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Agenda

Hearing Examiner Special Meeting

Friday, July 14, 2023

Richland City Hall ~ Council Chambers

625 Swift Boulevard

[Zoom](#) ~ Public Telephone Access: (206) 337-9723 or (253) 215-8782

Meeting ID No. 872 2126 7401

Hearing Examiner: Gary McLean

Staff Liaison: Planning Manager Stevens

Public Hearing - 1:00 p.m.

Public Hearing Explanation:

Continued Business - Public Hearing :

1. Z2023-106 - 2155 Keene Road Terraces at Queensgate South Rezone from Agriculture (AG) and Suburban Agriculture (SAG) to Retail Business (C-2) (Continued)
 - Kyle Hendricks, Planner
2. SA2023-102 2700 Allison Way - South Orchard Plat Amendment (Continued)
 - Matthew Howie, Senior Planner
3. SUP 2023-102 311 Van Giesen - Cellular Monopole Structure (Continued)
 - Kyle Hendricks, Planner

New Business - Public Hearing:

Adjournment

The next Hearing Examiner Meeting will be scheduled as needed.

This meeting is broadcast live on CityView Channel 192 and online at ci.richland.wa.us

Richland City Hall is ADA accessible. Any individual who has difficulty attending the meeting in-person may request to provide comments remotely. (Ch. 42.30 RCW) Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the meeting by calling the City Clerk's Office at 509-942-7389.



HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 7/14/2023

Agenda Category: Continued Business - Public Hearing

Prepared By: Kyle Hendricks, Planner

Subject:

Z2023-106 - 2155 Keene Road Terraces at Queensgate South Rezone from Agriculture (AG) and Suburban Agriculture (SAG) to Retail Business (C-2) (Continued)

Department:

Development Services

Recommended Motion:

Approval with conditions.

Summary:

The applicant, Columbia Valley Property Holdings, has filed an application to rezone a property near the southwest corner of the intersection at Keene Road and Queensgate Drive, generally addressed as 2155 Keene Road. The 4.7 acre parcel in this application is currently zoned as Agriculture (AG) and Suburban Agriculture (SAG) and is proposed to be rezoned to Retail Business (C-2) in accordance with a Planned Unit Development, associated amendment Ordinance 2022-03, and the Richland Comprehensive Plan.

In 2010 a development agreement was created (Contract #92-10) to guide the development of the area. This was done in association with the Country Ridge homeowners association. This agreement was then modified by Ordinance 2022-03 to include various provisions related to development and local character changes since the original agreement was created. As a part of this agreement, the zones C-LB, C-1, and C-2 were all agreed to be appropriate for the area.

Attachments:

1. Z2023-106 2155 Keene Rd Full Staff Report

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

GENERAL INFORMATION:

PROPOSAL NAME: 2155 Keene Road, Rezone

LOCATION: 2155 Keene Road - Richland, Washington

APPLICANT: Columbia Valley Property Holdings, Mallikarjuna Vallem

PROPERTY OWNER: Columbia Valley Property Holdings, Mallikarjuna Vallem

FILE NO.: Z2023-106

DESCRIPTION: Request to rezone Parcel 122983000002005 from Suburban Agriculture (SAG) and Agriculture (AG) to Retail Business (C-2).

PROJECT TYPE: Type IIIA Site-Specific Rezone

HEARING DATE: July 14, 2023 (Continued)

REPORT BY: Kyle Hendricks, Planner

RECOMMENDED ACTION: Approve with conditions

Vicinity Map

Item: 2155 Keene Rd, Rezone
Applicant: Columbia Valley Property Holdings, Mallikarjuna Vallem
File #: Z2023-106



Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

The completion of a boundary line adjustment in 2022 has resulted in a wedge-shaped parcel approximately 4.7 acres in size. This parcel is currently zoned Agriculture (AG) and Suburban Agriculture (SAG). In accordance with contract #92-10 and Ordinance 2022-03 in association with the Richland Comprehensive Plan, the applicant is proposing to rezone this parcel to the Retail Business Commercial District (C-2). Figure 1 (above) shows the site within its larger context.

In addition to this request the applicant has proposed several code adjustments that would limit development to 40 feet in height, rather than 80 feet as is currently allowed in the C-2 zone. The 40-foot height restriction is proposed to satisfy the Contract 92-10 and Ordinance 2022-103 commitments. Development will also be oriented away from the western boundary of this parcel, generally directed to the northeast towards the future intersection of Queensgate and Keene Road. The applicants have indicated that the landscaped storm pond retention area associated with The Terraces at Queensgate South will also provide buffering between any new development on the subject property and the homes located within Country Ridge Estates. Application materials indicate that the distance between the western boundary of the subject property and the Country Ridge Estates development, also known as tract E, will be

approximately 145 feet. The applicant has provided documents included in Exhibit 1, which state that Columbia Valley Property Holdings is willing to enter into a Property Use and Development agreement to create a 204-foot setback between the Country Ridge Boundary and commercial development.

REASON FOR REQUEST

Richland Municipal Code (RMC) Chapter 19.20.010(D)(1) 19.20.030, and 19.25.010 requires a site-specific rezone review to take place by the Hearing Examiner. See additional RMC guidance for the Hearing Examiner, below:

19.20.010 Procedures for processing development permits

For the purpose of project permit processing, all development permit applications shall be classified as one of the following: Type I, Type II, Type III, or Type IIIA.

D. Type IIIA permits include the following types of permit applications:

1. Site-specific rezones;

19.60.060 Burden of proof

Except for Type IV actions, the burden of proof is on the proponent. The project permit 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.

23.22.010 Purpose of commercial use districts

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.

23.70.210(A) Public hearing and recommendation to council

Reclassification. The hearing examiner shall conduct an open record public hearing as required by RMC Title 19 for a Type IIIA permit application. The recommendation shall include written findings of fact and the reasons for the hearing examiner's action; and shall refer expressly to the maps, description and other matters intended by the hearing examiner to constitute the reclassification.

Additional Considerations.

Washington Courts apply three basic rules when reviewing appeals of rezone applications: (1) there is no presumption favoring the rezone request; (2) the proponent must demonstrate that there has been a change of circumstances since the original zoning provided if a proposed rezone implements the policies of the comprehensive plan, a showing of changed circumstances is usually not required; and (3) the rezone must have a substantial relationship to the public health, safety, morals or general welfare.

For the purposes of this rezone request, the central questions presented are:

1. Whether the requested rezone implements policies of the City's Comprehensive Plan, and /or whether there has been a change of circumstances since the original Medium Density Residential (R-2) zoning was adopted for the site?
2. Does the rezone bear a substantial relationship to the public health, safety, morals, or general welfare?

REVIEW AUTHORITY

Richland Municipal Code (RMC) Chapter 19.20.010(D)(1) 19.20.030, and 19.25.010 requires a site-specific rezone review to take place by the Hearing Examiner.

SITE DESCRIPTION & ADJACENT LAND USES

The 4.7-acre site near 2155 Keene Rd is a wedge-shaped undeveloped lot of varied elevation. The lot is generally flat near the northwest corner, before a significant increase of elevation to the southeast before flattening out again near the eastern edge of the lot.

CURRENT LAND USE DESIGNATION AND USES:

North: A strip of Developed Open Space (DOS) followed by Commercial (COM) varied stores.

East: Commercial (COM) undeveloped

South: Medium Density Residential (MDR)

West: Low density Residential (LDR) proposed storm retention, followed by single family homes in Country Ridge.

**Land Use
Map**

Item: 2155 Keene Rd, Rezone
Applicant: Columbia Valley Property Holdings, Mallikarjuna Vallem
File #: Z2023-106

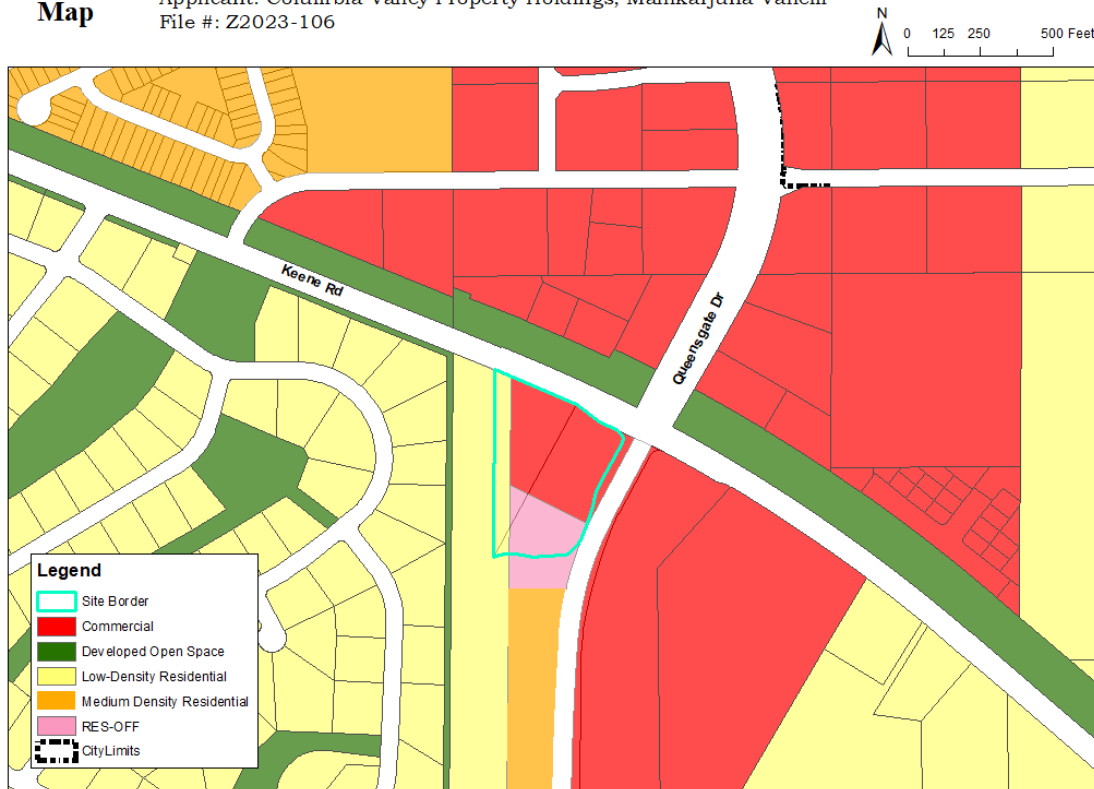


Figure 2 – Comprehensive Plan Land Use Map

COMPREHENSIVE PLAN

As illustrated in Figure 2 (above), the Comprehensive Plan Land Use designates the site primarily for commercial and residential office use, which correlates with the C-LB zone within the Richland Municipal Code. A small portion along the western boundary is designated as low density residential. This portion was captured by the previously mentioned boundary line adjustment to create the whole wedge-shaped parcel. This proposal wants to create a single use type for this area, with consideration for buffers with the nearby single-family dwellings.

