SEPA checklist was provided with the plat application together with a geo-technical report by GN-Northern analyzing the site's capacity for residential development as required under the City's Critical Areas Ordinance (RMC 22.10). Based on information included in the aforementioned documents city staff issued a Determination of Non-Significance on November 21, 2017.
15. Project application and public hearing notice was distributed and advertised in conformance with requirements set forth in RMC 24.12.040.

Conclusion of Law:

Pursuant to Chapters 22.09 and 22.10 of the RMC, the procedures required under the State Environmental Policy Act and the City's Critical Areas Ordinance have been completed.

Findings of Fact:

16. RMC 19.60.095(D) requires that development not lower the level of service standard for transportation facilities below a level of service D.
17. The proposed project would add 12 single family lots that would have direct access onto private roadways proposed in the plat and to Columbia Park Trail;

18. According to the ITE Trip Generation Manual 9th edition, a single-family home is projected to generate an average of 9.5 vehicle trips per day; equating to approximately 114 vehicle trips per day being generated from a 12-lot plat.
19. The Columbia Park Trail Development preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA).

Conclusion of Law:

The proposed project would not result in a decline of transportation service levels within the area surrounding the project and so is consistent with the provisions of RMC 19.60.095.

Overall Conclusion:

Based on the above findings and conclusions, approval of the proposed preliminary plat of Columbia Park Trail Development subject to the recommended conditions listed in the Technical Advisory Committee Report is warranted because the project conforms to the City's adopted land use plan and zoning regulations; has followed the required State Environmental Policy Act procedures; and is consistent with the requirements of the City's subdivision regulations.

EXHIBIT LIST

1. Application
2. Preliminary Plat Map
3. Deviation Request
4. Deviation Request with Public Works Responses
5. Public Notice & Affidavits
6. Environmental Checklist
7. Determination of Non-Significance & Adoption Form (7a)
8. Agency Comment(s)
9. Technical Advisory Committee Report
10. Geotechnical Engineering Report
11. Preliminary Road Construction Plans
12. Site Photos
13. Hearing Examiner Remand Order
14. Public Works Email
15. Richland's 6-year TIP
16. Jeff Smart Public Comment from 12/11/2017 Public Hearing
17. RMC 24.24.040 – Deviations
18. RMC 12.10.10 – Installation of Sidewalks, Curbs and Gutters



Development & Permit Services Division • Current Planning Section
 840 Northgate Dr. • Richland, WA 99352
 General Information: 509/942-7794 • Fax: 509/942-7764
 www.ci.richland.wa.gov

PRELIMINARY PLAT APPLICATION

Applicant's Section			
Applicant or Sponsor Rieve Realty, LLC			
Address 7009 Alderman Rd		City Pasco	State WA Zip 99301
Phone Number 509-987-2747	Fax Number	Other	
Proposed Subdivision Name Columbia Park Trail Development		Legal Description 122982020004013/122982020005009	
Average Size Lots 21309 SF		Proposed Number of Tracts 12	
Average Lot Size (Residential Lots) 21309 SF		Area in Acres 5.87 Acres	
Proposed Number of Lots 12		Proposed Number of Blocks	
Name of Surveyor Platting Subdivision Stratton Surveying			
Address 313 N Morain St.		City Kennewick	State WA Zip 99336
Phone Number 509-735-7364	Fax Number 509-735-6560	Other	

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

Applicant's Signature

Date

OFFICE USE ONLY

Filed on

2.2.18

Signature

Case File No.

S2017-104

Date of Hearing Examiner Hearing

2.22.2018

Action by

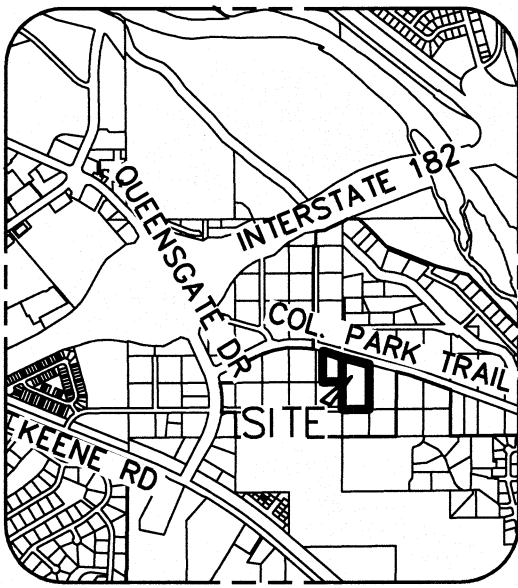
- Minutes

Attach:

1. 6 Full-Size Copies + the .pdf file
2. 11" x 17" Reduction
3. Ownership Report from Title Company listing all Owners within 300-feet.

THE PRELIMINARY PLAT OF
COLUMBIA PARK TRAIL DEVELOPMENT

S.E. 1/4 OF THE N.W. 1/4 & THE S.W. 1/4 OF THE N.E. 1/4
OF SEC. 22, T.09N., R.28E., W.M.,
CITY OF RICHLAND
BENTON COUNTY, WASHINGTON



VICINITY SKETCH
NOT TO SCALE

NOTES

LOTS
NUMBER OF LOTS: 12 LOTS
LOT SIZE SMALLEST: LOT 04; 16,700 SF
LOT SIZE LARGEST: LOT 08; 22,833 SF
LOT SIZE AVERAGE: 21,309 SF
TOTAL PLAT ACREAGE: 5.87 ACRES
-NET ACREAGE EXCLUDES THE PRIVATE
ROAD EASEMENT AREA.

PRIVATE ROADS
ROAD LINEAR FEET: 1023'
ROAD AREA: 46,120 SF/1.06 ACRES

UTILITIES
WATER: RICHLAND
POWER: RICHLAND
TELEPHONE: CHARTER
SEWER: RICHLAND
GAS: CASCADE NATURAL GAS

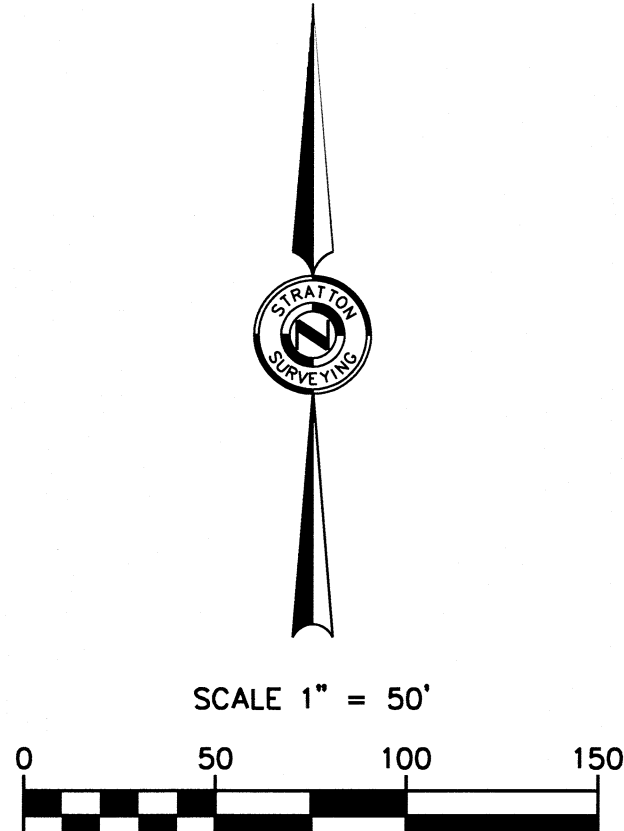
DEVELOPER
LCR CONSTRUCTION
1128 COLUMBIA PARK TRAIL
RICHLAND, WA 99352
PHONE: 509-492-2322
lcr1petty@gmail.com

OWNERS
RIEVE REALTY LLC

ENGINEER
TRI-CITIES ENGINEERING
5804 ROAD 90, STE D
PASCO, WA 99301
PHONE: 509-432-4073
zach@tricitieengineering.com

LINE TABLE		
LINE	LENGTH	DIRECTION
L1	21.96	S74°36'33"E
L2	18.89	S00°09'58"W

CURVE TABLE				
CURVE	LENGTH	RADIUS	Δ	CH DIRC.
C1	30.13	34.00	50°46'34"	S49°13'16"E
C2	45.86	35.00	75°04'44"	N37°04'10"W



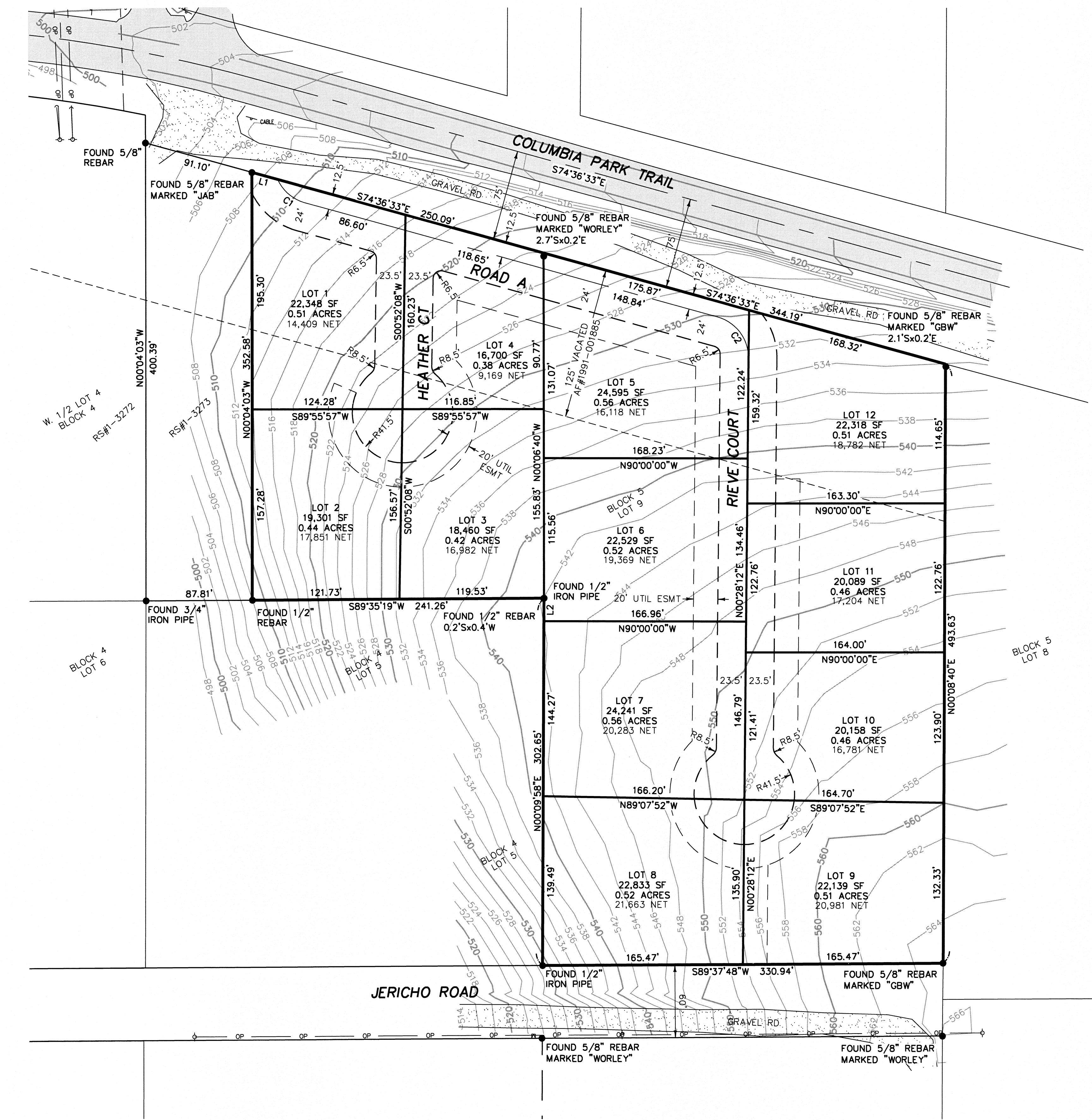
BASIS OF BEARING
NAD 83 PER
CITY OF RICHLAND CONTROL FILE
DISTANCES SHOWN ARE GROUND

BASIS OF ELEVATION
CITY OF RICHLAND CONTROL
PNT NO.1797
NAVD 88 DATUM
ELEV=498.84'

EQUIPMENT USED
A THREE-SECOND TOTAL STATION
TOPCON HIPER RTK GPS

LEGEND

- = FOUND AS INDICATED
- = POWER POLE W/ GUY WIRE
- = SIGN
- = EASEMENT
- = PRIVATE ROAD EASEMENT
- = PROPERTY BOUNDARY
- = CENTERLINE
- = POWER LINE OVERHEAD



HORIZONTAL CONTROL

WASHINGTON STATE SOUTH ZONE, US SURVEY FEET, NAD 83. BASED ON THE CITY OF RICHLAND CONTROL FILE, GPS TIES WERE MADE TO 1766, 1797 CONTROL POINTS.

GROUND DISTANCES ARE SHOWN HEREON.

NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPREHEND ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

2. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT. THEREFORE THERE MAY BE EASEMENTS THAT AFFECT THE PROPERTY THAT ARE NOT PLOTTED HEREON.

DESCRIPTION

THAT PORTION OF THE EAST HALF OF LOT 4, BLOCK 5 OF THE PLAT OF BADGER HEIGHTS SUBDIVISION RECORDED IN VOLUME 5 OF PLATS AT PAGE 11, RECORDS OF BENTON COUNTY, WASHINGTON; BEGINNING AT THE SOUTHEAST CORNER OF LOT 4 THENCE NORTH A DISTANCE OF 152.55 FEET, THENCE NORTHWESTERLY ALONG THE PROPERTY LINE A DISTANCE OF 250 FEET ALONG THE PROPERTY LINE, THENCE SOUTH A DISTANCE OF 219.5 FEET TO THE SOUTH LINE, THENCE EAST ALONG SOUTH PROPERTY LINE A DISTANCE OF 240.89 FEET TO A POINT OF BEGINNING TOGETHER WITH PORTION OF VACATED ROAD RIGHT OF WAY PER AF#1991-001885.

LOT 9, BLOCK 5 OF THE PLAT OF BADGER HEIGHTS SUBDIVISION RECORDED IN VOLUME 5 OF PLATS AT PAGE 11, RECORDS OF BENTON COUNTY, WASHINGTON, TOGETHER WITH VACATED PORTION OF RIGHT-OF-WAY PER AF#1991-001885.



INDEX

1/4	SEC	T.	R.
1	22	09N	28E

PRELIMINARY PLAT FOR
LCR CONST.

STRATTON SURVEYING & MAPPING, PC
313 NORTH MORAIN STREET
KENNEWICK, WA 99336
(509) 735-7364
FAX: (509) 735-6560
stratton@strattonsurvey.com

5273PP1A.DWG	© 2017
DATE: 11/20/17	SHT. 1 OF 1
DRAWN BY: DCI	JOB # 5273

ATTORNEYS

TAUDD A. HUME
THUME@PBLAW.BIZ

February 5, 2018

VIA EMAIL TO: rsimon@ci.richland.wa.us

Rick Simon
Development Services Manager
City of Richland
505 Swift Blvd, MS-35
Richland, WA 99352

RE: *Columbia Park Trail Development – Preliminary Plat (File No. S2017 – 104)*
Request for Deviation Pursuant to RMC 24.24.040

Dear Rick,

Pursuant to RMC 24.24.040, Lee Petty and Rieve Realty, LLC (the “Applicants”), submit the following request for Deviations in conjunction with the filing of their plat application for Columbia Park Trail Development (File No. S2017-104).

The Staff Report for this project, dated December 11, 2017, contains the following recommended conditions related to infrastructure/frontage improvements:

20. The Columbia Park Trail frontage shall be completed to City standards at the time that the phase which constructs the lots adjacent to each is developed. Frontage improvements consist of curb and gutter and sidewalk, additional paving, provisions for storm drainage and also street lighting per City standards.
21. At the time of plat development the developer shall construct half of a rural section roadway within the Jericho Road right-of-way along the south boundary of this property. These improvements shall consist of an approved road design, grading of the Jericho Road subgrade, 17-feet of strip paving and an accompanying ditch section. The other half of Jericho shall be constructed by other property owners at the time of their property improvement. This project will not be required to install frontage improvements along Jericho, per RMC Chapter 12.010.10.

Applicants request that the Hearing Examiner refrain from proposing conditions regarding frontage improvements or any adjacent public right of way improvements. This request is made pursuant to RMC 24.24.040, which provides:

In specific cases, the hearing examiner may authorize deviations from the

provisions or requirements of this title that will not be contrary to public interest; but only where, owing to special conditions pertaining to a specific subdivision, the literal interpretation and strict application of the provisions or requirements of this title would cause undue and unnecessary hardship. No such deviation from the provisions or requirements of this title shall be authorized by the hearing examiner unless the hearing examiner shall find that all of the following facts and conditions exist and until:

- A. A written application for a deviation from subdivision standards, accompanied by an application fee as specified by the adopted fee schedule, is submitted demonstrating all of the following:
 - 1. That special conditions and circumstances exist which are peculiar to the land involved and which are not applicable to other lands in the same area;
 - 2. That literal interpretation of the provisions of this title would deprive the applicant of rights commonly enjoyed by other properties in the same area or as necessary for the reasonable and acceptable development of the property;
 - 3. That the special conditions and circumstances do not result from the actions of the applicant;
 - 4. That granting the deviation requested will not confer on the applicant any special privilege that is denied by this title to other lands in the same area;
 - 5. That the deviation will not nullify the intent and purpose of the comprehensive plan or this title;
 - 6. Deviations with respect to those matters requiring the approval of the city engineer may be granted by the hearing examiner only with the written recommendation of the city engineer.

Applicants address each of these elements, as well as Applicants' obligation to carry the burden of proof with this request, as follows:

- 1. Special conditions and circumstances exist which are peculiar to Applicants' property and which are not applicable to other lands in the same area.

Special conditions exist on the property because the abutting public roadways (Columbia Park Trail and Jericho Road) are mostly unimproved with curb, gutter and sidewalk. Jericho Road is also a primitive road surface. In fact, in the immediate area there are no frontage improvements on Valleyview, Jericho Road, Malibu, or Tulip; and no frontage improvements on Columbia Park Trail (except at the new Park & Ride location) or

Queensgate Drive (until the intersections of Queensgate Dr./Keene Rd. and Queensgate Dr. at Skyline). As such, the imposition of isolated frontage improvements on Applicants' property would not contribute in any meaningful way to an overall system of streetscape improvements stemming from any citywide planning efforts or previously localized development expectations. And, to the extent not previously imposed upon any of the surrounding properties as they developed/re-developed, could be a violation of Applicants' constitutional equal protection rights.

Additionally, traversing Applicants' property is a driveway benefitting the adjacent neighbor to the east. This owner has yet to place into the record any evidence of an easement or court order declaring prescriptive rights etc. However, Applicants' plat design leaves this driveway outside of the plat and unaffected, and it is Applicants' understanding that any frontage improvements along Columbia Park Trail would interfere and/or eliminate this access. Applicants, although having no legal obligation to preserve this access, would like to allow the neighbor continued ingress/egress through this route.

2. Literal interpretation of the provisions of Title 24 would be unnecessary for the reasonable and acceptable development of the property.

None of the other properties on Jericho Road, and only one portion of one property on Columbia Park Trail (the new Park and Ride) have been asked to make any frontage improvements. Moreover, the record in this matter does not contain any justification for the imposition of the proposed mitigation. In fact, the City recognizes the lack of impact from this small project on Columbia Park Trail in the Staff Report by stating:

Currently Columbia Park Trail right-of-way is not developed with sidewalks. Installing sidewalks adjacent to the plat site would provide an isolated section of sidewalk not contributing to pedestrian transportation needs in any practical manner.

Staff Report, at Paragraph B, Page 9. The Staff's finding on this issue supports Applicants' requests for a deviation and the Hearing Examiner's required findings under RCW 58.17.110(c) and RMC 24.12.053(B) (regarding "sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school").

Further, RMC 19.60.095(E) requires the Hearing Examiner to recommend a finding of fact and/or conclusion of law stating that "[a]ny conditions attached to a project approval [may only be imposed as] a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal." This language is echoed throughout administrative and land use law in Washington. RCW 82.02.020 and Washington case law generally prohibit the imposition of a condition on development that is not reasonably necessary as a direct result of the development. Any condition imposed must be "roughly proportionate" to the impact of the development, and evidence supporting presumed impacts must be contained in the administrative record. *Isla Verde Int'l Holdings v. City of Camas*, 146 Wn.2d 740 (2002); *Citizens' alliance for Property Rights v. Sims*, 145 Wn.App. 649 (2008) (while local governments have authority to adopt

regulations and withhold plat approval if conditions for development have not been satisfied, such conditions are allowed only where the purpose is to mitigate problems caused by particular development); *United Development Corp. v. City of Mill Creek*, 106 Wn.App. 681 (2001)(City could not require developer, whose development would have no effect upon drainage at the adjacent boulevard, to make frontage improvements for drainage); *Detray v. City of Lacey*, 132 Wn.App. 1008 (2006) (City made no effort to show whether alleged increase in pedestrian and bike traffic from development would be nominal or significant, or that traffic from development would somehow increase need for widening of already deficient road). It is important to note that the record in this matter is devoid of support or analysis regarding impacts of the development and/or the need to impose frontage improvements.

Finally, on November 21, 2017, the Responsible Official issued a Determination of Non-significance under SEPA, which was not appealed. Traffic and the need for mitigation in terms of road improvements are all analyzed under a SEPA review. *See e.g.* WAC 197-11-444. The traffic impacts of the project were apparently not analyzed under the SEPA process in this instance because the project site lies within the boundary of the South Richland Collector Street Financing Plan. As such, the City has already determined that traffic impacts generated by the project to be a non-issue on the project.

Based upon the above-cited language from the Staff Report and the lack of any additional supporting evidence of the need for such improvements in the record, it will be difficult for the City to make the required finding under RMC 19.60.095(E), and the Hearing Examiner should grant the deviation request.

The Hearing Examiner should recommend, consistent with the development of the surrounding properties, that it is reasonable and unnecessary to require this development to create isolated frontage improvements on Columbia Park Trail and Jericho Road.

3. These conditions and circumstances do not result from Applicants' actions.

The conditions and circumstances which form the basis for this deviation request – namely (a) the lack of frontage improvements at any of the surrounding properties and the corresponding lack of any meaningful benefit to a larger network of connectivity by improving the subject property, and (b) the desire to preserve the existing access to the neighboring property - are not the result of actions of the Applicants.

4. Granting the requested deviations will not confer on the Applicants any special privilege that is denied to other lands in the same area.

Granting Applicants this request will not confer any special privilege upon Applicant since (a) other landowners in the same area may also seek to utilize the same deviation/variance request mechanism for the development of their properties, and (b) no other properties in the surround area have been compelled to comply with this requirement. Applicants are

simply making a request, which can be made by any other similarly-situated applicant, consistent with Richland Municipal Code and Washington law.

5. Granting Applicants a deviation will not nullify the intent and purpose of the comprehensive plan or Title 24.

Comprehensive plans serve as guide or a blueprint to be used in making land use decisions. *Citizens for Mount Vernon v. City of Mount Vernon*, 133 Wash.2d 861, 873 (1997). Thus, a proposed land use decision must only generally conform, rather than strictly conform, to the comprehensive plan. *Id.* A comprehensive plan does not directly regulate site-specific land use decisions. *Id.*; *Viking Properties, INC. vs. Holm*, 155 Wash.2d 112, 126 (2011). Instead, local development regulations directly constrain individual land use decisions. *Id.* This deviation request is undertaken pursuant to the City's development regulations, and thus legally presumed to be consistent with Title 24. This request is also consistent with the intent of the current City of Richland Comprehensive Plan

6. Granting Applicants deviation request does not requiring the approval of the city engineer.

The City Engineer does not have authority over approval of a request to not create physical infrastructure.

Finally, it doesn't appear as though waiver under RMC 12.10.050 is justified, since neither the frontage sections of either Jericho Road or Columbia Park Trail are scheduled for widening under the six-year street improvement program. If Applicant is incorrect about that, Applicant requests consideration under RMC 12.10.050 as well.

Applicant respectfully submits the foregoing deviation request from the design standards outlined in RMC Chapters 19.20, 24.12, and 19.60, by requesting that applicant not be required to provide frontage improvements along either Columbia Park Trail or Jericho Road. This request further incorporates Applicant's previously-submitted comments into the record in this matter (both written and oral).

Thank you for your consideration of this request.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'Taud A. Hume', with a stylized, flowing script.

Taud A. Hume

PARSONS | BURNETT | BJORDAHL | HUME, LLP

ATTORNEYS

Taodd A. Hume
thume@pblaw.biz

February 5, 2018

VIA EMAIL TO: rsimon@ci.richland.wa.us

Rick Simon
Development Services Manager
City of Richland
505 Swift Blvd, MS-35
Richland, WA 99352

RE: *Columbia Park Trail Development – Preliminary Plat (File No. S2017 – 104)*
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Applicants request that the Hearing Examiner refrain from proposing conditions regarding frontage improvements or any adjacent public right of way improvements. This request is made pursuant to RMC 24.24.040, which provides:

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 - 4. That granting the deviation requested will not confer on the applicant any special privilege that is denied by this title to other lands in the same area;
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Applicants address each of these elements, as well as Applicants' obligation to carry the burden of proof with this request, as follows:

- 1. Special conditions and circumstances exist which are peculiar to Applicants' property and which are not applicable to other lands in the same area.

Special conditions exist on the property because the abutting public roadways (Columbia Park Trail and Jericho Road) are mostly unimproved with curb, gutter and sidewalk. Jericho Road is also a primitive road surface. In fact, in the immediate area there are no frontage improvements on Valleyview, Jericho Road, Malibu, or Tulip; and no frontage improvements

on Columbia Park Trail (except at the new Park & Ride location) or Queensgate Drive (until the intersections of Queensgate Dr./Keene Rd. and Queensgate Dr. at Skyline). *[Valley View road is outside of the City's urban growth area and is not subject to the municipal code. Jericho Road, Tulip Lane, Windmill Road, and Columbia Park Trail were all originally dedicated and improved to Benton County standards. Portions of all of them have been annexed into the City and only since annexation have been subject to the municipal code. The municipal code governs the improvement standard that will apply to development activity on all of these roads going forward. The City's objectives of full urban street improvements are accomplished incrementally by application of the code. The Park & Ride is an example of application of the municipal code to a previously rural section road. - In 2018 the City will complete a City-funded improvement project to complete urban street and frontage improvements to Queensgate Drive from Keene Road to I-182]* As such, the imposition of isolated frontage improvements on Applicants' property would not contribute in any meaningful way to an overall system of streetscape improvements stemming from any citywide planning efforts or previously localized development expectations. And, to the extent not previously imposed upon any of the surrounding properties as they developed/re-developed, could be a violation of Applicants' constitutional equal protection rights. *[Application of the requirements to the Park N Ride project and the City's improvement project speak against this point.]*

Additionally, traversing Applicants' property is a driveway benefitting the adjacent neighbor to the east. This owner has yet to place into the record any evidence of an easement or court order declaring prescriptive rights etc. However, Applicants' plat design leaves this driveway outside of the plat and unaffected, and it is Applicants' understanding that any frontage improvements along Columbia Park Trail would interfere and/or eliminate this access. Applicants, although having no legal obligation to preserve this access, would like to allow the neighbor continued ingress/egress through this route. *[A simple solution to this was discussed by the City staff, the applicant and the adjacent property owner that would provide the adjacent owner access to Road A. The City is unwilling to preserve the current use of the City's right of way by the adjacent owner.]*

2. Literal interpretation of the provisions of Title 24 would be unnecessary for the reasonable and acceptable development of the property.

None of the other properties on Jericho Road, and only one portion of one property on Columbia Park Trail (the new Park and Ride) have been asked to make any frontage improvements. *[Development activity permitted by the City activates the requirement. We have consistently applied the code requirement when triggered by City permitting actions.]* Moreover, the record in this matter does not contain any justification for the imposition of the proposed mitigation. In fact, the City recognizes the lack of impact from this small project on Columbia Park Trail in the Staff Report by stating:

Currently Columbia Park Trail right-of-way is not developed with sidewalks. Installing sidewalks adjacent to the plat site would provide an isolated section of sidewalk not contributing to pedestrian transportation needs in any practical manner. *[Don't know who wrote this, but I disagree. The required sidewalks would be isolated for a period of time, but the City's 2018 Queensgate Improvements project will begin to close the gap and future development activity or City-funded improvement will complete the connectivity.]*

Staff Report, at Paragraph B, Page 9. The Staff's finding on this issue supports Applicants' requests for a deviation and the Hearing Examiner's required findings under RCW 58.17.110(c) and RMC 24.12.053(B) (regarding "sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school").

Further, RMC 19.60.095(E) requires the Hearing Examiner to recommend a finding of fact and/or conclusion of law stating that "[a]ny conditions attached to a project approval [may only be imposed as] a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal." This language is echoed throughout administrative and land use law in Washington. RCW 82.02.020 and Washington case law generally prohibit the imposition of a condition on development that is not reasonably necessary as a direct result of the development. Any condition imposed must be "roughly proportionate" to the impact of the development, and evidence supporting presumed impacts must be contained in the administrative record. *Isla Verde Int'l Holdings v. City of Camas*, 146 Wn.2d 740 (2002); *Citizens' alliance for Property Rights v. Sims*, 145 Wn.App. 649 (2008) (while local governments have authority to adopt regulations and withhold plat approval if conditions for development have not been satisfied, such conditions are allowed only where the purpose is to mitigate problems caused by particular development); *United Development Corp. v. City of Mill Creek*, 106 Wn.App. 681 (2001) (City could not require developer, whose development would have no effect upon drainage at the adjacent boulevard, to make frontage improvements for drainage); *Detray v. City of Lacey*, 132 Wn.App. 1008 (2006) (City made no effort to show whether alleged increase in pedestrian and bike traffic from development would be nominal or significant, or that traffic from development would somehow increase need for widening of already deficient road). It is important to note that the record in this matter is devoid of support or analysis regarding impacts of the development and/or the need to impose frontage improvements. *[The proposed development will significantly add to the population along this segment of Columbia Park Trail. City improvements standards and codes call for sidewalks to support urban pedestrian use. The population increase will generate pedestrians. The City isn't requiring off site "mitigation", only improvements to adjacent right of way.]*

Finally, on November 21, 2017, the Responsible Official issued a Determination of Non-significance under SEPA, which was not appealed. Traffic and the need for mitigation in terms of road improvements are all analyzed under a SEPA review. See e.g. WAC 197-11-444. The traffic impacts of the project were apparently not analyzed under the SEPA process in this instance because the project site lies within the boundary of the South Richland Collector Street Financing Plan. As such, the City has already determined that traffic impacts generated by the project to be a non-issue on the project. *[Incorrect. The SEPA position of RMC Title 12.03 is that the impact fee program mitigates for the vehicular traffic generated by the development. Improvements required by the municipal code mitigates for pedestrian traffic.]*

Based upon the above-cited language from the Staff Report and the lack of any additional supporting evidence of the need for such improvements in the record, it will be difficult for

the City to make the required finding under RMC 19.60.095(E), and the Hearing Examiner should grant the deviation request.

The Hearing Examiner should recommend, consistent with the development of the surrounding properties, that it is reasonable and unnecessary to require this development to create isolated frontage improvements on Columbia Park Trail and Jericho Road.

3. These conditions and circumstances do not result from Applicants' actions.

The conditions and circumstances which form the basis for this deviation request – namely (a) the lack of frontage improvements at any of the surrounding properties and the corresponding lack of any meaningful benefit to a larger network of connectivity by improving the subject property, and (b) the desire to preserve the existing access to the neighboring property - are not the result of actions of the Applicants. *[The applicant's project is adding pedestrians to the network and the proposed improvements will support their use.]*

4. Granting the requested deviations will not confer on the Applicants any special privilege that is denied to other lands in the same area.

Granting Applicants this request will not confer any special privilege upon Applicant since (a) other landowners in the same area may also seek to utilize the same deviation/variance request mechanism for the development of their properties, and (b) no other properties in the surround area have been compelled to comply with this requirement. Applicants are simply making a request, which can be made by any other similarly-situated applicant, consistent with Richland Municipal Code and Washington law. *[Granting the deviation will impose the burden for making pedestrian improvements on other developers or the City. Failing to require the improvements will grant the applicant a lighter burden than other property owners will absorb.]*

5. Granting Applicants a deviation will not nullify the intent and purpose of the comprehensive plan or Title 24.

Comprehensive plans serve as guide or a blueprint to be used in making land use decisions. *Citizens for Mount Vernon v. City of Mount Vernon*, 133 Wash.2d 861, 873 (1997). Thus, a proposed land use decision must only generally conform, rather than strictly conform, to the comprehensive plan. *Id.* A comprehensive plan does not directly regulate site-specific land use decisions. *Id.*; *Viking Properties, INC. vs. Holm*, 155 Wash.2d 112, 126 (2011). Instead, local development regulations directly constrain individual land use decisions. *Id.* This deviation request is undertaken pursuant to the City's development regulations, and thus legally presumed to be consistent with Title 24. This request is also consistent with the intent of the current City of Richland Comprehensive Plan

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The City Engineer does not have authority over approval of a request to not create physical infrastructure.

Finally, it doesn't appear as though waiver under RMC 12.10.050 is justified, since neither the frontage sections of either Jericho Road or Columbia Park Trail are scheduled for widening under the six-year street improvement program. If Applicant is incorrect about that, Applicant requests consideration under RMC 12.10.050 as well. *[The waiver provisions that may apply to the Jericho frontage are defined in RMC 12.10.010, not 12.10.050. 12.10.050 is intended to allow waiver if a publicly funded improvement to a street is planned. This is not the case with Jericho Road. The conditions for frontage improvement waiver under 12.10.010 are mostly satisfied, with the possible exception of paragraph E. In the nearby surroundings the Sundance Estates subdivision is being developed with rural section private streets that won't have sidewalks. The currently existing developed single family properties in the nearby area were developed under County permitting standards and don't have sidewalks. For this reason it seems very unlikely that full City standard improvements to Jericho Road will occur through development permitting. Also Jericho Road is not a classified collector or arterial, so a sidewalk waiver makes sense. Placing rural section paving on Jericho Road along this properties frontage will contribute to improved overall circulation of the area as more development occurs. Since this development adds trips to the area it is reasonable to require strip paving to Jericho Road.]*

Applicant respectfully submits the foregoing deviation request from the design standards outlined in RMC Chapters 19.20, 24.12, and 19.60, by requesting that applicant not be required to provide frontage improvements along either Columbia Park Trail or Jericho Road. This request further incorporates Applicant's previously-submitted comments into the record in this matter (both written and oral).

Thank you for your consideration of this request.

Very Truly Yours,

A handwritten signature in dark ink, appearing to read 'Taud A. Hume', with a stylized, flowing script.

Taud A. Hume

PARSONS | BURNETT | BJORDAHL | HUME, LLP



CITY OF RICHLAND NOTICE OF APPLICATION AND PUBLIC HEARING (S2017-104)

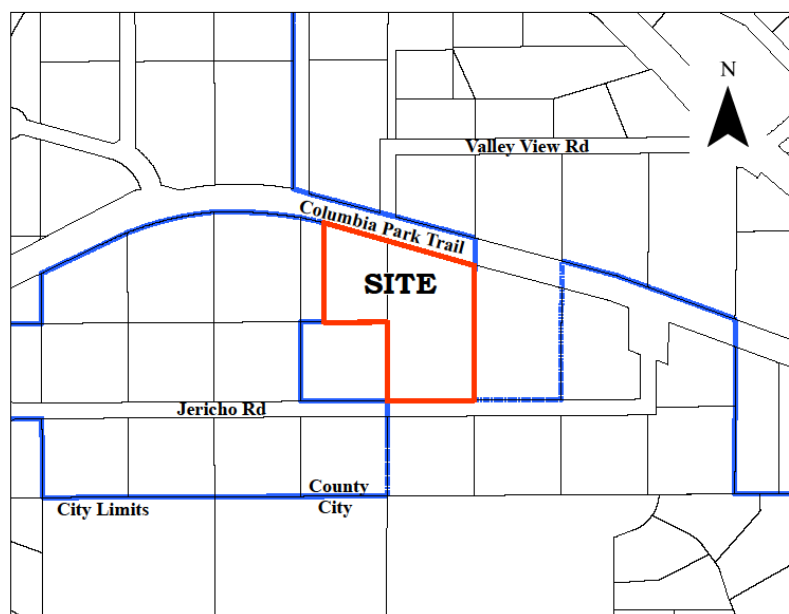
Notice is hereby given that Lee Petty on February 2, 2018, filed an application for preliminary plat approval to subdivide an approximately 6.14 acre site into 12 single family residential lots (Preliminary Plat of Columbia Park Trail Development). The proposed plat site is located on the south side of Columbia Park Trail approximately 1,725 feet east of Queensgate Drive. The proposed plat would have an average lot size of 21,309 square feet.

The Richland Hearings Examiner, on **Thursday, February 22, 2018**, will conduct a public hearing and review of the application at 6:00 p.m. in the Richland City Hall Council Chambers, 505 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing.

Notice is also given that the City of Richland has issued a Determination of Non-Significance (DNS). 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).

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 840 Northgate Drive, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to soneill@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Friday, February 16, 2018 to be incorporated into the staff report. Comments received after that date will be entered into the record during the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Tile 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.



AFFIDAVIT OF POSTING

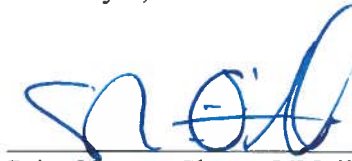
STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Shane O'Neill**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning & Development Department for the City of Richland.

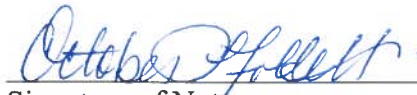
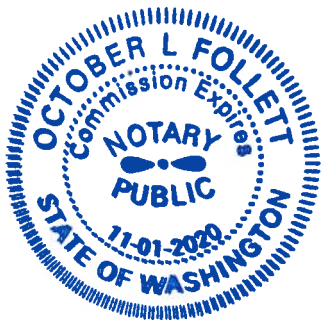
2. On the 5th day of February, 2018, I posted the attached NOTICE OF PUBLIC HEARING, File Number S2017-104 at the following location:

The south side of Columbia Park Trail approximately 1,725 feet east of Queensgate Drive, Richland WA



Print Name: Shane O'Neill

SIGNED AND SWORN to before me this 5th day of February, 2018 by SHANE O'NEILL.



Signature of Notary

October L. Follett

Printed Name

Notary Public in and for the State of Washington,

Residing in Benton County

My appointment expires: 11-1-2020

AFFIDAVIT OF MAILING

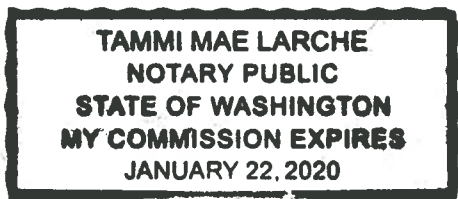
STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)


COMES NOW, October Lynne Follett, who, being first duly sworn upon oath deposes and says:

- I am an employee in the Planning & Development Department for the City of Richland.
- On the 5th day of February 2018, I mailed a copy of the attached NOTICE OF PUBLIC HEARING to the attached list of individuals via regular USPS or E-mail on the date indicated above. The Notice of Public Hearing is related to a request for preliminary plat approval to subdivide an approximately 6.14 acre site into 12 single family residential lots (Preliminary Plat of Columbia Park Trail Development). The proposed plat site is located on the south side of Columbia Park Trail approximately 1,725 feet east of Queensgate Drive.


October L. Follett

SIGNED AND SWORN to before me this 5th day of February, 2018 by Kathy Anderson.




Notary Public in and for the State of Washington,
Residing at Franklin Co.
My appointment expires: 1/22/2020

Name	MailingAddress1	MailingCity	MailingState	MailingZip
Owner/Resident	253 COLUMBIA PARK TRL	RICHLAND	WA	99352
Owner/Resident	1601 CHAMNA VIEW LN	RICHLAND	WA	99352
Owner/Resident	109A N WAVERLY PL	KENNEWICK	WA	99336
LANCE A & CHERYL A SNOWWHITE	1675 JERICHO RD	RICHLAND	WA	99352
KEVIN & KATHY M TUCKER	1302 ADAIR DR	RICHLAND	WA	99352-9415
SHRINERS HOSPITALS FOR CHILDREN	P O BOX 31356	TAMPA	FL	33607
GLEN & CRYSTAL SMITH- BERNEY, JR	1575 VALLEY VIEW RD	RICHLAND	WA	99352
MARTIN L & ROSILEA J CASTO	1595 VALLEY VIEW RD	RICHLAND	WA	99352
KEVIN L TUCKER	1302 ADAIR DR	RICHLAND	WA	99352-9415
RANDY & ABBEY AUST	1667 JERICHO RD	RICHLAND	WA	99352
Emily Weier	141 Columbia Park Trail	Richland	WA	99352
Ruth Bezanson	1780 Jericho Rd	Richland	WA	99352
Current Resident	253 Columbia Park Trail	Richland	WA	99352
Jeff Smart	364 Clovermook Street	Richland	WA	99352
Martin & Rosilea Castro	1595 Valley View Rd	Richland	WA	99352
Glen & Crystal Berney	1575 Valley View Rd	Richland	WA	99352
Michael & Michele McKinney	1601 Chamna View Ln	Richland	WA	99352



CITY OF RICHLAND NOTICE OF APPLICATION AND PUBLIC HEARING (S2017-103)

Notice is hereby given that Lee Petty on February 2, 2018, filed an application for preliminary plat approval to subdivide an approximately 6.14 acre site into 12 single family residential lots (Preliminary Plat of Columbia Park Trail Development). The proposed plat site is located on the south side of Columbia Park Trail approximately 1,725 feet east of Queensgate Drive. The proposed plat would have an average lot size of 21,309 square feet.

The Richland Hearings Examiner, on **Thursday, February 22, 2018**, will conduct a public hearing and review of the application at 6:00 p.m. in the Richland City Hall Council Chambers, 505 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing.

Notice is also given that the City of Richland has issued a Determination of Non-Significance (DNS). 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).

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 840 Northgate Drive, Richland, WA 99352. Comments may also be faxed to (509) 942-7587 or emailed to soneill@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Friday, February 16, 2018 to be incorporated into the staff report. Comments received after that date will be entered into the record during the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Tile 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.