Applicable Goals & Policies

Provided below is a set of Comprehensive Plan goals & policies which are particularly applicable to the subject property and associated proposals.

Economic Development Goal 6: Encourage vibrant mixed-use areas in Tri-Cities as destinations to live, work, and visit.

Policy 1: Stimulate the development of quality retail and entertainment venues through incentives and infrastructure investments.

Economic Development Goal 7: Recognize parks, natural areas, and a built environment with quality design for the value they offer as major attractions.

Policy 4: Promote quality design for public projects as well as private developments.

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

Policy 1: Revitalize areas that are already within the City.

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

Land Use Goal 2: Establish land uses that are sustainable and create a livable and vibrant community.

Policy 1: Maintain a variety of land use designations to accommodate appropriate ... commercial...uses that will take advantage of the existing infrastructure network.

Policy 3: Ensure that the intent of the land use and districts are maintained.

Land Use Goal 4: Promote commercial and industrial growth that supports the City's economic development goals.

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

Policy 4: Encourage the use of buffers or transition zones between non-compatible land uses.

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 transport.

CURRENT ZONING

The subject site is currently zoned Agriculture (AG) and Suburban Agriculture (SAG), which are intended for more rural settings with agricultural and large lot residential related uses. As the area develops, the AG and SAG zones will be incompatible with the intention of the property owner and recently approved Planned Unit Development (PUD) commonly referred to as The Terraces at Queensgate South (PUD2022-101). Surrounding parcels are zoned as follows:

North: PPF and C-3/C-1, developed bike and pedestrian trail and various commercial uses like restaurant and gas station (north of Keene Road).

East: PUD, planned unit development/Terraces at Queesgate South

South: PUD, planned unit development/Terraces at Queesgate South

West: PUD, planned unit development/Terraces at Queesgate South

Zoning Map

Item: 2155 Keene Rd, Rezone
Applicant: Columbia Valley Property Holdings, Mallikarjuna Vallem
File #: Z2023-106

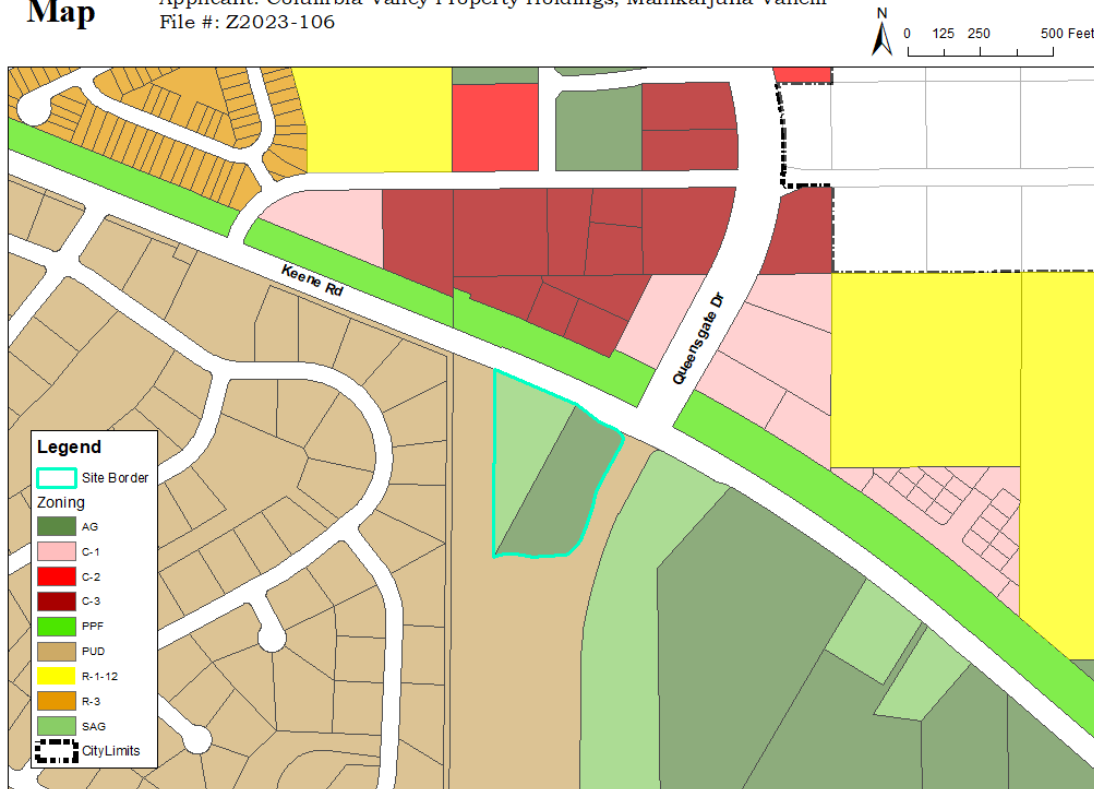


Figure 3 – Zoning Map

REQUESTED ZONING

Following the applicant's request, City staff is presenting this staff report and associated application materials for a site-specific rezone of 4.7 acres from AG and SAG to Retail Business Use District (C-2).

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.

This zone would allow for a variety of food, office, and retail uses. The application materials state an intent to limit the automotive and some residential uses that are permitted within C-2.

Figure 4 – Site Requirements

	C-LB	C-1	C-2
Front Yard Setback Minimum	20 feet	45 feet	0 feet ²
Side Yard Setback Minimum	0 feet	0 feet	None (See Exhibit 1, and discussed below)
Rear Setback Minimum	0 feet	0 feet	None
Height	55 feet	30 feet	80 feet (Proposed 40 feet)

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.

AREA NARRATIVE

In 2010 a development agreement was created (Contract #92-10)(Exhibit 4) to guide the development of the area. A main takeaway from this agreement was to have a buffer area of two tiers of low-density residential lots with a road located between Country Ridge Estates and any future commercial development on the neighboring property. This agreement was then modified by Ordinance 2022-03 (Exhibit 5) to include various provisions related to development and local character changes since the original agreement was created. As a part of this agreement the zones C-LB, C-1, and C-2 were all agreed to be appropriate for the area subject to this rezone request.

In October of 2022, a Boundary Line Adjustment was approved by the city, which produced the 4.7-acre property that is the subject of this application (Exhibit 6).

In June 2022 Aqtera Engineering submitted an application to create a planned unit development on the adjacent property (Adjusted Lot 4 – PUD2022-101). A determination of non-significance was issued for the project after Notices of Application were sent to nearby property owners. A public hearing was held by the Richland Hearing Examiner on January 9, 2023. This item was approved with various conditions of approval by the Richland City Council on May 2nd, 2023.

UTILITY AVAILABILITY

There are existing domestic water, sewer, storm, irrigation, and electrical power line connections in place near the site with adequate capacity to supply the proposed project.

Utility Map

Item: 2155 Keene Rd, Rezone
Applicant: Columbia Valley Property Holdings, Mallikarjuna Vallem
File #: Z2023-106

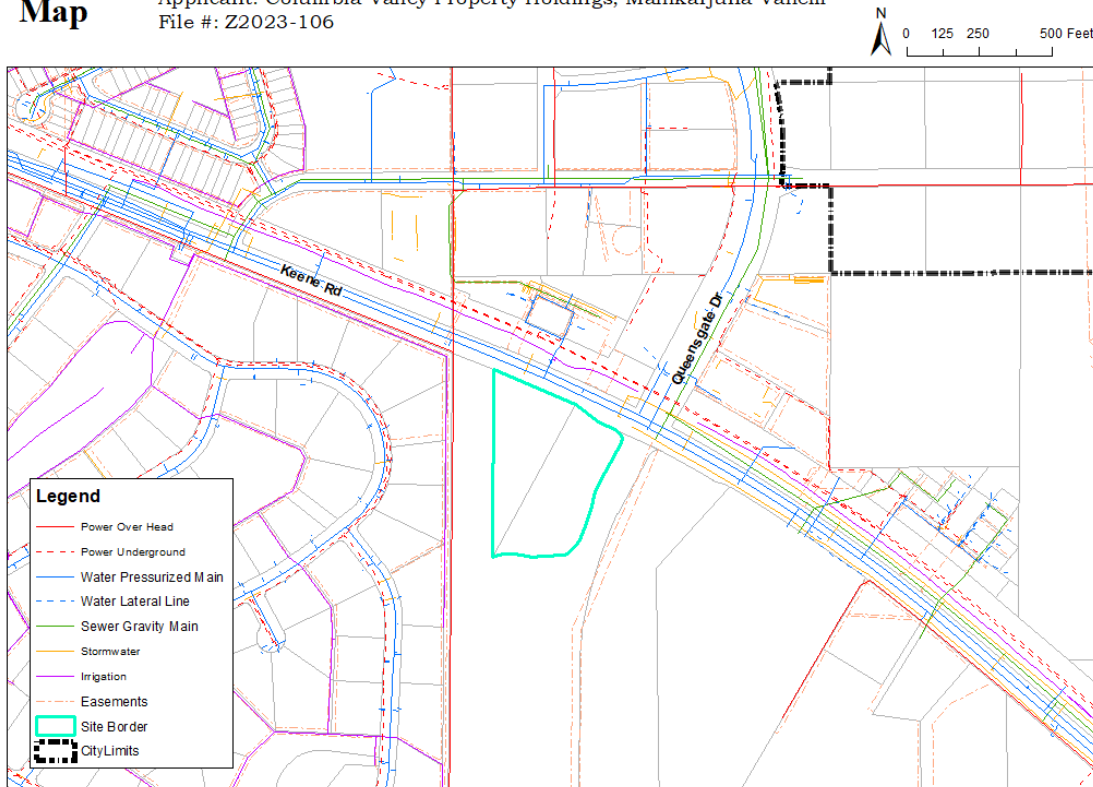


Figure 5 – Utilities Map

Sewer

There are two existing 12-inch gravity mains at the intersection of Queensgate Dr and Keene Rd. One runs north along Queensgate, and the other runs along Keene Rd.

Water

There is a 24-inch distribution main that runs along the Keene Rd right-of-way.

Power

The site has an existing overhead primary conductor running along the eastern boundary of the PUD site. There are also underground primary conductors that run along the Keene Rd right-of-way.

Stormwater

There are 10-inch gravity main stormwater drainage connections located along the Keene Rd right-of-way.

Irrigation

A three-inch distribution main irrigation line runs along the Country Ridge boundary to the west of the site. A one-inch distribution main is approximately located across the Keene Rd right-of-way.

TRANSPORTATION & ACCESS

The site is currently vacant and only allows access via a dirt road at the intersection of Queensgate Dr and Keene Rd. The Terraces at Queensgate South Planned Unit Development shows that Queensgate Dr will be constructed through the area and connects with Shockley Rd approximately 1,680 feet to the south. This PUD plan shows a driveway for the subject property connecting to a secondary planned street, named Lambert Dr.

According to recent city information there is one Benton Franklin Transit bus route along Keene Rd (Route 123). The bus stop is located adjacent to the northern boundary of the site.

EASEMENTS

There are no easements that are currently recorded on the site. Future utility installations may require easement recording.

FIRE SAFETY

The nearest fire hydrant is located across Keene Rd, approximately 100 feet from the nearest northern boundary of the site.

SCHOOLS

The only nearby school is Orchard Elementary School, more than 1.5 miles away, by way of street travel. This application does not indicate an intent for residential properties on this specific site. However, nearby properties within the PUD are planned to have a variety of housing options.

SEPA

This proposal is not subject to State environmental review under the State Environmental Policy Act. Pursuant to WAC 197-11-800(6)(c) the rezone application qualifies as a categorically exempt action.

CRITICAL AREAS

The subject site does not lie within any critical areas identified by the city. The Washington Department of Fish and Wildlife identifies a presumptive shrub steppe habitat near the southern portion of this site; however, a grading permit (GR18-01074) was ready to issue, but never picked up, therefore that permit has been cancelled since. From aerial images available to the city between 2016 and 2022, minor vegetation clearing & grading has occurred, small vegetation has grown back in certain areas of the lot.

SHORELINE MASTER PROGRAM

The subject site lies outside of the jurisdiction of the Shoreline Master Program. This rezone request will have no effect on shorelines of statewide significance. Shoreline permitting requirements are not applicable with this rezone request.

AGENCY COMMENTS

A variety of public agencies and City departments were given an opportunity to comment on the proposal. While comments were received, no comments were regarding this zoning action.

The Washington Department of Fish and Wildlife did note that that a few young trees have begun to grow since the site was last graded, this may be nesting habitat for songbirds, a protected wildlife under RCW 77.12.020(3). They recommend that development occurs outside of the nesting season, approximately February 1 – July 31. They also recommend that before any development or removal of vegetation, that the area is surveyed at least one week prior to any such activities, for any nesting that may have occurred. Active nests are protected under the Migratory Bird Treaty Act.

PUBLIC COMMENTS

Owners of all properties within 300-feet of the plat site were directly notified of the project by way of USPS mailing. As of the date of this report, city staff have received two comment letters, one from the Country Ridge Homeowners Association, and the other from a nearby resident. Both of these letters expressed strong concern over the buffer area between Country Ridge and the proposed rezone, and future development. In particular, these letters contend that the buffer agreement pursuant to Contract 92-10 and Ordinance 2022-103 will not be met. Staff will address this issue further down in the staff report. Those who provided comments were informed that the applicant provided additional materials which addressed a setback. They were also informed that these materials would be included in Exhibit 1 for their review.

PUBLIC NOTICE

Notice of Hearing Mailed:	May 18, 2023
Notice of Hearing Posted:	May 18, 2023
Notice of Hearing Published:	May 28, 2023
Public Hearing (continued):	July 14, 2023

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 3*.

ANALYSIS

The current zoning for this property, AG and SAG, are not only incompatible with the comprehensive plan designations of commercial and residential office, but they would underserve the proposed community described in the adjacent PUD. A small retail area that is zoned C-2 would provide opportunity to provide additional service that may be lacking in the immediate area. These services will be within a relatively close distance to current and future residents.

The development agreement (Contract 92-10) calls for a buffer between the residents of Country Ridge and future commercial development upon areas identified for such. This agreement primarily stated that two tiers of residential lots

with a street in between them and a masonry wall shall be constructed between the neighborhood and development of these lots to act as a buffer (Exhibit 4).

Based upon the language contained within contract 92-10 and ordinance 2022-103, staff believes that the distance between the eastern boundary of the Country Ridge Estates neighborhood and the western boundary of any commercially zoned property should be no less than 204'. This distance is the same as what will exist south and adjacent to proposed Lambert Drive in the R-1-12 portion of the Terraces at Queensgate South PUD (2022-101) and appears to be the minimum width necessary to contain two (2) rows of residential development with a street separating them. The applicant has provided documents that indicate they are willing to include a 204' total setback from the Country Ridge community boundary and commercial development. When considering the width of Tract E (145') this would result in approximately 59' of setback from the sites western property boundary and future development.

The proposed zoning change to C-2 is consistent with the direction set forth in the comprehensive plan, and the PUD created for the area. Planning staff recognizes the concerns from Country Ridge Estate residents of commercially zoned property near a residential boundary. With the conditions provided by the applicant below, and a 204' setback, staff believes the applicant has demonstrated compliance with Contract 92-10, Ordinance 2022-03, and the Planned Unit Development.

The application materials include a set of conditions/restrictions proposed by the applicant. If this request to rezone is approved, these conditions will require a Property Use and Development Agreement (PUDA) between the city and the owner, the conditions/restrictions within the application are listed below:

PROPOSED ZONING RESTRICTIONS

1. Uses

Future use of the subject properties shall be consistent with the land uses as identified in the C-2 Retail Business zone as it exists today (time of council review) or as it may be amended in the future; provided that the following uses shall not be permitted:

- a. Automotive Repair Uses;
- b. Car Wash;
- c. Fuel Station/Mini Mart;
- d. Truck Rentals;
- e. Truck Stop;
- f. Vehicle Sales;
- g. Contractor's Offices;
- h. Funeral Establishments;
- i. Laundry/Dry Cleaning Uses;
- j. Telemarketing Services;
- k. Emergency Shelters;
- l. Transitional Housing;
- m. Secondhand Store;

2. Design Standards.

- a. Buildings over 50 feet wide shall use one or more of the following techniques to divide building elevations into smaller parts: pronounced changes in massing; pronounced changes in wall planes; significant variations in the cornice/roofline.
- b. Building colors shall emphasize muted earth tones.
- c. The use of highly reflective or glossy materials shall be used for accents only.
- d. Rich materials and a variety of materials are encouraged on both wall planes, roof and ground plane. If used, stone or decorative block veneers shall highlight significant building features and massed elements.
- e. All sides of a building shall express consistent architectural detail and character.
- f. Site walls and screen walls shall be architecturally integrated with the building.
- g. Screening devices, site walls and enclosed service, loading and refuse areas should be designed to be an integral part of building architecture. All outdoor storage and refuse collection areas shall be screened.
- h. Extensive use of floor to ceiling glass storefronts is appropriate only under arcaded areas.
- i. Rooftop mechanical equipment shall be screened.
- j. All outdoor lighting for building security and for lighting parking areas shall be screened in a manner consistent with City outdoor lighting standards and shall generally be consistent with dark sky standards.
- k. All utilities serving commercial buildings shall be undergrounded.
- l. Building setbacks shall be consistent with C-2 zoning standards.
- m. Off-street parking requirements shall meet the minimum standards as identified in the City zoning code.