Exhibit 6

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals:

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

A. Background

1. Name of proposed project, if applicable:

Columbia Park Trail Development

2. Name of applicant: Reive Realty, LLC

3. Address and phone number of applicant and contact person: 7009 Alsdernan Rd
Pasco Wa 99301 509-987-2747

4. Date checklist prepared: 11-7-17

5. Agency requesting checklist: City of Richland WA

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

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. No

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

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. Yes
Hearing examiner & council approval of preliminary and final plat & subsequent Right of Way and Building Permit approvals for home construction

10. List any government approvals or permits that will be needed for your proposal, if known. City Of Richland
Hearing examiner & council approval of preliminary and final plat & subsequent Right of Way and Building Permit approvals for home construction

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.) Subdivide 1 parcel into 8 residential lots.

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. Located off Columbia Park Trail near Queensgate rd. Richland Wa (S.E. 1/4 OF THE N.W. 1/4 OD SEC22, T.09N.,R.28.,W.M.,

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

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

b. What is the steepest slope on the site (approximate percent slope)? 8.3%

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. Sany silts and rock, Basalt rock and cobble

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. NONE

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. Residential lots, 6 ACRES.

Cut - 3224cy

Fill - 184cy

Net Cut - 3040cy

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. NO

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? 1/3

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: Water truck on site.

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. NONE

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. NO

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

NA

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. No

- 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. NO
- 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. NA
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. NO
- 5) Does the proposal lie within a 100-year floodplain? If so, note 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 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. NO
- 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.

NO

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.

NONE

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

NO

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

NO

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

4. Plants

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

☐ deciduous tree: alder, maple, aspen, other
☐ evergreen tree: fir, cedar, pine, other
☐ shrubs
☒ grass
☐ pasture
☐ crop or grain
☐ Orchards, vineyards or other permanent crops.
☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
☐ water plants: water lily, eelgrass, milfoil, other
☐ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered? We will clear and grub road way.

- c. List threatened and endangered species known to be on or near the site. NONE

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: NONE

- e. List all noxious weeds and invasive species known to be on or near the site. NONE

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. NONE

Examples include:

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

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

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

Birds and Songbirds

- b. List any threatened and endangered species known to be on or near the site. NONE

- c. Is the site part of a migration route? If so, explain. Yes, Richland lies within the Pacific Flyway

- d. Proposed measures to preserve or enhance wildlife, if any: NA

- e. List any invasive animal species known to be on or near the site. NONE

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. ELECTRIC, GAS

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. NO

- c. What kinds of energy conservation features are included in the plans of this proposal? NONE
List other proposed measures to reduce or control energy impacts, if any:

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. NO

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

NONE

- 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

- 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

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

NONE

5)

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

NONE

b. Noise

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

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. HEAVEY EQUIPMENT

- 3) Proposed measures to reduce or control noise impacts, if any: NONE

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. HOUSEING, NO AFFECT

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? NO

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

c. Describe any structures on the site. NONE

d. Will any structures be demolished? If so, what?
NO

e. What is the current zoning classification of the site? R.1.10. Low density residential

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

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

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?
Approximately 42 residents

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

None

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

NA

L. Proposed measures to ensure the proposal is compatible with existing and projected land

uses and plans, if any:

PLAN REVIEW

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

NA

9. Housing

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

12

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

0

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

NA

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?

LESS THAN 20' Zoning permits homes up to 30' tall

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

NA

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

COVENANTS

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? NONE

b. Could light or glare from the finished project be a safety hazard or interfere with views? NO

c. What existing off-site sources of light or glare may affect your proposal? NONE

d. Proposed measures to reduce or control light and glare impacts, if any: NONE

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? NONE

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: NA

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 ? 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.
NO

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. NA

NA

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. NONE

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.

COLUMBIA PARK TRIAL

- 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?

YES

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

NONE

- 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). ____

YES, ADDED CURB GUTTER AND SIDEWALK AND STREET LIGHTS

- 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 nonpassenger vehicles). What data or transportation models were used to make these estimates?

TBD

- 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

- h. Proposed measures to reduce or control transportation impacts, if any: NO

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. YES

- c. Proposed measures to reduce or control direct impacts on public services, if any.
ROAD WAY IMPROVEMENT

16. Utilities

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

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: Lee Petty

Name of signer Lee Petty

Position and Agency/Organization Owner

Date Submitted: 11/21/17

COMMUNITY DEVELOPMENT DEPARTMENT

THIS APPLICATION WAS REVIEWED BY THE PLANNING DIVISION OF THE COMMUNITY DEVELOPMENT DEPARTMENT. ANY COMMENTS OR CHANGES MADE BY THE DEPARTMENT ARE ENTERED IN THE BODY OF THE CHECKLIST AND CONTAIN INITIALS OF THE REVIEWER

8LEA 11.21.17
Reviewer Signature Date

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?

NONE

Proposed measures to avoid or reduce such increases are:

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

NONE

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

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

NONE

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

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? NO AFFECT

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

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?

Proposed measures to avoid or reduce shoreline and land use impacts are: NO AFFECT

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

Proposed measures to reduce or respond to such demand(s) are: WE REQUIRE ADDITIONAL UTILITIES AND POSSIBLE TRANSPORTATION NEEDS.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. NO AFFECT



File No. EA2017-18

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal: A preliminary plat subdividing a 4.1-acre site into 8 residential lots for single-family construction

Proponent: Lee Petty (Columbia Park Trail Development)

Location of Proposal: The south side of Columbia Park Trail approximately 1,725 feet east of Queensgate Drive. Benton County tax parcel ID #: 1-22982020005009, generally, the southeast ¼ of the northwest ¼ of Section 22, Township 9 North, Range 28 East, W.M.

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 fourteen days from the date of issuance, which is November 21, 2017. Public comments must be submitted by **December 6, 2017**.

() 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: Shane O'Neill

Position/Title: Senior Planner

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

Date: November 21, 2017

Signature _____

ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT

Adoption for ☒ **DNS** ____ EIS ____ Other

Description of current proposal: The preliminary plat of Columbia Park Trail Development.

Proponent Lee Petty (Columbia Park Trail Development LLC)

Location of current proposal: The south side of Columbia Park Trail approximately 1,700 feet east of Queensgate Drive

Title of document being adopted: Environmental Checklist and Determination of Non-Significance (EA2017-18)

Agency that prepared document being adopted: Columbia Park Trail Development LLC

Date adopted document was prepared: Checklist prepared on November 21, 2017; DNS prepared and issued on November 21, 2017

Description of document (or portion) being adopted: Determination of Non-Significance and environmental checklist for development of an 8-lot plat being adopted to apply to an additional 4 lots for a total of 12 lots.

If the document being adopted has been challenged (WAC 197-11-630), please describe: Not applicable

The document is available to be read at (place/time) The City of Richland Planning and Development Services Office, 840 Northgate, Richland during the hours of 8:00 a.m. to 5:00 p.m. Monday-Friday.

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

Name of Agency adopted document: City of Richland

Responsible Official: Shane O'Neill Phone: 942-7587

Position/Title: Senior Planner

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

Date: February 2, 2018

Signature:  _____



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

1250 W Alder St • Union Gap, WA 98903-0009 • (509) 575-2490

December 1, 2017

Shane O'Neill
City of Richland
PO Box 190
Richland, WA 99352

Re: EA2017-18

Dear Mr. O'Neill:

Thank you for the opportunity to comment on the determination of nonsignificance for the subdivision of 4.1 acres into 8 residential lots, proposed by Columbia Park Trail Development. We have reviewed the documents and have the following comments.

WATER QUALITY

Dividing or platting a piece of property is often the first step in a proposed development. An NPDES Construction Stormwater Permit may be required if there is a potential for stormwater discharge from a construction site with disturbed ground. Ground disturbance includes all utility placements, and building or upgrading roads. The permitting process requires going through SEPA, developing a stormwater pollution prevention plan, submitting an application, and a 30-day public notice process. This may take 38-60 days. A permit and a stormwater plan are required prior to beginning ground-breaking activities. Please contact **Lloyd Stevens, Jr.** with the Department of Ecology, (509) 574-3991 or lloyd.stevensjr@ecy.wa.gov, with questions about this permit.

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must prevent soil from being carried by stormwater runoff into surface waters, or into stormwater drains that may discharge directly to surface water. Sand, silt, and soil will damage aquatic habitat and are considered pollutants.

Underground Injection Control

Drywells, and certain infiltration structures such as drain fields and French drains are regulated under 173-218 WAC Underground Injection Control Program. This program requires evaluation of construction standards, restrictions on types of discharges, registration of the structure through the UIC Program. Further information may be found on Ecology's website: <http://www.ecy.wa.gov/programs/wq/grndwtr/uic/index.html>, or, with an internet search for "Washington UIC"

Mr. O'Neill
December 1, 2017
Page 2

If you have any questions or would like to respond to the Water Quality comments, please contact **Andrew Wargo** at (509) 454-7223 or email at andrew.wargo@ecy.wa.gov .

Sincerely,



Gwen Clear
Environmental Review Coordinator
Central Regional Office
(509) 575-2012
crosepacoordinator@ecy.wa.gov

**RICHLAND HEARING EXAMINER
TECHNICAL ADVISORY COMMITTEE REPORT
FEBRUARY 22, 2018**

APPLICANT: LEE PETTY

TO: SHANE O-NEILL, SENIOR PLANNER

REQUEST: PRELIMINARY PLAT APPROVAL TO SUBDIVIDE 6.1 ACRES INTO 12
RESIDENTIAL LOTS (COLUMBIA PARK TRAIL DEVELOPMENT)

LOCATION: SOUTH SIDE OF COLUMBIA PARK TRAIL, APPROXIMATELY 1,725 FEET EAST
OF QUEENSGATE DRIVE

PROJECT LOCATION: NORTH OF THE PLAT OF SUNDANCE ESTATES, SOUTH OF COLUMBIA
PARK TRAIL

TECHNICAL ADVISORY REPORT RECOMMENDATIONS:

The Technical Advisory Committee conducted a review of the request and recommends that if the preliminary plat is approved, such approval be subject to the following conditions:

General Conditions:

1. The following notes shall be placed on the final plat(s):
 - All lots within this plat are subject to payment of the City of Richland's park mitigation fee regulations. Fees must be paid in accordance with the Richland Municipal Code Chapter 22.12.
 - All lots within this plat are subject to payment of the City of Richland's road impact mitigation fee regulations. Fees must be paid in accordance with Richland Municipal Code Chapter 12.03.
 - Addresses shown in brackets are subject to change by the City of Richland.
2. Prior to final plat recording, Grading permit GR17-02793 shall be issued with final inspection approval by the City and final field observation report by the geo-technical engineer submitted to Development Services. Any specific geo-technical requirements regarding foundation footings and site slopes shall be duly noted on the plat along with reference to the applicable geo-technical engineer and report date.
3. Prior to plat recording the developer shall provide City of Richland Development Services with CBU placement and installation approval from USPS Growth Management. Current USPS contact – joseph.e.spry@usps.gov, (509) 967-0500.
4. All final plans for public improvements shall be submitted prior to pre-con on a 24" x 36" hardcopy format and also electronically in .dwg format compatible with the City's standard CAD software. Addendums are not allowed, all information shall be supplied in the specified 24 x 36 (and electronic) format. When construction of the infrastructure has been substantially completed, the applicant shall provide paper, mylar and electronic record drawings in accordance with the City's "Record Drawing Requirements". The electronic as-built record drawings shall be submitted in a AutoCAD format compatible with the City's standard CAD software. Electronic copies of the

construction plans are required prior to the pre-con meeting, along with the multiple sets of paper drawings. The mylar record drawings (including street lights) shall be submitted and approved by the City before the final punchlist inspection will be performed. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.

5. Any and all necessary permits that may be required by jurisdictional entities outside of the City of Richland shall be the responsibility of the developer to obtain.
6. A copy of the construction drawings shall be submitted for review to the appropriate jurisdictions by the developer and his engineer. All required comments / conditions from all appropriate reviewing jurisdictions (e.g.: Benton County, any appropriate irrigation districts, other utilities, etc.) shall be incorporated into one comprehensive set of drawings and resubmitted (if necessary) for final permit review and issuance.
7. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way permit prior to construction, per RMC Chapter 12.08. A plan review and inspection fee in the amount equal to 5% of the construction costs of the work within the right-of-way or easement will be collected at the time the permit is issued. A stamped, itemized Engineers estimate (Opinion of probable cost) and a copy of the material submittals shall be submitted along with the final plan submittal.
8. When the construction is substantially complete a paper set of "record drawings" shall be prepared by a licensed surveyor and include all changes and deviations. Please reference the Public Works document "RECORD DRAWING REQUIREMENTS & PROCEDURES" for a complete description of the record drawing process. After approval by the City of the paper copy, a mylar copy of the record drawings shall be submitted along with a CAD copy of them. The electronic as-built record drawings shall be submitted in a AutoCAD format compatible with the City's standard CAD software. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
9. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of the final plat. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of plat acceptance. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for plat acceptance.
10. A pre-construction conference will be required prior to the start of any work within the public right-of-way or easement. Contact the Public Works Engineering Division at 942-7500 to schedule a pre-construction conference.
11. Site plan drawings which involve the construction of public infrastructure shall be drawn on a standard 24" x 36" drawing format to a scale which shall not be less than 1"= 40'.
12. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
13. All construction plan sheets shall include the note "CALL TWO WORKING DAYS BEFORE YOU DIG 1-800-424-5555 (or "811")." Or: <http://www.call811.com/>
14. An irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development. *Construction plans will not be accepted for review until adequate and viable proof of an irrigation source is made available by the developer.* The designing Engineer shall submit plans for the proposed irrigation system to the Irrigation District with jurisdiction over the property at the same time that they are submitted to the City for construction

review. Plans shall be reviewed and accepted by said irrigation district prior to issuance of a Right-of-Way permit by the City. Easements shall be provided on the final plat for this system where needed.

15. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to final platting.

Design Standards:

16. Public improvement design shall follow the following general format:
 - A. All materials and workmanship shall be in conformance with the latest revision of the City of Richland Standard Specifications and Details and the current edition of the State of Washington Standard Specifications for Road, Bridge, and Municipal Construction. Please confirm that you have the latest set of standard specs and details by visiting the City's web page.
 - B. Sanitary sewer shall be aligned on the north and west side of street centerlines.
 - C. Storm sewer shall be aligned on the south and east side of street centerlines.
 - D. Any sewer or storm manholes that are installed outside of public Right of Way shall have an acceptable 12-foot wide gravel access road (minimum) provided from a public street for maintenance vehicles.
 - E. 10-foot horizontal spacing shall be maintained between domestic water and sanitary sewer mainlines and service lines.
 - F. Water lines shall be aligned on the south and east side of street centerlines.
 - G. Watermains larger than 8-inches in diameter shall be ductile iron.
 - H. Watermains installed outside of the City Right of Way or in very rocky native material, shall be ductile iron and may need restrained joints.
 - I. All watermains outside areas zoned R1 shall be ductile iron.
 - J. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
 - K. Sewer mains over 15-feet deep shall be constructed out of SDR26 PVC or C900 PVC. The entire main from manhole to manhole shall be the same material. Private sewer service lines over 15-feet deep shall also be constructed of the same material, then transition to regular sewer piping above 15-feet.
 - L. Water valves and manholes installed on private property shall be placed so as to avoid parked cars whenever feasible.
 - M. All utilities shall be extended to the adjacent property (properties) at the time of construction.
 - N. The minimum centerline finish grade shall be no less than 0.30 % and the maximum centerline finish grade shall be no more than 10.0 % for local City streets.
 - O. The minimum centerline radius for local City streets shall be 100-feet.
 - P. Any filling of low areas that may be required within the public Right of Way shall be compacted to City standards.
 - Q. A overall, composite utility plan shall be included in the submitted plan set if the project is phased. This comprehensive utility plan benefits all departments and maintenance groups involved in the review and inspection of the project.
 - R. A detailed grading plan shall be included in the submitted plan set.
 - S. For public utilities not located within public street rights-of-way the applicant shall provide maintenance access acceptable to the City and the applicant shall provide an exclusive 10-foot wide public utility easement (minimum) to be conveyed to the City of Richland.
 - T. Final design of the public improvements shall be approved at the time of the City's issuance of a Right-of-way Construction Permit for the proposed construction.
 - U. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
 - V. All cul-de-sacs shall have a minimum radius of 45-feet to the face of curb to allow for adequate turning radius of fire trucks and solid waste collection vehicles.

- W. Curb returns at minor intersections shall have a minimum radius of 25-feet. Curb returns at major intersections should have minimum radius of 30-feet but should be evaluated on a case by case basis.
 - X. All public streets shall meet design requirements for sight distance (horizontal, vertical and intersectional).
 - Y. All intersections with public streets shall meet horizontal, vertical and intersectional design requirements for sight distance (A.K.A. the Vision Clearance Triangle).
 - Z. The final engineered construction plans shall identify locations for irrigation system, street lighting, gas service, power lines, telephone lines, cable television lines, street trees and mail boxes. All electrical appurtenances such as transformers, vaults, conduit routes, and street lights (including their circuit) need to be shown in the plan view.
 - AA. Construction plans shall provide or reference all standard drawings or special details that will be necessary to construct all public improvements which will be owned, operated, maintained by the City or used by the general public (Commercial Driveway, Curb, Gutter, Sidewalk, Water, Sewer, Storm, Street and Street lighting etc.).
 - BB. The contractor shall be responsible for any and all public infrastructure construction deficiencies for a period of one year from the date of the letter of acceptance by the City of Richland.
17. If the project will be built in phases the applicant shall submit a master plan for the sanitary sewer, domestic water, storm drainage, electrical, street lighting and irrigation system for the entire project prior to submitting plans for the first phase to assure constructability of the entire project. This includes the location and size of any storm retention ponds that may be required to handle runoff.
18. If the City Fire Marshal requires a secondary emergency vehicle access, it shall be included in the construction plan set and be designed to the following standards:
- A. 2-inches compacted gravel, minimum (temp. SEVA only).
 - B. 2% cross-slope, maximum.
 - C. 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal.
 - D. Be 20-feet in width.
 - E. Have radii that are accommodating with those needed for City Fire apparatus.
- Secondary emergency vehicles accesses (SEVA's) shall be 20-feet wide, as noted. Longer secondary accesses can be built to 12-feet wide with the approval of the City of Richland Fire Marshal, however turn-outs are required at a spacing acceptable to the Fire Dept. Temporary SEVA's shall be constructed with 2-inches of compacted gravel, at a minimum. Permanent SEVA's shall be paved with 2-inches of asphalt over 4-inches of gravel, at a minimum.
19. SURVEY MONUMENT DESTRUCTION:
- All permanent survey monuments existing on the project site shall be protected. If any monuments are destroyed by the proposed construction, the applicant shall retain a professional land surveyor to replace the monuments and file a copy of the record survey with the City.
- A. No survey monument shall be removed or destroyed (*the physical disturbance or covering of a monument such that the survey point is no longer visible or readily accessible*) before a permit is obtained from the Department of Natural Resources (DNR). WAC 332-120-030(2) states "It shall be the responsibility of the governmental agency or others performing construction work or other activity (including road or street resurfacing projects) to adequately search the records and the physical area of the proposed construction work or other activity for the purpose of locating and referencing any known or existing survey monuments." (RCW 58.09.130).
 - B. Any person, corporation, association, department, or subdivision of the state, county or municipality responsible for an activity that may cause a survey monument to be removed or

destroyed shall be responsible for ensuring that the original survey point is perpetuated. (WAC 332-120-030(2)).

- C. Survey monuments are those monuments marking local control points, geodetic control points, and land boundary survey corners. (WAC 332-120-030(3)).

When a monument must be removed during an activity that might disturb or destroy it, a licensed Engineer or Land Surveyor must complete, sign, seal and file a permit with the DNR.

It shall be the responsibility of the designing Engineer to identify the affected monuments on the project plans and include a construction note directing them to the DNR permit.

Traffic & Streets:

20. There is an existing driveway serving the home to the east of this preliminary plat that currently lies in front of this property and is within the Columbia Park Trail Right-of-Way. This driveway's legal standing is in question and must be resolved before this project receives final approval. One potential solution is to provide access for this property to "Heather Court" or "Rieve Court". The existing driveway shall not be removed until an acceptable course of action, as determined by the City, has been determined.
21. The "Columbia Park Trail Development" preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA).
22. The Columbia Park Trail frontage shall be completed to City standards at the time that the phase which constructs the lots adjacent to Columbia Park Trail frontage is developed. Frontage improvements consist of curb, gutter and sidewalk, additional paving, provisions for storm drainage and also street lighting per City standards.
23. At the time of plat development the developer shall construct half of a rural section roadway within the Jericho Road right-of-way along the south boundary of this property. These improvements shall consist of an approved road design, grading of the Jericho Road subgrade, 17-feet of strip paving and an accompanying ditch section. The other half of Jericho shall be constructed by other property owners at the time of their property improvement. This project will not be required to install frontage improvements along Jericho, per RMC Chapter 12.010.10.
24. The proposed intersection of "Road A" and Columbia Park Trail shall be designed & constructed per City standards. Private roadways typically intersect city streets via a commercial driveway.
25. A ten-foot public utility easement along both the Jericho Road and the Columbia Park Trail Right-of-Ways shall be provided on the face of the final plat.
26. A note will be shown on the face of the final plat stating that Columbia Park Trail is classified as a "Minor Arterial" street. Subsequently, no driveways accessing single family lots will be allowed onto Columbia Park Trail.
27. The vision-clearance triangle needs to be shown on all corner lots on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.

28. All private roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
29. Any private roads narrower than 34-feet shall have parking restricted on one side, and any roads 27-feet or narrower shall have parking restricted on both sides. Street signs indicating restricted parking shall be installed prior to final platting at the developers expense.
30. If the project is to be constructed in phases, all dead-end streets longer than 150-feet that will be continued later need to have temporary turn-arounds built at the end of them. The radius of these turn-arounds shall be 45-feet minimum, and shall be constructed of 2-inches of compacted top course gravel for slopes less than 5%, or of 2-inches of asphalt atop 2-inches of gravel for slopes greater than 5%. If the temporary turn around is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water:

31. The proposed preliminary plat is located within the Tapteal 1 water pressure zone. The closest Tapteal 1 watermain is located in the Sundance Estates project to the South, or in Columbia Park Trail approximately 700-feet to the west. It shall be the responsibility of the developer to extend a watermain to this property to serve domestic water at the time of plat construction.
32. If the Tapteal 1 water main in Columbia Park Trail is not extended to this project at the time of construction, an 8-inch domestic water main shall be extended down to Columbia Park Trail from this project in anticipation of a connection with a water main extension in the future. If this project obtains its water service from the Tapteal 1 water main in Columbia Park Trail this project shall extend an 8-inch domestic water main to the boundary of this project within the Jericho Road right of way.
33. Domestic water shall be extended to the adjoining properties adjacent to this plat.
34. The developer will be required to demonstrate that all phases are capable of delivering adequate fire flows prior to construction plans being accepted for review. This may require looping of the watermain from off-site locations, or oversizing of the main where needed.
35. The fire hydrant layout shall be approved by the City Fire Marshal.

Sanitary Sewer:

36. The closest gravity-flow sanitary sewer available for this development is located in Columbia Park Trail approximately 700-feet to the west. It shall be the responsibility of the developer to extend a sewer main to this property to serve sanitary sewer at the time of plat construction.
37. A 10-foot wide exclusive sanitary sewer easement shall be provided for any sewer main that is outside of the public Right-of-Way. Wider easements are required for mains that are buried deeper than 10-feet. If any manholes are located outside of the public Right-of-Way, maintenance truck access to said structure may be required.
38. Sanitary sewer shall be extended to the adjoining properties adjacent to the plat.

Storm Water:

39. This project will require coverage under the Washington State General NPDES Permit for Construction projects. The Developer shall be responsible for compliance with the permit conditions. The City has adopted revised standards affecting the construction of new stormwater facilities in order to comply with conditions of its NPDES General Stormwater Permit program.

This project, and each phase thereof, shall comply with the requirements of the City's stormwater program in place at the time each phase is engineered. The project will require detailed erosion control plans.

40. All storm drainage systems shall be designed following the core elements defined in the latest edition of the Stormwater Management Manual for Eastern Washington. The Hydrologic Analysis and Design shall be completed based on the following criteria: Washington, Region 2, Benton County; SCS Type 1A – 24 Hour storm for storm volume. The applicant's design shall provide runoff protection to downstream property owners.
41. The flow-rate of the public storm drainage system shall be designed using the 2-Year, 3-Hour short duration Eastern Washington storm for pipe and inlet sizing using SCS or Santa Barbara method; no modifying or adding time of concentration; no surcharge allowed. Calculations shall be stamped by a registered professional engineer and shall include a profile of the system showing the hydraulic grade line. The calculations should include a 50-foot wide strip behind each right of way line to represent drainage from private property into the City system. Of that area, 50% shall be considered pervious and 50% impervious. Calculations shall include a profile for the design showing the hydraulic grade line for the system. Passing the storm downhill to an existing system will require a downstream storm system capable of accepting the water without being overwhelmed.
42. All construction projects that don't meet the exemption requirements outlined in Richland Municipal Code, Section 16.06 shall comply with the requirements of the Washington State Department of Ecology issued Eastern Washington NPDES Phase II Municipal Stormwater Permit. All construction activities subject to this title shall be required to comply with the standards and requirements set forth in the Stormwater Management Manual for Eastern Washington (SWMMEW) and prepare a Stormwater Site Plan. In addition a Stormwater Pollution Prevention Plan (SWPPP) or submission of a completed erosivity waiver certification is required at the time of plan submittal.
43. If any existing storm drainage or ground water seepage drains onto the proposed site, said storm drainage shall be considered an existing condition, and it shall be the responsibility of the property developer to design a system to contain or treat and release the off-site storm drainage.
44. If there are any natural drainage ways across the proposed pre-plat, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 ("Easements-watercourses").
45. Prior to or concurrent with the submittal of the first phase the developer shall provide a Geotechnical report including the percolation rate of the soils in the area of any storm retention ponds. If the project constructs a storm retention pond then the engineer will need to demonstrate that the pond will drain itself within 48 hours after the end of a storm event, and not have standing water in it longer than that. Engineering solutions are available for retention ponds that do not perk within 48 hours.
46. Stormwater collection pipes shall be extended to the adjoining properties adjacent to the plat.
47. If the storm drain pond slopes are greater than 25% or deeper than 4-feet, then a 6-foot fence will be required around the perimeter of the pond with a minimum 12-foot wide gate for maintenance vehicles. A maintenance road from the public Right of Way to the bottom of the pond is also needed (2-inches of compacted gravel, minimum). The City's maintenance of the pond in the future will consist of trimming weeds to maintain compliance with fire and nuisance codes, and maintaining the pond for functionality.

48. The developer shall be responsible for landscaping the storm pond and for its maintenance through the one-year infrastructure warranty period. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above. If the developer wishes for the pond to be landscaped and visually appealing, then the homeowners association should be considered for maintenance responsibilities. This will require an irrigation meter and sprinkler system (including a power source), and responsibility for maintaining the landscaping.
49. The developer of record shall maintain the public storm drainage system for one year from the date of final acceptance by The City of Richland (as determined by the issuance of the "Letter of Final Acceptance"). Said developer shall also thoroughly clean the entire system, including structures, pipelines and basins prior to the City warranty inspection, conducted 11 months after the Letter of Final Acceptance.

Final Platting / Project Acceptance Requirements:

50. When the construction is substantially complete a paper set of "record drawings" shall be prepared by a licensed surveyor and include all changes and deviations. Please reference the Public Works document "RECORD DRAWING REQUIREMENTS & PROCEDURES" for a complete description of the record drawing process. After approval by the City of the paper copy, a mylar copy of the record drawings shall be submitted along with a CAD copy of them. The electronic as-built record drawings shall be submitted in a AutoCAD format compatible with the City's standard CAD software. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
51. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of a certificate of occupancy. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final acceptance. Off-site ("third party") easements for City infrastructure are the responsibility of the developer to obtain. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final occupancy.
52. Any off-site easements or permits necessary for this project shall be obtained and secured by the applicant and supplied to the City at the time of plat construction and prior to final plat acceptance by the City.
53. Ten-foot wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within and bordering the proposed plat.
54. The vision-clearance triangle needs to be shown on all corner lots on the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
55. The final plat shall include notes identifying all common areas including the private streets and tracts and acknowledging the ownership and maintenance responsibility by the homeowners association. A note shall be added to the face of the final plat that states: "*The private roads are for the use and benefit of the homeowners that abut said roads, and are to be maintained by said owners. The City of Richland accepts no maintenance responsibility for said roads*".
56. A note shall be added to the face of the plat that states: "*The private drives within this plat are fire lanes and parking is restricted. The required no-parking signs shall be installed by the developer where applicable.*" Any private roads narrower than 34-feet shall have parking restricted on one side, and any roads 27-feet or narrower shall have parking restricted on both sides. Street signs

indicating restricted parking shall be installed prior to final platting at the developers expense. The restricted parking areas shall be indicated on the final plats.

57. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the adjacent property owners to maintain.
58. A one-foot "No access / screening easement" will be required along the Columbia Park Trail Right of Way.
59. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
60. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.
61. Any restricted parking areas shall be indicated on the final plats.



GEOTECHNICAL ENGINEERING REPORT

PROPOSED RESIDENTIAL DEVELOPMENT

COLUMBIA PARK TRAIL

RICHLAND, WASHINGTON

GNN PROJECT NO. 217-848

AUGUST 2017

Prepared for

**LCR CONSTRUCTION LLC
1128 COLUMBIA PARK TRAIL
RICHLAND, WA 99352**

Prepared by

**GN NORTHERN, INC.
CONSULTING GEOTECHNICAL ENGINEERS
KENNEWICK, WASHINGTON
(509) 734-9320**

*Common Sense Approach to Earth and Engineering
Since 1995*



At GN Northern our mission is to serve our clients in the most efficient, cost effective way using the best resources and tools available while maintaining professionalism on every level. Our philosophy is to satisfy our clients through hard work, dedication and extraordinary efforts from all of our valued employees working as an extension of the design and construction team.

August 14, 2017

LCR Construction LLC
1128 Columbia Park Trail
Richland, WA 99352

Attention: Lee Petty, Owner

**Subject: Geotechnical Engineering Report
Proposed Residential Development
Columbia Park Trail
Richland, Washington**

GNN Project No. 217-848

Mr. Petty,

As requested, GN Northern (GNN) has completed a geotechnical site investigation for the proposed residential development to be constructed at the ~6-acre vacant site located on Columbia Park Trail in Richland, Washington.

Based on the findings of our subsurface study, we conclude that the site is suitable for the proposed construction provided that our geotechnical recommendations presented in this report are followed during the design and construction phases of the project.

This report describes in detail the results of our investigation, summarizes our findings and presents our recommendations concerning earthwork and the design and construction of foundation for the proposed project. It is important that GN Northern provide consultation during the design phase as well as field compaction testing and geotechnical monitoring services during the construction phase to review and monitor the implementation of the geotechnical recommendations.

If you have any questions regarding this report, please contact us at 509-248-9798.

Respectfully submitted,
GN Northern, Inc.



M. Yousuf Memon, EIT
Staff Engineer



Karl A. Harmon, LEG, PE
Senior Geologist/Engineer

Digitally signed
by Karl A. Harmon
Date: 2017.08.14
14:30:06 -07'00'



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APPENDIX VII – USGS DESIGN MAP SUMMARY REPORT	

PURPOSE AND SCOPE OF SERVICES

This report has been prepared for the proposed residential development to be constructed at the ~6-acre vacant site located on Columbia Park Trail in Richland, Washington; site location is shown on the *Vicinity Map* (Figure 1, Appendix I). Our investigation was conducted to collect information regarding subsurface soil/groundwater conditions and present recommendations for suitability of the subsurface materials to support the intended residential development and allowable bearing capacity for the proposed construction.

GN Northern, Inc. prepared this report for use by LCR Construction LLC and Tri-Cities Engineering, PLLC in the design and construction of the proposed development. Do not use or rely upon this report for other locations or purposes without the written consent of GN Northern, Inc.

Our study was conducted in general accordance with our *Proposal for Geotechnical Report and Infiltration Testing* dated June 21, 2017 and our understanding of the proposed project based on the information you provided; notice to proceed was provided on June 22, 2017 by Carrie Sullivan, Project Manager with LCR Construction in the form of a signed copy of the proposal.

A preliminary lot layout plan, along with a topographic survey, was provided by Mr. Zach Wright of Tri Cities Engineering PLLC via email on June 28, 2017. Field exploration, consisting of nine (9) test-pits, was completed on July 18, 2017. The exploratory test-pit locations are shown on the *Site & Exploration Map* (Figure 2, Appendix I). Detailed test-pit logs are presented in Appendix II, and results of our laboratory testing are presented in Appendix III.

This report has been prepared to summarize the data obtained during this study and to present our recommendations based on the proposed construction and the subsurface conditions encountered at the site. Results of the field exploration and laboratory testing were analyzed to develop recommendations for site development, earthwork, and foundation bearing capacity. Design parameters and a discussion of the geotechnical engineering considerations related to construction are included in this report.

PROPOSED CONSTRUCTION

Based on the preliminary information provided, we understand that the proposed development will include a total of twelve (12) subdivided lots, along with three (3) new roadways and associated infrastructure improvements. We understand that the lot sizes will range from 0.27-acre to 0.51-acre. Information regarding the proposed site grading for the new development, including proposed building pad grades, was not available at the time of this report.

We anticipate that the new residential structures will be one- to two-story, and will include of wood-frame construction with slab-on-grade. If these assumptions deviate from final project plans, GNN shall be contacted to review plans to provide revised recommendations if/as necessary. Structural loading information was not available at the time of this report. We expect light structural loading for proposed construction. Settlement tolerances for the structures are assumed to be limited to 1 inch, with differential settlement limited to ½ inch.

FIELD EXPLORATION

The field exploration was completed on July 18, 2017. A local public utility clearance was completed prior to the field exploration. Field exploration activities were coordinated with Mr. Lee Patty who also arranged for T-Tap Construction to excavate test-holes. Nine (9) exploratory test-pits were excavated using a CAT 320C excavator to depths ranging from approximately 1 to 5.5 feet below existing ground surface (BGS). All test-pits were terminated due to refusal on the fractured basalt bedrock. The test-pits were logged by a GNN field engineer. Three of the test-pit locations were initially suggested by Mr. Wright for soil infiltration testing; however, in light of the exposed soil/bedrock conditions, a determination was made regarding the unfeasible nature of soil infiltration testing. Upon completion, the test-pits were loosely backfilled with the excavated soils. Test-pit locations are shown on *Site & Exploration Map* (Figure 2, Appendix I).

The soils observed during our field exploration were classified according to the Unified Soil Classification System (USCS), utilizing the field classification procedures as outlined in ASTM D2488. A copy of the USCS Classification Chart is included in Appendix II. Photographs of the site and exploration are presented in Appendix IV. Depths referred to in this report are relative to

the existing ground surface elevation at the time of our investigation. The surface and subsurface conditions described in this report are as observed at the time of our field investigation.

LABORATORY TESTING

Representative samples of the exposed soils obtained from the test-pits, were selected for testing to determine the index properties of the subsurface soils in general accordance with ASTM procedures. The following laboratory tests were performed:

Table 1: Laboratory Tests Performed

Test	To determine
Particle Size Distribution (ASTM D6913)	Soil classification based on proportion of sand, silt, and clay-sized particles
Natural Moisture Content (ASTM D2216)	Soil moisture content indicative of in-situ condition at the time samples were taken

Results of the laboratory test are included on the test-pit logs and are also presented in graphic form in Appendix III attached to the end of the report.

SITE CONDITIONS

The 5.87-acre project site is located along the south side of Columbia Park Trail, generally southeast of the intersection with Valley View Road in the City of Richland, Washington. The site is currently spans over two (2) contiguous parcels identified by the Benton County Assessor as Parcel Numbers 122982020004013 & 122982020005009. The project site is generally surrounded by Columbia Park Trail to the north, and existing single-family residences on large acreage lots to the east, west and south. The site is situated in the northern ¼ of Section 22, Township 9 North and Range 28 East, Willamette Meridian, Benton County, Washington.

The vacant/undeveloped project site is generally covered with a moderate growth of native grass and brush. Surface bedrock outcrops are apparent throughout the site, and are most pronounced in the southern (elevated) portion of the site. An un-paved driveway extends along the northern site boundary and provides access to the adjacent residence to the east.

Surface topography at the site consists of a sloping hillside across the majority of the site. Based on the topographic survey provided, slope gradients along the hillside terrain range from less than

5% to maximum 25%. Surface elevations at the site range from $\pm 508'$ along the western portion of northern half of the site, to $\pm 565'$ near the southeastern corner of the site.

Regional Geology

The site is located in the Tri-Cities area of the Yakima Fold Belt region of the Columbia Basin Plateau. The subsurface stratigraphy of the region is comprised of a thick series of folded, Miocene-age flood basalt lava flows and interbedded sediments (collectively known as the Columbia River Basalt Group [CRBG]) overlain by unconsolidated deposits of late Miocene to recent age. In the Tri-Cities area, the uppermost layers of the CRBG are fractured basalt bedrock. Regionally, the top surface of the local basalt is known to slope to the northeast toward the Columbia River, although local variations exist in the area.

Based on the *Geologic Map of the Richland 1:100,000 Quadrangle, Washington* (Reidel, 1994), the site is primarily mapped as the Miocene age Ice Harbor Member [Mv_{sih}] of the Saddle Mountains Basalt (SMB), with the upper northwestern portion mapped as the Elephant Mountain Member [Mv_{sem}] of the SMB.

Seismic Considerations

As per the 2015 *International Building Code* (IBC), a Site Class 'B' may be used for seismic design purposes (see Appendix VII). Site Class 'B' corresponds to 'rock'. The following site-specific design values may be used:

Table 2: IBC Design Response Spectra Parameters

Seismic Design Parameter	Value (unit)
S_s	0.418 (g)
S_1	0.161 (g)
F_a	1.000 (unitless)
F_v	1.000 (unitless)
SM_s	0.418 (g)
SM_1	0.161 (g)
SD_s	0.278 (g)
SD_1	0.107 (g)

S_s = MCE spectral response acceleration at short periods

S_1 = MCE spectral response acceleration at 1-second period

F_a = Site coefficient for short periods

F_v = Site coefficient for 1-second period

SM_s = MCE spectral response acceleration at short periods as adjusted for site effects

SM_1 = MCE spectral response acceleration at 1-second period as adjusted for site effects

SD_s = Design spectral response acceleration at short periods

SD_1 = Design spectral response acceleration at 1-second period

SUBSURFACE CONDITIONS

Based on the findings of our field exploration, the entire site is underlain by relatively shallow basalt bedrock. This condition is most evident by presence of numerous surface outcrops throughout the site, along with the exposed condition of the rock cut along the south side of Columbia Park Trail. The project site consists of a relatively thin veneer of near-surface sandy loess soils, up to ~2 feet in some areas. Soil overburden at the site primarily consists of gravelly/cobbly colluvium with silty sand matrix. These angular gravels and cobbles appeared to be relatively dense. This colluvium unit was noted to be thickest, extending to ~5.5 feet BGS, in test-pit TP-6 in the northeastern-most portion of the site, and also included some boulders in this area. Underlying the colluvial soils, the highly fractured and weathered surface of the basalt bedrock was encountered. Test-pit logs in Appendix II show detailed descriptions and stratification of the soils encountered.

NRCS Soil Survey

The soil survey map of the site prepared by the Natural Resources Conservation Service (NRCS) identifies the near surface site soils as *Burbank loamy fine sand, basalt substratum*. According to the NRCS map (Soil Survey, Appendix V), this unit generally consists of *excessively drained* materials. NRCS data indicates that the capacity of the most limiting layer in these soils to transmit water (Ksat) is *high to very high* (5.95 to 19.98 in/hr).

Groundwater

Groundwater was not encountered in the exploratory test-pits to a maximum depth of ~5.5 feet BGS. To further assist in our evaluation, we reviewed the Washington State Department of Ecology database of nearby well logs (see Appendix VI) to estimate groundwater levels in the vicinity. The well logs indicate groundwater to be on the order of 50 to 80 feet BGS. Groundwater levels will fluctuate with precipitation, irrigation, drainage, and regional pumping from wells. Groundwater will not be a factor in design and construction at this site.

CONCLUSIONS

Conditions imposed by the proposed development have been evaluated on the basis of the assumed elevations and engineering characteristics of the subsurface materials encountered in the exploratory test-pits, and their anticipated behavior both during and after construction. The following is a summary of our conclusions and professional opinions based on the data obtained from a review of selected technical literature and the site evaluation.

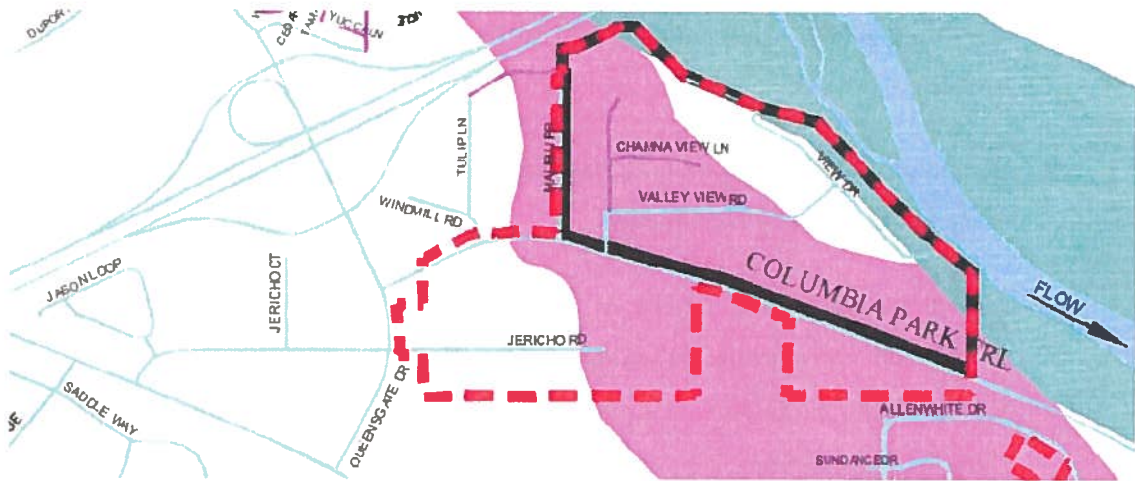
General

- Based on this geotechnical evaluation of the surface and subsurface conditions and our understanding of the proposed development, from a geotechnical perspective, it is our opinion that the site is suitable for the proposed development, provided the recommendations in this report are followed in the design and construction of the project.
- Final project plans, including proposed grading and finished elevations, were not provided at the time of this report. GNN shall be provided an opportunity to review final design plans to provide revised recommendations if/as necessary.