3. Development Standards

- a. Building height shall be limited to a maximum of 40 feet.
- b. Development shall be oriented to the east, towards Queensgate Drive or Keene Road and away from the Country Ridge property boundary.
- c. Landscaping and screening within the open space area on Tract E of the Terraces at Queensgate South PUD shall be in accordance with approved plans and shall be installed prior to or simultaneously with the completion of any commercial building within the site.
- d. Landscaping, screening or combination thereof shall be placed to block vehicle headlights from shining onto the adjacent residential properties for vehicles entering or exiting the site.
- e. The open space tract located along the western boundary of the site shall be reserved for storm drainage facilities and landscaping. Other possible improvements permitted on this site would be limited to walking or bicycle trails and possible park furniture such as benches, picnic tables or gazebos.

It should be noted that the requested rezone does not approve any development activity on the site. As with all development proposals, City development regulations will apply to any future/specific projects that may eventually be proposed on the site.

Staff also wants to address questions posed to Hearing Examiner under "Reason for Request":

1. Whether the requested rezone implements policies of the City's Comprehensive Plan, and /or whether there has been a change of circumstances since the original zoning was adopted for the site?
The site is already designated for commercial [COM] uses by the City's Comprehensive Plan. The requested rezone is meant to facilitate the applicant's plans to develop the site in a manner fully authorized by the appropriate commercial zoning regulations.
2. Does the rezone bear a substantial relationship to the public health, safety, morals, or general welfare?
It appears that the proposed rezone is consistent with this criterion because the rezone is consistent with the City's Comprehensive Plan, and any future, project-specific proposal will have to meet city development regulations, including SEPA, traffic impact reviews, public infrastructure concurrency reviews, and payment of any impact fees in effect at the time of an application.

Contract 92-10 clearly states that two (2) rows of residential development, separated by a street, should be the buffer width provided between Country Ridge Estates and any site proposed for commercial development. Based upon the applicant's recent PUD (The Terraces at Queensgate South), the buffer width should be no less than 204 feet (75' lot depth x's 2, plus 54' of right-of-way = 204 feet). The applicant has indicated that they are willing to provide this setback with commercial development.

SUGGESTED FINDINGS AND CONCLUSIONS

Staff has completed its review of the request for a change in zoning (Z2023-106) and recommends approval based on the updated information provided by the applicant, the conditions of approval below, and the following:

1. The applicant Peter Harpster and Aqtera Engineering is acting on behalf of the property owner, Columbia Valley Property Holdings LLC.
2. The application is to rezone Benton County Assessor's Tax Parcel Number 122983000002005.
3. The lot is zoned as Agriculture (AG) and Suburban Agriculture (SAG).
4. The requested zone change is to change the parcel to Retail Business (C-2).
5. C-LB, C-1, or C-2 may be zoned in this area.
6. The parcel is approximately 4.7 acres in size.
7. The note on Exhibit B-1 of Ordinance 2022-03 states:
"The boundary line between low density residential and the adjacent land use categories is not intended to depict a specific width for the low-density residential area. The width of the low-density residential area is intended to accommodate two tiers of residential lots with a street in between them. Some minor adjustments to the location of this boundary is anticipated as development of the area occurs." Staff does not believe this application is compliant with the intent of this note.
8. Section 10(A) of Contract 92-10 states:
"A buffer area of low-density residential development designated along the westerly property boundary of the Site, adjacent to the Country Ridge property line and zoned for R-1-12. The buffer would provide for two tiers of

single-family residential lots separated by a road corridor, providing for an overall density not to exceed three (3) lots per acre (inclusive of such road corridor) A Planned Unit Development may be utilized to achieve a density average consistent with this agreement. These lots would meet all R-1-12 zoning standards, and such lots adjoining the adjacent Country Ridge development shall be laid out with their rear yards facing the Country Ridge property line."

9. In the application materials the buffer between the Country Ridge community and commercial development would be 175'. The buffer between the property lines is approximately 145'. As shown in PUD2022-101 the buffer to accommodate two tiers of low density residential and a street in between these residences was shown to be 204' Along Lambert Drive.
10. The applicant team has provided documents (Exhibit 1) that indicate Columbia Valley Property Holdings is willing to accommodate a 204' buffer between Country Ridge property and commercial development. This reflects the distance of two tiers of residential lots with a road in between shown to south in previously approved agreements.
11. The surrounding area is a part of the Terraces at Queensgate South Planned Unit Development.
12. This rezone would allow for retail uses near residential uses.
13. The site is located at the intersection of two Principal Arterial roads, Queensgate Dr and Keene Rd.
14. No portion of this proposed rezone is in the Shoreline Management Program's jurisdiction.
15. The site currently has no easements recorded.
16. The application is exempt from the provisions of the State Environmental Policy Act (SEPA), as identified in WAC 197-11-800(6)(c).
17. Notice requirements of RMC 19.30.040 have been met:
 - a. Notice of Hearing Mailed: May 18, 2023
 - b. Notice of Hearing Posted: May 18, 2023
 - c. Notice of Hearing Published: May 28, 2023

CONDITIONS OF APPROVAL

Staff suggests that the following conditions be contained within the Property Use and Development Agreement:

1. Should development occur upon Parcel 3 (subject property) prior to the completion of the *Terraces at Queensgate* Planned Unit Development project, the owner/applicant shall be required to complete the full buildout of the adjacent roadways and/or all associated frontage improvements along Parcel 3.
2. The location/establishment of driveways for Parcel 3 have been pre-approved as a result of The *Terraces at Queensgate PUD* project. Additional and/or relocated driveways onto Parcel 3 will not be allowed.

3. Any/all conditions which apply to The *Terraces at Queensgate PUD* project shall still be applicable once the site has been rezoned to C-2.
4. Future use of the subject properties shall be consistent with the land uses as identified in the C-2 Retail Business zone as it exists today (time of council review) or as it may be amended in the future; provided that the following uses shall not be permitted:
 - a. Automotive Repair Uses;
 - b. Car Wash;
 - c. Fuel Station/Mini Mart;
 - d. Truck Rentals;
 - e. Truck Stop;
 - f. Vehicle Sales;
 - g. Contractor's Offices;
 - h. Funeral Establishments;
 - i. Laundry/Dry Cleaning Uses;
 - j. Telemarketing Services;
 - k. Emergency Shelters;
 - l. Transitional Housing;
 - m. Secondhand Store;
5. Buildings over 50 feet wide shall use one or more of the following techniques to divide building elevations into smaller parts: pronounced changes in massing; pronounced changes in wall planes; significant variations in the cornice/roofline.
6. Building colors shall emphasize muted earth tones.
7. The use of highly reflective or glossy materials shall be used for accents only.
8. Rich materials and a variety of materials are encouraged on both wall planes, roof and ground plane. If used, stone or decorative block veneers shall highlight significant building features and massed elements.
9. All sides of a building shall express consistent architectural detail and character.
10. Site walls and screen walls shall be architecturally integrated with the building.
11. Screening devices, site walls and enclosed service, loading and refuse areas should be designed to be an integral part of building architecture. All outdoor storage and refuse collection areas shall be screened.
12. Extensive use of floor to ceiling glass storefronts is appropriate only under arcaded areas.
13. Rooftop mechanical equipment shall be screened.
14. All outdoor lighting for building security and for lighting parking areas shall be screened in a manner consistent with City outdoor lighting standards and shall generally be consistent with dark sky standards.
15. All utilities serving commercial buildings shall be undergrounded.
16. Building setbacks shall be consistent with C-2 zoning standards.
17. Off-street parking requirements shall meet the minimum standards as identified in the City zoning code.
18. Building height shall be limited to a maximum of 40 feet.

19. Development shall be oriented to the east, towards Queensgate Drive or Keene Road and away from the Country Ridge property boundary.
20. A setback measuring 204' shall be provided between the Country Ridge Estates and future commercial development to provide the buffer established within Contract 92-10, Ordinance 2022-03, and PUD2022-101.
21. Landscaping and screening within the open space area on Tract E of the Terraces at Queensgate South PUD shall be in accordance with approved plans and shall be installed prior to or simultaneously with the completion of any commercial building within the site.
22. Landscaping, screening or combination thereof shall be placed to block vehicle headlights from shining onto the adjacent residential properties for vehicles entering or exiting the site.
23. The open space tract located along the western boundary of the site shall be reserved for storm drainage facilities and landscaping. Other possible improvements permitted on this site would be limited to walking or bicycle trails and possible park furniture such as benches, picnic tables or gazebos.

EXHIBIT LIST

1. Application Materials
2. Zoning and Land Use Maps
3. Ord. 21-10
4. Contract 92-10
5. Ord. 2022-03
6. BLA2022-115
7. PUD2022-101 Map
8. Public Notices & Affidavits
9. Agency Comments
10. Public Comments



Exhibit I

Application Materials



**City of Richland
Development Services**

625 Swift Blvd. MS-35
Richland, WA 99352
☎ 509-942-7794
☎ 509-942-7764

Zoning Map Amendment Application

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION ☐ Contact Person

Owner: Columbia Valley Property Holdings/Mallikarjuna R Vallem
Address: 500 108th Ave NE, Suite 1100-1, Bellevue WA 98004
Phone: 619-400-7845 Email: mvallem@brickwise-holdings.com

APPLICANT/CONTRACTOR INFORMATION (if different) ☒ Contact Person

Company: Aqtera Engineering UBI#:
Contact: Peter Harpster
Address: 2815 Saint Andrews Loop, Suite C, Pasco WA 99301
Phone: 509-212-9596 Email: pharpster@aqtera.com

DESCRIPTION OF WORK

Rezone 4.7 acres to C-2 Commercial

PROPERTY INFORMATION

Parcel #: unknown
Legal Description: Revised Lot 3 Record of Survey for Boundary Line Adjustment Survey #5735
Current Zoning: AG & Sub AG Current Comp Plan: Commercial Requested Zoning: C-2
Current Use: Vacant Proposed Use: Retail Area of Property: 4.7

APPLICATION MUST INCLUDE

1. Completed application and filing fee
2. Title Report showing ownership, easements, restrictions, and accurate legal description of the property involved
3. Other information as determined by the Administrator

ANSWER THE FOLLOWING AS COMPLETELY AS POSSIBLE

The unique characteristics, if any, of the property or circumstances of the owner:

Refer to attached narrative.

Any hardship that may result in the event the rezone is not granted:

Refer to attached narrative.

The manner in which the proposed rezone conforms to patterns in adjacent zones: Refer to attached narrative.
Any beneficial or adverse effects the granting or denial of the rezone would have on adjacent or surrounding zones: Refer to attached narrative.
Any beneficial or adverse effects the granting or denial of the rezone would have in relation to the overall purpose and intent of the comprehensive plan and this title: Refer to attached narrative.
The benefits or detriments accruing to the City which would result from the granting or denial of this special permit: Refer to attached narrative.
Whether the proposed rezone represents a better use of the land from the standpoint of the comprehensive plan than the original zone: Refer to attached narrative.
Whether the proposed rezone represents spot zoning and whether a larger area should be considered: Refer to attached narrative.
Identify impacts on the environment and public safety: Refer to attached narrative.

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Mallikarjuna Vallem

Applicant Printed Name: _____

Applicant Signature: Mallikarjuna Vallem

Date 4/28/2023



July 7, 2023

Mike Stevens
Development Services Manager
City of Richland
Richland, WA 99352

RE: Queensgate South – Rezone Application

Dear Mike:

We have just become aware of a slight misstatement included in our application for a change in zoning at 2155 Keene Road (Z2023-106) submitted by Columbia Valley Property Holdings. The language is found on page 7 of the narrative that accompanied the zone change application. It stated:

“The proposed rezone would place commercial development that would be separated from the Country Ridge property boundary by a strip of open space measuring 175’ in width.”

Our proposal is that Tract E of the Terraces at Queensgate South PUD would remain in open space and would be used as a storm drain tract. The width of Tract E is 145 feet, rather than 175 feet based on the parcel reconfiguration the City approved.

The June 6th staff report correctly noted that the open space tract is 145 feet in width (refer to page 2 and page 12 of the report). However, the report also assumed that a future storm drainage facility may extend over the Tract E property boundary onto the commercial property. However, the intention is that the entire storm drainage facility would occur within the boundaries of Tract E.

In response to the assertion made in the staff report that a 204 foot buffer is required between the Country Ridge plat and future commercial development, Columbia Valley Property Holdings is willing to stipulate as a part of the Property Use and Development Agreement, that all future commercial building(s) would be set back 204 feet from the Country Ridge property boundary, or 59 feet from the boundary of Tract E.

We trust that this 204 foot setback will satisfy the staff’s concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rick Simon". The signature is fluid and cursive, with a long horizontal stroke at the end.

Rick Simon

1
2
3 **BEFORE THE HEARING EXAMINER**
4 **IN AND FOR THE CITY OF RICHLAND, WASHINGTON**

5
6 Rezone Application by Columbia Valley
7 Property Holdings, LLC for a
8 Rezone From AG and SAG to C-2
9 (City of Richland, Washington)

File No. Z2023-106

10 This Memorandum is submitted on behalf of Columbia Valley Property
11 Holdings, LLC, ("Applicant") in support of its application for a non-project rezone of
12 vacant land consisting of approximately 4.7 acres, (still improperly zoned Agricultural
13 (AG) and Suburban Agricultural (SAG)) to the Retail Business Commercial District (C-
14 2) consistent with current comprehensive plan designations as outlined below.
15

16 **I. FACTUAL BACKGROUND**

17 The property owner and Applicant, Columbia Valley Property Holdings, LLC, is
18 requesting a non-project rezone of the property to C-2, pursuant to the provisions of
19 RMC 19.60.095, the general criteria in the City's Zoning Map Amendment Application,
20 and applicable law. No specific project or development proposal is being submitted
21 with the application.
22

23 As outlined in the Staff Report and application, a majority of the property
24 currently is designated for commercial use following a 2010 comprehensive plan
25 amendment and associated Development Agreement implemented through Contract
26 92-10 and Richland City Ordinance 2022-103. What should be a relatively non-
27 controversial rezone implementing the comprehensive plan is the next step in the
28 development process following the Examiner's approval of a residential PUD affecting
29 property along the Country Ridge Estate's development to the west (see PUD 2022-
30 101, approved on May 2, 2023). The adjoining residential PUD and an associated
31 boundary line adjustment set the boundaries of the residential PUD from the
32 commercial property which is the subject of the pending rezone. The Applicant's
33 simple position is that the rezone meets all required approval criteria and is required
34
35

1 to maintain consistency with the City's adopted comprehensive plan and the non-
2 appealed decision approving the Applicant's adjoining residential PUD.

3 The only opposition to the rezone from residential neighbors to the west is not
4 to the rezone itself, but about a setback or buffer of future commercial projects from
5 their residential use based on the 2010 Development Agreement as amended. For
6 the reasons outlined below, the Applicant believes that the Country Ridge residents'
7 and Staff's concerns are misplaced. The current property configuration (requested
8 and required by the City for road and infrastructure improvements) cannot maintain
9 split zoning. The Applicant has voluntarily agreed to mitigation measures designed to
10 buffer future commercial projects consistent with the Development Agreement as set
11 forth on pages 7 and 8 of its application narrative. Specifically, the Applicant is willing
12 to accept a site specific setback for commercial buildings of 204 feet from the eastern
13 boundary of the Country Ridge subdivision. While not required by the Development
14 Agreement, the setback and existing mitigation measures will help buffer any
15 perceived impacts from future commercial projects after the rezone. Additional project
16 level mitigation measures could be addressed at the project review stage.
17

18
19 Under the provisions of the RMC, site specific rezones are Type IIIA
20 applications which are reviewed by the Hearing Examiner at an open record hearing,
21 who in turn makes a recommendation to the Richland City Council. The requested
22 rezone initially had been recommended for approval by the Planning Department, was
23 admitted to be consistent with the comprehensive plan and rezone criteria, but Staff
24 recommended additional information from the Applicant addressing a June 1, 2023
25 letter from the HOA about buffering future commercial uses from its residential
26 development. On behalf of the Applicant, this Memorandum is designed to address
27 the Staff's concerns. The Applicant believes the overwhelming weight of testimony at
28 the hearing will be in support of the application.
29

30 For the reasons outlined in its application, and summarized in this
31 Memorandum, the Applicant requests the non-project rezone application be approved.
32 The approval is required by applicable law and does not violate the spirit, intent or
33 express terms of the Development Agreement.
34
35

II. LEGAL ANALYSIS

2.1 **Legal Standards for Rezone Approvals.** While zoning authorities have considerable discretion when evaluating and reviewing requests for amendments to its zoning code, the application must be processed consistent with legal standards. After the adoption of Washington's Growth Management Act, municipalities have been obligated to rezone property consistent with an adopted GMA comprehensive plan. The court in *City of Bellevue v. East Bellevue Community Council*, 138 Wn.2d 937, 947, 983 P.2d 602 (1999) noted that "... a city is obligated to rezone in conformity with an adopted comprehensive plan and a community council cannot disregard applicable provisions of the GMA." See also *Ahmann-Yamane, LLC v. Tabler*, 105 Wn. App. 103, 112, 19 P.3d 436 (2001).

Prior to Washington's adoption of the GMA, rezone applications (in addition to specific criteria adopted by the zoning authority), also had to meet the legal standard of showing a "substantial change in circumstances" from the property's original zoning in order to justify an amendment. However, today, where a proposed rezone implements the policies of a comprehensive plan, a showing of changed circumstances is not legally required. *Save Our Rural Environment v. Snohomish County*, 99 Wn.2d 363, 370-71, 662 P.2d 816 (1983) (citing cases). In fact, it is this post-GMA case law that led to the current dichotomy in most zoning ordinances between a "major rezone" (one requiring a comprehensive plan amendment) and a "minor rezone" (one which does not).

Based on the above standards, Staff's "3 basic rules" set forth on page 3 of its Staff Report do **not** apply to the current rezone. The Applicant does not have to show a change of circumstances if the rezone request simply implements the comprehensive plan and in such case, there is a presumption favoring the rezone request. As set forth in the application, all but a small sliver of the property already is designated commercial and needs to be zoned accordingly. Agricultural zoning cannot legally continue. The City's C-2 zone implements the current comprehensive plan designations and the small sliver of residentially-designated property along its western boundary is not large enough to be used for residential purposes. As City

1 Planning Staff can attest, split zones of single parcels of property are normally not
2 allowed. The current rezone clearly meets the general legal standards set forth above.