Geotechnical Constraints and Mitigation

- Based on the findings of our field exploration, the entire site is underlain by relatively shallow basalt bedrock. This condition is most evident by presence of numerous surface outcrops throughout the site, along with the exposed condition of the rock cut along the south side of Columbia Park Trail. Soil overburden at the site primarily consists a thin veneer of loess atop gravelly/cobbly colluvium with silty sand matrix.
- Groundwater was not encountered in the exploratory test-pits to a maximum depth of ~5.5 feet BGS. Nearby well logs indicate groundwater to be on the order of 50 to 80 feet BGS. Groundwater will not be a factor in design and construction at this site.
- The underlying geologic condition for seismic design is site class 'B'. The *minimum* seismic design should comply with the 2015 *International Building Code* (IBC) and ASCE 07-10, *Minimum Design Loads for Buildings and Other Structures*.

- Although mapped as a *Geologic Hazard Area (Steep Slopes)* in the City of Richland Geological Sensitive Areas map (August 2013), we believe existing site slopes do not pose a geologic hazard due to presence of shallow bedrock throughout the site. The following is an excerpt from the referenced map:



- Site-specific slope stability analysis was beyond the scope of this evaluation. However, due to presence of relatively shallow bedrock conditions, the lightly-loaded nature of the proposed structures, along with relatively shallow existing site slope gradients, the stability of site slopes should not be a significant concern for this the project.
- Due to presence of shallow bedrock throughout the site, onsite underground stormwater disposal facilities using infiltration are generally considered unfeasible due to site constraints.
- Proposed building layout across the descending slope will call for cut-fill transitions beneath the building footprint. Foundations supported on variably thick cuts and fills and variable support conditions will result in a significant risk for differential settlement. We recommend all foundation elements should either be extended to bear completely on the competent bedrock surface (or atop engineered fill extending to the bedrock), or completely on the native gravelly soils with a thin granular leveling course. No footings shall rest partially on the soils and partially on bedrock surface.

- Rock excavation techniques will be necessary due to the presence of shallow bedrock across the entire site. Excavation with heavy duty tractor-mounted rippers may be possible in some open shallow excavations; pneumatic hammers or blasting may be required in areas of competent (less weathered) bedrock. A geophysical survey (seismic refraction) should be conducted in order to assess the rippability conditions of the subsurface basalt bedrock.
- Site grading shall incorporate the requirements of IBC 2015 Appendix J as adopted by City of Richland Building Department.
- The proposed homes should be sited to include sufficient setbacks from slopes in accordance with appropriate building codes (IBC 2015, Chapter 18: *Soils and Foundations*, Section 1804: *Excavation, Grading, and Fill*, Section 1808: *Foundations*, and subsection 1808.7: *Foundations on or adjacent to slopes* (specifically subsection 1808.7.2: *Foundation setback from descending slope surface*)).
- Pavement section for the proposed residential streets shall conform to the City of Richland typical section for street and roads. The subgrade and base materials shall be compacted to minimum 95% of ASTM D1557.
- The onsite sandy soils, free of excessive deleterious materials including roots and organic matter, are generally suitable for reuse as engineered fill and utility trench backfill.
- The near-surface loess soils are susceptible to wind and water erosion when exposed during grading operations. Preventative measures and appropriate BMPs to control runoff and reduce erosion should be incorporated into site grading plans.

PRELIMINARY GEOTECHNICAL RECOMMENDATIONS

The preliminary geotechnical recommendations presented in this report are predicated upon a program of appropriate monitoring and testing of the site grading activities by a representative of our Geotechnical-Engineer-of-Record (GER). The following sections are intended to reduce the potential earthwork related risks at this site.

Site Development – Grading

Site grading shall incorporate the requirements of IBC 2015 Appendix J as adopted by City of Richland Building Department. The project GER or a representative of the GER should observe site clearing, grading, and the bottoms of excavations before placing fills. Local variations in soil conditions may warrant increasing the depth of over-excavation and recompaction. Seasonal weather conditions may adversely affect grading operations. To improve compaction efforts and prevent potential pumping and unstable ground conditions, we suggest performing site grading during dryer periods of the year.

Soil conditions shall be evaluated by in-place density testing, visual evaluation, probing, and proof-rolling of the imported fill and re-compacted on-site soil as it is prepared to check for compliance with recommendations of this report. A moisture-density curve shall be established in accordance with the ASTM D1557 method for all onsite soils and imported fill materials used as structural fill.

Clearing and Grubbing: At the start of site grading, areas of proposed improvements should be cleared of existing vegetation, large roots, non-engineered fill, construction debris, trash, and any abandoned underground utilities. The surface should be stripped of organic growth and removed from the construction area. Depth of stripping may be reduced through real-time observation during clearing activities. Areas disturbed during clearing should be properly backfilled and compacted as described below.

Re-Use of Onsite Soils as Engineered Fill: The native sandy soil may be suitable for use as engineered fill and utility trench backfill, provided it is free of significant organic or deleterious matter, and rocks greater than 3 inches. The native sandy soil should be placed in maximum 8-inch lifts (loose) and compacted to at least 95% relative compaction (ASTM D1557) near its optimum moisture content. The fine-grained sandy soils will require compaction to be performed within a strict range of $\pm 2\%$ of optimum moisture to achieve the proper degree of compaction. Compaction should be verified by testing.

Use of Imported Soils as Engineered Fill: If needed, imported fill soils should be non-expansive, granular soils meeting the USCS classifications of SM, SP-SM & SW-SM with a maximum rock

size of 3 inches, minimum 70% passing the No. 4 sieve, and 5 to 25% passing the No. 200 sieve. The GER should evaluate the import fill soils before hauling to the site. However, because of the potential variations within the borrow source, import soil will not be prequalified by GNN. The imported fill should be placed in lifts no greater than 8 inches in loose thickness and compacted to at least 95% of the maximum dry density (ASTM D1557) near optimum moisture content.

Foundation Subgrade Preparation

Based on the findings of our exploration, a relatively thin veneer of loose sandy loess is present at the site overlying gravelly/cobbly colluvium atop the fractured surface of the basalt bedrock at varying depths. Due to the variability of subsurface conditions and depth to transition from soil to bedrock, foundation subgrade preparations will need to be tailored based on structure- and site-specific conditions. We anticipate that foundation excavations will encounter the underlying fractured bedrock across majority of the site, with a few lots near the northeastern portion of the site exposing the gravelly/cobbly soils.

To improve overall bearing capacity and reduce the potential for settlement of proposed structures and site improvements, we recommend either extending foundation elements down to the local bedrock unit, or constructing all the foundations of a given structure atop the native gravelly/cobbly soils with a thin leveling course. Foundations shall not be constructed on the near-surface fine-grained loess soils as these soils exhibit collapse potential. The area of subgrade preparation and compaction efforts should extend laterally a minimum of 2 feet beyond each side of proposed footings.

Subgrade Condition 1: Where the depth to bedrock is shallower than approximately 2- to 3- feet BGS (generally anticipated throughout the majority of the site), proposed foundations may be supported directly on the competent bedrock unit. The bottom of the over-excavation shall expose the competent basalt bedrock and the over-ex bottom shall be confirmed by a representative of our Geotechnical Engineer. In areas where protruding rock is encountered in the foundation excavations, we recommend placing 3 to 4 inches of leveling course.

Subgrade Condition 2: Where the depth to bedrock exceeds approximately 3- to 4-feet BGS (generally anticipated in the northeastern portions of the site), proposed foundations may be supported on the recompacted native gravelly soils. To reduce the potential for settlement, we

recommend over-excavation to a minimum of 6-inches below bottom of the proposed footing level (min. 2.5 feet below existing grade). The exposed gravelly soils at bottom of the over-excavation should be proof-compacted to a dense and non-yielding surface. After a suitable subgrade is confirmed by a representative of the GER, we recommend placing minimum 6-inch thick leveling course of 1½-inch minus imported crushed rock structural fill beneath all foundations (see *Imported Crushed Rock Structural Fill* section). Crushed rock structural fill shall be placed in accordance with the recommendations of the *Compaction Requirements for Structural Fill* section of this report. Compaction must be verified using a calibrated nuclear density gauge in accordance with ASTM D6938.

Temporary Excavation

It shall be the responsibility of the contractor to maintain safe temporary slope configurations since the contractor is at the job site, able to observe the nature and conditions of the slopes, and able to monitor the encountered subsurface conditions. Unsupported vertical cuts deeper than 4 feet are not recommended if worker access is necessary. The cuts shall be adequately sloped, shored or supported to prevent injury to personnel from caving and sloughing. The contractor and subcontractors shall be aware of, and familiar with, applicable local, state and federal safety regulations including the current OSHA Excavation and Trench Safety Standards, and OSHA Health and Safety Standards for Excavations, 29 CFR Part 1929, or successor regulations.

It is our opinion that the soil encountered at the site, overlying the bedrock, is classified as Type C soils. For excavation planning purposes, we recommend that temporary, unsupported, open cut slopes shall be no steeper than 1.5 feet horizontal to 1.0 feet vertical (1.5H:1V) in Type C soils. No heavy equipment should be allowed near the top of temporary cut slopes unless the cut slopes are adequately braced. Final (permanent) fill slopes should be graded to an angle of 2H:1V or flatter. We recommend that permanent slopes be hydroseeded and/or planted with vegetation after construction. Where unstable soils are encountered, flatter slopes may be required. We recommend protecting slopes with waterproof covering during periods of wet weather to reduce sloughing and erosion.

The native sandy soil and gravelly colluvium will be prone to caving and sloughing in open excavations. Rock excavation techniques will be necessary due to the presence of shallow bedrock

across the entire site. Excavation with heavy duty tractor-mounted rippers may be possible in some open shallow excavations; pneumatic hammers or blasting may be required in areas of competent (less weathered) bedrock. A geophysical survey (seismic refraction) should be conducted in order to assess the rippability conditions of the subsurface basalt bedrock.

Utility Excavation, Pipe Bedding and Trench Backfill

To provide suitable support and bedding for the pipe, we recommend the utilities be founded on suitable bedding material consisting of clean sand and/or sand & gravel mixture. Pipe bedding should provide a firm uniform cradle for support of the pipes. A minimum 4-inch thickness of bedding material beneath the pipe should be provided. Prior to installation of the pipe, the pipe bedding should be shaped to fit the lower part of the pipe exterior with reasonable closeness to provide uniform support along the pipe. Pipe bedding material should be used as pipe zone backfill and placed in layers and tamped around the pipes to obtain complete contact. To protect the pipe, bedding material should extend at least 6 inches above the top of the pipe.

Placement of bedding material is particularly critical where maintenance of precise grades is essential. Backfill placed within the first 12 inches above utility lines should be compacted to at least 90% of the maximum dry density (ASTM D1557), such that the utility lines are not damaged during backfill placement and compaction. In addition, rock fragments greater than 1 inch in maximum dimension should be excluded from this first lift. The remainder of the utility excavations should be backfilled and compacted to 95% of the maximum dry density as determined by ASTM D1557.

Native sandy soils are considered suitable for utility trench backfill provided they are free of oversize material and can be adequately compacted. All excavations should be wide enough to allow for compaction around the haunches of pipes and underground tanks.

Compaction of backfill material should be accomplished with soils within $\pm 2\%$ of their optimum moisture content in order to achieve the minimum specified compaction levels recommended in this report. However, initial lift thickness could be increased to levels recommended by the manufacturer to protect utilities from damage by compacting equipment.

We recommend that utility trenching, installation, and backfilling conform to all applicable federal, state, and local regulations including Oregon OSHA for open excavations.

Imported Crushed Rock Structural Fill (Leveling Course)

Structural gravel fill shall consist of imported, well-graded, crushed aggregate material meeting the grading requirements of Washington State Department of Transportation (WSDOT) Standard Specification 9-03.9(3) (3/4-inch minus Top Course Material) presented here:

Table 3: WSDOT Standard Spec. 9-03.9(3) (3/4" minus Top Course)

Sieve Size	Percent Passing (by Weight)
3/4 Inch Square	99 - 100
1/2 Inch Square	80 - 100
U.S. No. 4	46 - 66
U.S. No. 40	8 - 24
U.S. No. 200	Less than 10

A fifty (50) pound sample of each imported fill material shall be collected by GNN personnel prior to placement to ensure proper gradation and establish the moisture-density relationship (proctor curve).

Compaction Requirements for Structural Fill

All fill or backfill shall be approved by a representative of the GER, placed in uniform lifts, and compacted to a minimum 95% of the maximum dry density as determined by ASTM D1557. The compaction effort must be verified by a representative of the GER in the field using a nuclear density gauge in accordance with ASTM D6938. The thickness of the loose, non-compacted, lift of structural fill shall not exceed 10 inches for heavy-duty compactors or 4 inches for hand operated compactors...

Foundation Bearing Support Zone and Allowable Bearing Capacity

To provide a uniform bearing support and minimize the potential for total and differential settlement, we recommend that foundations shall bear on subgrade prepared using one of the two options described in the *Foundation Subgrade Preparation* section. Foundation subgrade preparations and crushed rock structural fill shall extend laterally a minimum distance of two (2) feet beyond the outer edge of footings. Provided foundations are constructed in accordance with the recommendations of this report, the following parameters may be used for foundation design:

Table 4: Recommended Foundation Design Parameters

Parameter	Value
Allowable Bearing Capacity ¹	4,000 psf (Subgrade Condition 1) 2,500 psf (Subgrade Condition 2)
Min. Footing Embedment for Frost Protection	24 inches ²

¹ value based on min. factor of safety of 3; applies to dead loads plus design live loads; may be increased by 33% for short-term (transient) loading events

² applicable to exterior footings only

We estimate the total settlement for footings constructed on structural fill as recommended herein to be less than 1-inch, with differential settlement less than half that magnitude.

Lateral forces on foundations from short term wind and seismic loading would be resisted by friction at the base of foundations and passive earth pressure against the buried portions. We recommend a passive earth pressure for the compacted onsite soil of **250 pcf**. This lateral foundation resistance value includes a factor of safety of 1.5. We recommend a coefficient of friction of **0.45** be used between cast-in-place concrete and imported crushed rock fill. An appropriate factor of safety should be used to calculate sliding resistance at the base of footings.

Slab-on-Grade Floors

We recommend placing a minimum 6-inch layer of crushed aggregate fill beneath all slabs. The material shall meet the WSDOT Specification 9-03.9 (3), "Crushed Surfacing Top Course", with less than 5 percent passing the No. 200 sieve (fines). The crushed rock material shall be compacted to at least 95% of the maximum dry density as determined by the ASTM D1557 method. Prior to placement of crushed aggregate fill, the subgrade soils shall be proof-rolled to a non-yielding surface (where applicable). Where near-surface sandy loess soils are encountered within the building envelope, the loess soils shall be removed and the over-ex shall be backfilled with suitable onsite soils placed as engineered fill compacted to 95% of the maximum dry density as determined by the ASTM D1557.

Control joints should be provided in all concrete slabs-on-grade at a maximum spacing of 36 times the slab thickness (12 feet maximum on-center, each way) as recommended by American Concrete Institute (ACI) guidelines. All joints should form approximately square patterns to reduce the potential for randomly oriented shrinkage cracks. Construction joints in the slabs should be tooled at the time of the concrete placement or saw cut ($\frac{1}{4}$ of slab depth) as soon as practical but not more

than 8 hours from concrete placement. Construction (cold) joints should consist of thickened butt joints with ½-inch dowels at 18-inches on center or a thickened keyed-joint to resist vertical deflection at the joint. These procedures will reduce the potential for randomly oriented cracks, but may not prevent them from occurring.

An appropriate vapor retarder (polyethylene liner) shall be used in all areas receiving moisture sensitive resilient flooring/VCT where prevention of moisture migration through slab is essential. If a vapor retarder is used we recommend placing a sand layer over the vapor retarder and immediately below the slab to promote proper curing and protect the vapor retarder during rebar placement. The architect shall determine the need and use of a vapor retarder and sand layer.

Slope Grading

Properly constructed cut or fill slopes can be safely developed at gradients as steep as 2H:1V, provided the recommendations in this report are followed during design and construction.

The project GER should observe all construction cuts to inspect for adverse geologic conditions and make appropriate recommendations based on the exposed conditions. BMPs to control erosion on all graded slopes will be required. Landscaping should take into consideration the engineering characteristics of the slopes, especially with regards to the surficial stability of the slopes.

Fill Slopes

Fill slopes should be constructed at a maximum slope of 2H:1V. Fill slopes should be constructed with suitable structural fill soil that has been properly moisture conditioned and compacted as recommended in this report. Fill slopes should be overfilled and trimmed back to uniformly compacted material. The final slope surface should be track-walked or grid rolled to improve the slope's resistance to erosion.

Where fill slopes or stabilization fill slopes are to be constructed on natural slopes steeper than 5V:1H, the fill should be keyed and benched into firm natural soil. Keyways for all slopes, greater than 5 feet in height, should be cut into firm natural soil. This helps ensure a good bond between the existing native soil and new fill, and to eliminate a plane of weakness at the interface. Before engineered fill is placed, the key should be observed by a representative of the GER, to observe compliance with the above recommendations. It is recommended that the GER, or their

representatives, be present during the fill construction to observe compliance with the above recommendations.

Compacted fill slopes shall be overbuilt and cut back to grade, exposing the firm, compacted fill inner core. The actual amount of overbuilding should vary as field conditions dictate. The degree of overbuilding should be increased until the desired compacted slope surface condition is achieved. Care should be taken by the contractor to provide thorough mechanical compaction to the outer edge of the overbuilt slope surface. Fill placement should proceed in thin lifts (8-12 inch loose thickness, depending upon compaction equipment). Each lift should be moisture-conditioned and thoroughly compacted. The desired moisture condition ($\pm 2\%$ of optimum) should be maintained during the period between successive lifts, and each lift should be tested to ascertain that desired compaction is being achieved.

At intervals not exceeding 4 feet in vertical slope height or the capability of available equipment, whichever is less, fill slopes should be thoroughly back-rolled utilizing conventional equipment. Care should be taken to maintain the desired moisture conditions as needed prior to back-rolling. Upon achieving final grade, the slopes should again be moisture conditioned and thoroughly back-rolled. The use of a side boom roller may be necessary as well as vibratory methods. Without delay, the slopes should then be grid-rolled to achieve a relatively smooth surface and uniformly compact condition. Slope construction procedures shall be monitored, and moisture and density tests shall be taken at regular intervals.

Cut Slopes

Cut slopes in soil materials should be constructed at a maximum slope of 2H:1V. Cut slopes in the basalt bedrock should be stable at gradients of 1H:1V or steeper. It is recommended that the GER, or their representatives, should monitor cut slopes during construction, to check for adverse geologic features exposed within the cut face.

Slope Protection and Maintenance

Proper slope protection and maintenance should help minimize slope erosion and improve the stability of the project slopes. The project soils are prone to erosion and will require protection and maintenance.

Positive drainage should be provided at the tops of all slopes to divert runoff away from the face. Swales constructed in native soils should be lined with suitable non-erosive material. Erosion protection should be provided, especially where concentrated runoff is anticipated.

A qualified Landscape Architect should provide recommendations for slope planting. As the exposed site soils are susceptible to erosion, it is required that erosion control measures, such as planting, erosion control blankets or fabrics, sprayed tackifiers, or some combination of these, be utilized on all slopes within this project. Landscaping should take into consideration the engineering characteristics of the slopes, especially with regards to the surficial stability.

GENERAL CONSIDERATIONS FOR DESIGN AND CONSTRUCTION

Foundation bearing soils shall be constructed as recommended herein. GN Northern shall review significant changes in design (i.e. grade changes, partial cut and partial fill grade, new cuts greater 4 feet, swimming pools and/or daylight basements) not mentioned in this report. The aforementioned conditions shall be brought to the attention of the geotechnical engineer immediately for further recommendations, if necessary. Changes to the building assumptions discussed in (but not limited to) the “Proposed Construction” section of this report not brought to our attention shall fall outside of the purpose and scope of this report.

The following information provides general design considerations based on the soil conditions encountered during exploration and reconnaissance. GN Northern should review grading plans in order that earthwork and foundation recommendations may be properly interpreted and implemented in the design and specifications, and determine if any supplemental geotechnical work may be necessary prior to issuing building permits.

To provide an adequate foundation for the proposed structures, the following minimum parameters shall also be followed during construction:

- In accordance with Chapter 4 of the IRC (Section R403.1), the lot shall be graded to drain surface water away from foundations. The minimum grade shall fall at least 6 inches within 10 feet of the foundation wall (2.5%). If slopes prohibit this fall rate then swales or drains shall be constructed to divert water away from the structure.

- Grades should be developed that do not allow runoff from the driveway to flow toward the structures.
- Finished constructed slopes should not be steeper than 2H:1V for cut and fill slopes in soil materials. If retaining walls are required in excess of 4 feet in height, they should be engineered to aid in long term performance and appropriate safety factors.
- Exterior foundations shall extend 12 inches plus 2 percent above the street gutter, except as permitted by the building official.
- Setbacks from ascending and descending slopes shall be based on the specific slope height at Height/2 (H/2). Setback distance for descending slopes shall be measured from the outer edge of the footings to the slope crest. In accordance with IBC 2015 Section 1808.7, footings on or adjacent to slope surfaces shall be founded in firm material with embedment and setback from the slope surface sufficient to provide vertical and lateral support for the footing without detrimental settlement.
- Foundation walls shall not be backfilled until the wall has sufficient strength or has been anchored to the floor above. Backfill shall be placed in lifts not exceeding 4 inches loose and compacted with a hand operated compaction device.
- Under-floor space ventilation shall be critical and should adhere to the IRC Section R408 requirements or City of Richland requirements, whichever is more restrictive.

Retaining Walls

Retaining walls allowed to deflect may be designed for an active, equivalent fluid pressure of 31 psf per foot of depth, using the onsite native sandy soils. Retaining walls restrained from movement (basement walls) may be designed using an at-rest, equivalent fluid pressure of 50 psf per foot of depth.

The earth pressures presented above assume that no surcharge loads exist, that the backfill is level, that the retaining walls are backfilled with granular material and include a footing drain, and will not develop hydrostatic pressures. The project structural engineer should be responsible for the design of structural elements such as basement walls and footing considering the actual structural loading conditions in conjunction with the geotechnical parameters provided in the report.

Surface Drainage

With respect to surface water drainage, we recommend that the ground surface be sloped to drain away from the structure. Final exterior site grades shall promote free and positive drainage from the building areas. Water shall not be allowed to pond or to collect adjacent to foundations or within the immediate building area. We recommend that a gradient of at least 3% for a minimum distance of 10 feet from the building perimeter be provided, except in paved locations. In paved areas, a minimum gradient of 1% should be provided unless provisions are included for collection/disposal of surface water adjacent to the structure. All surface water such as that coming from roof downspouts and catch basins be collected in tight drain lines and carried to a suitable discharge point, such as a storm drain system. Surface water and downspout water should not discharge into a perforated or slotted subdrain, nor should such water discharge onto the ground surface adjacent to the building. Cleanouts should be provided at convenient locations along all drain lines.

ADDITIONAL SERVICES

GNN recommends that the Client should maintain an adequate program of geotechnical consultation, construction monitoring, and soils testing during the final design and construction phases to monitor compliance with GNN's geotechnical recommendations. Maintaining GNN as the geotechnical consultant from beginning to end of the project will provide continuity of services. If GN Northern, Inc. is not retained by the owner/developer and/or the contractor to provide the recommended geotechnical inspections/observations and testing services, the geotechnical engineering firm or testing/inspection firm providing tests and observations shall assume the role and responsibilities of Geotechnical Engineer-of-Record.

GNN can provide construction monitoring and testing as additional services. The costs of these services are not included in our present fee arrangement, but can be obtained from our office. The recommended construction monitoring and testing includes, but is not necessarily limited to, the following:

- Consultation during the design stages of the project.
- Review of the grading and drainage plans to monitor compliance and proper implementation of the recommendations in GNN's Report.
- Observation and quality control testing during site preparation, grading, and placement of engineered fill as required by the local building ordinances.
- Geotechnical engineering consultation as needed during construction

LIMITATIONS OF THE GEOTECHNICAL ENGINEERING REPORT

This GEOTECHNICAL ENGINEERING REPORT ("Report") was prepared for the exclusive use of the Client. GN Northern, Inc.'s (GNN) findings, conclusions and recommendations in this Report are based on selected points of field exploration, laboratory testing, and GNN's understanding of the proposed project at the time the Report is prepared. Furthermore, GNN's findings and recommendations are based on the assumption that soil, rock and/or groundwater conditions do not vary significantly from those found at specific exploratory locations at the project site. Variations in soil, bedrock and/or groundwater conditions could exist between and beyond the exploration points. The nature and extent of these variations may not become evident until during or after construction. Variations in soil, bedrock and groundwater may require additional studies, consultation, and revisions to GNN's recommendations in the Report.

In many cases the scope of geotechnical exploration and the test locations are selected by others without consultation from the geotechnical engineer/consultant. GNN assumes no responsibility and, by preparing this Report, does not impliedly or expressly validate the scope of exploration and the test locations selected by others.

This Report's findings are valid as of the issued date of this Report. However, changes in conditions of the subject property or adjoining properties can occur due to passage of time, natural processes, or works of man. In addition, applicable building standards/codes may change over time. Accordingly, findings, conclusions, and recommendations of this Report may be invalidated, wholly or partially, by changes outside of GNN's control. Therefore, this Report is subject to review and shall not be relied upon after a period of one (1) year from the issued date of the Report.

In the event that any changes in the nature, design, or location of structures are planned, the findings, conclusions and recommendations contained in this Report shall not be considered valid unless the changes are reviewed by GNN and the findings, conclusions, and recommendations of this Report are modified or verified in writing.

This Report is issued with the understanding that the owner or the owner's representative has the responsibility to bring the findings, conclusions, and recommendations contained herein to the

attention of the architect and design professional(s) for the project so that they are incorporated into the plans and construction specifications, and any follow-up addendum for the project. The owner or the owner's representative also has the responsibility to verify that the general contractor and all subcontractors follow such recommendations during construction. It is further understood that the owner or the owner's representative is responsible for submittal of this Report to the appropriate governing agencies. The foregoing notwithstanding, no party other than the Client shall have any right to rely on this Report and GNN shall have no liability to any third party who claims injury due to reliance upon this Report, which is prepared exclusively for Client's use and reliance.

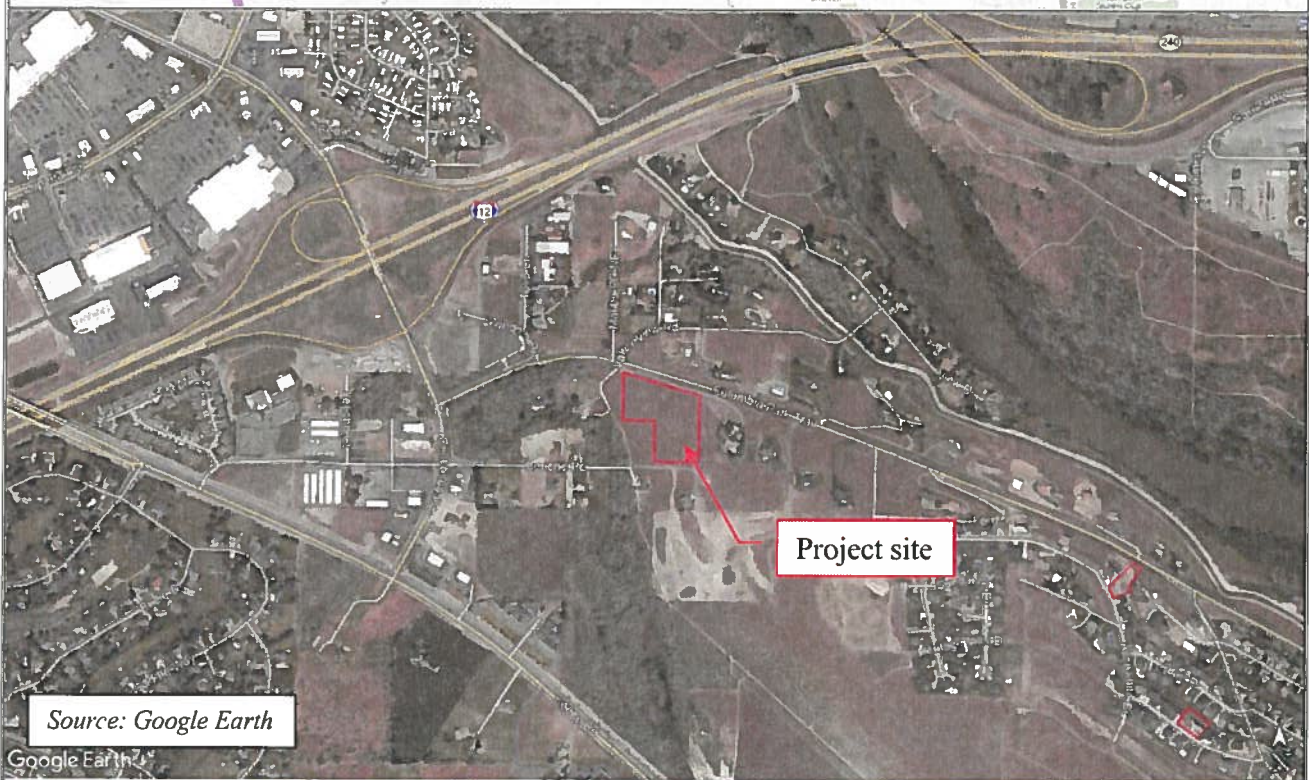
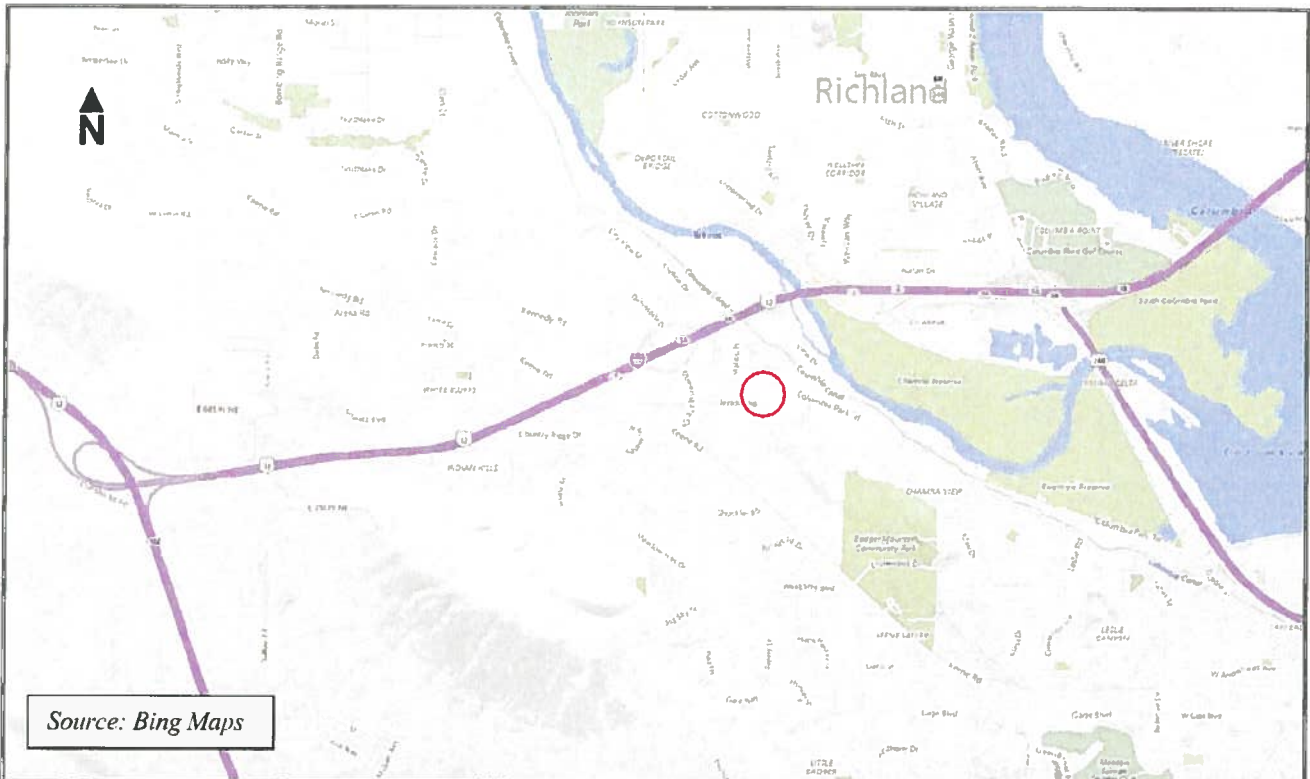
GNN has provided geotechnical services in accordance with generally accepted geotechnical engineering practices in this locality at this time. GNN expressly disclaims all warranties and guarantees, express or implied.

Client shall provide GNN an opportunity to review the final design and specifications so that earthwork, drainage and foundation recommendations may be properly interpreted and implemented in the design and specifications. If GNN is not accorded the review opportunity, GNN shall have no responsibility for misinterpretation of GNN's recommendations.

Although GNN can provide environmental assessment and investigation services for an additional cost, the current scope of GNN's services does not include an environmental assessment or an investigation for the presence or absence of wetlands, hazardous or toxic materials in the soil, surface water, groundwater, or air on, below, or adjacent to the subject property.

APPENDICES

Appendix I
Vicinity Map (Figure 1)
Site & Exploration Map (Figure 2)



Job Number: 217-848

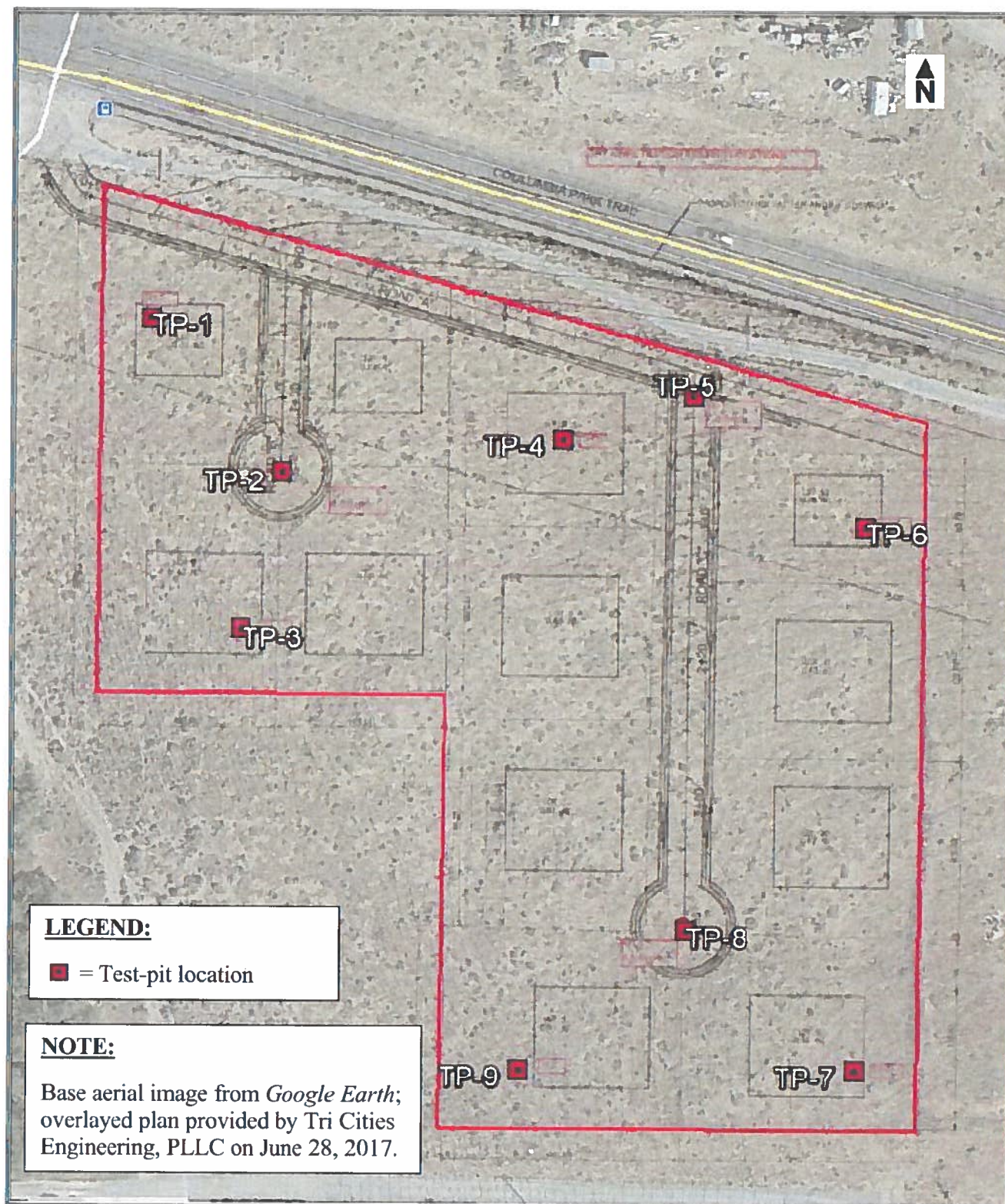
Vicinity Map
 Proposed Residential Development
 Columbia Park Trail
 Richland, Washington

Date
8/11/2017

Mounted By:
MYM

Reviewed By:
KAH

Figure
1



Job Number: 217-848

Site & Exploration Map
 Proposed Residential Development
 Columbia Park Trail
 Richland, Washington

Date
8/11/2017

Mounted By:
MYM

Reviewed By:
KAH

Figure
2

Appendix II
Exploratory Test-Pit Logs
Key Chart (for Soil Classification)

GN Northern Inc.
11115 E. Montgomery, Suite C
Spokane Valley, WA, 99206
Telephone: (509) 248-9798
Fax: (509) 248-4220

TEST PIT NUMBER TP-1

PAGE 1 OF 1

CLIENT LCR Construction, LLC

PROJECT NAME Proposed Residential Development

PROJECT NUMBER 217-848

PROJECT LOCATION Columbia Park Trail, Richland, Washington

DATE STARTED 7/18/17

COMPLETED 7/18/17

GROUND ELEVATION 513 ft

TEST PIT SIZE inches

EXCAVATION CONTRACTOR T-Tap Construction

GROUND WATER LEVELS:

EXCAVATION METHOD CAT 320C Excavator

AT TIME OF EXCAVATION _____




LOGGED BY MYM

CHECKED BY KAH

AT END OF EXCAVATION

NOTES Approx. GPS Coords.: 46°15'7.31"N, 119°17'46.66"W

AFTER EXCAVATION

DEPTH (ft)	SAMPLE TYPE NUMBER	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0.0					
			SP- SM		POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine grained, dry to damp, appears loose to medium dense, [LOESS]
	 GB	MC = 3% Fines = 8%			ANGULAR GRAVELS & COBBLES, with silty sand soil matrix, dry to damp, appears dense [COLLUVIUM]
2.5					

- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

Bottom of test pit at 3.0 feet.

CLIENT LCR Construction, LLC

PROJECT NAME Proposed Residential Development

PROJECT NUMBER 217-848

PROJECT LOCATION Columbia Park Trail, Richland, Washington

DATE STARTED 7/18/17 COMPLETED 7/18/17

GROUND ELEVATION 527 ft TEST PIT SIZE inches

EXCAVATION CONTRACTOR T-Tap Construction

GROUND WATER LEVELS:

EXCAVATION METHOD CAT 320C Excavator



AT TIME OF EXCAVATION ---

LOGGED BY MYM CHECKED BY KAH

AT END OF EXCAVATION

NOTES Approx. GPS Coords.: 46°15'6.25"N, 119°17'45.38"W

AFTER EXCAVATION

DEPTH (ft)	SAMPLE TYPE NUMBER	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0.0				
		SP-SM		POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine grained, dry to damp, appears loose to medium dense, [LOESS]
				ANGULAR GRAVELS & COBBLES, with silty sand soil matrix, dry to damp, appears dense [COLLUVIUM]
2.0				
526.0				

- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

Bottom of test pit at 2.0 feet.



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TEST PIT NUMBER TP-3

PAGE 1 OF 1

CLIENT LCR Construction, LLC

PROJECT NAME Proposed Residential Development

PROJECT NUMBER 217-848

PROJECT LOCATION Columbia Park Trail, Richland, Washington

DATE STARTED 7/18/17

COMPLETED 7/18/17

GROUND ELEVATION 529 ft

TEST PIT SIZE inches

EXCAVATION CONTRACTOR T-Tap Construction

GROUND WATER LEVELS:

EXCAVATION METHOD CAT 320C Excavator

AT TIME OF EXCAVATION ---


LOGGED BY MYM

CHECKED BY KAH

AT END OF EXCAVATION ---

NOTES Approx. GPS Coords.: 46°15'5.18"N, 119°17'45.79"W

AFTER EXCAVATION ---

DEPTH (ft)	SAMPLE TYPE NUMBER	GRAPHIC LOG	MATERIAL DESCRIPTION
0.0			
			ANGULAR GRAVELS & COBBLES, with silty sand soil matrix, dry to damp, appears dense [COLLUVIUM]
1.0			

528.0

- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

Bottom of test pit at 1.0 feet.



PAGE 1 OF 1

AFTER EXCAVATION _____

- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

Bottom of test pit at 2.0 feet.

Bottom of test pit at 2.0 feet.



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TEST PIT NUMBER TP-5

PAGE 1 OF 1

CLIENT LCR Construction, LLC

PROJECT NAME Proposed Residential Development

PROJECT NUMBER 217-848

PROJECT LOCATION Columbia Park Trail, Richland, Washington

DATE STARTED 7/18/17 COMPLETED 7/18/17

GROUND ELEVATION 532 ft TEST PIT SIZE inches

EXCAVATION CONTRACTOR T-Tap Construction

GROUND WATER LEVELS:

EXCAVATION METHOD CAT 320C Excavator

AT TIME OF EXCAVATION ---

LOGGED BY MYM CHECKED BY KAH

AT END OF EXCAVATION ---

NOTES Approx. GPS Coords.: 46°15'6.75"N, 119°17'41.31"W

AFTER EXCAVATION ---

DEPTH (ft)	SAMPLE TYPE NUMBER	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0.0					
	GB	MC = 4% Fines = 8%	SP- SM		POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine grained, dry to damp, appears loose to medium dense, [LOESS]
					1.0
					ANGULAR GRAVELS & COBBLES, with silty sand soil matrix, dry to damp, appears dense [COLLUVIUM]
2.5					
					3.5
					528.5

- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

Bottom of test pit at 3.5 feet.