3 As will be more fully outlined below, the C-2 zone implements and is **not**
4 inconsistent with the Development Agreement as argued by the Country Ridge
5 Homeowners. A specific width of residential zoning was not required in the
6 Development Agreement. Any actual or perceived compatibility issues between the
7 C-2 zone and future commercial projects and the adjoining PUD or Country Ridge plat
8 can be resolved with setbacks or buffers, either now or at the project stage. The
9 rezone request should be approved.
10

11 **2.2 The Rezone Application Clearly Meets All the Rezone Criteria in the**
12 **Richland Municipal Code.** The rezone application meets the general criteria for
13 approval of Type IIIA applications in RMC 19.60.095(d). Under RCM 19.20.010, site
14 specific rezones are Type IIIA applications requiring the Examiner to adopt findings
15 and conclusions that (i) the application is consistent with the comprehensive plan, (ii)
16 that any impacts of the rezone have been identified and mitigated under SEPA, (iii)
17 that the rezone is beneficial to the public health, safety, welfare and interest, (iv) that
18 the rezone does not adversely impact transportation facilities, and (iv) that any
19 conditions recommended by Staff are proper and a direct result of the impacts of the
20 development. **RMC 19.60.095(A)-(E).** The City's required rezone application also
21 incorporates nine general questions the applicant must answer to support the rezone,
22 many of which address the approval criteria listed above. Both the Applicant's
23 Narrative and the City's Staff Report demonstrate how the pending application meets
24 the City's adopted criteria for approving rezones and for brevities' sake, they don't
25 need to be repeated here. Pages 11-15 of the Applicant's zone change application
26 confirms how the general approval criteria in RMC 19.60.095 are met, and pages 15-
27 19 address the criteria in the City's rezone questionnaire. On this record compliance
28 with rezone criteria are uncontroverted and should be accepted by the Examiner in
29 his findings and conclusions.
30
31
32

33 **2.3 The Rezone Application Complies with the 2010 Development**
34 **Agreement (as Amended).** The only issues around the pending rezone from
35 agricultural designations to the C-2 zone have nothing to do with the rezone or rezone

1 criteria, but with future project level impacts and separation from the Country Ridge
2 plat to the west based on strained interpretations of a 2010 Development Agreement
3 entered into between the property owners and City when the property was first
4 designated for commercial use years ago. Specifically, the HOA argues in a June 1,
5 2023 letter provided to Staff and made as part of the record that a 204-foot residential
6 buffer from the Country Ridge plat is required by the Agreement. The Applicant
7 believes this interpretation is incorrect. As an initial matter the HOA doesn't seem to
8 argue that the property can not be rezoned to C-2 use on a non-project basis, but that
9 a strict 204-foot buffer or setbacks must be maintained. The Applicant submits that
10 any mitigation of future commercial projects authorized in the C-2 zone and consistent
11 with the other provisions of the Development Agreement can be addressed at the
12 project stage. However, the Applicant already has offered and would accept a 204-
13 foot setback for any commercial buildings to be located on the rezoned property.
14

15 The original Development Agreement and the Amendment are attached to the
16 application and are part of the record. The only relevant portions of the Development
17 Agreement relating to the HOA buffer argument are at paragraph **10(a)** which reads
18 as follows:
19

20 "A buffer area of low density residential development
21 designated along the westerly property boundary of the Site,
22 adjacent to the Country Ridge property line and zoned for R-
23 1-12. The buffer would provide for two tiers of single family
24 residential lots separated by a road corridor..."

25 Also relevant to the discussion is paragraph **10(k)** which reads as follows:

26 **"The process of implementing the comprehensive plan**
27 **may result in some minor deviations to the plan, such as**
28 **adjustment in zoning boundary lines.** Such deviations may
29 be acceptable if they are deemed minor in nature and
30 consistent with items A-J as listed above" (emphasis added).

31 The Applicant's simple position is that residential PUD approved by this
32 Examiner a couple of months ago complies with these provisions, the residential PUD
33 is now final, Country Ridge accepted the PUD and the PUD as designed and approved
34 does not violate the Development Agreement. In a strained interpretation the HOA
35 now argues that Tract E (a stormwater/landscaping tract) included in the northern

1 portion of the PUD should have been wider. This is **not** required by the Development
2 Agreement. Nowhere is a specific buffer width required. The Development
3 Agreement itself does not expressly require the two rows of houses and roads along
4 the entire boundary line as alleged by the HOA, and as the City, Examiner and parties
5 recognized in the PUD, the stormwater and landscaping tract was appropriate. As a
6 practical matter, putting homes adjacent to a busy commercial arterial (Keene Road)
7 based on the City's infrastructure improvements would have been poor planning and
8 close to impossible. The HOA does not seem to be objecting to the stormwater tract
9 or landscaping buffer, they just want it larger. Again, this is a non-project rezone and
10 the Applicant would request that the C-2 rezone for the entire parcel be adopted.
11 Additional project level mitigation such as landscaping plans or buffers can await a
12 project level review.
13

14 Even if the HOA's interpretation of the Development Agreement were
15 reasonable, which it's not, the Agreement itself recognized that deviations to the
16 comprehensive plan designations and zonings may be needed in the future. (see
17 Paragraph 10(k) cited above). This is exactly what happened. The City required the
18 boundary of the parcels to be changed to accommodate the Queensgate Road
19 extensions, split zoning of parcels isn't appropriate, and accordingly the residential
20 PUD implemented Section 10(a) of the Development Agreement and the current
21 application is substantially consistent with amended paragraph 10(g). In this case,
22 the HOA and Staff's concerns about the Development Agreement are a red herring.
23 This rezone application does not violate the terms of the Development Agreement, but
24 implements it. A commercial zoning designation for the entire parcel is required by
25 the City's comprehensive plan and is consistent with the Development Agreement.
26 The Applicant has offered a 204-foot setback for future commercial buildings.
27 However, any additional future mitigation between the setback and boundary line can
28 and should await the project review stage.
29
30

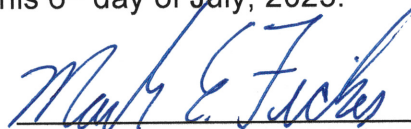
31 This Memorandum in conjunction with pages 20-26 of its application narrative
32 complies with Staff's request for additional information at page 14 of its initial Staff
33 Report. The Applicant's non-project rezone is consistent with applicable law and the
34 Development Agreement and should be approved. As a procedural matter, the
35

1 Applicant reserves the right to question the Examiner's jurisdiction to review, interpret
2 and enforce a Development Agreement which has its own remedies for parties with
3 standing (see Section 14 of the Development Agreement). However, a formal legal
4 ruling or interpretation of the Development Agreement isn't necessary. The
5 application with a 204-foot building setback implements it. There is nothing on this
6 record to show adverse impacts from the zone change to C-2, with the zoning
7 restrictions and design standards offered in the application (see pages 9-10 of the
8 application). Project level mitigation should await the project review stage at which
9 time the HOA could raise additional concerns. A split zoned strip of residentially-
10 zoned property that would be inconsistent with the comprehensive plan and provide a
11 completely unusable portion of property is not the way to address HOA concerns.
12 Setbacks and landscaping, and not a denial of the application or split zoning, are the
13 way to address these concerns.
14

15 III. CONCLUSION

16 Applicant respectfully requests that its non-project rezone be approved. The
17 C-2 zone is consistent with and implements the commercial comprehensive plan
18 designations covering most of the property. The application is properly supported by
19 the record and meets all applicable local, statutory and case law authority for approval
20 of rezones.
21

22
23
24 RESPECTFULLY SUBMITTED this 6th day of July, 2023.

25
26 

27 Mark E. Fickes, WSBA # 17427
28 Halverson | Northwest Law Group P.C.
29 PO Box 22550
30 Yakima, WA 98907
31 Telephone: (509) 248-6030
32 Facsimile: (509) 453-6880
33 mfickes@hnlw.law
34
35

Zone Change Application

Columbia Valley Property Holdings

April 2023

Project Team

Owner

Mallikarjuna R Vallem
Columbia Valley Property Holdings
500 108th Ave NE STE 1100-1
Bellevue, WA 98004
619.400.7845
mvallem@brickwise-holdings.com

Project Manager

Peter Harpster
Aqtera Engineering
2815 Saint Andrews Loop, Suite C
Pasco, WA 99301
509.212.9596
pharpster@aqtera.com

Landscape Architect

Kurt Lango
Lango.hansen
1100 NW Gilsan Street #3b
Portland, OR 97209
kurt@langohansen.com

Land Use Attorney

Mark Fickes
Halverson Northwest Law Group
405 E. Lincoln Ave
Yakima, WA
509.248.6030
mfickes@hnw.law

Land Use Planner

Rick Simon
RPS Planning Consultant, LLC
98402 N. Harrington Rd.
West Richland, WA 99353
509.531.0142
rsimon60@gmail.com

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Appendix

Record of Survey for Boundary Line Adjustment Survey #5735

Overall Project Description

Introduction

The project consists of a rezone of 4.7 acres from its current Agricultural and Suburban Agricultural zoning to a C-2 Commercial zone. The site is located south of Keene Road and east of the Country Ridge plat. The eastern boundary of the site borders the future extension of Queensgate Drive and is north and east of and adjacent to the Preliminary Planned Unit Development known as “The Terraces at Queensgate South.” Immediately west of and adjacent to the proposed rezone area is a 2.8 acre tract, known as Tract E of Terraces at Queensgate South that would be left as an open space tract and serve as storm drainage ponds for the adjacent development. This tract would also be landscaped to provide a buffer between future on-site commercial development and the adjacent Country Ridge neighborhood.