PAGE 1 OF 1

PROJECT NAME Proposed Residential Development

PROJECT LOCATION Columbia Park Trail, Richland, Washington

GROUND ELEVATION 541 ft TEST PIT SIZE inches

GROUND WATER LEVELS:

AT TIME OF EXCAVATION ---

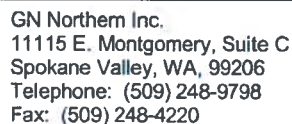
AT END OF EXCAVATION

AFTER EXCAVATION

- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

Bottom of test pit at 5.5 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 8/11/17 11:21 - C:\USERS\IGN NORTHERN\DROPBOX\5-ACTIVE PROJECTS\217-848 COLUMBIA PARK TRAIL RESIDENTIAL LOT SUBDIVISION, RICHLAND\217-848 LOGS.GPJ



PAGE 1 OF 1

PROJECT NAME Proposed Residential Development

PROJECT LOCATION Columbia Park Trail, Richland, Washington

COMPLETED 7/18/17

GROUND ELEVATION 563 ft **TEST PIT SIZE** inches

GROUND WATER LEVELS:

AT TIME OF EXCAVATION —

CHECKED BY KAH

AT END OF EXCAVATION ---

NOTES Approx. GPS Coords.: 46°15'2.12"N, 119°17'39.75"W

AFTER EXCAVATION —

561.0

- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

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TEST PIT NUMBER TP-8

PAGE 1 OF 1

CLIENT LCR Construction, LLC

PROJECT NAME Proposed Residential Development

PROJECT NUMBER 217-848

PROJECT LOCATION Columbia Park Trail, Richland, Washington

DATE STARTED 7/18/17 COMPLETED 7/18/17

GROUND ELEVATION 552 ft **TEST PIT SIZE** inches

EXCAVATION CONTRACTOR T-Tap Construction

GROUND WATER LEVELS:

EXCAVATION METHOD CAT 320C Excavator


AT TIME OF EXCAVATION _____

LOGGED BY MYM CHECKED BY KAH

AT END OF EXCAVATION

NOTES Approx. GPS Coords.: 46°15'3.09"N, 119°17'41.42"W

AFTER EXCAVATION —

DEPTH (ft)	SAMPLE TYPE NUMBER	GRAPHIC LOG	MATERIAL DESCRIPTION
0.0			
			ANGULAR GRAVELS & COBBLES, with silty sand soil matrix, dry to damp, appears dense [COLLUVIUM]
2.0			
550.0			

- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

Bottom of test pit at 2.0 feet.

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TEST PIT NUMBER TP-9

PAGE 1 OF 1

CLIENT LCR Construction, LLC

PROJECT NAME Proposed Residential Development

PROJECT NUMBER 217-848

PROJECT LOCATION Columbia Park Trail, Richland, Washington

DATE STARTED 7/18/17

COMPLETED 7/18/17

GROUND ELEVATION 542 ft

TEST PIT SIZE inches

EXCAVATION CONTRACTOR T-Tap Construction

GROUND WATER LEVELS:

EXCAVATION METHOD CAT 320C Excavator

AT TIME OF EXCAVATION —


LOGGED BY MYM

CHECKED BY KAH

AT END OF EXCAVATION

NOTES Approx. GPS Coords.: 46°15'2.14"N, 119°17'43.06"W

AFTER EXCAVATION

DEPTH (ft)	SAMPLE TYPE NUMBER	GRAPHIC LOG	MATERIAL DESCRIPTION
0.0			
			ANGULAR GRAVELS & COBBLES, with silty sand soil matrix, dry to damp, appears dense [COLLUVIUM]
2.0			
540.0			
















- Test-pit terminated due to excavator refusal on fractured basalt
- No groundwater encountered at time of excavation
- Referenced elevations are approximate and are based on topography shown on site plan provided by Tri Cities Engineering.

Bottom of test pit at 2.0 feet.

540.0

KEY CHART

RELATIVE DENSITY OR CONSISTENCY VERSUS SPT N-VALUE					
COARSE-GRAINED SOILS			FINE-GRAINED SOILS		
DENSITY	N (BLOWS/FT)	FIELD TEST	CONSISTENCY	N (BLOWS/FT)	FIELD TEST
Very Loose	0 – 4	Easily penetrated with ½-inch reinforcing rod pushed by hand	Very Soft	0 – 2	Easily penetrated several inches by thumb
Loose	4 – 10	Difficult to penetrate with ½-inch reinforcing rod pushed by hand	Soft	2 – 4	Easily penetrated one inch by thumb
Medium -Dense	10 – 30	Easily penetrated with ½-inch rod driven with a 5-lb hammer	Medium-Stiff	4 – 8	Penetrated over ½-inch by thumb with moderate effort
Dense	30 – 50	Difficult to penetrate with ½-inch rod driven with a 5-lb hammer	Stiff	8 – 15	Indented about ½-inch by thumb but penetrated with great effort
Very Dense	> 50	penetrated only a few inches with ½-inch rod driven with a 5-lb hammer	Very Stiff	15 – 30	Readily indented by thumb
			Hard	> 30	Indented with difficulty by thumbnail

USCS SOIL CLASSIFICATION						
MAJOR DIVISIONS			GROUP DESCRIPTION			
Coarse-Grained Soils <50% passes #200 sieve	Gravel and Gravelly Soils <50% coarse fraction passes #4 sieve	Gravel (with little or no fines)	 GW	Well-graded Gravel		
			 GP	Poorly Graded Gravel		
		Gravel (with >12% fines)	 GM	Silty Gravel		
			 GC	Clayey Gravel		
	Sand and Sandy Soils >50% coarse fraction passes #4 sieve	Sand (with little or no fines)	 SW	Well-graded Sand		
			 SP	Poorly graded Sand		
		Sand (with >12% fines)	 SM	Silty Sand		
			 SC	Clayey Sand		
Fine-Grained Soils >50% passes #200 sieve	Silt and Clay Liquid Limit < 50		 ML	Silt		
			 CL	Lean Clay		
			 OL	Organic Silt and Clay (low plasticity)		
	Silt and Clay Liquid Limit > 50		 MH	Inorganic Silt		
			 CH	Inorganic Clay		
			 OH	Organic Clay and Silt (med. to high plasticity)		
			Highly Organic Soils		 PT	Peat

LOG SYMBOLS		
	2S	2" OD Split Spoon (SPT)
	3S	3" OD Split Spoon
	NS	Non-Standard Split Spoon
	ST	Shelby Tube
	CR	Core Run
	BG	Bag Sample
	TV	Torvane Reading
	PP	Penetrometer Reading
	NR	No Recovery
	GW	Groundwater Table

MODIFIERS	
DESCRIPTION	RANGE
Trace	<5%
Little	5% – 12%
Some	>12%

MOISTURE CONTENT	
DESCRIPTION	FIELD OBSERVATION
Dry	Absence of moisture, dusty, dry to the touch
Moist	Damp but not visible water
Wet	Visible free water

MAJOR DIVISIONS WITH GRAIN SIZE						
SIEVE SIZE						
12"	3"	3/4"	4	10	40	200
GRAIN SIZE (INCHES)						
12	3	0.75	0.19	0.075	0.0175	0.0025
Boulders	Cobbles	Gravel		Sand		Silt and Clay
		Coarse	Fine	Coarse	Medium	Fine

SOIL CLASSIFICATION INCLUDES

1. Group Name
2. Group Symbol
3. Color
4. Moisture content
5. Density / consistency
6. Cementation
7. Particle size (if applicable)
8. Odor (if present)
9. Comments

Conditions shown on boring and testpit logs represent our observations at the time and location of the fieldwork, modifications based on lab test, analysis, and geological and engineering judgment. These conditions may not exist at other times and locations, even in close proximity thereof. This information was gathered as part of our investigation, and we are not responsible for any use or interpretation of the information by others.

Appendix III
Laboratory Testing Results



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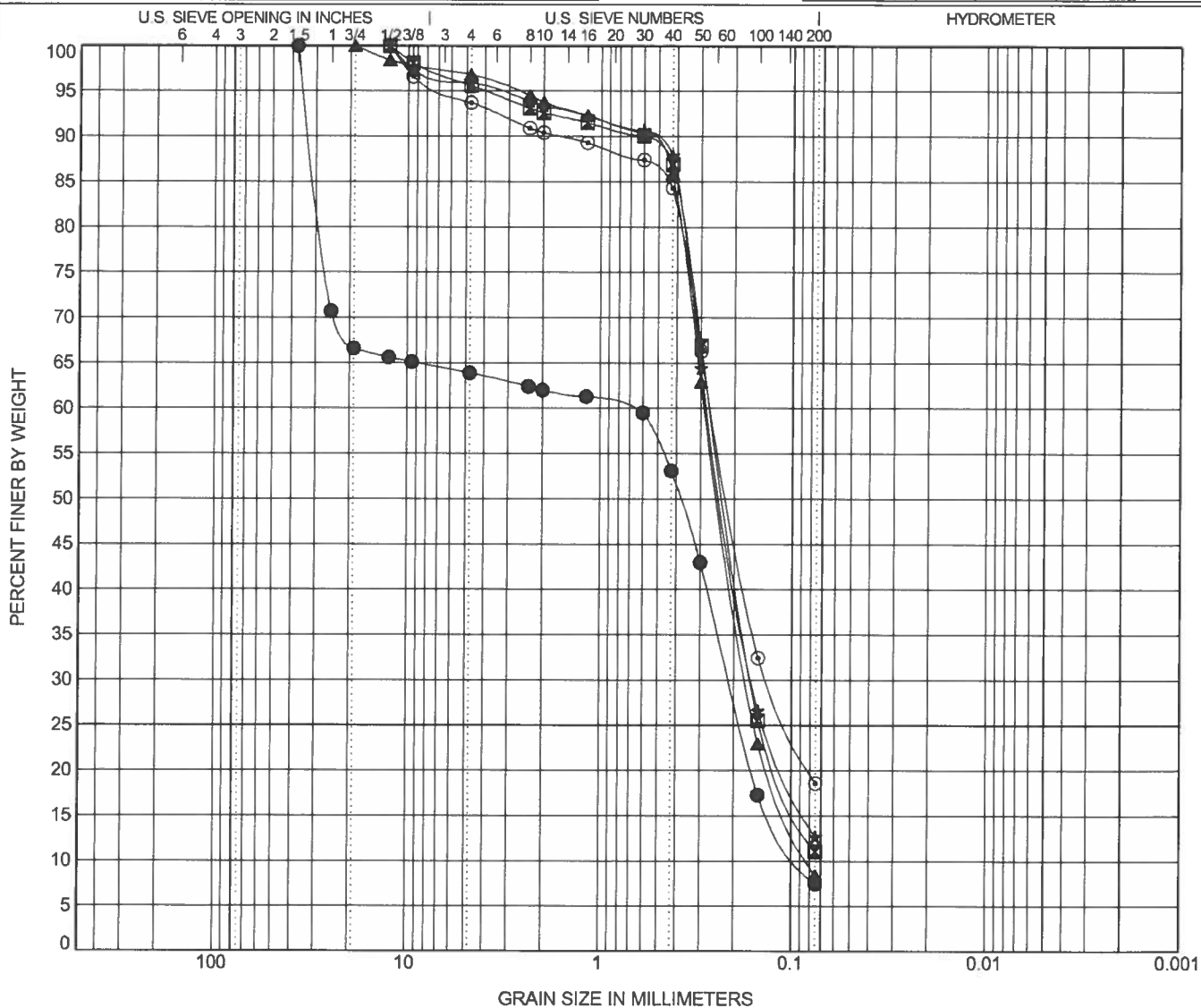
GRAIN SIZE DISTRIBUTION

CLIENT LCR Construction, LLC

PROJECT NAME Proposed Residential Development

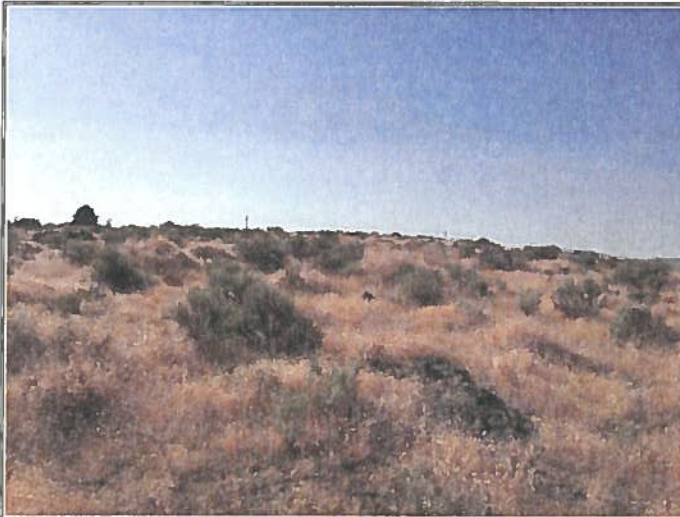
PROJECT NUMBER 217-848

PROJECT LOCATION Columbia Park Trail, Richland, Washington

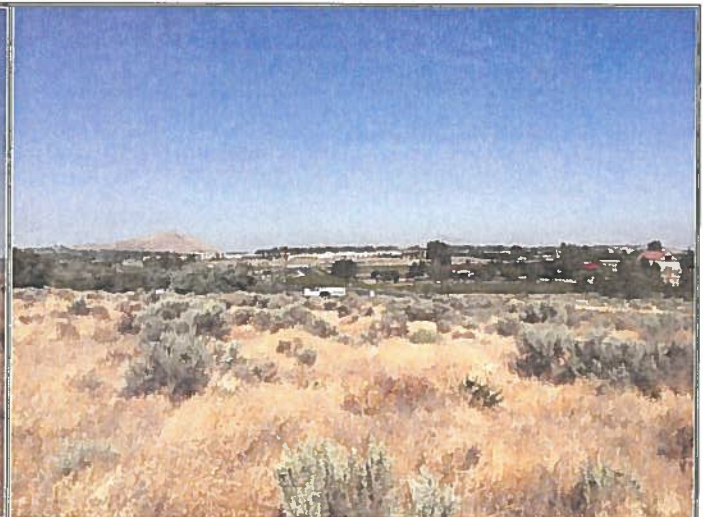


GRAIN SIZE - TEMPLATE_JESSE.GDT - 8/11/17 10:54 - C:\USERS\GN NORTHERN\DROPBOX\ACTIVE PROJECTS\217-848 COLUMBIA PARK TRAIL RESIDENTIAL LOT SUBDIVISION, RICHLAND\217-848 LOGS.GPJ

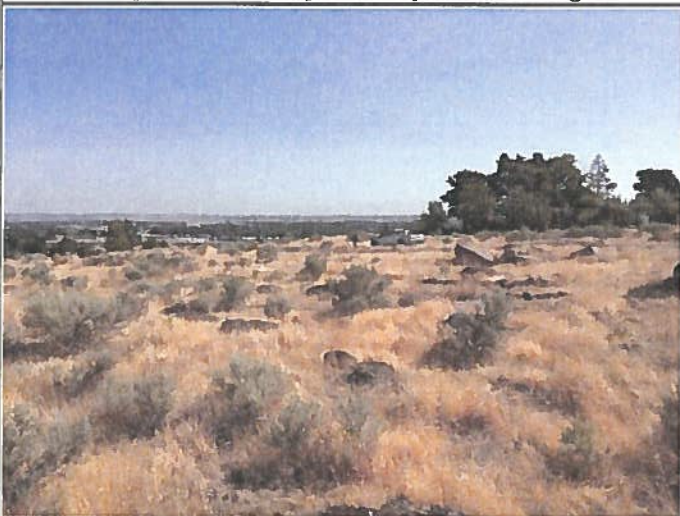
Appendix IV
Site & Exploration Photographs



View of site conditions from NW portion, looking SE



View of site conditions, looking northwest



View of site conditions from southern portion, looking NE



Typical basalt bedrock outcrops noted throughout the site



Exposed soil profile within test-pit TP-1



Exposed soil profile within test-pit TP-2



Job Number: 217-848

Site & Exploration Photographs
Proposed Residential Development
Columbia Park Trail
Richland, Washington

Date
8/11/2017

Mounted By:
MYM

Reviewed By:
KAH

Plate
1



Exposed soil profile within test-pit TP-3



Exposed soil profile within test-pit TP-4



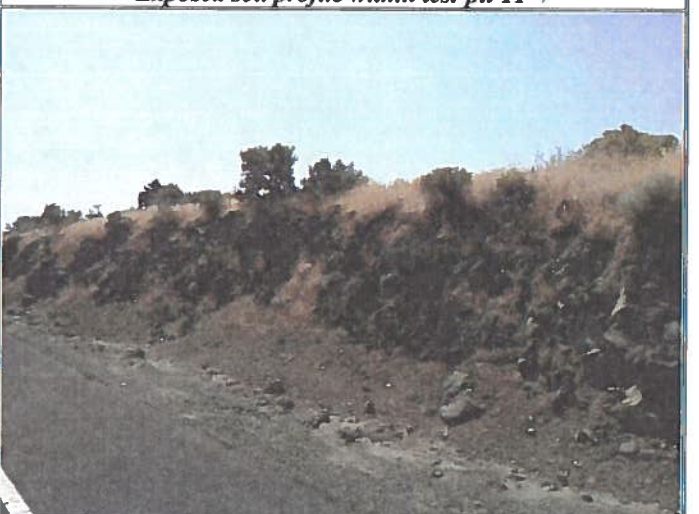
Exposed soil profile within test-pit TP-5



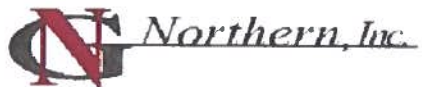
Exposed soil profile within test-pit TP-7



Exposed soil profile within test-pit TP-8



Exposed bedrock along south side of Columbia Park Trail



Job Number: 217-848

Site & Exploration Photographs
 Proposed Residential Development
 Columbia Park Trail
 Richland, Washington

Date
8/11/2017

Mounted By:
MYM

Reviewed By:
KAH

Plate
2



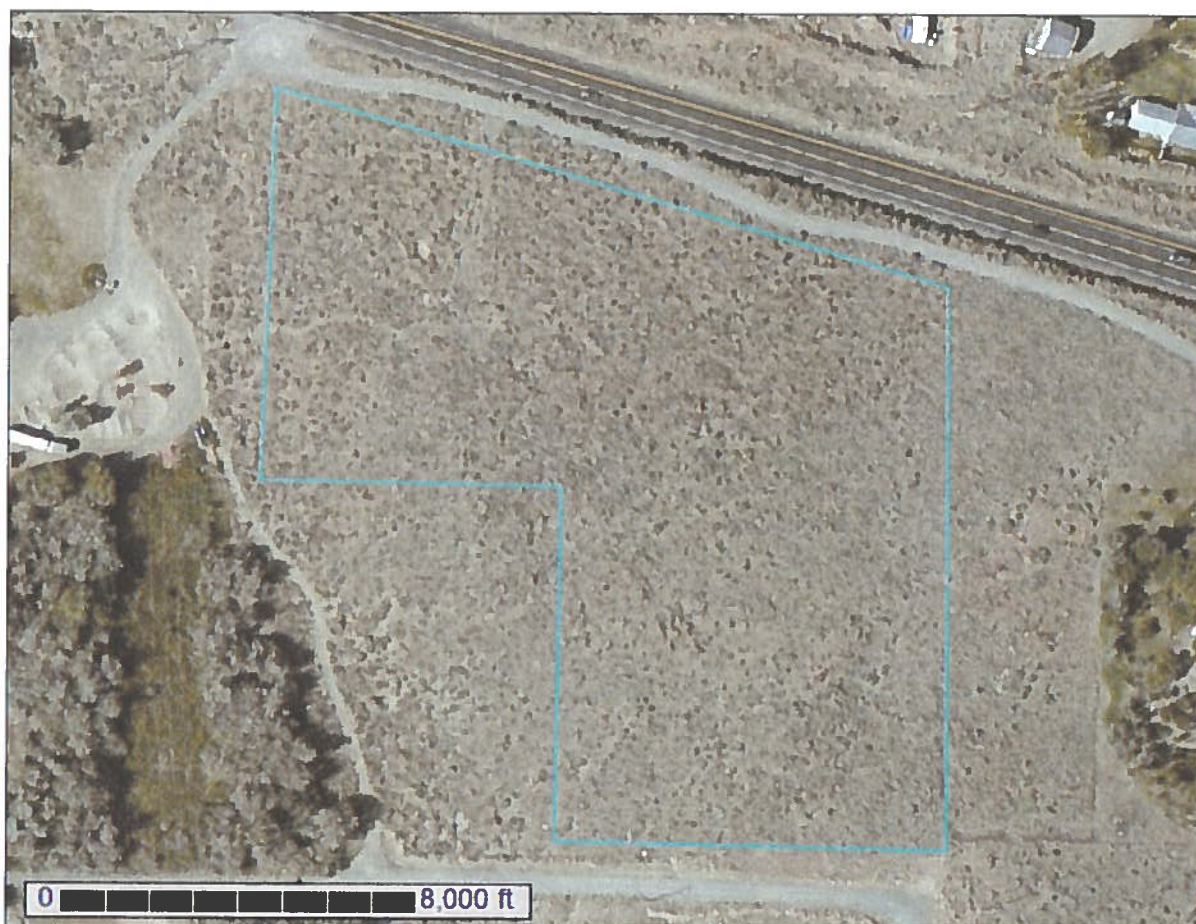
Appendix V
NRCS Soil Survey



A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Benton County Area, Washington

Columbia Park Trail



July 19, 2017

Custom Soil Resource Report Soil Map



Benton County Area, Washington

BdE—Burbank loamy fine sand, basalt substratum, 0 to 30 percent slopes

Map Unit Setting

National map unit symbol: 2bb8
Mean annual precipitation: 6 to 9 inches
Mean annual air temperature: 54 degrees F
Frost-free period: 190 days
Farmland classification: Not prime farmland

Map Unit Composition

Burbank and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Burbank

Setting

Landform: Terraces
Parent material: Mixed alluvium and/or eolian deposits over residuum weathered from basalt

Typical profile

H1 - 0 to 4 inches: loamy fine sand
H2 - 4 to 17 inches: loamy sand
H3 - 17 to 25 inches: very gravelly loamy sand

Properties and qualities

Slope: 0 to 30 percent
Depth to restrictive feature: 20 to 40 inches to lithic bedrock
Natural drainage class: Excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Very low (about 1.8 inches)

Interpretive groups

Land capability classification (irrigated): 6e
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A
Hydric soil rating: No

BfE—Burbank rocky loamy fine sand, basalt substratum, 0 to 30 percent slopes

Map Unit Setting

National map unit symbol: 2bb9
Mean annual precipitation: 6 to 9 inches

Custom Soil Resource Report

Mean annual air temperature: 54 degrees F

Frost-free period: 190 days

Farmland classification: Not prime farmland

Map Unit Composition

Burbank and similar soils: 50 percent

Rock outcrop: 35 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Burbank

Setting

Landform: Terraces

Parent material: Mixed alluvium and/or eolian deposits over residuum weathered from basalt

Typical profile

H1 - 0 to 4 inches: loamy fine sand

H2 - 4 to 17 inches: loamy sand

H3 - 17 to 25 inches: very gravelly loamy sand

Properties and qualities

Slope: 0 to 30 percent

Depth to restrictive feature: 20 to 40 inches to lithic bedrock

Natural drainage class: Excessively drained

Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Available water storage in profile: Very low (about 1.8 inches)

Interpretive groups

Land capability classification (irrigated): 6e

Land capability classification (nonirrigated): 7s

Hydrologic Soil Group: A

Hydric soil rating: No

Description of Rock Outcrop

Properties and qualities

Slope: 0 to 30 percent

Depth to restrictive feature: 0 inches to lithic bedrock

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 8

Hydric soil rating: No

Appendix VI
Washington Department of Ecology Well Logs

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

File Original and First Copy with
Department of Ecology
Second Copy - Owner's Copy
Third Copy - Driller's Copy

WATER WELL REPORT

STATE OF WASHINGTON

Application No. _____

Permit No. _____

(1) OWNER: Name GARY PIPES Address 8706 W 1st Kennewick, Washington

(2) LOCATION OF WELL: County Benton - SW 1/4 W 1/4 Sec. 22 T 9 N. R. 28 E W.M. MIN
ing and distance from section or subdivision corner

(3) PROPOSED USE: Domestic ☒ Industrial ☐ Municipal ☐
Irrigation ☐ Test Well ☐ Other ☐

(4) TYPE OF WORK: Owner's number of well (if more than one) _____
New well ☒ Method: Dug ☐ Bored ☐
Deepened ☐ Cable ☐ Driven ☐
Reconditioned ☐ Rotary ☒ Jetted ☐

(5) DIMENSIONS: Diameter of well 6 inches.
Drilled 1.45 ft. Depth of completed well 1.45 ft.

(6) CONSTRUCTION DETAILS:

Casing installed: 6 " Diam. from 1 ft. to 2.0 ft.
Threaded ☐ " Diam. from _____ ft. to _____ ft.
Welded ☐ " Diam. from _____ ft. to _____ ft.

Perforations: Yes ☐ No ☒

Type of perforator used _____
SIZE of perforations _____ in. by _____ in.
_____ perforations from _____ ft. to _____ ft.
_____ perforations from _____ ft. to _____ ft.
_____ perforations from _____ ft. to _____ ft.

Screens: Yes ☐ No ☒

Manufacturer's Name _____
Type _____ Model No. _____
Diam. _____ Slot size _____ from _____ ft. to _____ ft.
Diam. _____ Slot size _____ from _____ ft. to _____ ft.

Gravel packed: Yes ☐ No ☒ Size of gravel: _____

Gravel placed from _____ ft. to _____ ft.

Surface seal: Yes ☒ No ☐ To what depth? 20 ft.

Material used in seal Bentonite

Did any strata contain unusable water? Yes ☐ No ☒

Type of water? _____ Depth of strata _____

Method of sealing strata off _____

(10) WELL LOG:

Formation: Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.

MATERIAL	FROM	TO
TOP SOIL	1	3
BROKEN BASALT	3	5
HARD BASALT	5	95
BROKEN BASALT	95	97
HARD BASALT	97	120
BROKEN BASALT	120	130
BROKEN BASALT WITH CLAY	130	140
BASALT SINDERS	140	145

RECEIVED

FEB 28 1977

DEPARTMENT OF ECOLOGY
SPOKANE REGIONAL OFFICE

RECEIVED

FEB 25 1977

DEPARTMENT OF ECOLOGY
SPOKANE REGIONAL OFFICE

Work started 2/3/77 19_____. Completed 2/4/ 1977.

WELL DRILLER'S STATEMENT:

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

NAME CARMAN DEVELOPMENT COMPANY
(Person, firm, or corporation) (Type or print)

Address E. 6010 Broadway Spokane, Wa, 99206

[Signed] James P. Shank
(Well Driller)

License No. 0699 Date 2/11/ 1977

WMM

File Original and First Copy with
Department of Ecology
Second Copy — Owner's Copy
Third Copy — Driller's Copy

WATER WELL REPORT

STATE OF WASHINGTON

Application No.

64-25932

Permit No.

64-25932P

(1) OWNER: Name Jim Scoggin Address Route 4, Box 9690, Richland, WA 99352(2) LOCATION OF WELL: County Benton Lot 1 Block 2 Gov 401 1 Sec. 22 T. 9 N., R. 28 E. W. M.

bearing and distance from section or subdivision corner

(3) PROPOSED USE: Domestic ☒ Industrial ☐ Municipal ☐
Irrigation ☐ Test Well ☐ Other ☐(4) TYPE OF WORK: Owner's number of well (if more than one) _____
New well ☒ Method: Dug ☐ Bored ☐
Deepened ☐ Cable ☐ Driven ☐
Reconditioned ☐ Rotary ☒ Jetted ☐(5) DIMENSIONS: Diameter of well 6 inches.
Drilled 105 ft. Depth of completed well 105 ft.

(6) CONSTRUCTION DETAILS:

Casing installed: 6 " Diam. from 0 ft. to 65 ft.
Threaded ☐ " Diam. from _____ ft. to _____ ft.
Welded ☒ " Diam. from _____ ft. to _____ ft.Perforations: Yes ☐ No ☒Type of perforator used _____
SIZE of perforations _____ in. by _____ in.
_____ perforations from _____ ft. to _____ ft.
_____ perforations from _____ ft. to _____ ft.
_____ perforations from _____ ft. to _____ ft.Screens: Yes ☐ No ☒Manufacturer's Name _____ Model No. _____
Type _____
Diam. _____ Slot size _____ from _____ ft. to _____ ft.
Diam. _____ Slot size _____ from _____ ft. to _____ ft.Gravel packed: Yes ☐ No ☒ Size of gravel: _____
Gravel placed from _____ ft. to _____ ft.Surface seal: Yes ☒ No ☐ To what depth? @20 ft.
Material used in seal Bentinite
Did any strata contain unusable water? Yes ☐ No ☒
Type of water? _____ Depth of strata _____
Method of sealing strata off _____(7) PUMP: Manufacturer's Name _____
Type: _____ H.P.(8) WATER LEVELS: Land-surface elevation _____ ft.
above mean sea level _____
Static level 80 ft. below top of well Date 7/23/74
Artesian pressure _____ lbs. per square inch Date _____
Artesian water is controlled by _____ (Cap, valve, etc.)(9) WELL TESTS: Drawdown is amount water level is lowered below static level
Was a pump test made? Yes ☐ No ☐ If yes, by whom? _____
Yield: _____ gal./min. with _____ ft. drawdown after _____ hrs.

" " " "

Recovery data (time taken as zero when pump turned off) (water level measured from well top to water level)

Time Water Level Time Water Level Time Water Level

" " " "

" " " "

" " " "

Date of test 7/23/74Pailer test 60 gal./min. with 15 ft. drawdown after 1 1/2 hrs.

Artesian flow _____ g.p.m. Date _____

Temperature of water _____ Was a chemical analysis made? Yes ☐ No ☒

(10) WELL LOG:

Formation: Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.

MATERIAL	FROM	TO
Br. soil & Gravel	0	8'
Brown clay	8'	30'
Dk. brown clay	30'	60'
Broken basalt	60'	65'
Firm grey basalt	65'	83'
Broken red basalt	83'	88'
Broken grey basalt	88'	103'
Firm grey basalt	103'	105'

RECEIVED

JUN 6 1974

DEPARTMENT OF ECOLOGY

Work started 7-19, 19 74 Completed 7-23, 19 74

WELL DRILLER'S STATEMENT:

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

NAME Honey Drilling Co.
(Person, firm, or corporation) (Type or print)Address P.O. Box 1412[Signed] Ronald Honey By Jane E. Honey
(Well Driller)License No. 0169 Date 7/24, 19 74

(USE ADDITIONAL SHEETS IF NECESSARY)

GTC

Appendix VII
USGS Design Maps Summary

USGS Design Maps Summary Report

User-Specified Input

Report Title Columbia Park Trail
Wed July 19, 2017 15:53:30 UTC

Building Code Reference Document 2012/2015 International Building Code
(which utilizes USGS hazard data available in 2008)

Site Coordinates 46.25203°N, 119.2963°W

Site Soil Classification Site Class B – “Rock”

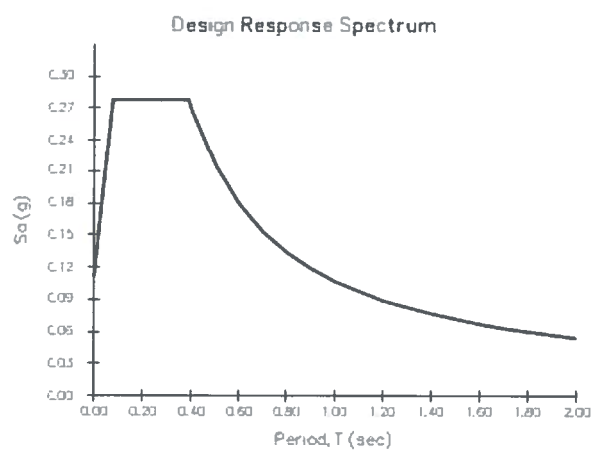
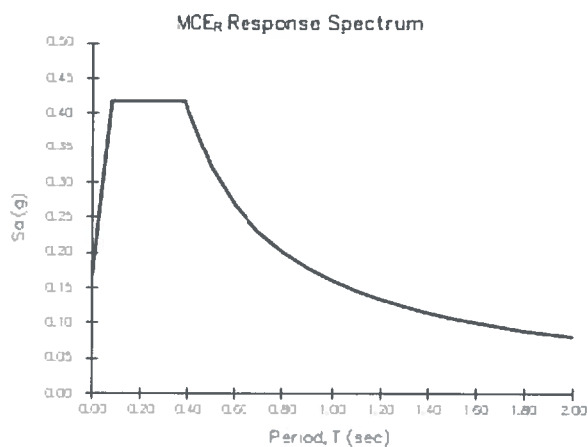
Risk Category I/II/III



USGS–Provided Output

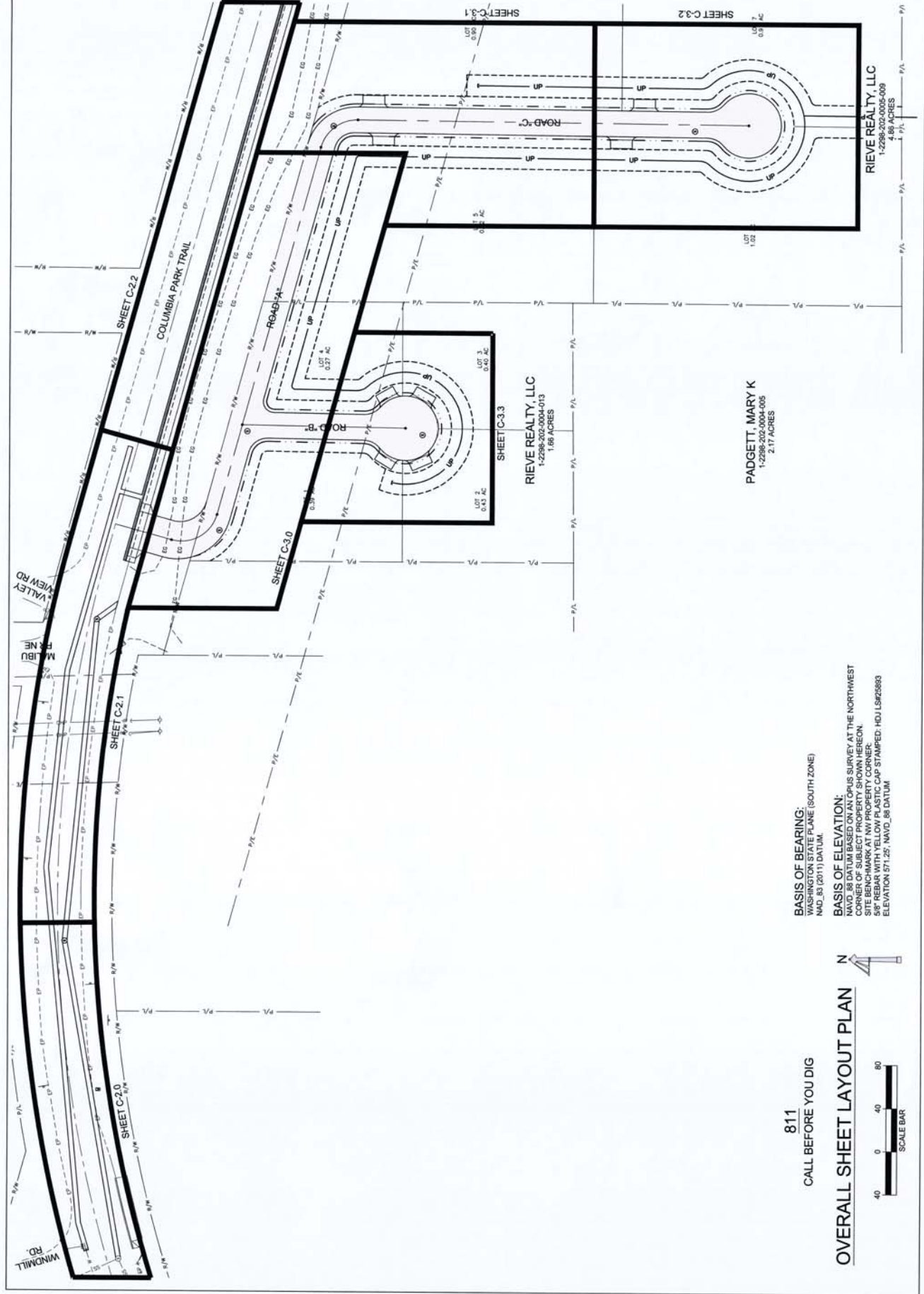
$S_s = 0.418 \text{ g}$	$S_{M5} = 0.418 \text{ g}$	$S_{D5} = 0.278 \text{ g}$
$S_1 = 0.161 \text{ g}$	$S_{M1} = 0.161 \text{ g}$	$S_{D1} = 0.107 \text{ g}$

For information on how the S_s and S_1 values above have been calculated from probabilistic (risk-targeted) and deterministic ground motions in the direction of maximum horizontal response, please return to the application and select the “2009 NEHRP” building code reference document.



Although this information is a product of the U.S. Geological Survey, we provide no warranty, expressed or implied, as to the accuracy of the data contained therein. This tool is not a substitute for technical subject-matter knowledge.

Exhibit 11



811
CALL BEFORE YOU DIG

OVERALL SHEET LAYOUT PLAN



BASIS OF BEARING:
WASHINGTON STATE PLANE (SOUTH ZONE)
NAD_83 (2011) DATUM

BASIS OF ELEVATION:
CLIPPER CANYON ALTIMETER SURVEY AT THE NORTHWEST
CORNER OF SUBJECT PROPERTY SHOWN HEREON.
SITE BENCHMARK AT NW PROPERTY CORNER.
5/8" REBAR WITH YELLOW PLASTIC CAP STAMPED: HDJ L5625893
ELEVATION 571.25' NAVD_88 DATUM

PADGETT, MARY K
1-2388-202-0004-005
2.17 ACRES

RIEVE REALTY, LLC
1-2388-202-0004-013
1.66 ACRES

RIEVE REALTY, LLC
1-2388-202-0005-008
4.56 ACRES

DESIGNED FOR:
LCR CONSTRUCTION, LLC
COLUMBIA PARK TRAIL DEVELOPMENT
RICHLAND, WA 99352

SHEET INFO:
OVERALL SHEET LAYOUT PLAN

PROJ. NO.: 16-566
DATE: 10/17/2017
CHKD BY: ZSW
DRAWN BY: STT
REV. NO.:
SHEET NUMBER

17-02793

201 Columbia Park Trail

REGISTERED
NOV 13 2007

Professional Engineer
Washington State

TRI-CITIES ENGINEERING PLLC
Structural & Civil Solutions

PH: 509.308.08.0015 / WEB: www.tricitiesengineering.com
5804 RD. 90, SUITE D, PASCO, WA 99301



C-1.0

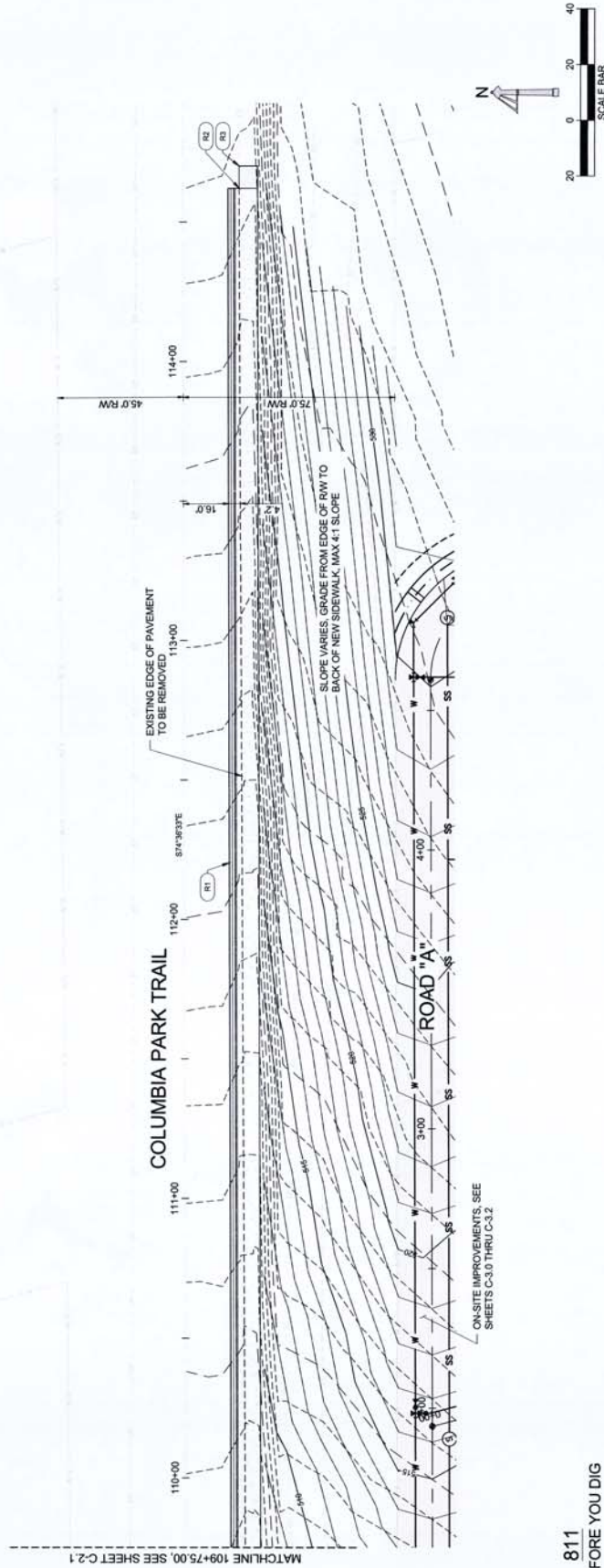


DESIGNED FOR:
LCR CONSTRUCTION, LLC
COLUMBIA PARK TRAIL DEVELOPMENT
RICHLAND, WA 99352

TRI-CITIES ENGINEERING PLLC
Structural & Civil Solutions
5804 RD. 90, SUITE D, PASCO, WA 99301
PH: 509.308.8015 / WEB: www.tricitiesengineering.com

PROJ. NO.:	16-566
DATE:	10/11/17
CHKD BY:	ZSW
DRAWN BY:	STT
REV. NO:	
SHEET NUMBER	

C-2.2



ROADWAY KEYED NOTES:

<p>(R1)</p> <p>(R2)</p> <p>(R3)</p>	<p>SAWCUT ASPHALT AND PROVIDE NEAT CLEAN EDGE. MATCH EXISTING GRADE</p> <p>STA. 114+62.03, 18.0' RT END 8'-FT WIDE CONCRETE SIDEWALK, PER COR STD. DWG. ST1</p> <p>STA. 114+70.03, 18.0' RT INSTALL 5'-FT LONG ASPHALT RAMP, SLOPE TO MATCH EXISTING GRADE. SLOPE SHALL NOT EXCEED 12:1</p>
-------------------------------------	---



DRAWINGS PREPARED BY
L.C.R. CONSTRUCTION, LLC
FOR THE CITY OF RICHLAND
SERVICES FOR USE SOLELY
FOR THE PROJECT IDENTIFIED
HEREIN. NO PART OF THIS
DRAWING SHALL BE REPRODUCED
OR TRANSMITTED IN ANY
FORM OR BY ANY MEANS
ELECTRONIC OR MECHANICAL,
INCLUDING PHOTOCOPYING,
RECORDING, OR BY ANY
INFORMATION STORAGE AND
RETRIEVAL SYSTEM, WITHOUT
THE WRITTEN PERMISSION OF
LCR CONSTRUCTION, LLC.

ROAD "A" - PLAN AND PROFILE STA. 0+00 TO 4+00
COLUMBIA PARK TRAIL DEVELOPMENT
RICHLAND, WA 99352
SHEET INFO:
DESIGNED FOR:

TRC-CITIES
ENGINEERING PLS
Structural & Civil Solutions
5804 RD. 90, SUITE D, PASCO, WA 99301
PH: 509.306.8015 / WEB: www.trccitiesengineering.com

PROJ. NO.: 16-566
DATE: 10/01/17
CHKD BY: ZSW
DRAWN BY: STT
REV. NO.:
SHEET NUMBER
C-3.0

ROADWAY KEYED NOTES:

- (R1) MATCH EXISTING GRAVEL ROADWAY GRADE TO INSTALL 35-FT WIDE CONC. DRIVEWAY FOR PRIVATE DRIVE PER COR STD DWG S12
- (R2) P.C. STA. 0+53.50, MONUMENT F.G. ELEV. 507.00
- (R3) P.T. STA. 1+06.91, MONUMENT F.G. ELEV. 510.56
- (R4) 37-FT WIDE PRIVATE ROAD INGRESS, EGRESS AND UTILITY ESMT
- (R5) S1 STA. 1+93.51 ROAD A = STA. 0+00.00 ROAD B, MONUMENT F.G. ELEV. 516.37
- (R6) EXISTING GRAVEL ROAD TO BE ABANDONED

WATER KEYED NOTES:

- SEE OFF-SITE UTILITY PLANS FOR CONTINUATION, SHT C-2.0
- (W1) STA. 1+00.74, 5.7% LT, 8" 90° BEND AND THRUST BLOCK PER COR STD DWG W16
- (W2) COR STD DWG W16
- (W3) 8" 90° BEND AND THRUST BLOCK PER COR STD DWG W16
- (W4) STA. 1+55.20, 6.00% LT, 8" 90° BEND AND THRUST BLOCK PER COR STD DWG W16
- (W5) FIELD BEND (P/C) 100' RADIUS, 10% GRADE, 8" 90° BEND AND THRUST BLOCK PER COR STD DWG W16

SEWER KEYED NOTES:

- SEE OFF-SITE UTILITY PLANS FOR CONTINUATION, SHT C-2.0
- (SS1) SSMH3 - ROAD A, PER COR STD DWG S4
- (SS2) 8" 90° ASTM D3034, SDR 35 PVC SEWER
- (SS3) STA. 0+81.29, 86.30° RT, 4" SEWER SERVICE, PER COR STD DWG S2 & S10, TYP.
- (SS4) SSMH4 - ROAD A, PER COR STD DWG S4
- (SS5) SEE SHT C-3.3 FOR ROAD B SEWER DESIGN
- (SS6) STA. 3+47.68, 94.46° RT, 4" SEWER SERVICE, PER COR STD DWG S2 & S10, TYP.
- (SS7)

IRRIGATION KEYED NOTES:

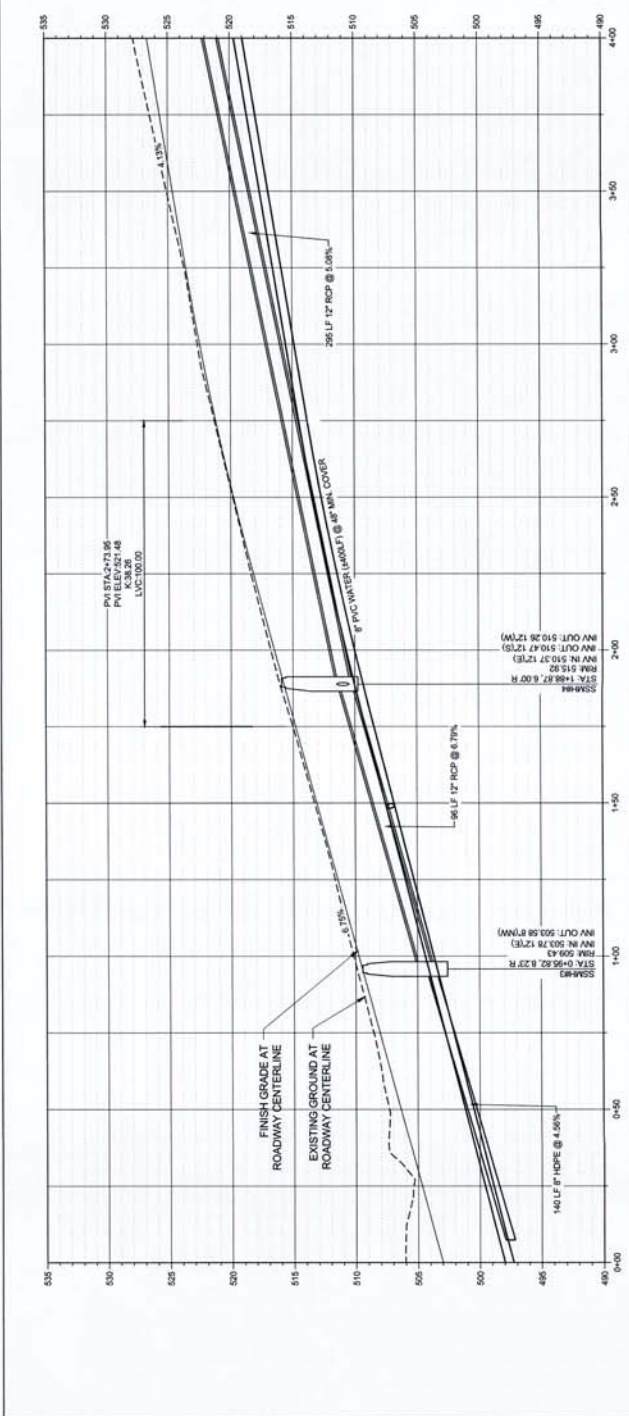
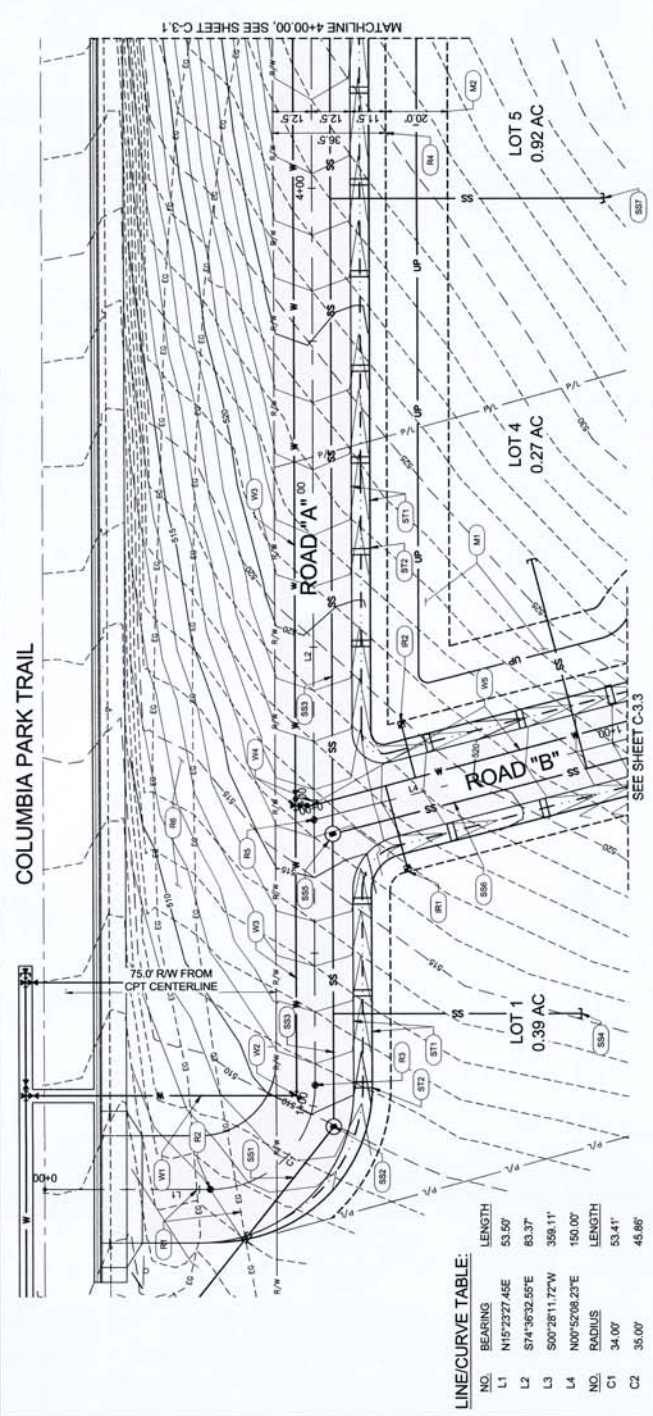
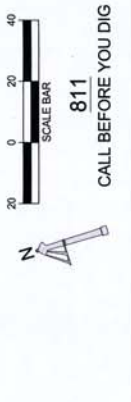
- (IR1) STA. 1+00, 6.45° RT, IRRIGATION SERVICE PER COR STD DWG S4
- (IR2) STA. 1+00, 6.45° RT, IRRIGATION SERVICE PER COR STD DWG CC

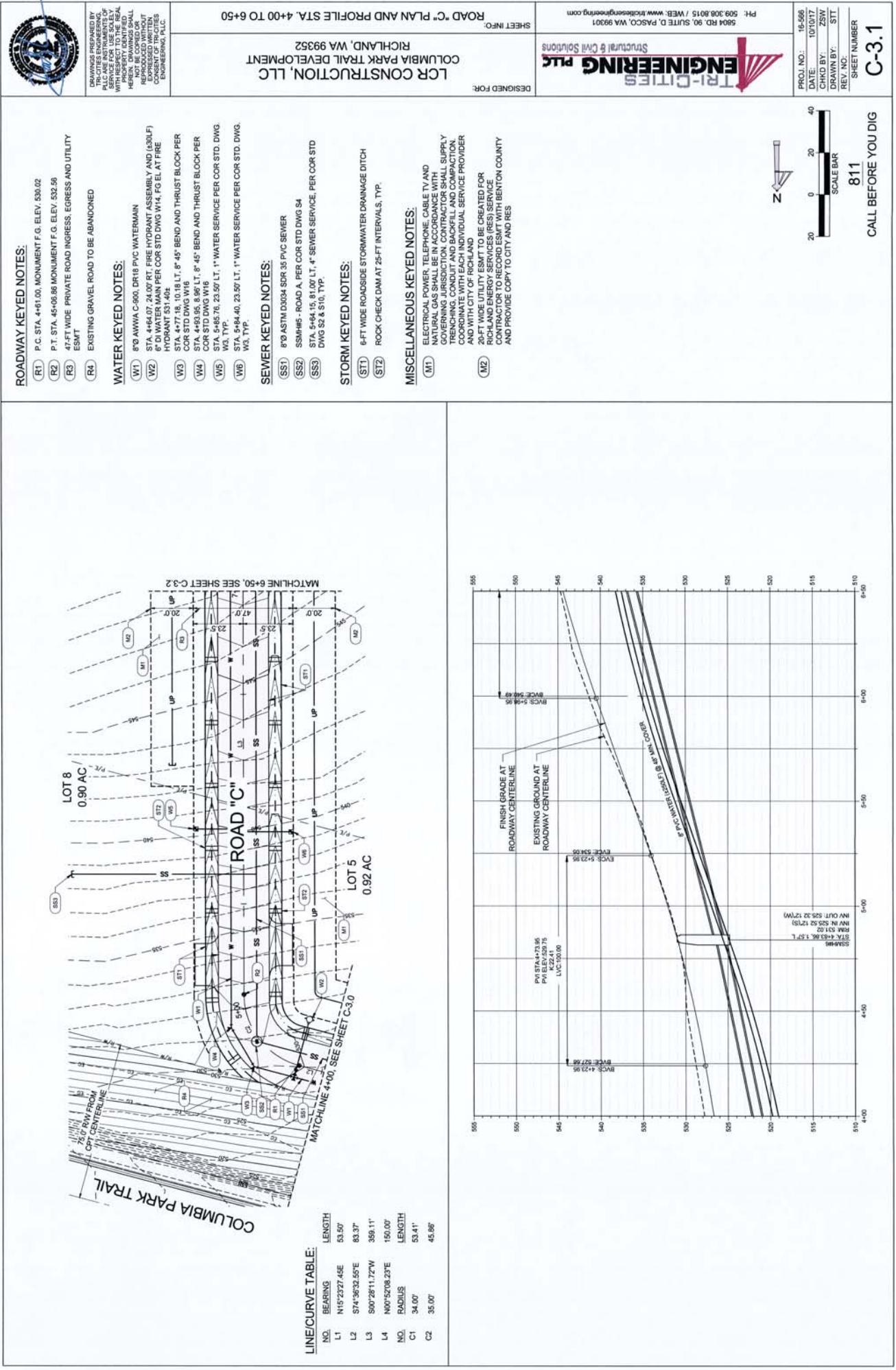
STORM KEYED NOTES:

- (ST1) 6-FT WIDE ROADSIDE STORMWATER DRAINAGE DITCH
- (ST2) ROCK CHECK DAM AT 25-FT INTERVALS, TYP.

MISCELLANEOUS KEYED NOTES:

- (M1) ELECTRICAL POWER, TELEPHONE, CABLE TV AND NATURAL GAS SHALL BE IN ACCORDANCE WITH GOVERNING JURISDICTION. CONTRACTOR SHALL SUPPLY NECESSARY MATERIALS AND LABOR TO INSTALL AND COORDINATE WITH EACH INDIVIDUAL SERVICE PROVIDER AND WITH CITY OF RICHLAND
- (M2) 20-FT WIDE UTILITY ESMT TO BE CREATED FOR RICHLAND ENERGY SERVICES (RES) SERVICE. CONTRACTOR TO RECORD ESMT WITH BENTON COUNTY AND PROVIDE COPY TO CITY AND RES





ROADWAY KEYED NOTES:

- (R1) P.C. STA. 4+61.00, MONUMENT F.G. ELEV. 530.02
- (R2) P.T. STA. 45+06.86 MONUMENT F.G. ELEV. 532.56
- (R3) 47-FT WIDE PRIVATE ROAD INGRESS, EGRESS AND UTILITY ESMT
- (R4) EXISTING GRAVEL ROAD TO BE ABANDONED

WATER KEYED NOTES:

- (W1) 8"Ø AWWA C-900, DR18 PVC WATERMAIN
- (W2) STA. 4+64.07, 24.00' RT. FIRE HYDRANT ASSEMBLY AND (430LF) 6"ØI WATER MAIN PER COR STD DWG W14, F5 EL AT FIRE
- (W3) STA. 4+77.18, 10.18 LT., 8" 45° BEND AND THRUST BLOCK PER COR STD DWG W16
- (W4) STA. 4+93.95, 8.96 LT., 8" 45° BEND AND THRUST BLOCK PER COR STD DWG W16
- (W5) STA. 5+65.76, 23.59' LT., 1" WATER SERVICE PER COR STD. DWG W3, TYP.
- (W6) STA. 5+84.40, 23.59' LT., 1" WATER SERVICE PER COR STD. DWG W3, TYP.

SEWER KEYED NOTES:

- (SS1) 8"Ø ASTM D3034 SDR 35 PVC SEWER
- (SS2) SSM#46 - ROAD A, PER COR STD DWG S4
- (SS3) STA. 6+44.15, 81.00' LT., 4" SEWER SERVICE, PER COR STD DWG S2 & S16, TYP.

STORM KEYED NOTES:

- (ST1) 6-FT WIDE ROADSIDE STORMWATER DRAINAGE DITCH
- (ST2) ROCK CHECK DAM AT 75-FT INTERVALS, TYP.

MISCELLANEOUS KEYED NOTES:

- (M1) ELECTRICAL POWER, TELEPHONE, CABLE TV AND NATURAL GAS SHALL BE IN ACCORDANCE WITH GOVERNING JURISDICTION. CONTRACTOR SHALL SUPPLY NECESSARY CONDUIT AND FITTINGS. CONTRACTOR SHALL COORDINATE WITH EACH INDIVIDUAL SERVICE PROVIDER AND WITH CITY OF RICHLAND
- (M2) 20-FT WIDE UTILITY ESMT TO BE CREATED FOR RICHLAND ENERGY SERVICES (RES) SERVICE. CONTRACTOR TO RECORD ESMT WITH BENTON COUNTY AND PROVIDE COPY TO CITY AND RES

LOR CONSTRUCTION, LLC
COLUMBIA PARK TRAIL DEVELOPMENT
RICHLAND, WA 99352

DESIGNED FOR:

ROAD "C" PLAN AND PROFILE STA. 4+00 TO 6+50

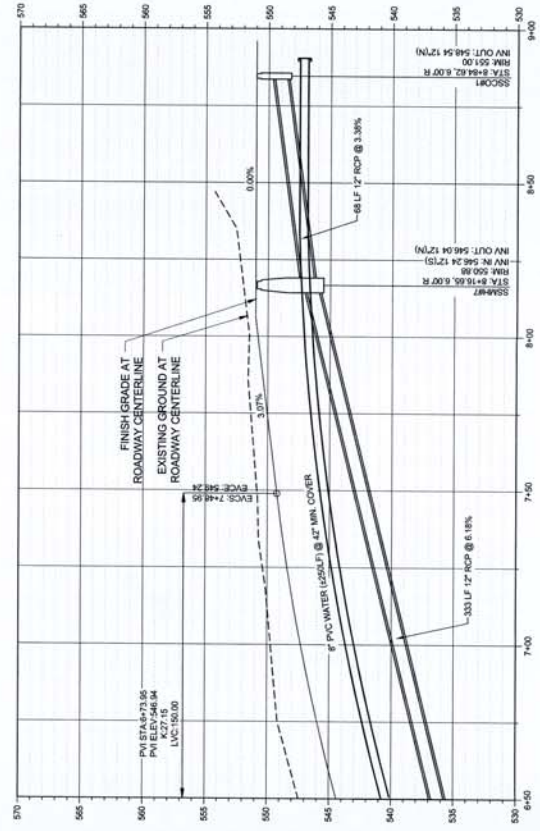
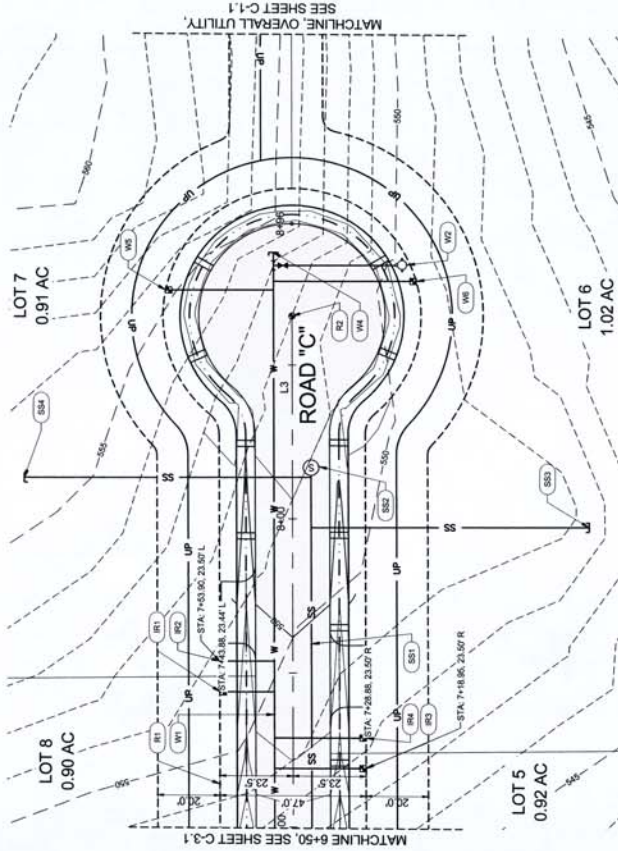
PROJECT INFO:

5804 RD. 90, SUITE D, PASCO, WA 99301
PH: 509.308.8015 / WEB: www.tricitiesengineering.com

PROJ. NO.: 16-566
DATE: 10/19/17
CHKD BY: ZSW
DRAWN BY: STT
REV. NO.:
SHEET NUMBER

C-3.1

LINE/CURVE TABLE:			
NO.	BEARING	LENGTH	
L1	N15°23'27.45"E	53.50'	
L2	S74°36'32.55"E	83.37'	
L3	S90°28'11.72"W	358.11'	
L4	N00°52'08.23"E	150.00'	
NO.	RADIUS	LENGTH	
C1	34.00'	53.41'	
C2	35.00'	45.86'	



ROADWAY KEYED NOTES:

- R1 47-FT WIDE PRIVATE ROAD INGRESS, EGRESS AND UTILITY ESMT
- R2 STA. 8+65.97, CENTER OF CUL-DE-SAC, MONUMENT F.G. ELEV.
551.00

WATER KEYED NOTES:

- | | |
|------|---|
| (W1) | 8" AWWA C-900, DR18 PVC WATERMAIN |
| (W2) | STD. #482.54, 35.50 RT. FIRE HYDRANT ASSEMBLY AND (±30LF)
6" DI WATER MAIN PER COR STD DWG W14, FG EL AT FIRE
HYDRANT 548.60; |
| (W3) | NOT USED |
| (W4) | 8" PRESSURE CAP |
| (W5) | STD. #474.46, 39.62 LT. 1" WATER SERVICE PER COR STD. DWG
W3 |
| (W6) | STD. #477.21, 38.95 RT. 1" WATER SERVICE PER COR STD.
DWG. W3. |

SEWER KEYED NOTES:

- (SS1)** 8"0 ASTM D3034 SDR 35 PVC SEWER
- (SS2)** SSNH#5 - ROAD A, PER COR STD DWG S4
- (SS3)** STA. 7+97.16, 95.50' RT, 4" SEWER SERVICE, PER COR STD DWG S2 & S10, TYP.
- (SS4)** STA. 8+13.51, 86.00' LT, 4" SEWER SERVICE, PER COR STD DWG S2 & S10, TYP.

IRRIGATION KEYED NOTES:

- | | |
|-------|---|
| (IR1) | STA. 7+43.88, 23.50' LT. IRRIGATION SERVICE PER COR STD.
DWG. XX |
| (IR2) | STA. 7+53.90, 23.50' LT. IRRIGATION SERVICE PER COR STD.
DWG. XX |
| (IR3) | STA. 7+18.95, 23.50' RT. IRRIGATION SERVICE PER COR STD.
DWG. XX |
| (IR4) | STA. 7+28.88, 23.50' RT. IRRIGATION SERVICE PER COR STD.
DWG. XX |

STORM KEYED NOTES:

- (ST1)** 6-FT WIDE ROADSIDE STORMWATER DRAINAGE DITCH
- (ST2)** ROCK CHECK DAM AT 25-FT INTERVALS, TYP.

MISCELLANEOUS KEYED NOTES:


- (M1) ELECTRICAL POWER, TELEPHONE, CABLE TV AND NATURAL GAS SHALL BE IN ACCORDANCE WITH GOVERNING JURISDICTION. CONTRACTOR SHALL SUPPLY TRENCHING, CONDUIT AND BACKFILL AND COMPACT. COORDINATE WITH EACH INDIVIDUAL SERVICE PROVIDER AND WITH CITY OF RICHLAND.
- (M2) 20-FT WIDE UTILITY ESMT TO BE CREATED FOR RICHLAND ENERGY SERVICES (RES) SERVICE. CONTRACTOR TO RECORD ESMT WITH BENTON COUNTY AND PROVIDE COPY TO CITY AND RES.

DRAWINGS PREPARED BY
TRI-CITIES ENGINEERING,
PLLC ARE INSTRUMENTS OF
SERVICE FOR USE SOLELY
WITH RESPECT TO THE REAL
PROPERTY IDENTIFIED
HEREIN. DRAWINGS SHALL
NOT BE COPIED OR
REPRODUCED WITHOUT
EXPRESSED WRITTEN
CONSENT OF TRI-CITIES
ENGINEERING, PLLC.

LCR CONSTRUCTION, LLC
COLUMBIA PARK TRAIL DEVELOPMENT
RICHLAND, WA 99352

DESIGNED FOR:

ROAD "B" PLAN AND PROFILE STA. 6+50 TO 8+47



TRI-CITIES
ENGINEERING
P.L.C.
Structural & Civil Solutions

5804 RD. 90, SUITE D, PASCO, WA 99301
PH: 509.308.8015 / WEB: www.trillisenengineering.com

PROJ. NO.:	16-566
DATE:	10/10/17
CHKD BY:	ZSW
DRAWN BY:	STT
REV. NO:	

811

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DRAWINGS PREPARED BY
P.L.C. ARE INSTRUMENTS OF
SERVICE. THE ENGINEER
WITH RESPECT TO THE REAL
PROPERTY IDENTIFIED
HEREIN, HAS NOT BEEN
NOT BE CORRECTED OR
RETRACTED. THE
CONSIST OF THE NOTES
ENGINEERING, P.L.C.

DESIGNED FOR:
LOR CONSTRUCTION, LLC
COLUMBIA PARK TRAIL DEVELOPMENT
RICHLAND, WA 99352
ROAD "B" PLAN AND PROFILE STA. 0+00 TO END

TR-CITIES
ENGINEERING
STRUCTURAL & CIVIL SOLUTIONS
5804 RD. 90, SUITE D, PASCO, WA 99301
PH: 509.308.8015 / WEB: www.trcitiesengineering.com

PROJECT NO.: 18-566
DATE: 10/10/17
CHKD BY: ZSW
DRAWN BY: STT
REV. NO.:
SHEET NUMBER

C-3.3

ROADWAY KEYED NOTES:

- (R1) 48-FT WIDE PRIVATE ROAD INGRESS, EGRESS AND UTILITY ESMT
- (R2) STA. 1+50.03, CENTER OF CUL-DE-SAC, MONUMENT F.G. ELEV. 529

WATER KEYED NOTES:

- (W1) 8"Ø ANWA C-900, DR18 PVC WATERMAIN
- (W2) STA. 1+53.71, 39.50' LT. FIRE HYDRANT ASSEMBLY AND (300LF) 6" DI WATER MAIN PER COR STD DWG W14, FG EL AT FIRE HYDRANT 526.00L
- (W3) STA. 0+35.27, 24.00' LT. 1" WATER SERVICE PER COR STD DWG W3, TYP.
- (W4) STA. 0+25.24, 24.00' RT. 1" WATER SERVICE PER COR STD DWG W3, TYP.
- (W5) STA. 1+91.00, 1.6' LT. 1" WATER SERVICE PER COR STD DWG W3, TYP.
- (W6) STA. 1+91.00, 1.6' RT. 1" WATER SERVICE PER COR STD DWG W3, TYP.
- (W7) 8" PRESSURE CAP

SEWER KEYED NOTES:

- (SS1) 8"Ø ASTM D3034 SDR 35 PVC SEWER
- (SS2) SSMH5 - ROAD A, PER COR STD DWG S4
- (SS3) STA. 7+48.41, 95.36' RT. 4" SEWER SERVICE, PER COR STD DWG S2 & S10, TYP.
- (SS4) STA. 7+64.35, 96.45' LT. 4" SEWER SERVICE, PER COR STD DWG S2 & S10, TYP.

IRRIGATION KEYED NOTES:

- (IR1) STA. 1+43.43, 40.82' LT. IRRIGATION SERVICE PER COR STD. DWG XX
- (IR2) STA. 1+49.83, 41.03' LT. IRRIGATION SERVICE PER COR STD. DWG XX
- (IR3) STA. 1+51.83, 41.41' RT. IRRIGATION SERVICE PER COR STD. DWG XX
- (IR4) STA. 1+43.37, 41.47' RT. IRRIGATION SERVICE PER COR STD. DWG XX

STORM KEYED NOTES:

- (ST1) 6-FT WIDE ROADSIDE STORMWATER DRAINAGE DITCH
- (ST2) ROCK CHECK DAM AT 25-FT INTERVALS, TYP

MISCELLANEOUS KEYED NOTES:

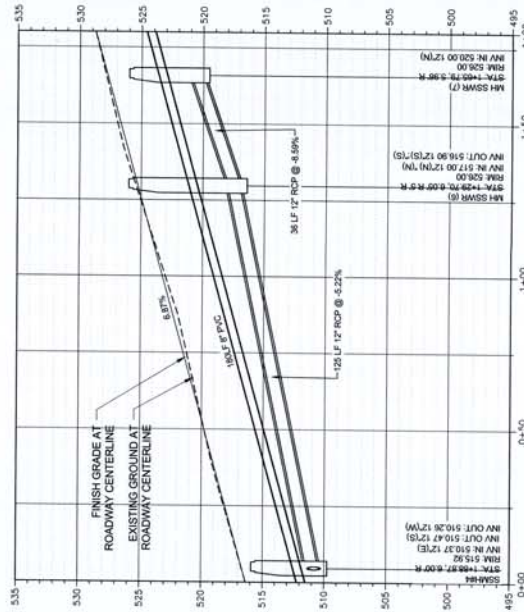
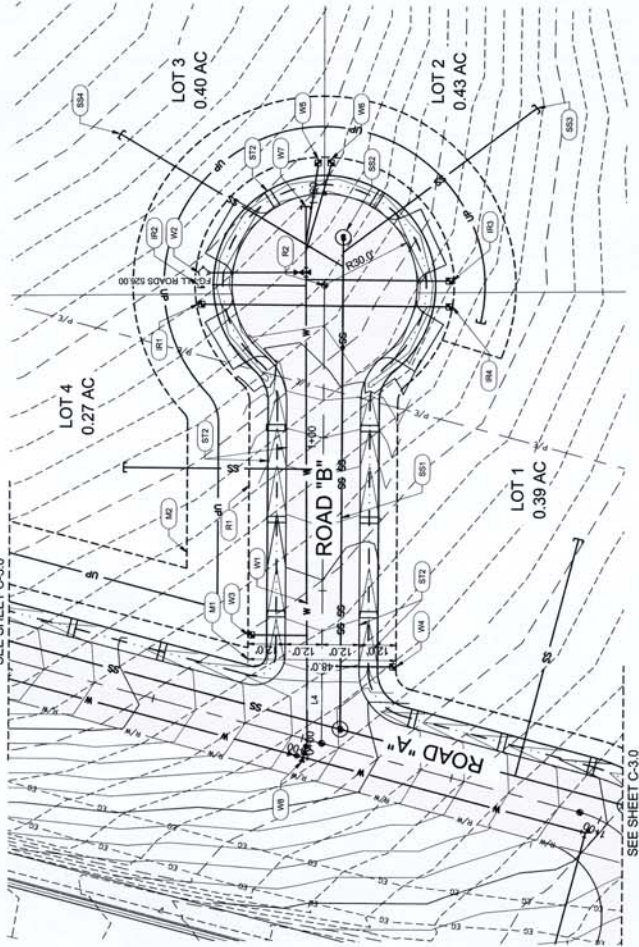
- (M1) ELECTRICAL POWER, TELEPHONE, CABLE TV AND FIBER OPTIC SHALL BE IN ACCORDANCE WITH THE CITY OF RICHLAND GOVERNING JURISDICTION. COORDINATE WITH THE SUPPLY TRENCHING, CONDUIT AND BACKFILL AND COMPACTION COORDINATE WITH EACH INDIVIDUAL SERVICE PROVIDER AND WITH CITY OF RICHLAND
- (M2) 20-FT WIDE UTILITY ESMT TO BE CREATED FOR 20-FT WIDE UTILITY SERVICES (PES) SERVICE CONTRACTOR TO PROVIDE TO RICHLAND COUNTY AND PROVIDE COPY TO CITY AND RES



811

CALL BEFORE YOU DIG

SEE SHEET C-3.0



Looking North



Home Site to the East



Looking South



Looking West



Showing Slope

Looking West

Approx. South
Property Line





**BEFORE THE HEARING EXAMINER
FOR THE
CITY OF RICHLAND**

**REMAND ORDER
RE: “COLUMBIA PARK TRAIL DEVELOPMENT”
PRELIMINARY PLAT APPLICATION**

FILE NUMBER: S2017-104

APPLICANT: LEE PETTY

APPLICATION: TO SUBDIVIDE 4.1 ACRES INTO 8 SINGLE FAMILY RESIDENTIAL LOTS

SITE DESCRIPTION: THE 4+ ACRE SITE IS A RIGHT TRAPEZOID SHAPE LYING BETWEEN THE PROPERTY’S NORTH BOUNDARY (THE DESCENDING ANGLE OF THE PARCEL, ALL OF WHICH ABUTS COLUMBIA PARK TRAIL FOR 344+ FEET, LOCATED ABOUT 1,725 FEET EAST OF QUEENSGATE DRIVE), AND ITS SOUTH BOUNDARY, WHICH FRONTS THE UNIMPROVED JERICHO ROAD PUBLIC RIGHT-OF-WAY FOR ABOUT 331 FEET.

PARCEL NUMBER: BENTON COUNTY ASSESSOR PARCEL No. 1-22982020005009

REVIEW PROCESS: TYPE III, PRELIMINARY PLAT,
HEARING EXAMINER RECOMMENDATION TO CITY COUNCIL

SUMMARY OF ORDER: *REMAND*

DATE: JANUARY 29, 2018

I. PROJECT DESCRIPTION AND SUMMARY of PROCEEDINGS.

Lee Petty, as the project applicant and owner of the property at issue in this matter, submitted the underlying application to subdivide the 4-acre property on or about November 21, 2017. (*Exhibit 1, Preliminary Plat Application cover page*).

The proposed subdivision would divide 4.1 acres into a development site with 8 single family residential lots known as the Columbia Park Trail Development Preliminary Plat, which will be served by City utilities, and includes a 25-foot wide internal private street that will terminate in a cul-de-sac. The proposed plat lies immediate east of a 1-acre parcel recently short-platted by the same applicant, Mr. Petty, into four new residential lots. (*Staff Report, page 2; Exhibits 2 and 3, Preliminary Plat Site Plan and neighboring short plat drawing (unrecorded, unapproved), dated October 18, 2017*).

SEPA Compliance.

Exhibit 4 is the combined Notice of Application, Public Hearing and SEPA Determination (a DNS) for the pending preliminary plat. The City's Determination of Non-Significance for the proposed plat notes that it "was made after review of [the] completed environmental checklist..." (*Exhibit 6*).

The applicant's SEPA Environmental Checklist was completed and signed by the applicant himself, Mr. Lee Petty, on November 21, 2017. (*Ex. 5, SEPA Checklist, at page 13 of 15*). The applicant's SEPA checklist includes a number of responses to various questions, including the following statement in Section 14, captioned "Transportation":

Question: 14(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 private)."

Response: [Applicant's type-written answer, "ALL CAPS" on original] "YES, ADDED CURB GUTTER NAD [typo, should read 'and'] SIDEWALK AND STREET LIGHTS."

No one appealed the SEPA threshold determination (the DNS) issued for the project. (*See WAC 197-11-545, re: failure to provide timely comment is construed as lack of objection to environmental analysis*). With such documentation and process, the pending application satisfied applicable SEPA review requirements, and stands unchallenged.

However, applicant's comments at the public hearing and in his post-hearing brief, indicate a desire to substantially modify the project, to exclude sidewalks, contrary to his above-referenced response provided in the SEPA checklist. The existing SEPA documentation did not properly review or analyze the applicant's desire to deviate from city development regulations, to eliminate sidewalks or other requirements normally included as part of preliminary plat approval.

Public Hearing.

The open-record public hearing for the application occurred on December 11, 2017, wherein the undersigned Examiner presided, and all persons wishing to provide comments were heard, providing testimony under oath. City staff, Applicant representatives and interested citizens appeared at the hearing or submitted written comments regarding the proposed plat. The Examiner visited the site of the proposed project, and public roads leading to and from the vicinity of the proposed plat, on the day of the hearing.

Post Hearing Brief.

At the public hearing, the Examiner granted the applicant the opportunity to submit a post hearing brief to support his objections and requested changes to the staff's recommended conditions of approval, including without limitation his desire to omit sidewalks along the proposed plat's 340+ feet of frontage on Columbia Park Trail. The Examiner received the applicant's post-hearing brief in the thick of the Holiday Season, on or about December 27th, and was not able to review the item until the first week of January. Based on arguments and several assertions included in the post hearing brief, the Examiner conducted a follow-up site visit, to better appreciate the situation, on January 25th.

II. CONTENTS OF RECORD.

- Exhibits:** Staff Report. City of Richland Development Services Division Staff Report and recommendation of approval to the Hearing Examiner regarding "Columbia Park Trail Development" Preliminary Plat, File No. S2017-104, dated December 11, 2017;
1. Application;
 2. Preliminary Plat site plan;
 3. Survey for neighboring proposed short plat, does not show approval, has not been recorded;
 4. Public Notices and affidavits confirming same;
 5. SEPA Environmental Checklist, signed by the applicant on Nov. 21, 2017;
 6. SEPA Determination of Non-Significance (DNS);
 7. Agency comments;
 8. Public Comments;
 9. Technical Advisory Committee Report, original dated Dec. 11, 2017, (REVISED version distributed at the public hearing on Dec. 11, 2017, yet dated December 4, 2017, recommends modification to proposed condition 21, re Jericho Road improvements);
 10. Geotechnical Engineering Report;

11. Preliminary Road Construction Plans;
12. Site Photos;
13. Benton County Public Works Department email request dated Dec. 5, 2017, to Mr. O'Neill, requesting a note on the proposed plat to read:
"No access shall be allowed onto the unimproved portion of Jericho Road without obtaining an approved Trail Access Permit from the Benton County Road Department."

Post Hearing Exhibit:

Post Hearing Brief from Applicant's counsel, Todd Hume, captioned "MEMORANDUM OF AUTHORITIES," transmitted to the Examiner on December 27, 2017.

Testimony/Comments: The following persons were sworn and provided testimony under oath at the open-record hearing:

1. Shane O'Neill, Senior Planner, for the City of Richland;
2. Todd Hume, applicant's attorney;
3. Zachary Wright, applicant's civil engineer for the project;
4. Martin Casto, local resident;
5. Jeff Smart, neighboring resident;
6. John Slack, local resident;
7. Jeffrey Peters, Transportation and Development Manager for the City of Richland; and
8. Lee Petty, the applicant.

III. APPLICABLE LAW.

Jurisdiction.

Under applicable provisions of the Richland Municipal Code (RMC), a preliminary plat¹ application is first subject to review and approval by city staff with respect to the engineering elements of said plat, then the Hearing Examiner is responsible for conducting an open record public hearing followed by a recommendation to the City Council. A preliminary plat application is a Type III procedure. RMC 19.20.010(C)(1).

As explained in RMC 24.12.050(A), the hearing examiner shall consider any preliminary plat application and shall conduct an open record public hearing in accordance with Chapter 19.60 RMC. After the public hearing and review of materials in the record, the hearing examiner shall

¹ In this Order and exhibits included in the Record, preliminary plat and preliminary subdivision mean the same thing, and use of one term should be read to apply to the other to the extent anyone views the terms to have distinct meanings, which for the purposes of this Recommendation, they do not.

determine whether the preliminary plat is in accordance with the comprehensive plan and other applicable code requirements and shall either make a recommendation for approval or disapproval to the city council.

The same provision of the city's code (RMC 24.12.050) provides that any recommendation for approval of the preliminary plat shall not be given by the hearing examiner without the prior review and approval of the city manager or her designee with respect to the engineering elements of said plat including the following:

1. Adequacy of proposed street, alley, right-of-way, easement, lighting, fire protection, drainage, and utility provisions;
2. Adequacy and accuracy of land survey data;
3. The submittal by the applicant of a plan for the construction of a system of street lights within the area proposed for platting, including a timetable for installation; provided, that in no event shall such a plan be approved that provides for the dedication of such a system of lighting to the city later than the occupancy of any of the dwellings within the subdivision.

Approval Criteria for Preliminary Plat Application.

The City's decision criteria for preliminary plat approval are substantially similar to state subdivision mandates found in RCW 58.17.110(2)² and reads as follows:

Richland Municipal Code 24.12.053 Preliminary plat – Required findings.

The hearing examiner shall not recommend approval of any preliminary plat application, unless the approval is accompanied by written findings that:

A. The preliminary plat conforms to the requirements of this title;

B. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;

C. The public use and interest will be served by the platting of such subdivision and dedication; and

² "A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) the public use and interest will be served by the platting of such subdivision and dedication. If it finds that the proposed subdivision and dedication make such appropriate provisions and that the public use and interest will be served, then the legislative body shall approve the proposed subdivision and dedication. []" RCW 58.17.110(2).

D. The application is consistent with the requirements of RMC 19.60.095 (addresses transportation concurrency considerations).

And RMC 19.60.095 mandates the following additional findings:

19.60.095 Required findings.

No development application for a Type II or Type III permit shall be approved by the city of Richland unless the decision to approve the permit application is supported by the following findings and conclusions:

A. The development application is consistent with the adopted comprehensive plan and meets the requirements and intent of the Richland Municipal Code.

B. Impacts of the development have been appropriately identified and mitigated under Chapter [22.09](#) RMC.

C. The development application is beneficial to the public health, safety and welfare and is in the public interest.

D. The development does not lower the level of service of transportation facilities below the level of service D, as identified in the comprehensive plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or strategies to raise the level of service above the minimum level of service are made concurrent with development. For the purposes of this section, “concurrent with development” means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.

E. Any conditions attached to a project approval are as a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal.

Application requirement and Review criteria for Deviation requests.