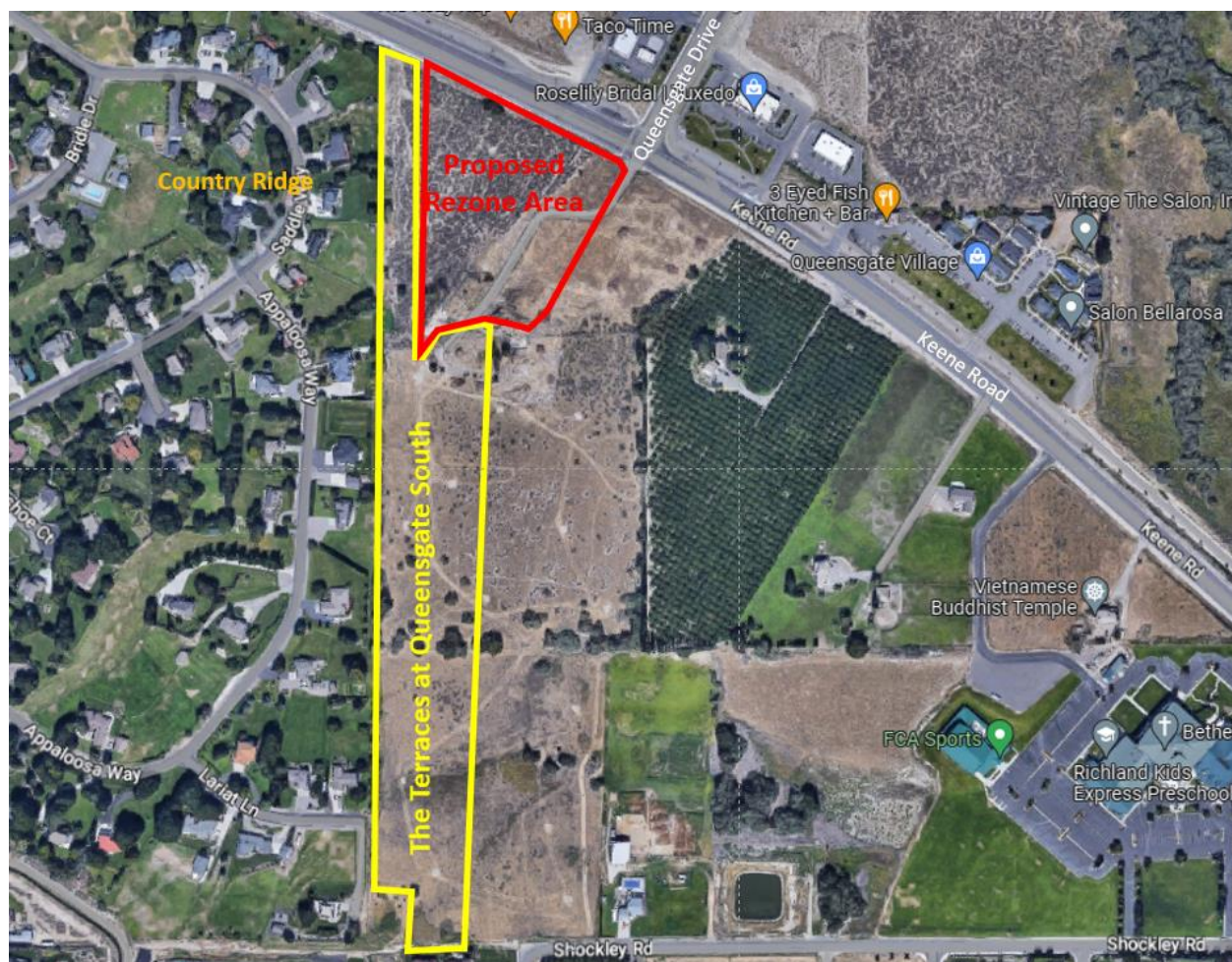


Figure 1: Vicinity Map

Development of The Terraces at Queensgate South PUD requires the dedication of right-of-way for the future extension of Queensgate Drive from Keene Road to Shockley Road and the partial construction of the roadway. The eastern and southern boundaries of this site are formed by the Queensgate and Lambert Drive rights-of-way that will be created through the development of the PUD.

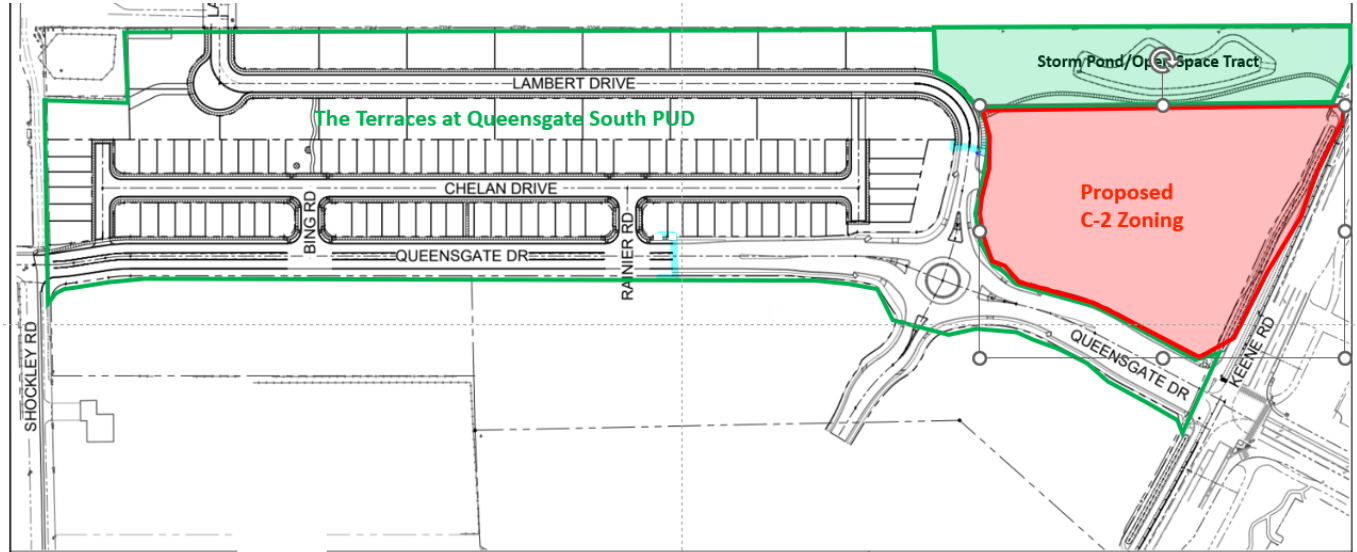


Figure 2: Future Alignment of Queensgate Drive

A roundabout would be constructed as a central feature of the Queensgate Drive extension. From the location of the roundabout northward to Keene Road, Queensgate Drive will be constructed to an arterial standard street with two northbound travel lanes, two center left turn lanes two southbound travel lanes, bike lanes, sidewalks and a modified traffic signal at the Queensgate/Keene intersection. From the roundabout southward, full Queensgate improvements are part of the improvements required of the Terraces at Queensgate South PUD. Access to the proposed commercial rezone area would only be provided along the southern boundary of the site. No direct access would be provided from Queensgate Drive. A service entrance may be provided near the western boundary of the site directly from Keene Road.

The 4.7 acre lot (204,845 square feet) is proposed for commercial development. The remaining 2.8 acres, (Tract E of the Terraces at Queensgate South) located along the western boundary of the site would be reserved as a storm drainage facility and open space tract.

Existing Conditions

The site is undeveloped. East of and adjacent to the site is additional undeveloped property and a cherry orchard. Land use adjacent to and west of the project site includes a low density single family neighborhood (Country Ridge). To the north, there are a variety of commercial uses, across Keene Road, including the Queensgate Village, which is a cluster of small commercial buildings that house a variety of office, service and retail uses as well as a farmer's market that operates on Sundays. Other retail developments to the north and northwest of the site include a restaurant, coffee shop, gas station, car wash, cell tower and a mini storage facility.



Figure 3: Comprehensive Plan Land Use Map

Comprehensive Plan

The City's comprehensive plan designates the majority of the site as suitable for commercial development. The southern portion of the site is designated as Multi-Family Residential/Office and along the western boundary of the site, the land use designation is Low Density Residential.

Transportation

The City's Transportation Plan calls for the extension of Queensgate Drive, an arterial collector street, adjacent to the site as part of its Functionally Classified Street Network. With the development of this property and adjacent lands, the Queensgate Drive extension will be fully

built out with multiple travel lanes, turn lanes, a roundabout, bicycle paths and pedestrian walkways from the intersection with Keene Road to Shockley Road.

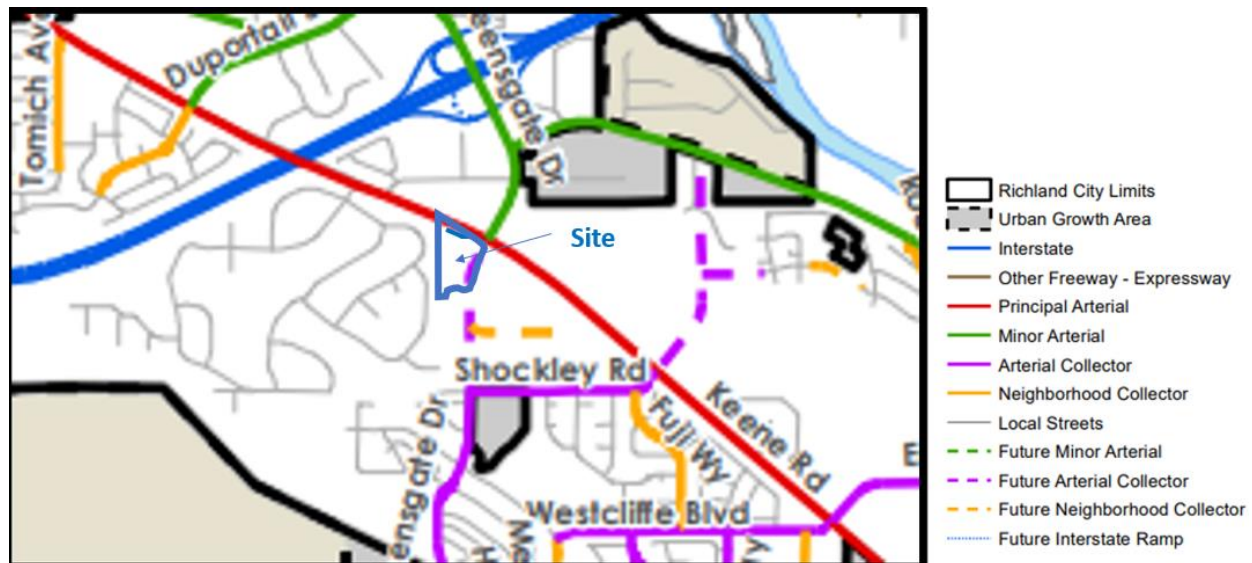


Figure 4: Richland Functionally Classified Street Network Plan

Existing Zoning

The existing zoning of the site is agricultural and suburban agriculture. Adjacent land to the west is an open space tract that is a part of the Terraces at Queensgate South PUD. Beyond this open space tract there is a residential Planned Unit Development, known as Country Ridge. Existing zoning to the south and east is also agricultural and suburban agricultural, although adjacent land primarily south of the site consists of a preliminarily approved PUD known as the Terraces at Queensgate South.