Based on the applicant’s arguments and questions posed at the public hearing, and in his post-hearing brief, the substance of his requests constitute an informal request for a “deviation” from standard city sidewalk standards imposed under city development regulations. Deviations are specifically addressed in RMC 24.24.040 and .050, which read as follows:

24.24.040 Deviations – Requirements.

In specific cases, the hearing examiner may authorize deviations from the provisions or requirements of this title that will not be contrary to public interest; but only where, owing to special conditions pertaining to a specific subdivision, the literal interpretation and strict application of the provisions or requirements of this title would cause undue and unnecessary hardship. No such deviation from the provisions or requirements of this title shall be authorized by the hearing examiner unless the hearing examiner shall find that all of the following facts and conditions exist and until:

A. A written application for a deviation from subdivision standards, accompanied by an application fee as specified by the adopted fee schedule, is submitted demonstrating all of the following:

1. That special conditions and circumstances exist which are peculiar to the land involved and which are not applicable to other lands in the same area;
2. That literal interpretation of the provisions of this title would deprive the applicant of rights commonly enjoyed by other properties in the same area or as necessary for the reasonable and acceptable development of the property;
3. That the special conditions and circumstances do not result from the actions of the applicant;
4. That granting the deviation requested will not confer on the applicant any special privilege that is denied by this title to other lands in the same area;
5. That the deviation will not nullify the intent and purpose of the comprehensive plan or this title;
6. Deviations with respect to those matters requiring the approval of the city engineer may be granted by the hearing examiner only with the written recommendation of the city engineer.

B. The hearing examiner shall hold an open record hearing to consider the deviation application concurrently with the subdivision application. [Ord. 73; Ord. 27-14 § 1.01].

24.24.050 Deviations – Conditions.

In authorizing a deviation, the hearing examiner may attach thereto such conditions regarding the features of the deviation as it may deem necessary to carry out the spirit and purposes of this title and in the public interest. [Ord. 73; Ord. 27-14 § 1.01].

Burden of Proof.

The burden of proof rests with the applicant, and any decision to approve or deny a preliminary plat or any request for deviation must be supported by evidence that is substantial when viewed in light of the whole record. RCW 36.70C.130(1)(c); and RMC 19.60.060. The application must be supported by proof that it conforms to the applicable elements of the city's development regulations, comprehensive plan and that any significant adverse environmental impacts have been adequately addressed. RMC 19.60.060.

Authority for Examiner to remand the matter and reopen the hearing record.

Section 3.09(b) of The City of Richland Rules of Procedure for the Hearing Examiner, captioned Rules for Pre-Decision Hearings, expressly provides that the Examiner: *“may approve the application or petition with or without conditions, remand the matter to the City for further investigation, or deny the proposal.”* And, H.Ex. Rule 1.17(c) provides that: *“After closing the record, the Examiner may reopen the hearing for good cause at any time prior to the issuance of the subject decision(s) or recommendation(s).”*

IV. ISSUES PRESENTED.

1. Whether substantial evidence demonstrates that the applicant has met his burden of proof to satisfy the criteria for preliminary plat approval?

Short Answer: No. The record is insufficient to conclude that all approval criteria have been satisfied. Deficiencies include, without limitation, a lack of clarity on permanent access to/from the proposed plat, street design, and improvements that will be included as part of the project, as required by applicable city codes. As it stands, the record does not support the design deviations requested by the applicant.

2. Whether the applicant has complied with applicable city codes or criteria for approval of a Deviation from standard city development standards?

Short Answer: No. As of this date, the applicant has not submitted any application for a Deviation from city development regulations, as provided in RMC 24.24.040.

3. Whether good cause exists to Remand the matter for further review and analysis?

Short Answer: Yes.

V. REMAND ORDER, Reopening Hearing Record.

Any statements in previous sections of this document that are deemed findings of fact are hereby adopted as such, including without limitation the project description and summary of proceedings, supporting this Remand Order.

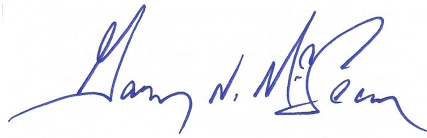
Under authority of HE Rule 3.09(b), the Examiner finds that there is good cause to reopen the record for this matter, to provide all parties an opportunity to thoroughly address outstanding issues that must be resolved before the Examiner can make a recommendation to the City Council.

Based on the record thus far, there is insufficient evidence for the Examiner to recommend City Council approval of the preliminary plat as proposed. There is uncertainty regarding the viability and justification for permanent access to/from the proposed plat through a neighboring, unapproved, unrecorded, proposed short-plat, which could have been included as part of a larger subdivision application, given that the properties appear to be owned by the same party. Moreover, the evidence in the record at this point is insufficient to support a finding that the overall plat design is beneficial to the public health, safety and welfare and is in the public interest; or that the proposed plat fully complies with applicable city development regulations and comprehensive plan policies. Given these deficiencies, some proposed conditions may not be

adequate or effective, including without limitation Nos. 17 and 18. More significantly, the applicant's apparent informal request for a Deviation from city sidewalk standards, and perhaps the frontage-deviations generally noted in proposed condition No. 21 (for Jericho Road), must first follow standard city application procedures for a Deviation as part of the plat approval process, set forth in RMC 24.24.040. To date, no deviation application is a part of this record, so the Examiner is absent the authority to consider such request. And, any future request(s) to delay construction of sidewalks should fully comply with the provisions of applicable city codes, including without limitation RMC 12.10.010.

Accordingly, consistent with H.Ex. Rules 3.09(b) and 1.17(c), **this matter is REMANDED and the hearing record is REOPENED.** Once the applicant submits additional information needed to properly apply for a Deviation from city standards, (or indicates a preference to abandon such effort), supplemental application materials to establish that proposed access is legally sufficient, or other necessary documentation, for review and analysis by City staff, then staff should determine if additional SEPA review is required by law, comply with any additional noticing and comment requirements, and prepare a supplemental Staff Report, including revised conditions (as appropriate), for consideration by the Hearing Examiner, and note the matter for a continued public hearing at some point in the near future.

Remand Order issued: January 29, 2018.

A handwritten signature in blue ink, appearing to read "Gary N. McLean", is written over a horizontal line.

Gary N. McLean
Hearing Examiner for the City of Richland

ONeill, Shane

From: Rogalsky, Pete
Sent: Tuesday, January 30, 2018 9:43 AM
To: Peters, Jeffrey; Reathafor, Jason; O'Neill, Shane
Subject: RE: S2017-105 West Vineyard 2

See my thoughts below, in purple.

Pete Rogalsky

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

From: Peters, Jeffrey
Sent: Monday, January 29, 2018 11:13 AM
To: Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; Rogalsky, Pete <PRogalsky@CI.RICHLAND.WA.US>
Subject: RE: S2017-105 West Vineyard 2

My responses in red...

Thanks,
Jeff

From: Reathafor, Jason
Sent: Friday, January 26, 2018 3:41 PM
To: Peters, Jeffrey <jpeters@CI.RICHLAND.WA.US>; O'Neill, Shane <soneill@CI.RICHLAND.WA.US>; Rogalsky, Pete

<PRogalsky@CI.RICHLAND.WA.US>

Subject: RE: S2017-105 West Vineyard 2

Shane came down to tell me that Gary the Hearings Examiner had questions regarding two street improvement requirements that we recently put into pre-plat conditions. They are as follows:

- Jericho frontage – the conditions for the “Columbia Park Trail” plat state: *“At the time of plat development the developer shall construct half of a rural section roadway within the Jericho Road right-of-way along the south boundary of this property. These improvements shall consist of an approved road design, grading of the Jericho Road subgrade, 17-feet of strip paving and an accompanying ditch section. The other half of Jericho shall be constructed by other property owners at the time of their property improvement. This project will not be required to install frontage improvements along Jericho, per RMC Chapter 12.010.10.”* Gary was wondering how we can waive the frontage improvement requirement. It appears to me that this project qualifies for the improvement waiver as defined in chapter 12.10.010. Correct, it meets the exception criteria, so the idea would be that we’d grant the exception. I agree.

Thanks



COUNCIL AGENDA ITEM COVERSHEET

Exhibit 15

Council Date: 06/20/2017

Agenda Category: Resolutions – Adoption

Key Element: Key 2 - Infrastructure & Facilities

Subject:

Resolution No. 105-17, Adopting 2018-2023 Six-year Transportation Improvement Program

Department:
Public Works

Ordinance/Resolution Number:
105-17

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 105-17, adopting the 2018-2023 Six-year Transportation Improvement Program.

Summary:

RCW 35.77.010 requires cities to prepare and annually update their Six-Year Transportation Improvement Program (TIP) pursuant to one or more public hearings and to file a copy of the adopted TIP with the Washington State Department of Transportation. The TIP is a planning and project management tool for federal, state and local governments.

The TIP represents the City's priority transportation improvements. The TIP may be changed after it is adopted to add new projects, delete projects, and change projects to accommodate cost, schedule, scope and funding changes. The City's TIP is a multi-modal list of projects; in addition to the more traditional street projects, it includes bicycle and pedestrian projects as well. The TIP not only lists the specific projects, but also documents the planned schedule and cost for each project phase (preliminary engineering, right-of-way acquisition and construction).

The proposed 2018-2023 TIP was developed from several City documents including the Comprehensive Land-Use Plan, Capital Improvement Plan, City- Wide Transportation Plan and Parks, Trails and Open Space Master Plan.

On June 8, 2017, the Parks and Recreation Commission (PRC) reviewed the 2018-2023 TIP with respect to bicycle lanes, trails and multi-use paths as called for in the municipal code. The PRC concluded that the bicycle and pedestrian projects represented the correct priorities, and recommended Council adopt the 2018-2023 TIP. No public comments were received at this meeting.

On May 24, 2017, the Planning Commission reviewed the 2018-2023 TIP and recommended Council adoption. No public comments were received at this meeting. On June 6, 2017, a public hearing was held at the regular City Council meeting. One public comment was received in regards to the South George Washington Way Intersection Improvements project.

Staff recommends approval of the proposed 2018 - 2023 Transportation Improvement Program.

Fiscal Impact:

Minor staff costs are associated with preparing and adopting the TIP. Project funding and implementation are authorized by separate Council action.

Attachments:

1. Resolution 105-17, 2017 - 2023 TIP Approval
2. 2018 - 2023 TIP



RESOLUTION NO. 105-17

A RESOLUTION of the City of Richland adopting the
2018 – 2023 Six-Year Transportation Improvement Program.

WHEREAS, RCW 35.77.010 requires local jurisdictions to prepare and adopt a perpetual six-year Transportation Improvement Program (TIP) showing the use of state, federal and local funds; and

WHEREAS, RCW 35.77.010 requires the City to adopt its TIP after conducting a public hearing; and

WHEREAS, the City of Richland's practice for preparing and reviewing its TIP involves multiple public involvement opportunities; and

WHEREAS, the Richland Parks and Recreation Commission (PRC) is tasked, pursuant to Richland Municipal Code, with review of the City's long range transportation plan with respect to bicycle lanes, trails, and multi-use paths. At its June 8, 2017 regular meeting, the PRC reviewed the proposed 2018-2023 TIP, concluding that the bicycle and pedestrian projects included in the 2018–2023 TIP represent the correct priorities for the bicycle and pedestrian facilities. The Commission recommended that Council adopt the 2018–2023 TIP as presented; and

WHEREAS, the Richland Planning Commission reviewed the 2018–2023 TIP at their May 24, 2017 meeting and recommended that Council adopt the 2018–2023 TIP as presented; and

WHEREAS, the City Council conducted a public hearing pursuant to state law at their June 6, 2017 regular meeting, to hear and receive public comment on the City's proposed TIP. One public comment was received requesting further clarity on the scope of the South George Washington Way project; and

WHEREAS, the multi-modal list of projects contained in the TIP is needed to meet Richland's transportation needs; and

WHEREAS, the proposed TIP is consistent with the City's Comprehensive Plan and the Benton Franklin Council of Governments Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland, that the attached 2018-2023 Six-Year Transportation Improvement Program is hereby adopted.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 20th day of June, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



Six Year Transportation Improvement Program From 2018 to 2023

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	1	/ 3440(001) Duportail Bridge - Phase 2 Duportail Street Riverstone Drive to Cottonwood Street Reconstruct roadway, railroad crossing, and the signalized SR 240 intersection to accommodate additional lanes on Duportail Street and SR 240.	R036					03	O P W	0.200	EA	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2018		0		0	100,000	100,000
S	RW	2018		0		0	100,000	100,000
S	CN	2019		0	CWA	3,300,000	0	3,300,000
Totals				0		3,300,000	200,000	3,500,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,000	0	0	0	0
RW	100,000	0	0	0	0
CN	0	3,300,000	0	0	0
Totals	200,000	3,300,000	0	0	0



Six Year Transportation Improvement Program From 2018 to 2023

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

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

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2018	STP(UL)	556,770	TIB	360,420	0	917,190
P	CN	2018	STP(UL)	300,000	TIB	116,930	0	416,930
Totals				856,770		477,350	0	1,334,120

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



Six Year Transportation Improvement Program From 2018 to 2023

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	3	Queensgate Drive/Columbia Park Trail Improvements Queensgate Drive Keene Road to I-182 EB ramp terminal Reconfigure the Queensgate Drive/Columbia Park Trail intersection by constructing a roundabout and extending Columbia Park Trail west to Jericho Court. Bike/Ped connections will be made to the Queensgate Pathway. Queensgate Drive will be widened to accommodate 4 travel lanes between Jericho Road and the I-182 EB ramp terminals. Access control will be implemented between Keene Road and Columbia Park Trail. All streets will include curb, gutter, sidewalks, street lights, storm drainage, and other utilities. Construct WB right-turn lane on Keene Road.	R033					03	O P S W	0.360	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2018		0		0	1,757,500	1,757,500
Totals				0		0	1,757,500	1,757,500

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,757,500	0	0	0	0
Totals	1,757,500	0	0	0	0



Six Year Transportation Improvement Program From 2018 to 2023

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	4	George Washington Way Pavement Preservation George Washington Way Guyer Street to Horn Rapids Road This project will mill and fill the entire roadway, address ADA ramp compliance, and restripe.	R037					05		4.700	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2018	NHPP	25,950		0	4,050	30,000
P	CN	2019	NHPP	3,280,080		0	511,920	3,792,000
Totals				3,306,030		0	515,970	3,822,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	30,000	0	0	0	0
CN	0	3,822,000	0	0	0
Totals	30,000	3,822,000	0	0	0



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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	5	Swift Boulevard Improvements Swift Boulevard Stevens Dr to George Washington Way Mill and overlay street, widen sidewalks, add shared parking/bike lanes, add decorative street lighting, irrigation, street trees and landscaped medians.	R019					31	P S W	0.500	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2018		0		0	980,000	980,000
Totals				0		0	980,000	980,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	980,000	0	0	0	0
Totals	980,000	0	0	0	0



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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19	6	Vantage Highway Pathway - Phase 2 Snyder Street Robertson Drive to Stevens Drive Construct a new, separated Hot Mix Asphalt multi-use pathway connecting the Vantage Highway Pathway Phase 1 with the Stevens Drive Pathway.	R018					28	P W	0.400	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	Ped/Bike Program	43,250	6,750	50,000
P	RW	2019		0	Ped/Bike Program	21,625	3,375	25,000
P	CN	2020		0	Ped/Bike Program	505,750	89,250	595,000
Totals				0		570,625	99,375	670,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	50,000	0	0	0
RW	0	25,000	0	0	0
CN	0	0	595,000	0	0
Totals	0	75,000	595,000	0	0



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N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	7	South George Washington Way Intersection Improvements George Washington Way I-182 to Comstock Street Upgrade and reconfigure George Washington Way(GWW) including the intersections of GWW/Columbia Point Drive/Adams Street and GWW/Comstock Street to provide improved safety, capacity, and mobility. Improve pedestrian access and safety crossing George Washington Way. Also includes modifying the WB I-182, NB SR 240, and SB SR 240 ramps to improve safety.	R031					03	O S W	0.680	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020	STP(UL)	187,800	TIB	450,720	112,680	751,200
P	RW	2021	STP(UL)	125,000	TIB	75,000	300,000	500,000
P	CN	2022	STP(UL)	2,159,700	TIB	5,183,280	1,295,820	8,638,800
Totals				2,472,500		5,709,000	1,708,500	9,890,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	751,200	0	0
RW	0	0	0	500,000	0
CN	0	0	0	0	8,638,800
Totals	0	0	751,200	500,000	8,638,800

Six Year Transportation Improvement Program From 2018 to 2023

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Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	8	Columbia Park Trail - East Columbia Park Trail SR 240 WB Offramp to East City Limits Reconstruct the street to provide 3-lanes, with curb, gutter, sidewalks, bike lanes street lights, drainage facilities and streetscape on both sides.	R010					04	C P S T W	0.720	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0	TIB	80,000	60,000	140,000
P	CN	2021		0	TIB	1,902,164	475,541	2,377,705
Totals				0		1,982,164	535,541	2,517,705

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	140,000	0	0
CN	0	0	0	2,377,705	0
Totals	0	0	140,000	2,377,705	0



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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	9	<p>Step toe Street / Tap teal Drive Intersection Improvements</p> <p>CID Canal to Canyon Street</p> <p>Realign Tap teal Drive and Step toe Street intersection by constructing a new intersection. Also includes sidewalks, street lights, fully signalized and gated at-grade railroad crossing, storm drainage.</p>	R029					03	S W	0.230	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	RW	2021		0		0	50,000	50,000
P	CN	2021		0		0	1,330,000	1,330,000
Totals				0		0	1,380,000	1,380,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	0	50,000	0
CN	0	0	0	1,330,000	0
Totals	0	0	0	1,380,000	0

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	10	Rachel Road Improvements Rachel Road Leslie Rd to Steptoe St Construct a 2-lane collector with curb, gutter & sidewalk, street lights and storm drainage on both sides of the street. Left turn lanes will be constructed where needed.	R008					01	O P S W	1.200	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0		0	200,000	200,000
P	RW	2020		0		0	300,000	300,000
P	CN	2021		0		0	1,700,000	1,700,000
Totals				0		0	2,200,000	2,200,000

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

Six Year Transportation Improvement Program From 2018 to 2023

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MPO/RTPO: BFCG

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N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	11	Queensgate Drive Extension Queensgate Drive Shockley Rd to Keene Rd Construct a 3-lane street with curb, gutter, sidewalk, street lights and drainage facilities on both sides. Construct a roundabout at the Queensgate Drive/Shockley Road intersection. Modify the Keene Road/Queensgate Drive traffic signal to accommodate the new south leg of Queensgate Drive.	R012					01	C G P S T W	0.450	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0		0	150,000	150,000
P	RW	2020		0		0	100,000	100,000
P	CN	2021		0		0	850,000	850,000
Totals				0		0	1,100,000	1,100,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	150,000	0	0
RW	0	0	100,000	0	0
CN	0	0	0	850,000	0
Totals	0	0	250,000	850,000	0



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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	12	Gage Boulevard Improvements Gage Boulevard Penny Royal Ave to Morency Dr. Add bike lanes, shoulders, sidewalks, street lights, storm drainage on Gage Boulevard.	R028					04	O P	0.750	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0		0	75,000	75,000
P	CN	2022		0		0	750,000	750,000
Totals				0		0	825,000	825,000

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



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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	13	Bellerive Drive Extension Bellerive Drive Rachel Rd to 100' S. of Wenatchee Ln. Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities.	R009					01	P S W	0.070	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0		0	10,000	10,000
P	RW	2020		0		0	10,000	10,000
P	CN	2021		0		0	50,000	50,000
Totals				0		0	70,000	70,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	10,000	0	0	0
RW	0	0	10,000	0	0
CN	0	0	0	50,000	0
Totals	0	10,000	10,000	50,000	0

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19	14	Marcus Whitman Elementary - SRTS Snow Ave Duportail Street to Hoffman Street Construct concrete sidewalks, curb and gutter, storm drainage, street lights, and HMA overlay on Snow Avenue between Duportail Street and Hoffman Street. Construct concrete sidewalks, curb and gutter, storm drainage, street lights, and HMA to tie into the south side of Gray Street between Snow Avenue and Winslow Avenue on the designated school walk route for Marcus Whitman Elementary.	R035					28	O W	0.270	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	SRTS	30,000	0	30,000
P	CN	2020		0	SRTS	461,200	0	461,200
Totals				0		491,200	0	491,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	30,000	0	0	0
CN	0	0	461,200	0	0
Totals	0	30,000	461,200	0	0



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14	15	Stevens Drive Pathway Stevens Drive Spengler St to Horn Rapids Rd Construct a separated multi-use pathway on east side of Stevens Drive.	R016					28	C P T	2.250	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0		0	70,000	70,000
P	CN	2021		0		0	880,000	880,000
Totals				0		0	950,000	950,000

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

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	16	Queensgate Drive - Phase II Queensgate Drive Bermuda Rd to Alla Vista Rd Construct new 2-lane collector with curb, gutter, sidewalk, street lights, and storm drainage facilities on both sides	R013					01	P S W	2.000	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0		0	300,000	300,000
P	RW	2021		0		0	500,000	500,000
P	CN	2022		0		0	2,600,000	2,600,000
Totals				0		0	3,400,000	3,400,000

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



Six Year Transportation Improvement Program From 2018 to 2023

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
12	17	Vantage Highway Pathway - Phase 3 SR 240 Twin Bridges Road to Kingsgate Way Construct a new, separated Hot Mix Asphalt multi-use pathway on the north side of SR 240.	R034					28		1.750	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021	TAP(UL)	30,000		0	20,000	50,000
P	CN	2022	TAP(UL)	500,000		0	50,000	550,000
Totals				530,000		0	70,000	600,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	50,000	0
CN	0	0	0	0	550,000
Totals	0	0	0	50,000	550,000

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Richland	7,165,300	12,530,339	15,791,886	35,487,525

Exhibit 16

Jeff J Smart
253 Columbia Park Trail
Richland, WA 99352
12/1/2017

Mr. O'Neill
Senior Planner
City of Richland
840 Northgate Drive
Richland WA 99352

Dear Mr. O'Neill:

This letter of comment is in reference to the application for preliminary plat approval for a site on Columbia Park Trail by Mr Lee Petty.

I own the adjacent property at 253 Columbia Park Trail (directly East of the proposed plat). Although I have no objection to the approval of the preliminary plat nor the development itself on Mr. Petty's land, I do take issue with what the City may require on the land between Mr. Petty's property and Columbia Park Trail. This strip of land has been referred to as a "vacated right of way".

My concern with the right of way is if the City requires something done with this property, my access to my property will be disturbed.

The access to my property at 253 Columbia Park Trail has been using a driveway through the vacated right of way for more than 50 years. There is no other access to my property. If drastic changes are made to the vacated right of way, I will no longer be able to access my property.

I have spoken to City staff on this issue and have not received a clear answer as to what will happen to the vacated right of way between Mr. Petty's land and Columbia Park Trail aside from a possible widening of Columbia Park Trail with curbs, gutters and street lights. I have also been attempting contact with Mr. Petty, but have not received a call or email back as of the date of this letter.

I am sure there is a reasonable solution the City can offer so as to allow continued access to my property along the historic driveway and allow for improvements to Columbia Park Trail.

I am available to talk with Staff at anytime regarding finding a solution. I plan on attending the hearing on December 11.

Sincerely,



Jeff J Smart

24.24.040 Deviations – Requirements

In specific cases, the hearing examiner may authorize deviations from the provisions or requirements of this title that will not be contrary to public interest; but only where, owing to special conditions pertaining to a specific subdivision, the literal interpretation and strict application of the provisions or requirements of this title would cause undue and unnecessary hardship. No such deviation from the provisions or requirements of this title shall be authorized by the hearing examiner unless the hearing examiner shall find that all of the following facts and conditions exist and until:

A. A written application for a deviation from subdivision standards, accompanied by an application fee as specified by the adopted fee schedule, is submitted demonstrating all of the following:

1. That special conditions and circumstances exist which are peculiar to the land involved and which are not applicable to other lands in the same area;
2. That literal interpretation of the provisions of this title would deprive the applicant of rights commonly enjoyed by other properties in the same area or as necessary for the reasonable and acceptable development of the property;
3. That the special conditions and circumstances do not result from the actions of the applicant;
4. That granting the deviation requested will not confer on the applicant any special privilege that is denied by this title to other lands in the same area;
5. That the deviation will not nullify the intent and purpose of the comprehensive plan or this title;
6. Deviations with respect to those matters requiring the approval of the city engineer may be granted by the hearing examiner only with the written recommendation of the city engineer.

B. The hearing examiner shall hold an open record hearing to consider the deviation application concurrently with the subdivision application. [Ord. 73; Ord. 27-14 § 1.01].

Chapter 12.10
INSTALLATION OF SIDEWALKS, CURBS AND GUTTERS

Sections:

- 12.10.010 Sidewalks for new construction.**
- 12.10.020 Sidewalks for existing improved property.**
- 12.10.030 Standards of construction.**
- 12.10.035 Sidewalks for new or improved streets.**
- 12.10.040 Permits.**
- 12.10.050 Waiver.**
- 12.10.060 Exemptions.**

12.10.010 Sidewalks for new construction.

Whenever a building permit application is made for construction of a new residential or commercial structure within the city, the person seeking such permit shall also make application for a permit as provided for under this chapter, and as a portion of such construction there shall be built sidewalks, curbs and gutters on all sides of such property that may adjoin property dedicated and existing as a public street, in conformance herewith, and such sidewalks, curbs and gutters shall extend the full distance that such property is sought to be occupied as a building site for residential or commercial construction, or as parking area for commercial construction, that may adjoin property dedicated and existing as a public street. If the paved width of the adjacent public street does not include curbs and gutters and is not wide enough to construct the curbs, gutters, and sidewalks in accordance with the planned roadway width, as determined by the city engineer and the city's street functional classification system as established in Chapter [12.02](#) RMC, the application for right-of-way construction shall include widening of the paved street to conform with the width specified by the city engineer and street lights and storm drain system improvement as needed to complete the street in accordance with city standards; provided, that the provisions of this section may be waived by the public works director when application is made for the construction of a new residential or commercial structure on a previously improved street, which previously improved street does not include sidewalks or curbs and gutters. A waiver may be granted only if all of the following conditions exist:

- A. The property is in a residential zone, or is a residential nonconforming use to another zoning classification, or is industrial zoned property within the Horn Rapids Industrial Park.
- B. The existing street is not included as a classified arterial or collector street in the city's street functional classification system as established in Chapter [12.02](#) RMC.

C. The existing street does not have concrete curbs along the property frontage for the property applying for the building permit.

D. The existing street does not have concrete curbs within 300 feet of the nearest property corner to the property applying for a building permit.

E. No more than 33 percent of the properties on the same block as the property applying for the building permit are undeveloped.

F. Construction of sidewalks along the property applying for the permit would result in no more than 20 percent of the frontage along the block including sidewalk.

If the above conditions are met, the public works director may grant a waiver to the requirements in this section subject to the property owner agreeing to fully fund and/or complete the improvements required under this section when the city forms a local improvement district to make these improvements or when development activity will result in at least 50 percent of the street frontage completing the improvements called for in this section, or when the city completes a city-funded street improvement project. [Ord. 390 § 1.01; Ord. 781 § 1.01; Ord. 40-83 § 1.03; Ord. 27-12 § 2; Ord. 44-13 § 1.01; Ord. 42-15 § 1.01; Ord. 47-16 § 1].

12.10.020 Sidewalks for existing improved property.

Whenever a building permit application is made for alterations or repairs to a residential or commercial property within the city, the person seeking such a permit shall install improvements as required in RMC [12.10.010](#); except that the requirements for installation of such improvements shall be waived if one of the following criteria is met:

A. The total alterations or repairs to a residential property are less than \$50,000 in valuation within any two-year period;

B. The total alterations or repairs to a commercial property are less than 50 percent of the assessed valuation as determined by the Benton County assessor or \$100,000, whichever is less; provided, that no waiver shall be granted for any building that adds 20 percent or more to its gross floor area within any two-year period. [Ord. 390 § 1.01; Ord. 27-12 § 2; Ord. 42-15 § 1.01; Ord. 47-16 § 1].

12.10.030 Standards of construction.

All sidewalks required to be constructed under the provisions of this chapter shall be of Portland cement concrete, and sidewalks, curbs and gutters shall otherwise conform to city of Richland standard specifications. All sidewalks required to be constructed pursuant to the provisions of this chapter shall be

five feet in width; provided, that C-2 and C-3 zones adjacent to a principal or minor arterial shall be eight feet in width if the sidewalk is constructed directly adjacent to the curb or six feet in width if constructed with a minimum of two feet separation from the curb; and all sidewalks within the CBD zone shall be at least eight feet in width, except Guyer Avenue, Corondolet Drive, Stevens Drive north of Marjorie Sutch Greenway and Harding Street, which shall be five feet in width. Pedestrian facilities in industrial zoning districts may, as an alternative, consist of a widened, delineated hot mix asphalt (HMA) shoulder with restricted parking or a separated HMA pathway as approved by the city engineer. [Ord. 390 § 1.01; Ord. 781 § 1.02; Ord. 40-83 § 1.03; Ord. 11-07; Ord. 04-09; Ord. 42-15 § 1.01; Ord. 47-16 § 1].

12.10.035 Sidewalks for new or improved streets.

Whenever any street is constructed or improved in any area of the city zoned residential or commercial, whether such construction be by local improvement or otherwise, as a part of such construction or improvement there shall be included therein, on both sides of any such street that may abut on previously developed property, sidewalks, curbs, and gutters constructed in conformity with requirements of this chapter.

Provided, however, that the provisions of this section may be waived, in whole or in part, by the city council upon a determination by the public works director that the sidewalk requirement herein would unduly restrict usage of private property abutting such sidewalk.

In determining whether the provisions of this section will be waived, the public works director shall consider the setback of the existing development from the street, the setback that would exist by requiring sidewalks, curbs and gutters pursuant to this section, and whether waiver of this section would adversely affect any uniform construction of sidewalks, curbs and gutters in the general area of the construction or improvement. [Ord. 781 § 1.03; Ord. 40-83 § 1.03; Ord. 42-15 § 1.01; Ord. 47-16 § 1].

12.10.040 Permits.

Before constructing sidewalks, curbs and gutters, a permit shall be obtained in the same manner as is provided in Chapter [12.08](#) RMC for obtaining permits for excavations. [Ord. 390 § 1.01; Ord. 42-15 § 1.01; Ord. 47-16 § 1].

12.10.050 Waiver.

The public works director or his duly authorized representative may waive the requirements of this chapter in those areas which are scheduled for widening under the six-year street improvement program. [Ord. 390 § 1.01; Ord. 40-83 § 1.03; Ord. 42-15 § 1.01; Ord. 47-16 § 1].

12.10.060 Exemptions.

The following streets, or portions of streets, are exempt from the requirements of RMC [12.10.010](#) and [12.10.020](#):

A. Carolina Avenue.

B. Dakota Avenue.

C. Geneva Street west of Georgia Avenue.

D. Carson Street.

E. Denver Street.

F. The south side of Aaron Drive between Jadwin Avenue and Adams Street.

G. Lacy Road.

H. Cullum Avenue south of Lacy Road. [Ord. 47-16 § 1].



HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 02/22/2018

Agenda Category: Old Business - Public Hearing

Prepared By: Shane O'Neill, Senior Planner

Subject:

Z2017-106 & Z2017-107 - Rezone Applications

Applicants - Wenner & Markel

Department:

Community & Development Services

Recommended Motion:

Approve the zoning conversion of 3.9 acres of land fronting both Jericho Road and Keene Road from C-1 to C-3.

Summary:

Consideration of two rezone applications to change the zoning of 3.9-acres of vacant land from C-1 (Neighborhood Retail) to C-3 (General Business).

Attachments:

1. FULL STAFF REPORT - Z2017-106 & 107 -Werner & Markel

**CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION
STAFF REPORT TO THE HEARING EXAMINER**

GENERAL INFORMATION:

PROPOSAL NAME: Markel/Werner Rezone

LOCATION: North of Keene Road, South of Jericho Road and west of Queensgate Drive

APPLICANT: Jeff & Lori Wenner together with Greg Markel

FILE NO's.: Z2017-106 & Z2017-107

DESCRIPTION: Request to change zoning of 3.9 acres from C-1 (Neighborhood Retail) to C-3 (General Business)

PROJECT TYPE: Type 3 Site-Specific Rezone

HEARING DATE: February 22, 2018

REPORT BY: Shane O'Neill, Senior Planner

RECOMMENDED
ACTION: Approval

Vicinity Map

Item: Rezone from C-1 to C-3
Applicant: Jeff Wenner & Greg Markel
File #'s: Z2016-106 & Z2017-107



Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

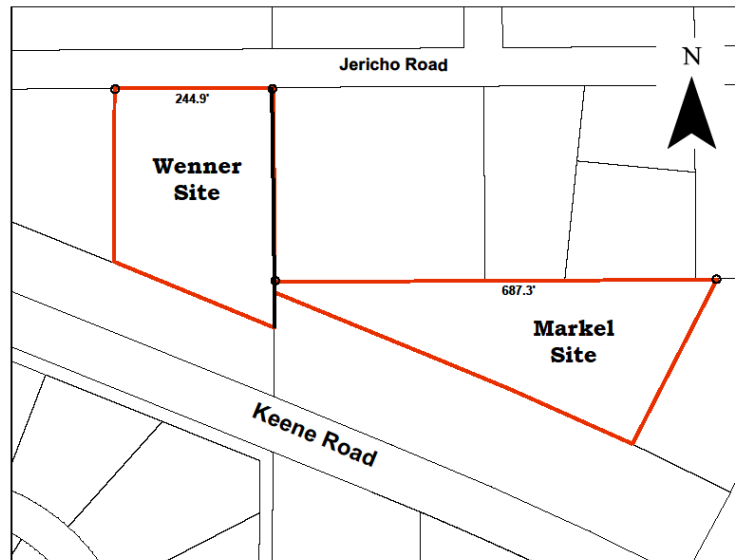
Jeff & Lori Wenner together with Greg Markel, have filed a rezone request to change the zoning classification of a 3.9 acre site from C-1 (Neighborhood Retail) to C-3 (General Business) with the intent of commercial site development. Mr. Wenner, who owns that portion of the site fronting Jericho Road, has indicated specific intent to develop the site with a mini-storage facility available for general use by the public at large. Mr. Markel intends to develop that triangular portion of the site running along Keene Road with a multi-tenant commercial building tentatively depicted in Exhibit 2.

SITE DESCRIPTION & ADJACENT LAND USES

This 3.9-acre vacant site is comprised of one 2.1-acre parcel together with a 1.8-acre portion of another parcel located to the northwest. The 1.8-acre portion of

the subject site is being transferred from a larger (14.16 ac.) parcel owned by the Richland First Church of the Nazarene to Mr. Wenner by way of boundary line adjustment. On January 5, 2018 city staff approved the boundary line adjustment application to be recorded. The 1.8-acres lies immediately west of Mr. Wenner's existing self-storage facility on Jericho Road.

The map below illustrates the site's division based on ownership. For the remainder of this report each area of the site will be referenced as labeled ("Wenner site" & "Markel site").



In terms of topography, the central portion of the site where we see a narrow connection point experiences a depression; then rising again approaching the existing gas station to the east. With the goal of bringing the Markel site into a more level condition, in recent months a significant amount of fill has been placed on-site in preparation for site development.

Vegetative composition of the Wenner site is nearly uniformly colonized by big sagebrush (*Artemisia tridentata*), the keystone plant species which dominates the natural landscape on surrounding undisturbed land. Whereas the Markel site has been disturbed but some sagebrush remains intact. Both divisions of the subject rezone site are vacant of structures.

Overhead municipal power lines secured by easement, bisect the site in a north-south orientation along the boundary between site divisions. Underground power lines paralleling Keene Road exist just outside of the south boundary of the Wenner site. Municipal sewer and water lines are currently located in Jericho Road while Keene Road only contains a water line. Sewer lines are located at both intersections of Keene Rd. and Jericho Rd. and at Keene Rd. and Queensgate Dr.

SURROUNDING LAND USES:

North – Church, self-storage, residence, auto repair
East – Self-storage, fueling station
South – Single-Family Residences, vacant land
West – Single-Family Residences, vacant land

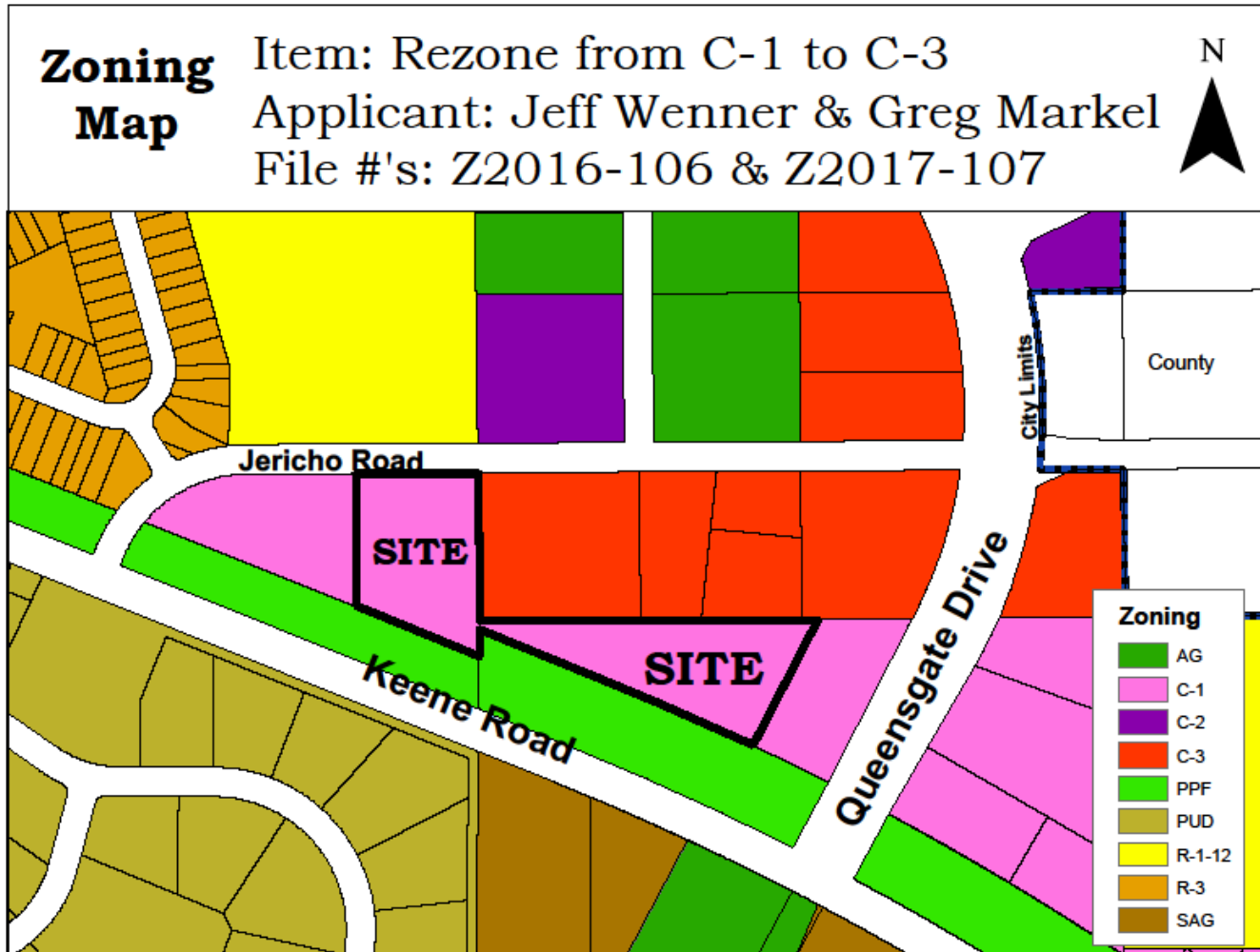


Figure 1 - Zoning Map

CURRENT ZONING:

The current C-1 zoning assignment would allow the site to be developed with a variety of neighborhood-scale retail sales and services businesses, not including self-storage facilities (see Exhibit 4 – commercial zoning table). Pertinent to the Markel application is the fact that C-1 zoning imposes an hours of operation limitation on restaurants, lounges, drinking establishments and restaurants offering a dancing venue. RMC 23.42.053 (Exhibit 5) requires restaurants, lounges, drinking establishments and restaurants with dancing facilities in the C-

1 zone to cease nightly operations no later than 11:00pm. Said restriction serves at the impetus behind the Markel rezone application as, on a preliminary basis, he intends to develop the site with a 3,000 square foot restaurant amongst two other retail buildings. All uses indicated on his tentative conceptual site plan are otherwise permitted outright in the C-1 zone.

As for the Wenner site, Mr. Wenner intends to expand his existing self-storage facility onto a portion of the vacant property lying immediately west of his facility. C-1 zoning does not allow for self-storage facilities. In order to expand his existing facility Mr. Wenner requires C-3 zoning.

SURROUNDING ZONING DISTRICTS:

North –	C-3 (General Business) & R-1-12 (Single Family Residential)
East –	C-3 (General Business) & C-1 (Neighborhood Retail)
South –	PPF (Parks & Public Facilities)
West –	C-1 (Neighborhood Retail) & PUD (Residential Planned Unit Development)

PROPOSED ZONING

The applicants propose to convert the zoning of their combined sites to C-1 (Neighborhood Retail) to allow a mini-storage/self-storage facility to be built expanded westward and to lift hours of operations restrictions for drinking establishments and restaurants/lounges offering an evening dancing venue. According to Section 23.22.010(D) of the Richland Municipal Code (Exhibit 2) the purpose of the C-3 district is as follows:

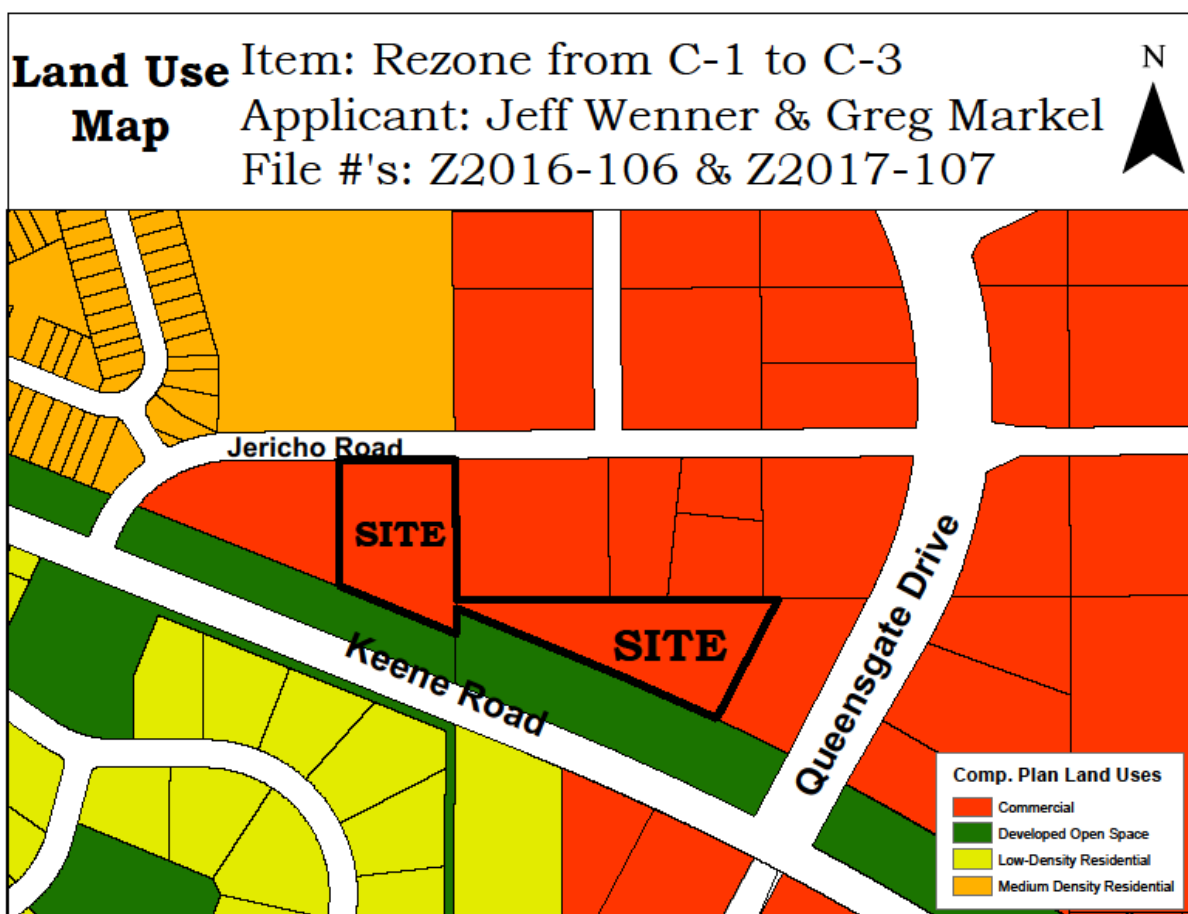
The general business use district (C-3) is a zone classification providing a use district for commercial establishments which require a retail contact with the public together with incidental shop work, storage and warehousing, or light manufacturing and extensive outdoor storage and display, and those 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.

Allowed uses within the C-3 district include many, if not all, automotive related business types, light industrial and manufacturing businesses and all listed retail uses. Residential development of any kind is not permitted on C-3 zoned lands. The commercial section of the Zoning Code (RMC 23.22) is included herein as Exhibit 4.

Performance standards and special requirements of the C-3 district [RMC 23.22.020(G)] include measures aimed at reducing nuisance conditions such as noise, dust and fumes experienced by adjacent land uses.

As illustrated in the Zoning Map above, property immediately north of the Wenner site is zoned residentially. Often times mitigation measures such as physical buffers or barriers are warranted between heavy commercial zoning and residentially zoned land. In this case however, the residentially zoned property is developed with two church buildings and an extensive parking lot network located between Jericho Road and the church buildings. From a land use impact perspective, churches do not warrant the same level of mitigation against disturbances as residential neighborhoods. For that reason staff is not inclined to impose site specific development features to ameliorate potential impacts from the Wenner site on the church through the imposition of a property use and development agreement.

Figure 2 – Comprehensive Plan Map



COMPREHENSIVE PLAN

The City's comprehensive plan designates the site as suitable for commercial land uses. This land use designation provides for a variety of heavy commercial and allows for some light industrial and manufacturing business types. As indicated in the "Proposed Zoning" section above, the C-3 district may be applied to commercially designated portions of the city under the city of Richland Comprehensive Plan. Below is a list of applicable goals and policies from the Comprehensive Plan. Relative to land use goal #5 below, it is noteworthy here that the Markel site is separated from Keene Road right-of-way by City-owned parcel zoned PPF that contains a section of contiguous pedestrian trail running the length of Keene Road.

COMMERCIAL/OFFICE GOALS & POLICIES

Land use goal #1: Plan for growth within the urban growth area and promote compatible land use.

Policy 2 – Facilitate planned growth and infill developments within the City.

Land use goal #4: Promote commercial and industrial growth that supports the City's economic development goals.

Pertinent policies within this goal are as follows:

Policy 1 – Accommodate a variety of commercial land uses including retail and wholesale and services, and research and professional services.

Policy 3 – Locate neighborhood-oriented commercial land uses in Neighborhood Retail Business areas.

Policy 5: In areas where residential uses are in close proximity to industrial or commercial lands, adequate development standards should be used in industrial or commercial developments to mitigate the impacts on residential uses.

Land use goal # 5: Ensure connectivity that enhances community access and promotes physical, social, and overall well-being so residents can live healthier and more active lives.

Policy 1 – Locate commercial uses so that they conveniently serve the needs of residential neighborhoods, workplaces, and are easily accessible via non-motorized modes of transportation.

Policy2: Promote pedestrian and bicycle circulation throughout the community by connecting with the City's network of parks and trail systems.

PUBLIC NOTICE

Application Date:	December 20, 2017
Notice of Application & Hearing Mailed:	December 29, 2017
Notice of Application & Hearing Published:	January 7, 2018
Notice of Application & Hearing Posted:	January 31, 2018
Public Hearing:	February 22, 2018

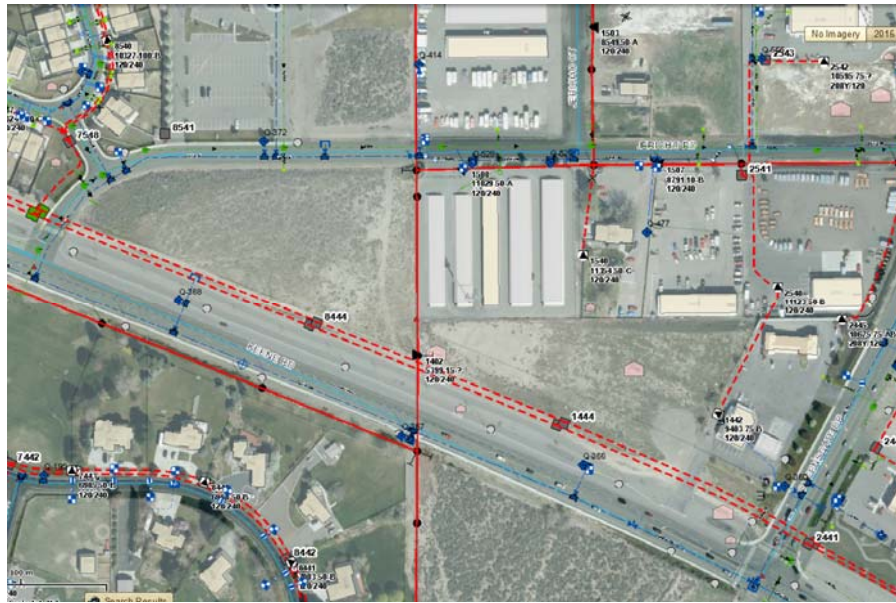
Notice of application and notice of hearing was provided through posting of the property, mailing of notice to property owners within 300 feet of the site and publication in the *Tri-City Herald* newspaper. Copies of the notices and affidavits are included in Exhibit 6. As of the date of this report City staff received several public comments submitted for the record which are provided as Exhibit 8.

During the postponed Jan. 25th hearing, members of the public in attendance informally discussed the potential for the Markel site to be developed with an adult entertainment dance club. There is no evidence in the record supporting Mr. Markel's intent to develop such an establishment. To that effect staff offers the explanation that though adult entertainment businesses are listed as a permitted use in the C-3 zone, said businesses may not be located within 500 feet of residentially zoned properties; thereby excluding the Markel site from containing such businesses.

UTILITY AVAILABILITY

Sewer and water services extend along the north property line of the Wenner site from an 8-inch mains located in Jericho Road. Sewer service will require extension leading to the Markel site from the intersection of Keene Road and Queensgate Drive. The Markel site benefits from a 24-inch water main extending along the entire south boundary of the Markel site in Keene Road. Said water main is sufficiently sized to serve the demand of the uses permitted in the C-3 zone.

An above-ground electrical service line bifurcates the site in a north-south orientation at their narrowest point of connection. This service is capable of serving the few additional self-storage buildings informally proposed by Mr. Wenner. Underground electrical power lines also lie within the parcels zoned PPF which run parallel to Keene Road. All of the utility services necessary for site development are currently in place and are of adequate capacity to serve future site development. The map below is inserted to illustrate the approximate location of municipal utilities.



red = electrical power, green = sewer and blue = water

TRANSPORTATION

Richland's Comprehensive Plan classifies Keene Road as a principal arterial roadway in the Street Functional Classification System map, whereas Jericho Road is classified as a local roadway.

Access to the Wenner project site will come from Jericho Road by way of Queensgate Drive to the east or from Keene Road to the west. The Markel portion of the site will be accessed directly from access from Keene Road. Short Plat #2302 (Exhibit 3) provides the Markel site with 40' worth of an 80' access easement from Keene Road at the southeast corner of the property. Mr. Markel's tentative site plan (Exhibit 2) proposes accessing the site from Keene Road in a more centralized location. Discussions with the City Public Works Department have indicated that the more centralized access point may be acceptable as well.

SEPA

Pursuant to WAC 197-11-800(6) (c) the rezone application qualifies as a categorically exempt action by meeting the requisite circumstances; they are as follows:

Where an exempt project requires a rezone, the rezone is exempt only if:

(i) The project is in an urban growth area in a city or county planning under RCW 36.70A.040;

- (ii) The proposed rezone is consistent with and does not require an amendment to the comprehensive plan; and*
- (iii) The applicable comprehensive plan was previously subjected to environmental review and analysis through an EIS under the requirements of this chapter prior to adoption; and the EIS adequately addressed the environmental impacts of the rezone.*

In this case, the proposed project is located with the City and within Richland's urban growth area; the proposed action is consistent with the City's comprehensive plan; and the City's comprehensive plan was analyzed through the preparation of an environmental impact statement at the time of the plan's initial adoption in 1997 and for the subsequent plan update in 2017.

ANALYSIS

The site in this application involves one parcel together with a portion of another parcel for a combined land area of 3.9 acres. The site(s) front both Jericho Road and Keene Road and are the subject of separate development proposals. The request to assign C-3 zoning to the Wenner site is planned to allow for expansion of the adjacent self-storage facility owned by Mr. Wenner. The request to assign C-3 zoning to the Markel site is planned to allow for development of the site with retail sales and service businesses without restrictions on hours of operation for businesses offering an evening dancing venue.

In consideration of the existing adjacent land uses staff does not feel it is necessary to impose a property use and development agreement to restrict building placement and/or uses. Lying adjacent to a fueling station, self-storage facility and a principal arterial roadway, the proposed C-3 zoning and associated permitted land uses are generally compatible with the vicinity.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the requests for a change in zoning (Z2017-106 & Z2017-107) and recommends approval of both requests based on the following:

1. The subject site is comprised of Benton County tax parcel # 1-22983012302003 together with an approximately 1.8-acre portion of tax parcel # 1-21981000002012 lying south of Jericho Road;
2. The subject of planning master file #'s Z2017-106 and Z2017-107 are a joint application requesting to convert city zoning of the subject site, illustrated on page 3 of this report, from Neighborhood Retail (C-1) to General Business (C-3);

3. The City of Richland Comprehensive Plan designates the subject site as suitable for commercial uses;
4. In Richland's Zoning Code the purpose statement for the General Business district (C-3) states that the zone may be applied to portions of the city designated for commercial uses under the Comprehensive Plan;
5. Development of the site with certain commercial uses is consistent with the intent of the Comprehensive Plan;
6. Richland's Zoning Code contains C-3 zone site performance standards regulating potential impacts of permitted uses on surrounding properties;
7. The subject site is not directly adjacent to residential properties;
8. Rezone approval is not conditioned upon the applicant entering into a development agreement;
9. Aboveground municipal electrical lines exist on-site. The power lines bifurcate the site in a north-south orientation;
10. City water and sewer mains are in close proximity to the site and could be extended to serve the commercial development of the site(s);
11. The project is exempt from the provisions of the State Environmental Policy Act, as identified in WAC 197-11-800(6)(c).
12. Based on the above findings and conclusions, approval of the zone change request would be in the best interest of the community of Richland.

EXHIBIT LIST

1. Joint Zone Change Application
2. Markel Tentative Site Plan
3. Short Plat 2302
4. Commercial zoning regulations– Chapter 23.22
5. RMC 23.42.053
6. Affidavit of publication and public hearing notice
7. Site Photos
8. Public Comments

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: 1. JLW Asset Management dba. Queensgate Storage (Jeff & Lori Wenner) & 2. Washington Securities and Investments Corporation			
Address: 1. PO Box 1175 2. 8901 W Tucannon			
City: 1. Richland 2. Kennewick	State: 1. WA 2. WA	Zip: 1. 99352 2. 99336	
Phone: 1. (509) 308-2769 2. (509) 735-2255	Fax:	Other and/or e-mail address: 1. aurahomes.jw@gmail.com 2. wsic@eltopia.com	
Please check under what capacity you are filing:			
<input type="checkbox"/> Recorded owner of the property as of		<input checked="" type="checkbox"/> Purchasing under contract as of 1. 12-10-17 2. 10-01-17	
<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:			
1. 2500 Jericho Rd. 2. 2290 Keene Rd.			
Relationship to adjacent streets (i.e., west of Main Street between 1 st Avenue and 2 nd Avenue):			
1. North of Keene Rd. between Jericho Rd and Queensgate Dr. 2. North of Keene Rd. between Jericho Rd and Queensgate Dr.			
General description of development status (i.e., vacant, agricultural, buildings, or miscellaneous improvement): 1. Vacant 2. Vacant			
Size of petition area	1. 1.84 2. 2.07	acres and	1. 80,265 2. 91,169 square feet
SECTION III - CHANGE OF ZONE REQUEST			
A change of zone from		C1	To C3
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:			
1. The zone change to C3 will allow for the expansion of the Queensgate storage facility, adding approximately 30,000 sq. ft. to the current footprint of 40,000 sq ft. The current facility has experienced an occupancy rate of 97%-100% for the past 24 months. Given the additional retail, low to high density residential expected within a two mile radius and proximity to I-82 we anticipate this demand for storage space will only grow. Buffering the zone change to the west is portion of land that will remain C1. Further to the west is a medium density residential neighborhood.			
2. To conform with adjacent properties, allow for drive through operation and later operational hours.			

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 19 DAY OF DECEMBER, 2017

ju
Applicant's Signature

Jeff Wenner

Address
PO Box 1235

City, State, Zip
Richland, WA 993352

Phone
509-308-2769

Don D Flung
Applicant's Signature

2500 JACOBO Rd
Address

Richland, WA 99352
City, State, Zip

509 937-2296
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

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 29 DAY OF November, 2017.

Gregory S. Markel
Applicant's Signature

Applicant's Signature

8901 W Tucannon Ave. STE 110
Address Kennnewick
Richland, WA 99336
City, State, Zip
509-735-2255
Phone

Address

City, State, Zip

Phone

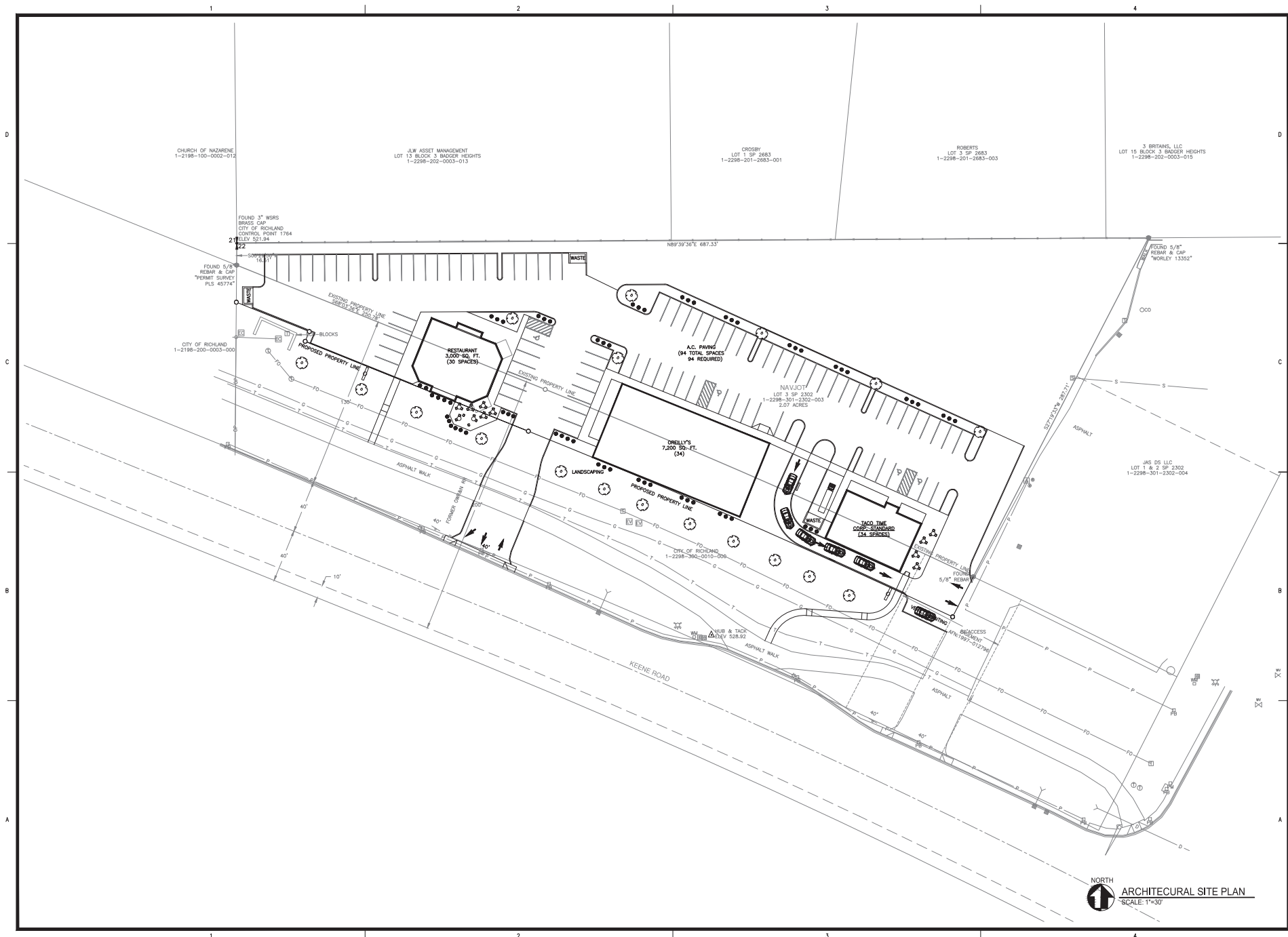
FOR OFFICE USE ONLY

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

Exhibit 2



MARKEL - KEENE

KEENE RD
RICHLAND, WA 99354

wave
DESIGN GROUP LLC
KENNEWICK, WA – 509.737.1000

DATE:	11-06-17	REVISION	BY	DATE
BY:	MK-DC			
CHKD:	HDP - DFR			
JOB #:	17-049			
LOT #:				
BLK #:				
SUBD:				
ADD:				

ARCHITECTURAL
SITE PLAN
OPTION A

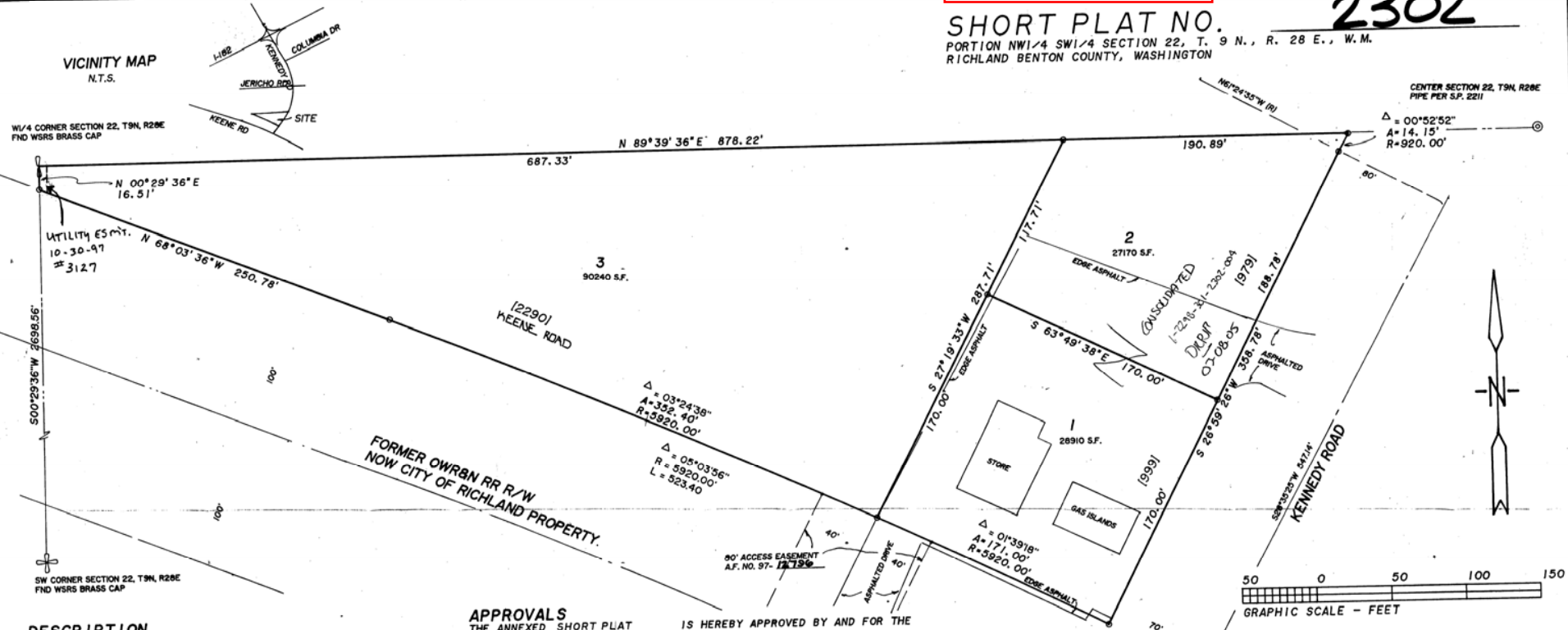
SHEET NO. :
A-101

Exhibit 3

2302

SHORT PLAT NO.

PORTION NW1/4 SW1/4 SECTION 22, T. 9 N., R. 28 E., W. M.
RICHLAND BENTON COUNTY, WASHINGTON



DESCRIPTION

THAT PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, LYING NORTHEASTERLY OF THE O.W.R. AND N. RAILROAD RIGHT OF WAY AND NORTHWEST OF STATE HIGHWAY SR 182 RIGHT OF WAY, (NOW KENNEDY ROAD).

NOTES

1. BASIS OF BEARING: SHORT PLAT NO. 2211, RECORDS OF BENTON COUNTY, WASHINGTON.
2. SET 5/8" IRON PINS WITH PLASTIC CAPS MARKED "WORLEY 13352" AT PROPERTY CORNERS UNLESS NOTED OTHERWISE.
3. NO BUILDING PERMITS FOR STRUCTURES REQUIRING POTABLE WATER WILL BE ISSUED UNTIL EVIDENCE OF AN APPROVED WATER SUPPLY IS PROVIDED.
4. NO BUILDING PERMIT WILL BE ISSUED FOR LOTS 1 AND 2 UNTIL SUCH TIME AS LOT 3 IS CONNECTED TO THE CITY OF RICHLAND SANITARY SEWER SYSTEM AND THE EXISTING DRAINFIELD LOCATED ON LOT 2 IS NO LONGER IN USE.
5. ADDRESS NUMBERS (NOTED IN BRACKETS) ARE SUBJECT TO CHANGE UNTIL THE EXACT LOCATION OF ACCESS ON THE LOTS IS DETERMINED.
6. THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY GRANTED FOR THE USE, ACCESS AND MAINTENANCE BY THE SHORT PLATTED PROPERTY'S CURRENT UTILITY PROVIDER. SAID UTILITY EASEMENTS ARE FOR THE USE, ACCESS AND MAINTENANCE OF ELECTRIC POWER, TELEPHONE, CABLE AND OTHER DEFINED UTILITIES TO AND/OR THROUGH THE PROPERTY.

HEALTH DEPARTMENT APPROVAL

NO BUILDING PERMIT SHALL BE ISSUED FOR BUILDING ON LOT 2 UNTIL BOTH LOTS 1 AND 2 ARE CONNECTED TO THE CITY OF RICHLAND PUBLIC SANITARY SEWER SYSTEM.

BENTON FRANKLIN DISTRICT HEALTH DEPARTMENT

AUDITOR'S CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF SURMUKH S. BATH AT 4:30 MINUTES PAST 4:00 P.M. THIS 30th DAY OF MAY, 1997, AND RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 2302, RECORDS OF BENTON COUNTY, WASHINGTON.

Benton County Auditor
FEE NUMBER 97-12797

APPROVALS

THE ANNEXED SHORT PLAT IS HEREBY APPROVED BY AND FOR THE CITY OF RICHLAND, STATE OF WASHINGTON.

Herb Everett
SHORT PLAT ADMINISTRATOR

5-30-97
DATE

TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND INCLUDING THE YEAR 1997.

Darwin W. Parker
BENTON COUNTY TREASURER

5-30-97
DATE

SURVEYOR'S CERTIFICATE

I CERTIFY TO ON THE BASIS OF MY KNOWLEDGE, INFORMATION AND BELIEF, I CERTIFY TO THE NORMAL STANDARD OF CARE OF PROFESSIONAL LAND SURVEYORS PRACTICING IN THE STATE OF WASHINGTON, THE COURSES AND DISTANCES SHOWN HEREON ARE AS STAKED ON THE GROUND. I FURTHER CERTIFY THAT THIS MAP CORRECTLY REPRESENTS AN ACTUAL FIELD SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION IN CONFORMANCE WITH THE SURVEY RECORDING ACT.

4/24/97
DATE
WORLEY SURVEYING SERVICE, INC., P.S.
121 S. ELY STREET
P.O. BOX 6132
KENNECK, WASHINGTON 99336
509-582-6716



IRRIGATION APPROVAL

I HEREBY CERTIFY THAT THE PROPERTY DESCRIBED HEREIN IS LOCATED WITHIN THE BOUNDARIES OF THE KENNECK IRRIGATION DISTRICT AND THAT THIS PROPERTY IS NOT CLASSIFIED AS IRRIGABLE LAND AND IS NOT ENTITLED TO IRRIGATION WATER UNDER THE EXISTING OPERATING RULES AND REGULATIONS OF THIS DISTRICT. I FURTHER CERTIFY THAT THE IRRIGATION EASEMENTS SHOWN ON THIS BINDING SITE PLAN ARE ADEQUATE TO SERVE ALL LOTS SHOWN HEREON PER THE REQUIREMENTS OF RCW 56.17.316.

Ken L. Egan
KENNECK IRRIGATION DISTRICT

4/24/97
DATE

OWNER'S CERTIFICATE

WE, SURMUKH S. BATH AND SURJIT K. BATH, HUSBAND AND WIFE, AND PIONEER NATIONAL BANK, HEREBY CERTIFY THAT WE ARE THE OWNER'S OF THE TRACT OF LAND DESCRIBED HEREON AND THAT WE HAVE CAUSED SAID LAND TO BE SURVEYED AND A SHORT PLAT PREPARED AS SHOWN AND THAT THE EASEMENTS ON THE SHORT PLAT ARE HEREBY GRANTED FOR THE USES SHOWN THEREON.

Surmukh S. Bath
SURMUKH S. BATH

Surjit K. Bath
SURJIT K. BATH

PIONEER NATIONAL BANK

BY: [Signature]

BY: [Signature]

ACKNOWLEDGMENTS

STATE OF WASHINGTON
COUNTY OF BENTON
I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT SURMUKH S. BATH AND SURJIT K. BATH, HUSBAND AND WIFE, SIGNED THIS INSTRUMENT AND ACKNOWLEDGED IT AS THE FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

Monica Huber
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
MY APPOINTMENT EXPIRES 11/26/2000

4/24/97
DATE

STATE OF WASHINGTON

COUNTY OF BENTON
I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT Max J. Webb AND Gary L. Ruster SIGNED THIS INSTRUMENT, ON OATH STATED THAT THEY ARE AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE Vice President AND Vice President, RESPECTIVELY, OF PIONEER NATIONAL BANK TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTIES FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

Monica Huber
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
MY APPOINTMENT EXPIRES 11/26/2000

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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 multifamily uses which are consistent with waterfront oriented development, and which are in conformance with RMC Title [26](#), Shoreline Management, and with applicable U.S. Corps of Engineers 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 RMC 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 (CW) 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. 28-05 § 1.02; 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 except as provided by footnote (6) of RMC [23.22.040](#):

1. Minimum Yard Requirements.

- a. Front Yard. Twenty feet except as provided by footnote (3) of RMC [23.18.040](#);
- b. Side Yards. Each side yard shall provide one foot of side yard for each three feet 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 20 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 10 feet.

4. Percentage of Lot Coverage. Apartment buildings in a C-LB district shall cover not more than 33 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-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 WAC, 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 10-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 plants 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 10 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.

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 facades facing streets shall include:

a. Glass fenestration on 50 percent to 80 percent of the ground floor of the building facade. 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 facade 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:

i. Awnings;

ii. Wall plane modulation at a minimum of three feet for every wall more than 50 feet in length;

iii. Pilasters or columns;

iv. Bays;

v. Balconies or building overhangs; or

vi. Upper story windows (comprising a minimum of 50 percent of the facade).

3. At least one pedestrian, nonservice 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 RMC [23.22.040](#) or the maximum parking standards set forth in RMC [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. 28-05 § 1.02; Ord. 07-06; Ord. 04-09; Ord. 07-10 § 1.01; amended during 2011 recodification; Ord. 32-11 § 4].

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](#) RMC.

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

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

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

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Agricultural Uses								
Raising Crops, Trees, Vineyards								P
Automotive, Marine and 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			

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Auto Part Sales		P	P	P	S			
Boat Building				P				
Bottling Plants				P				P ₂₈
Car Wash – Automatic or Self-Service		P ₂	P ₂	P ₂	S ₂			
Equipment Rentals			P	P				
Farm Equipment and Supplies Sales				P				
Fuel Station/Mini Mart	S	P	P	P	P			
Heavy Equipment Sales and 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 ₃				
Truck Rentals			P	P				
Truck Stop – Diesel Fuel Sales			S	P				
Truck Terminal				P				

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Vehicle Leasing/Renting			P ⁴	P	S ⁴			
Vehicle Sales			P ⁴	P	S ⁴			
Warehousing, Wholesale Use				P				
Business and Personal Services								
Animal Shelter				S ⁵				
Automatic Teller Machines	P	P	P	P	P	P		P
Commercial Kennel				P ⁵				
Contractors' 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 ⁵				
Hospital/Clinic – Small Animal			S ⁵	P ⁵	P			
Laundry/Dry Cleaning, Com.				P	P ²⁹			
Laundry/Dry Cleaning, Neighborhood		P	P	P	P			

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Laundry/Dry Cleaning, Retail	P	P	P	P	P	P		
Laundry – Self-Service		P	P	P	P			
Mini-Warehouse				P ₆				
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 and 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 ₇	P	P	P	P	P	P
Micro-Brewery			P	P	P	P	P	P
Portable Food Vendors ²⁶	A ²⁷	A ²⁷	A ²⁷	A ²⁷	A ²⁷	A ²⁷	A ²⁷	A ²⁸
Restaurants/Drive-Through		S ₈	P ₈	P ₈	S _{8, 9}	S _{8, 9}		
Restaurants/Lounge		P ₇	P	P	P	P	P	P

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Public Campgrounds				S			S	
Public Parks	P	P	P	P	P		P	P
Schools	P ₁₂	P ₁₂	P ₁₂	P ₁₂	P ₁₂	P ₁₂		
Schools, Alternative	P ₁₃	P ₁₃	P ₁₃	P ₁₃	P ₁₃			
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 Nonmotorized 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 ₇	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	CW
House Banked Card Rooms				P ₁₄	P ₁₄	P ₁₄	P ₁₄	
Recreational Vehicle Campgrounds				S ₁₅			S ₁₅	
Recreational Vehicle Parks				S ₁₆			S ₁₆	
Stable, Public				S ₁₇				
Theater		P ₇	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 ₁₈		P	P		
Assisted Living Facility	P		P		P ₁₈	P		
Bed and Breakfast	P	P	P	P	P	P	P	P
Day Care Center	P ₁₉	P ₁₉	P ₁₉	P ₁₉	P ₁₉	P ₁₉		
Dormitories, Fraternities, and Sororities	P				P	P		
Dwelling, One-Family Attached						P ₂₅		
Dwelling, Two-Family Detached						P		
Dwelling Units for a Resident Watchman or Custodian				A				P ₂₈
Family Day Care Home	P ₁₉					P ₁₉		
Houseboats						P	P	

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Hotels or Motels	P		P	P	P	P	P	P
Nursing or Rest Home	P		P		P ₁₈	P		
Recreational Club	A				A	A		
Senior Housing	P				P ₁₈	P		
Temporary Residence	P ₂₀	P ₂₀	P ₂₀	P ₂₀	P ₂₀	P ₂₀		P
Retail Uses								
Adult Use Establishments				P ₂₁				
Apparel and Accessory Stores		P	P	P	P	P		P
Auto Parts Supply Store		P	P	P	P			
Books, Stationery and 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 ²²	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 and Appliance Stores		P	P	P	P			

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
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 and Pet Supply Stores		P	P	P	P			
Retail Hay, Grain and Feed Stores				P				
Secondhand 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	
Cemetery	P		P	P				
Community Festivals and Street Fairs	P	P	P	P	P	P	P	P

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Convention Center	P		P	P	P	P	P	
Micro- and Macro-Antennas	P	P	P	P	P	P	P	P
Monopole			S ²³	P/S ²³	S ²³			
On-Site Hazardous Waste Treatment and Storage	A	A	A	A	A	A	A	A
Outdoor Storage		A ²⁴	A ²⁴	P ²⁴				
Storage in an Enclosed Building	A	A	A	A	A	A	A	A ²⁸

1. RMC [23.42.280](#)
2. RMC [23.42.270](#)
3. RMC [23.42.320](#)
4. RMC [23.42.330](#)
5. RMC [23.42.040](#)
6. RMC [23.42.170](#)
7. RMC [23.42.053](#)
8. RMC [23.42.047](#)
9. RMC [23.42.055](#)
10. RMC [23.42.050](#)
11. RMC [23.42.200](#)
12. RMC [23.42.250](#)
13. RMC [23.42.260](#)
14. RMC [23.42.100](#)
15. RMC [23.42.230](#)
16. RMC [23.42.220](#)
17. RMC [23.42.190](#)
18. Use permitted on upper stories of multi-story buildings, if main floor is used for commercial or office uses.
19. RMC [23.42.080](#)
20. RMC [23.42.110](#)
21. RMC [23.42.030](#)
22. Use permitted, requires special use permit with drive-through window.
23. Chapter [23.62](#) RMC
24. RMC [23.42.180](#)
25. RMC [23.18.025](#)
26. See definition, RMC [23.06.780](#)
27. RMC [23.42.185](#)
28. Activities permitted only when directly related to and/or conducted in support of winery operations.
29. 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.

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 – Multifamily 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 feet	N/A	N/A
Minimum Front Yard Setback ¹⁴	20 feet	45 feet ¹	0 feet ²	0 feet ²	CBD, Parkway, Uptown Districts: 0 feet min. – 20 feet max. ^{3, 11, 13} Medical District: 0 feet min.	Note 4,5	Note 4	20 feet
Minimum Side Yard Setback	0 feet ⁶	0 feet ⁷	None	None	0 feet ^{6,8}	0 feet ^{5,9}	0 feet	0 feet ^{6,8}
Minimum Rear Yard Setback	0 feet ^{6,8}	0 feet ⁷	None	None	0 feet ^{6,8}	0 feet ^{5,8,10}	0 feet	0 feet ^{6,8}
Maximum Building Height ¹⁴	55 feet	30 feet	80 feet	80 feet	CBD – 110 feet Medical – 140 feet Parkway – 50 feet Uptown – 50 feet	35/55 feet ¹²	35/55 feet ¹²	35 feet

Standard	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Minimum Dwelling Unit Size (in square feet, excluding porches, decks, balconies and basements)	500 feet	N/A	N/A	N/A	500 feet	500 feet	N/A	N/A

1. Each lot shall have a front yard 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 80 feet in width. Otherwise, a minimum setback of 40 feet from street centerline is required.
3. Unless a greater setback is required by Chapter [12.11](#) RMC, Intersection Sight Distance.
4. Front and Side Street. No building shall be closer than 40 feet 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 RMC [23.18.040](#).
6. In any commercial limited business (C-LB), central business (CBD) or in any commercial winery (CW) 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), the central business district (CBD) and the commercial winery (CW) districts, buildings shall maintain at least a 35-foot 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, R-2S – medium-density residential small lot, or any residential planned unit development that is comprised of single-family detached dwellings.
 - b. Buildings that are within 50 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 50 feet 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 footnote (6)(a)) shall not exceed 30 feet 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-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 10-foot 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 RMC [23.54.140](#).

d. In the C-LB and CW districts, a 20-foot setback shall be provided for any side yard that adjoins a street.

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 15-foot setback. Lots adjoining a street shall maintain a minimum 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 set back a minimum of five feet to accommodate required landscape screening as required under RMC [23.54.140](#).

9. Side Yard. No minimum, except parking shall be set back a minimum of five feet, and buildings used exclusively for residences shall maintain at least one foot of side yard for each three 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 set back a minimum of five 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 setback 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 RMC [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 35 feet; unless the planning commission authorizes an increase in building height to a maximum height of 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).

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](#) RMC.

B. Central Business District Off-Street Parking. 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 Chapter [23.54](#) RMC. The maximum number of parking spaces provided on site shall not exceed 125 percent of the minimum required parking as specified in Chapter [23.54](#) RMC; provided, that any number of parking spaces beyond the established maximum may be approved by the planning commission subject to RMC [23.22.020](#)(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 RMC [23.54.080](#), joint use; and/or

b. Within a 600-foot radius of the property, and within the CBD zoning district, a 25 percent 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 percent 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 RMC [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 inches and not higher than 36 inches 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 (RMC [23.22.040](#)). Masonry walls are subject to the performance standards found in RMC [23.22.020](#)(E), and must be granted approval by the public works director for compliance with vision clearance requirements for traffic safety before installation.

23.42.053 Drinking establishments, lounges and restaurants.

Drinking establishments, restaurants with lounges, restaurants with entertainment and indoor commercial recreation facilities, when permitted in a C-1 neighborhood retail district shall comply with the following requirements:

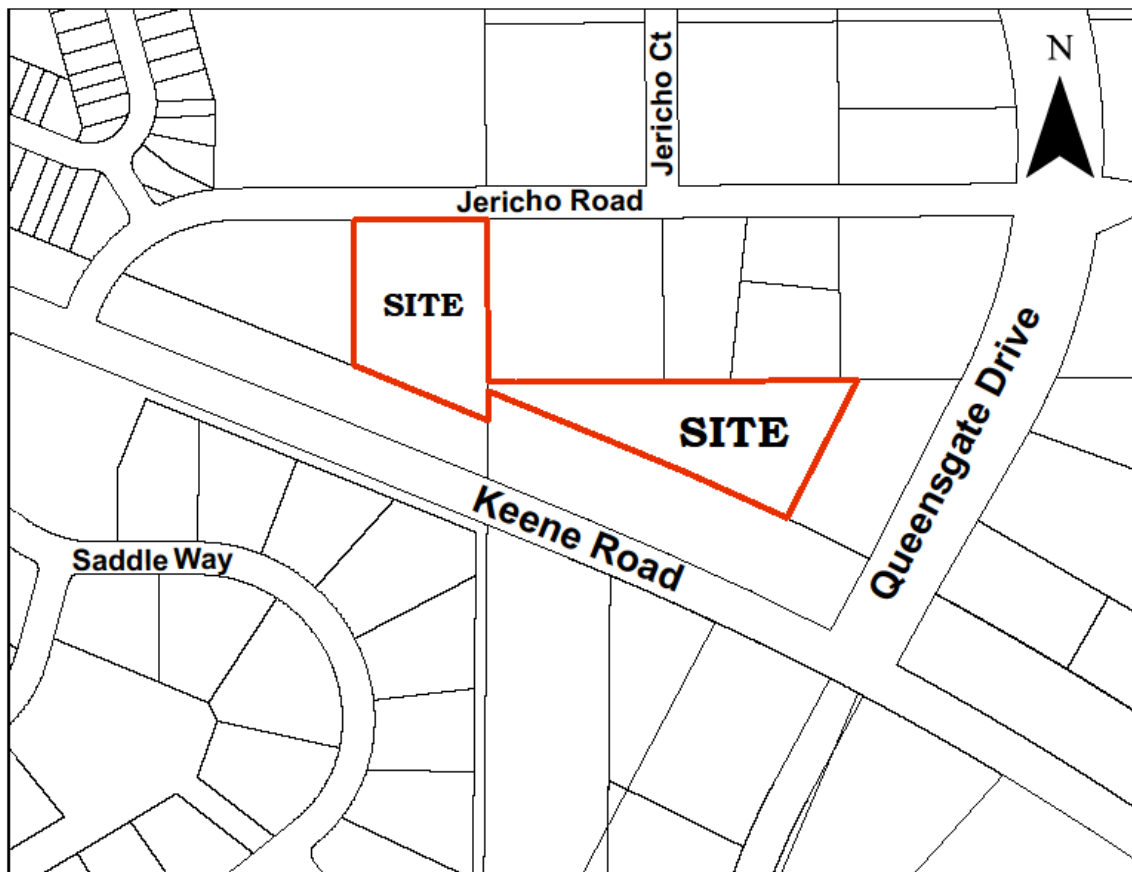
- A. The gross floor area of the building containing the use shall not exceed 5,000 square feet in area;
- B. Businesses shall not operate past 11:00 p.m.;
- C. Customer seating shall be provided only within the confines of the building, unless:
 - 1. Outdoor seating areas are screened from view with fencing or landscaping or a combination thereof;
 - 2. Any outdoor seating area shall be located at least 150 feet from the nearest property zoned for single-family residential use. (Single-family residential zones include R-1-12, R-1-10, R-2, R-2S or any residential planned unit development that is comprised of single-family detached dwellings.)

**CITY OF RICHLAND
NOTICE OF APPLICATION & PUBLIC HEARING
(Z2017-106 & Z2017-107)**

Notice is hereby given that Greg Markel & Jeff Werner have applied to rezone a 3.9 acre site generally located north of Keene Road, south of Jericho Road and west of Queensgate Drive, from C-1 (Neighborhood Retail) to C-3 (General Business).

A public hearing on the proposed rezone will be held before the Hearing Examiner on Thursday, **January 25, 2018** at 6:00 pm in the Council Chambers, 505 Swift Blvd., Richland WA 99352.

Any person desiring more information, to express views or to be notified of any decisions pertaining to these application should notify Shane O'Neill, Senior Planner, 505 Swift Blvd, MS35, Richland, WA 99352. Ph. 509-942-7587, soneill@ci.richland.wa.us.



AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Shane O'Neill**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning & Development Department for the City of Richland.

2. On the 28th day of December, 2017, I posted the attached NOTICE OF PUBLIC HEARING, File Number's Z2017-106 & Z2017-107 at the following location:

The southeast corner of parcel # 1-22983012302003, located approximately 235 feet north of the intersection of Queensgate Drive and Keene Road.



Print Name: Shane O'Neill

SIGNED AND SWORN to before me this 29th day of December, 2017 by SHANE O'NEILL.



Signature of Notary

Joseph D. Bircher

Printed Name

Notary Public in and for the State of Washington,

Residing in Richland, WA

My appointment expires: 7-7-18



AFFIDAVIT OF MAILING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, Kathy Anderson, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning & Development Department for the City of Richland.
2. On the 29th day of December, 2017, I mailed a copy of the attached NOTICE APPLICATION AND PUBLIC HEARING to the attached list of individuals via regular USPS on the date indicated above. The Notice is regarding an application to rezone a 3.9 acre site from C1 (Neighborhood Retail) to C-3 (General Business).

Kathy L. Anderson
Signed Name: Kathy Anderson

SIGNED AND SWORN to before me this 2nd day of January, 2018 by Kathy Anderson.



Cynthia Lynn Somers
Notary Public in and for the State of Washington,
Residing at Kennewick WA
My appointment expires: July 10, 2020
Cynthia Lynn Somers
Printed Name

Looking North



Looking East



Looking South



Looking West



ONeill, Shane

From: SCOTT ZANGRILLI <zangrilli@hotmail.com>
Sent: Monday, February 12, 2018 9:26 AM
To: O'Neill, Shane
Subject: REZONEING NEAR JASON LOOP

Mr. O'Neill -

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol until 2 AM just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; I have a young child and there are many young children living of Jason Loop, please think of the impact it will have on them.

Thank you for your consideration and help!

Sincerely,

Scott Zangrilli

2705 Jason Loop, Richland, WA

ONeill, Shane

From: Spencer Peterson <spencer.peterson@yahoo.com>
Sent: Sunday, February 11, 2018 6:31 PM
To: ONeill, Shane
Subject: proposed zoning changes: z2017-106, z2017-107

To: Shane O'Neill, Richland Planner
soneill@ci.richland.wa.us

From: A concerned resident of 2712 Jason Loop

re: z2017-106, z2017-107

Mr. O'Neill -

As a resident of Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol until 2 AM just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunk parties into that mix will be a disaster for what is currently a nice, safe, and quiet neighborhood.

Thank you for your consideration and help!

Sincerely,

Spencer Peterson

2712 Jason Loop, Richland, WA

ONeill, Shane

From: Michele Poteet <micheleislove@gmail.com>
Sent: Sunday, February 11, 2018 9:00 PM
To: ONeill, Shane
Subject: re: z2017-106, z2017-107

Mr. O'Neill -

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol [until 2 AM](#) just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunk partiers into that mix will be a disaster for what is currently a nice, safe, and quiet neighborhood.

With Queensgate already being a popular area, the restaurant will be profitable enough, they do not need to sell alcohol until 2am to do so. Additionally, changing the zoning invites others to develop the area and serve alcohol until 2am as well.

Thank you for your consideration and help!

Sincerely,

Michele Poteet

[2605 Jason Loop, Richland, WA](#)

ONeill, Shane

From: Iris Watahomigie <watairis@yahoo.com>
Sent: Sunday, February 11, 2018 7:07 PM
To: ONeill, Shane
Subject: Z2017-106 z2017-107

From: A concerned resident of 2712 Jason Loop
re: z2017-106, z2017-107

Mr. O'Neill -

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol [until 2 AM](#) just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunk partiers into that mix will be a disaster for what is currently a nice, safe, and quiet neighborhood.

Thank you for your consideration and help!

Sincerely,
Iris

Sent from my iPad

ONeill, Shane

From: Laurie Hutton <hutlka9@gmail.com>
Sent: Monday, February 12, 2018 7:32 AM
To: O'Neill, Shane
Subject: rezoning request Z2017-106 Z2017-107

To: Shane O'Neill, Richland Planner
soneill@ci.richland.wa.us

From: A concerned resident of [2753 Jason Loop](#)
re: z2017-106, z2017-107

Mr. O'Neill -

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol until 2 AM just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunk partiers into that mix will be a disaster for what is currently a nice, safe, and quiet neighborhood.

Thank you for your consideration and help!

Sincerely,

Laurie Hutton

[2753 Jason Loop, Richland, WA](#)

ONeill, Shane

From: Horizon Heights HOA <richlandhorizonheightshoa@gmail.com>
Sent: Sunday, February 11, 2018 6:48 PM
To: O'Neill, Shane
Subject: z2017-106, z2017-107

To: Shane O'Neill, Richland Planner
soneill@ci.richland.wa.us

From: Horizon Heights Home Owners Association
re: z2017-106, z2017-107

Dear Mr. O'Neill -

As representatives of all homeowners and residents of Horizon Heights, aka Jason Loop, we urge you, in the strongest possible terms, to deny Mr. Markel's petition to change zoning laws near our neighborhood from C-1 to C-3. This change would be an unmitigated disaster for our neighborhood, allowing late-night drinking and driving just a block from the entrance to our community; it's not too difficult to imagine drunk partiers driving dangerously through the streets of Jason Loop at 2 or 3 AM, smashing into cars and destroying property. Not only will noise, traffic, and crime increase as a result, but the value of our homes and the safety of our residents, pets, and property will likely decrease as well.

Thank you for your consideration and help!

Sincerely,

Spencer Peterson, Heather Coleman, Cindy Hutsell, and Steven Houser

Horizon Heights HOA Board of Directors

PO Box 814, Richland, WA 99352

richlandhorizonheightshoa@gmail.com

ONeill, Shane

From: Aphrodite Beidler <t.aphrodite@gmail.com>
Sent: Sunday, February 11, 2018 8:00 PM
To: O'Neill, Shane
Subject: disappointed richland resident

To: Shane O'Neill, Richland Planner
soneill@ci.richland.wa.us

From: Resident of 2577 Jason Loop, Richland
re: z2017-106, z2017-107

Dear Mr. O'Neill:

As a home owner living in the Jason Loop neighborhood, I am saddened and disappointed after hearing your plans turning our friendly family neighborhood into an unsafe place.

Why would you allow a restaurant serving alcohol until 2 AM just a block from a neighborhood full of kids?

So far, this side of Richland around Queensgate, has been thriving however, the traffic is getting to be a problem. We need you to bring solutions to the traffic and congestion that causes accidents, delays and frustrations. We need problem solving.

Please help make our city better!

Yours truly,

A. Beidler
[2577 Jason Loop, Richland, WA](#)

ONeill, Shane

From: Mary Ann Nielsen <maryanns4@frontier.com>
Sent: Monday, February 12, 2018 10:26 AM
To: ONeill, Shane
Subject: Proposed zoning changes z2017-106, z2017-107

Mr. O'Neill,

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol until 2 AM just a block from the entrance to our neighborhood. The increased traffic, noise and crime will be bad enough; throwing drunk partiers into that mix will be a disaster for what is currently a nice, safe, and quiet neighborhood.

Thank you for your consideration and help!

Sincerely,

Mary Ann Nielsen

2713 Jason Loop, Richland, WA

ONeill, Shane

From: Lindsay Dammarell <lindsaydammarell@yahoo.com>
Sent: Monday, February 12, 2018 1:14 PM
To: ONeill, Shane
Subject: Concerned resident of Jason Loop

re: z2017-106, z2017-107

Mr. O'Neill -

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol [until 2 AM](#) just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunk partiers into that mix will be a disaster for what is currently a nice, safe, and quiet neighborhood.

Thank you for your consideration and help!

Sincerely, Lindsay Dammarell 2613 Jason Loop Richland, Wa 99352

Sent from my iPhone

ONeill, Shane

From: Mark Swanson <mfs7591@yahoo.com>
Sent: Tuesday, February 13, 2018 6:25 AM
To: O'Neill, Shane
Subject: zoning proposal

Mr. O'Neill -

As a home owners living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene which at present is a safe, quiet neighborhood full of children and people who work. The proposal is an insult to our community and shows a complete lack of concern for the future of the Horizon Heights community. We do not want or need a restaurant serving alcohol until 2 AM just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunks who often include drugs into that mix will be a disaster. However decisions like these are often made when there is enough money to influence the better judgement of society. Please consider your plans and relocate this project to an area like Duportail where there is ample parking every evening. This is currently a nice, safe, and quiet neighborhood that already has parking problems for families to raising their children. Don't screw it up. Personally, I am sure that my wife and I would undoubtedly end up leaving.

Thank you for your consideration and help!

Sincerely,

Mark & Coka Swanson

2740 Jason Loop, Richland, WA

ONeill, Shane

From: Heather Coleman <hmc22@hotmail.com>
Sent: Tuesday, February 13, 2018 9:27 AM
To: O'Neill, Shane
Subject: Jericho Road Rezoning

Good Morning,

My name is Heather Coleman and I own the home at [2589 Jason Loop](#) in Richland. It's come to my attention that a rezoning proposal has been submitted for the property across the street from our Horizon Heights neighborhood to allow for not just a restaurant but a bar/nightclub establishment. I would like to make my voice heard that I'm entirely opposed to such an action and do not want this type of business, noise, or nightclub atmosphere so near to my home.

This would increase traffic on Jericho, as well as placing easily accessible alcohol and a nightclub environment directly behind a halfway house which could increase the crime in our neighborhood as well as set the individuals in that halfway house up for failure. The noise and decreased property values are also a major concern.

I respectfully request that you please reject any rezoning of these properties in the Jericho Road area.

Thank you for your time and consideration of our neighborhood and our property values!

Respectfully,
Heather Coleman
[360-303-1740](tel:360-303-1740)

Sent from my iPhone

ONeill, Shane

From: Sharon Libby <libbybear@charter.net>
Sent: Tuesday, February 13, 2018 11:18 AM
To: O'Neill, Shane
Subject: Zoning

Attn: Shane O'Neill:
Regarding file number Z2017-106 Z2017-107

We are totally against the rezoning on Jason Loop and Jericho.
We don't need to turn Jason Loop, Jericho and Keene into another congested area! There is so much congestion in our area right now and we don't really need any more.
I'm sure this will affect our property value and we don't need more houses; not to mention the noise, crime and increased traffic. Around 7-8 a.m. there are times we have to wait 20-30 minutes now just to be able to get to the freeway. Do we really need more traffic in this area?
Please consider others when you make these decisions and do not rezone this area.
Regards, Rick and Sharon Libby

O'Neill, Shane

From: Laurie Hutton <hutlka9@gmail.com>
Sent: Tuesday, February 13, 2018 12:45 PM
To: O'Neill, Shane
Subject: Re: rezoning request Z2017-106 Z2017-107

Mr. O'Neill-

As I study the potential location of a restaurant that could be serving alcohol until 2am, I realize that my two bedroom windows will face right square on with the restaurant. I open bedroom windows at night and need to retire early at night and get up early for work. If needed, I will call the police if there is a noise disturbance of people or loud music. And I will do it every time it occurs that it disturbs my sleep. Personally, I don't understand the location choice for a restaurant by the developer when there is land further west on Keene that is in an area of other commercial development, not right by a housing community.

Thank you for your consideration and serious look into concerned citizens comments.

Laurie Hutton
2753 Jason Loop, Richland, WA

On Mon, Feb 12, 2018 at 8:26 AM, O'Neill, Shane <soneill@ci.richland.wa.us> wrote:

Your comment has been received.

Thank you,

Shane O'Neill

Senior Planner

942-7587

From: Laurie Hutton [mailto:hutlka9@gmail.com]
Sent: Monday, February 12, 2018 7:32 AM
To: O'Neill, Shane <soneill@ci.richland.wa.us>
Subject: rezoning request Z2017-106 Z2017-107

To: Shane O'Neill, Richland Planner
soneill@ci.richland.wa.us

From: A concerned resident of [2753 Jason Loop](#)
re: z2017-106, z2017-107

Mr. O'Neill -

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol until 2 AM just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunk partiers into that mix will be a disaster for what is currently a nice, safe, and quiet neighborhood.

Thank you for your consideration and help!

Sincerely,

Laurie Hutton

[2753 Jason Loop, Richland, WA](#)

ONeill, Shane

From: Delores lundy <dellundy@gmail.com>
Sent: Tuesday, February 13, 2018 4:15 PM
To: O'Neill, Shane
Cc: soneil@co.Richland.wa.us
Subject: Rezone of Jericho and Keene

Mr O'Neill,

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol until 2 am just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunk partners into the mix will be a disaster for what is currently a nice, safe, and quiet neighborhood .

Thank you for your consideration and help!

Sincerely,

Delores Lundy
2720 Jason Loop

Sent from my iPhone

ONeill, Shane

From: Denise Kirwan-Pitney <dlkp@me.com>
Sent: Tuesday, February 13, 2018 6:06 PM
To: O'Neill, Shane
Subject: Re: Z2017-106 z2017-107

Dear Mr. O'Neill,

We, the Board of Directors for the Country Ridge Homeowners Association, want to register our extreme dismay and objections to the possible re-zoning of the property across Keene Rd. from Country Ridge. A number of our homeowners attended the January 25th hearing for this re-zoning, only to find out that the developer didn't bother to show up.

At our Board meeting the other night we again had a number of homeowners present who expressed their concerns about this possible re-zoning and their intention to attend the re-scheduled hearing on February 22nd.

Please let the record show that the homeowners and the Board of Directors in the Country Ridge Homeowners Association are vehemently opposed to changing the zoning from C-1 to C-3 in that area across from our neighborhood.

Thank you for your consideration.

Sincerely,

Denise Kirwan-Pitney,
Dr. Ron Marsh,
Dr. Richard Long,
Dennis Reynold,
Mark Prytherch,
Sue Duffy

ONeill, Shane

From: Graham MacLean <macleansemail@gmail.com>
Sent: Tuesday, February 13, 2018 7:03 PM
To: O'Neill, Shane
Cc: Denise Kirwan-Pitney
Subject: Z2017-106, Z2017-107

Hello Mr. O'Neill,

I am a homeowner in Country Ridge Estates, and my property backs up to Keene Rd. My wife and I are very opposed to changing the zoning for the property along Keene Rd. to C-3. We have already suffered property value loss and considerable increase in noise due the expansion of Keene Road. We do not want the additional increase in traffic, noise, and potentially crime that will come with rezoning.

Thank you for your attention to this matter, and for your work on behalf of Richland residents.

Sincerely,

Graham MacLean
1113 Foxtrot Lane
509-212-8272

ONeill, Shane

From: Mary Banks <Banksmary1@msn.com>
Sent: Tuesday, February 13, 2018 7:15 PM
To: O'Neill, Shane
Subject: RE: Rezone Public Hearing Notice

master file #'s Z2017-106 & Z2017-107

Greg Markel's proposal to rezone the property on Keene Road across the street from Country Ridge Residential Neighborhood from the current and established C-1 zone should be not approved by the planning commission.

Chapter 23.22 pertaining to commercial zoning districts states that under the current C1 classification, the neighborhood retail business use district is a limited zoning which primarily provides retail products and services for the convenience of nearby neighborhoods with minimal impact to the surrounding residential area. Businesses that benefit and serve the immediate neighborhood, such as coffee shops, mini marts, medical offices are beneficial with minimal impact to our Country Ridge and surrounding neighbors. By beneficial, I mean their business will not in any way deter from the property values of the neighborhood or impinge on the repose of the neighborhood. The C1 zoning is more restrictive than C3 (General Business) for a reason. To minimize the impact to the surrounding residential neighborhood. A C-1 business must conform to the requirements of Chapter 173-60 WAC, Maximum Environmental Noise Levels. Lighting, shall be shielded or arranged so as not to reflect or cause glare to extend into any residential districts

The lighting, noise levels, building height, size, setbacks, building structure of C-3 zones do not fit into or benefit the general immediate residential neighborhood. In addition, the C-3 business that developer Greg Markel is proposing; a nightclub, would inflict excess noise from the property which would be considered a nuisance under the RMC Chapter 9.16 Public Nuisance Noise Prohibited.

A C-3, (General Business) zoning could mean that within 150 feet of our Country Ridge homes we could see drinking establishments, i.e. a bar, tavern or nightclub that serve alcohol until 2am, warehouses and distribution facilities, major automotive repair, a homeless shelter, public campgrounds, hotel or motel, farm equipment and supplies sales, manufactured home sales lot, used car sale lot, towing and vehicle impound lot. The restrictions of a C-1 Neighborhood Retail Business would not allow the undesirable business and any restaurant/drinking establishments must close its doors by 11pm and have limited outdoor seating and less than 5000 feet of inside floor space. The C-3 business can exceed all these criteria. Our home is located on the corner of Country Ridge Dr. and Foxtrot Lane, and we can hear the music from Bookwalter Winery which is a straight 1/2 mile from us. This is 3 times the distance of the proposed nightclub. We can hear this music inside our house with the windows shut. Fortunately, Bookwalter only has outdoor parties once during the summer. The noise emanating from a tavern would not stop at our property lines. There are many homes along Saddle Way, Appaloosa Way that are 150 feet away from Markel's property that will also be severely impacted by nuisance noise. The surrounding terrain rises up in height starting at Jericho Road and continues rising all the way up to the top of Badger Mountain. This physical feature is such that it acts like an amphitheater; the noise rises up as the terrain rises and it funnels up through the open areas to the existing homes.

To have a lounge with outdoor music and dancing every summer night until 2am that I would have to listen to that is 800 feet from my home would be unbearable. This factor by itself would violate RMC Chapter 9.16 Public Nuisance Noise Ordinance which states that any noise that unreasonably disturbs or interferes with the peace, comfort and repose of another person is prohibited. This includes noise made by musical instruments, sound amplifiers, jukebox, radio, TV or other similar devices which emanates from a building, structure or property between the hours of 9pm and 7am so as to be audible greater than 50 feet from the building, structure or property.

There is also a community walk path that runs right in front of the property that Mr. Markel wants to rezone. It is used regularly all year long. In the summer months many families with small children walk and ride their bikes along this path. Do we really want them to be subject to loud, obnoxious music from a local nightclub? (

Greg Markle has closed a business in downtown Richland recently. What is to prevent him from closing this proposed business in our neighborhood? Then some other developer could buy it and put in other undesirable businesses as stated above. In essence, Markle is trying to increase his property value on the backs of the residents of Country Ridge.

The following questions need to be addressed and answered to the satisfaction of the community:

How will the proposed land use impact the traffic? We do not want Keene Road to become another Road 68.

What is the purpose of the rezone and does this rezone and subsequent proposal fit into the general neighborhood community?

Where will the entrances and exits be?

What about this business will benefit the neighborhood and surrounding community?

Can Markel's business be located elsewhere? Why this specific piece of property?

Given that we do not know the answers to these questions I believe we can not allow a rezone from C1 to a C3.

Sincerely and Respectfully,

Dave and Mary Banks

1110 Country Ridge Dr.

Richland, WA

Sent from [Mail](#) for Windows 10

From: [ONeill, Shane](#)

Sent: Tuesday, January 30, 2018 4:57 PM

To: jeffmartysworld@yahoo.com; [david.ashley; REECEHAMM@gmail.com](mailto:david.ashley@reecehamm.com); Spencer.Peterson@yahoo.com; LACL53@aol.com; WRCALUSA@aol.com; jonputz74@gmail.com; abjpestes@charter.net; Banksmary1@msn.com; tloleson@aol.com; suereinhardt@att.net; doubledovemkb@gmail.com; w.d.reinhart@att.net; DLKP@one.com

Subject: Rezone Public Hearing Notice

Hello everyone,

With regard to the rezone application(s) (master file #'s Z2017-106 & Z2017-107) for the sites on Jericho Road and Keene Road, I am sending notice of public hearing to be held on **February 22nd** at 6pm in the Council Chambers. Feel free to provide your comment letters to me directly by responding to this email. Comments received on or before

February 14th will be incorporated into the staff report for review by the Hearing Examiner; all other comments will be provided to the Hearing Examiner during the hearing.

Thank you,

Shane O'Neill

Senior Planner

City of Richland

(509)942-7587

**CITY OF RICHLAND
NOTICE OF APPLICATION & PUBLIC HEARING
(Z2017-106 & Z2017-107)**

Notice is hereby given that Greg Markel & Jeff Werner have applied to rezone a 3.9 acre site generally located north of Keene Road, south of Jericho Road and west of Queensgate Drive, from C-1 (Neighborhood Retail) to C-3 (General Business).

A public hearing on the proposed rezone will be held before the Hearing Examiner on Thursday, **February 22, 2018** at 6:00 pm in the Council Chambers, 505 Swift Blvd., Richland WA 99352.

Any person desiring more information, to express views or to be notified of any decisions pertaining to these application should notify Shane O'Neill, Senior Planner, 505 Swift Blvd, MS35, Richland, WA 99352. Ph. 509-942-7587, soneill@ci.richland.wa.us.

ONeill, Shane

From: david ashley <davidjamesashley@msn.com>
Sent: Tuesday, February 13, 2018 8:36 PM
To: O'Neill, Shane
Subject: FW: Rezoning application Keene Road

Sent from [Mail](#) for Windows 10

From: [david ashley](#)
Sent: Tuesday, February 13, 2018 8:28 PM
To: soneil@ci.richland.wa.us
Subject: Rezoning application Keene Road

Attn: Shane O'Neil, Senior Planner soneil@ci.richland.wa.us

Reference Master file numbers z2017-106 z2017-107

As a homeowner in Country Ridge I object to the proposed rezoning in the application. My main objection is that the types of buildings permitted, and hours of operation, are not suitable to this location across the street from a housing development

Commercial C-3 zoning permits a hotel, buildings up to 100 feet high, bars/restaurants serving alcohol till 2am, dancing, and potentially staying open all night. None of these are suitable for this location. Duportail is where these types of structures are currently located, and should not be located on Keene Road.

I understand that the applicant wishes to have two food establishments and two retail operations. While not desirable, I believe that these can be accommodated under the current C-1 zoning with the restriction that closing is required by 11 pm. Again, not desirable, but much better than a facility serving alcohol till 2 am and possibly staying open all night. The potential for late night trouble in Country Ridge is unnerving with C-3 zoning.

It is understood that the adjacent land was rezoned to C-3 to permit storage facilities. However, storage facilities are a much preferred neighbor than late night bars with dancing. Please do not permit this requested rezoning. I trust that you will act in the interests of the Country Ridge residents and not the specific undesirable interests of this land owner.

Respectfully submitted

David Ashley
2450 Saddle way
Richland

Sent from [Mail](#) for Windows 10

ONeill, Shane

From: Amy K Low <lowsonthego@mac.com>
Sent: Wednesday, February 14, 2018 6:50 AM
To: ONeill, Shane
Subject: Country Ridge - Please no business rezoning - master file number Z2017-106 z2017-107

Dear Shane O-Neill,

This is a letter expressing opposition to possible changes in zoning near our Country Ridge neighborhood. My husband and I purchased our home in Country Ridge 7 years ago and do not want the property across Keene from our neighborhood rezoned into a business district.

We are concerned that changing the zoning to business zoning (Z2017-106 z2017-107) will:

- **reduce our neighborhood property values**
- **increase traffic out of our neighborhood- which is worsening each year just with the new homes being built along Keene and adding a business there will make the traffic worse still.**
- **increase traffic at Jericho and Queensgate - This area is already terribly congested. Adding a business on Jericho will add considerable traffic to an already congested area. It is yet to be determined if traffic circle(s) and the duportail bridge will reduce congestion. But, re-zoning the area to a business district at this time seems unwise and premature, as it will undoubtedly add more traffic to an already bad area.**
- **increase crime and noise**
- **create a road 68 environment**
- **make the bike/foot path on Keene unsafe for our kids due to increased traffic from businesses**
- **bring late night (drunk) trespassers after close of business coming to our neighborhood to hang out at the park and jump the fence to use the pool**

We obviously cannot move our home or neighborhood to protect our home values and family environment. But, we sincerely hope that the city planners will take our concerns to heart. I believe there are plenty of places already zoned for business that it is not necessary to change zoning across from Country Ridge neighborhood by Keene and Jericho. Changing zoning would forever change our neighborhood, increase traffic, and would decrease our property values. Please protect our family and our home and do not rezone the area by Keene and Jericho into a business district!

Thank you for your time and service to Richland.
Sincerely,

Amy and Corey Low
1107 Bridle Drive

Richland, WA 99352

ONeill, Shane

From: Tom Cleaves <cleavesmd@yahoo.com>
Sent: Wednesday, February 14, 2018 7:20 AM
To: O'Neill, Shane
Subject: Don't Rezone!!

Mr. O'Neill,

I am a resident of the Country Ridge community in Richland, WA. I am writing in regards to the C3 zoning hearing on the 22nd of February for the land across Keene from our Country Ridge neighborhood. The master file number is Z2017-106 z2017-107. I want to express my concern about the negative impact on our community with this re-zoning. These include but are not limited to increased traffic in an already congested intersection area, unsavory characters near our neighborhood at night, and even a drop in home values. We moved back to this area after 15 years away. We moved back for the slow pace of life here in the tri cities and the safety of this great neighborhood. Please take my concerns into consideration and don't change the zoning across the street from our neighborhood.

V/R,
Dr. John Cleaves

ONeill, Shane

From: Sumner, Tim P <Tim.Sumner@pnnl.gov>
Sent: Wednesday, February 14, 2018 7:46 AM
To: ONeill, Shane
Subject: Proposed Zoning change

Mr. Richland City Planner,

I am writing this letter because I am very concerned about the proposed change to allow alcohol so close to my neighborhood. This business that is requesting this change is less than a block from the only entrance to our neighborhood and just the traffic, noise, and the crime it will bring alone, is very concerning to me. Add alcohol to the mix along with drunken parties is a recipe for disaster. This neighborhood is a quiet, peaceful place that we have enjoyed raising our kids in and am NOT happy that the city of Richland is entertaining the idea of rezoning to allow such a disturbance so close to our homes. Please do NOT grant this petition to change the zone!

Thank you for your assistance in this manner

Sincerely,

Tim Sumner

2685 Jason Loop, Richland WA

ONeill, Shane

From: Leaf Fael <mymmerbee@gmail.com>
Sent: Wednesday, February 14, 2018 8:16 AM
To: O'Neill, Shane
Subject: Zoning

Mr. Shane O'Neill,

I am requesting that the area of Keene and Queensgate remain zoned C-1.

We recently moved away from a community that let developers dictate poor development practices, and, as a result home values decreased and so did the schools' standards.

Our choice to live in Richland was intentional. We believed the city valued the current development zones and/or home owners and wouldn't switch zoning for deep pocket developers.

Your time is appreciated!
Lisa Freeze

Exhibit 8

ONeill, Shane

From: Bill LaDow <ladowwg@gmail.com>
Sent: Wednesday, February 14, 2018 10:02 AM
To: ONeill, Shane
Subject: From: A concerned resident of 2717 Jason Loop re: z2017-106, z2017-107

Mr. O'Neill-

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol until 2 AM just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be bad enough; throwing drunk partiers into that mix will be a disaster for what is currently a nice, safe, and quiet neighborhood.

Thank you for your consideration and help!

Sincerely,

Bill LaDow

2717 Jason Loop, Richland, WA

ONeill, Shane

From: Knutson, Brad <Brad.Knutson@parsons.com>
Sent: Wednesday, February 14, 2018 10:44 AM
To: ONeill, Shane
Subject: Country Ridge Homeowner - Brad & Linda Knutson - Please reject rezoning proposal

Re: re-zoning hearing (2/22) for property across from Country Ridge – proposal to change zoning to C-3

Mr. O'Neill – we respectfully feel the impact of changing subject property zoning to C-3 (business district) presents several negative impacts to our residential area living conditions and home values. We've already experienced significantly increased traffic and noise due to the two-lane divided Keene roadway implemented by the city without adequate freeway access points for the growing neighborhoods west of Country Ridge that creates a bottleneck and congested intersection area (Keene / Queensgate) proximate to the area proposed for rezoning. The rezoning would only exacerbate the traffic and noise for business interests even into the late night hours in an already congested area. These conditions already negatively impact Country Ridge home values based on feedback from realtors and potential home buyers for our area. Businesses that stay open into late night and early morning hours serving alcohol also may not bring appropriate patrons to our neighborhood areas.

We do not want the property across the road from our neighborhood rezoned into a business district due to these negative impacts. Please reject this rezoning proposal on our behalf.

Thank you,

Brad and Linda Knutson
1120 Foxtrot Lane, Richland

ONeill, Shane

From: i»¿DuaSch <das51@frontier.com>
Sent: Wednesday, February 14, 2018 12:18 PM
To: ONeill, Shane
Subject: Rezoning: Z2017-106 z2017-107

Mr. O'Neill

As a Country Ridge Homeowner I am opposed to rezoning the area to C-3 (ref: Z2017-106 z2017-107) that is along Keene Road across from Country Ridge. I don't feel the desires of a developer should be heard and heeded above the desires of long time residents of the impacted area.

DA Schulz
1119 Appaloosa Way
Richland, WA

ONeill, Shane

From: w.d.reinhart <w.d.reinhart@att.net>
Sent: Wednesday, February 14, 2018 1:21 PM
To: ONeill, Shane; suereinhart@att.net; W D. REINHART
Subject: Re: Rezone Comments - master file #'s z2017-106, z2017-2017-107

Hello Shane,

Sue and I are Country Ridge residents of 9 years. Our view is that the proposed rezoning should not occur. We believe our community and surrounding zoning restrictions meet the current and future needs for long term growth. Our neighborhood attracts well educated higher income families due to its low crime rate, easy access to retail and family entertainment, and country living atmosphere. Our property values are rising as people notice the quality of life here.

Please don't go backwards with the surrounding land use. Storage units and all night dance halls typically move on as light industry moves in, sometimes with new businesses seeking professionals from local communities. Country Ridge has many residents interested in maintaining and improving our community standards, as does the City of Richland.

Doug & Sue Reinhart

Sent from my Galaxy Tab A

----- Original message -----

From: "ONeill, Shane" <soneill@CL.RICHLAND.WA.US>

Date: 1/30/18 4:57 PM (GMT-08:00)

To: jeffmartysworld@yahoo.com, david ashley <davidjamesashley@msn.com>, REECEHAMM@gmail.com, Spencer.Peterson@yahoo.com, LACL53@aol.com, WRCALUSA@aol.com, jonputz74@gmail.com, abjpestes@charter.net, Banksmary1@msn.com, tloleson@aol.com, suereinhart@att.net, doubledovemkb@gmail.com, w.d.reinhart@att.net, DLKP@one.com

Subject: Rezone Public Hearing Notice

Hello everyone,

With regard to the rezone application(s) (master file #'s Z2017-106 & Z2017-107) for the sites on Jericho Road and Keene Road, I am sending notice of public hearing to be held on **February 22nd** at 6pm in the Council Chambers. Feel free to provide your comment letters to me directly by responding to this email. Comments received on or before February 14th will be incorporated into the staff report for review by the Hearing Examiner; all other comments will be provided to the Hearing Examiner during the hearing.

Thank you,

Shane O'Neill

Senior Planner

City of Richland

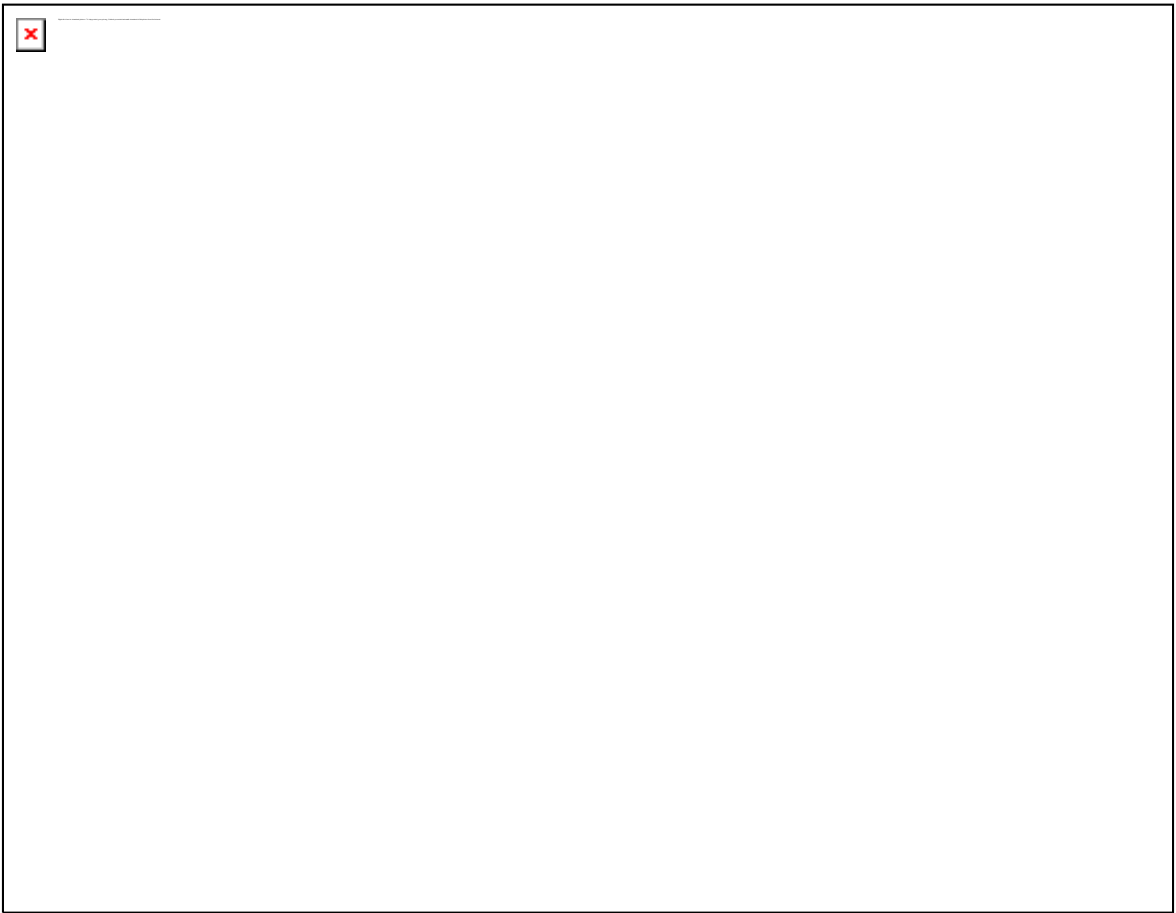
(509)942-7587

CITY OF RICHLAND
NOTICE OF APPLICATION & PUBLIC HEARING
(Z2017-106 & Z2017-107)

Notice is hereby given that Greg Markel & Jeff Werner have applied to rezone a 3.9 acre site generally located north of Keene Road, south of Jericho Road and west of Queensgate Drive, from C-1 (Neighborhood Retail) to C-3 (General Business).

A public hearing on the proposed rezone will be held before the Hearing Examiner on Thursday, **February 22, 2018** at 6:00 pm in the Council Chambers, 505 Swift Blvd., Richland WA 99352.

Any person desiring more information, to express views or to be notified of any decisions pertaining to these application should notify Shane O'Neill, Senior Planner, 505 Swift Blvd, MS35, Richland, WA 99352. Ph. 509-942-7587, soneill@ci.richland.wa.us.



ONeill, Shane

From: suereinhart <suereinhart@att.net>
Sent: Wednesday, February 14, 2018 1:51 PM
To: O'Neill, Shane
Subject: Fwd: RE-ZONING - MASTERFILE #s Z2017-106 & Z2017-107

Sent from my Verizon 4G LTE smartphone

----- Original message -----

From: Susan Reinhart <suereinhart@att.net>
Date: 2/9/18 3:07 PM (GMT-08:00)
To: Susan Reinhart <suereinhart@att.net>
Subject: RE-ZONING - MASTERFILE #s Z2017-106 & Z2017-107

Shane

Thank you for this opportunity to comment on the proposed rezoning applications sites on Jericho and Keene Road.

Country Ridge has been and continues to be one of the most desirable neighborhoods in the Tri Cities. With its safe family friendly appeal, quiet walking and horse trails, open green belt areas and appreciation for nature. The city of Richland has already identified our area as a traffic problem by approving two new roundabouts to be installed in the near future. Changing the zoning will only complicate this problem. We need a greater long term growth investment solution for the community, not a quick buck investment just to fill our open land. By keep the zoning to C-1, this will continue to promote neighborhood store fronts, with local restaurants, shops and cafés. Let's continue to be a model by enhancing our beautiful walking and bike paths with the European style atmosphere that big cities have recognized as the future. We can be the first to demonstrate how home owners and City Planners can work together to make our area a unique place to live and want to move to.

Sue Reinhart, 1107 Appaloosa Way, Richland

ONeill, Shane

From: MARK FREEMAN <Mark-Freeman@msn.com>
Sent: Wednesday, February 14, 2018 3:15 PM
To: ONeill, Shane
Subject: Proposed zoning change from C-1 to C-3 on Keene and Jericho roads.

Mr. O'Neill, Richland Planner

As a concerned home owner on 2745 Jason Loop, please do **NOT** grant a zoning change from **C-1** to **C-3** to the developer who wants to build a restaurant/night club which serves alcohol until 2 am. I know development is inevitable, and I do not have a problem with a family restaurant that would close at 11pm. But I do not want the extra noise and traffic after 11pm created by this "night club" style restaurant literally in my back yard! Please help us preserve our nice, quiet, safe and family friendly neighborhood. I'm sure you would want the same in your neighborhood!

Sincerely,
Mark Freeman

Sent from [Outlook](#)

ONeill, Shane

From: Reece Hamm <reecehamm@gmail.com>
Sent: Wednesday, February 14, 2018 6:00 PM
To: O'Neill, Shane; Reece Hamm
Subject: Fwd: Rezoning application Keene Road

On Wed, Feb 14, 2018 at 5:56 PM, Reece Hamm <reecehamm@gmail.com> wrote:

Attn: Shane O'Neil, Senior Planner

Reference Master file numbers z2017-106 z2017-107

As a homeowner in Country Ridge I object to the proposed rezoning for the desire of this applicant. My main objection is that the types of buildings permitted, and hours of operation, are not suitable to this location across the street from a housing development. Why can't this stay as it was originally zoned? Why cant a C3 zoning go in next to Dairy Queen on Duportail? It really seems like a forced fit, and an increase in late night traffic in and out disturbing surrounding neighborhoods. Duportail has no residential and seems the most appropriate fit for C3 especially a bar open into the wee hours of the morning, serving alcohol. I plead with you to not allow this rezoning to take place and to encourage them to move it to a more suitable location away from families, homes, churches and bike paths.

Commercial C-3 zoning permits a hotel, buildings up to 100 feet high, bars/restaurants serving alcohol till 2am, dancing, increased violence, particularly gun violence mixing with alcohol, and potentially staying open all night, just to name a few. None of these are suitable for this location. Duportail is where these types of structures are currently located, and should not be located on Keene Road.

I understand that the applicant wishes to have two food establishments and two retail operations. While not desirable, I believe that these can be accommodated under the current C-1 zoning with the restriction that closing is required by 11 pm. Again, not desirable, but much better than a facility serving alcohol till 2 am and possibly staying open all night. The potential for late night trouble in Country Ridge is unnerving with C-3 zoning. I can not see any reason whatsoever to change this zoning from C1. I hope you do not see ANY reason for this rezoning to take place, especially since it is across the street on Jericho from a church.

It is understood that the adjacent land was rezoned to C-3 to permit storage facilities. However, storage facilities are so much preferred than late night bars with dancing, loud music, traffic and possible increase in gangs and weapons mixed up with alcohol. Please do not permit this requested rezoning. I trust that you will protect the integrity of this area and homes in and around Country Ridge and its residents and not the specific undesirable interests of this land owner/developer. If this zoning was to ever change, it opens up so many changes to take place as bars open and close down constantly. C1 would be more stable and insignificant changes could take place almost going unnoticed. Please reconsider not changing this to a C3 for the sake of all of the Richland and Tri City residents.

I look forward to meeting you at the rezoning meeting.

Respectfully submitting to you,

Reece Hamm, Realtor

Country Ridge

ONeill, Shane

From: Amanda Nida <amanda_nida@outlook.com>
Sent: Thursday, February 15, 2018 6:24 AM
To: O'Neill, Shane
Subject: re: z2017-106, z2017-107

From: A concerned resident of 2518 Jason Loop

Mr. O'Neill -

As a home owner living on Jason Loop, I strongly urge you to NOT grant the petition to change zoning on Jericho and Keene. We do not want or need a restaurant serving alcohol [until 2 AM](#) just a block from the entrance to our neighborhood. The increased traffic, noise, and crime will be unwelcome for what is currently a nice, safe, and quiet neighborhood where we raise our young children.

With so many other great development and building locations along Keene to utilize, putting a restaurant/dance club so close to our residential area seems unnecessary and will likely drive down the property value to our homes that we have worked hard and take pride in maintaining.

Thank you for your consideration and we look forward to attending the meeting regarding this matter.

Sincerely,

Amanda and Levi Nida
[2518 Jason Loop, Richland, WA](#)

ONeill, Shane

From: Troy Feathers <troy@remcon1.com>
Sent: Thursday, February 15, 2018 8:35 AM
To: O'Neill, Shane
Subject: Zoning Change Jerico Road

As a resident of the Jason Loop community I would like to express my concerns about music and party venue in the middle of a residential area , besides the late night noise as well as the intoxicated people entering and leaving the site, the City has not made the improvements to infrastructure to remotely accommodate the current traffic load.

Troy Feathers
2674 Jason Loop
Richland WA.

Troy Feathers
Remcon Inc.
Troy@remcon1.com
253-677-0418