The C-2 Commercial zoning that is proposed for the site is adjacent to an open space tract and would also be subject to an existing development agreement with the City. (Refer to both original and revised agreements beginning on page 39.) In accordance with the development agreement, building height for this commercial property would be limited to a maximum of 40 feet. As the provisions of the C-2 zone allow for buildings up to 75 feet in height, the City will need to put a provision in place through a concomitant agreement or similar mechanism to limit building height as specified in the agreement. The following narrative describes how the current proposal conforms to the agreement.



Figure 4: Existing Zoning Map

Compliance with Development Agreement

- a. *Buffer adjacent to Country Ridge* – the development agreement calls for 2 tiers of lots with a public road in between. The Terraces at Queensgate South PUD included a design to meet this requirement within a strip of property measuring 204 feet in width. The proposed rezone would place commercial development that would be separated from the Country Ridge property boundary by a strip of open space measuring 175' in width. This open space, as the low point of the site would also serve as a passive drainage facility. Landscaping of this open space would help to buffer the adjoining residential land uses. The intent of the agreement was to provide a buffer for the more intensive development that was projected to occur within the site. The proposed plan does exactly that. The proposed open space provides a greater level of protection for the adjacent homes than does the single family residential development allowed under the provisions of the development agreement. As a point of comparison, directly north of the country ridge subdivision there are a number of commercial land uses. The separation between the Country Ridge lots fronting along Keene Road and the commercial uses located on the north side of Keene is approximately 180 feet. Within this 180 foot strip of land, there is both the Keene Road corridor - a 5 lane arterial street, and the Keene Road walking path. Here, the proposal would provide essentially the same distance between commercial and residential uses, with a landscaped open space area instead of an arterial street. In addition, future commercial development of the site would be oriented towards to the north towards Keene Road or to the east towards

Queensgate Drive in order to be as visible as possible to the high traffic volumes on those streets.

- b. Commercial development of the site would be mitigated in the following ways:
 1. A six-foot masonry wall would be built along the Country Ridge property boundary, as specified in the conditions of approval for the Terraces at Queensgate South PUD.
 2. Landscaping of the open space area, to be reviewed and approved by the City of Richland prior to or concurrent with the development of commercial uses on-site.
 3. Limitation on building height of any commercial construction on the site as specified in the development agreement to no more than 40 feet;
 4. Screening of the future commercial use on-site to include the following:
 - i. screening of any rooftop mechanical equipment;
 - ii. Screening of any outdoor storage or refuse collection areas;
 - iii. Shielding of all outdoor lighting;
 - iv. Design of any future commercial buildings to focus building entry, parking and activity centers on the east side of the building area, away from the western property boundary.
 5. The development agreement specifies that “the process of implementing the comprehensive plan may result in some minor deviations to the plan, such as adjustments in zoning boundary lines. Such deviations may be acceptable if they are deemed minor in nature and consistent with the provisions of the agreement.

c. *Zoning* – the agreement specifies that zoning for the portion of the site designated as Commercial shall either be C-1, C-2 or C-LB or may be part of a Planned Unit Development. Identified compatibility concerns at the zoning or project stage may be addressed by concomitant agreement(s) that limit potential commercial uses shown to be incompatible with nearby residential uses. Zoning for the portions of the Site designated as Multi-Family/Office shall be zoned C-LB (Limited Business) or shall be part of a Planned Unit Development. Unless otherwise approved by a variance at the project stage, permitted development will be limited to building heights no more than forty (40) feet on portions of the Site zoned commercial west of Queensgate Drive. This rezone proposal is generally compliant with these requirements as follows:

1. The site would be zoned C-2 as provided for in the agreement;
2. Building height would be limited to 40 feet as called for in the agreement, to be implemented through a concomitant agreement or other similar means as determined by the City;
3. The southern portion of the site is designated as suitable for Multi-Family/Office in the agreement. The C-LB zoning would typically be used to implement a Multi-Family/Office comprehensive plan designation. The C-LB zone allows for both office and apartment buildings. A three or four story building, whether developed for

professional office or apartment use would have a greater impact on the adjacent Country Ridge neighborhood than a commercial building in this circumstance. Office and/or apartments would include windows and perhaps balconies on the upper floors of buildings overlooking the Country Ridge homes, resulting in a lack of privacy for some of the Country Ridge residents. This would be more disruptive to the neighborhood than a one or two story retail building that is oriented away from the Country Ridge neighborhood.

4. Two separate zoning classifications on the same property are neither practical nor desirable.
5. Some latitude is built into the agreement providing for some minor deviations to the plan (Refer to Section 10(k) of the agreement), The proposed shifting of the zoning boundaries to include the entire site in a single zoning classification qualifies as a minor deviation as contemplated in the agreement, given the proposed layout of the site.

Proposed Zoning Restrictions

In order to ensure that the development proceeds in accordance with the descriptions provided within this narrative, the applicants propose that zoning restrictions be made of record through a concomitant agreement or similar document, acceptable to the City and that would include the following restrictions:

1. **Uses.** Future use of the subject properties shall be consistent with the land uses as identified in the C-2 Retail Business zone as it exists today or as it may be amended in the future; provided that the following uses shall not be permitted:

a. Automotive Repair Uses; b. Car Wash; c. Fuel Station/Mini Mart; d. Truck Rentals; e. Truck Stop; f. Vehicle Sales; g. Contractor's Offices;	h. Funeral Establishments; i. Laundry/Dry Cleaning Uses; j. Telemarketing Services; k. Emergency Shelters; l. Transitional Housing; m. Secondhand Store;
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2. **Design Standards.**
 - a. Buildings over 50 feet wide shall use one or more of the following techniques to divide building elevations into smaller parts: pronounced changes in massing; pronounced changes in wall planes; significant variations in the cornice/roofline.
 - b. Building colors shall emphasize muted earth tones.
 - c. The use of highly reflective or glossy materials shall be used for accents only.

- d. Rich materials and a variety of materials are encouraged on both wall planes, roof and ground plane. If used, stone or decorative block veneers shall highlight significant building features and massed elements.
- e. All sides of a building shall express consistent architectural detail and character.
- f. Site walls and screen walls shall be architecturally integrated with the building.
- g. Screening devices, site walls and enclosed service, loading and refuse areas should be designed to be an integral part of building architecture. All outdoor storage and refuse collection areas shall be screened.
- h. Extensive use of floor to ceiling glass storefronts is appropriate only under arcaded areas.
- i. Rooftop mechanical equipment shall be screened.
- j. All outdoor lighting for building security and for lighting parking areas shall be screened in a manner consistent with City outdoor lighting standards and shall generally be consistent with dark sky standards.
- k. All utilities serving commercial buildings shall be undergrounded.
- l. Building setbacks shall be consistent with C-2 zoning standards.
- m. Off-street parking requirements shall meet the minimum standards as identified in the City zoning code.

3. Development Standards.

- a. Building height shall be limited to a maximum of 40 feet.
- b. Development shall be oriented to the east, towards Queensgate Drive or Keene Road and away from the Country Ridge property boundary.
- c. Landscaping and screening within the open space area on Tract E of the Terraces at Queensgate South PUD shall be in accordance with approved plans and shall be installed prior to or simultaneously with the completion of any commercial building within the site.
- d. Landscaping, screening or combination thereof shall be placed to block vehicle headlights from shining onto the adjacent residential properties for vehicles entering or exiting the site.
- e. The open space tract located along the western boundary of the site shall be reserved for storm drainage facilities and landscaping. Other possible improvements permitted on this site would be limited to walking or bicycle trails and possible park furniture such as benches, picnic tables or gazebos.

RMC 19.60.095(D) Required Findings for Type II and Type III Applications

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

Response – Consistency with comprehensive plan: The site's frontage along Keene Road is designated for commercial development in the City's land use plan. Applying the proposed C-2 zoning on site would implement the comprehensive plan. Additionally, the plan calls for the extension of Queensgate Drive, a minor arterial street, to be extended across the site between Keene and Shockley Roads. The development of the adjacent PUD project makes provision for this road extension.

Additionally, the project will help to implement the following goals and policies contained within the City's comprehensive plan:

LU 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.

Comment: *The site is located inside both City limits and urban growth area boundaries; is surrounded by developed properties and so qualifies as infill development, and so is therefore consistent with policy #2. The project would be compatible with adjacent land uses and so is consistent with the overall intent of this goal.*

LU Goal 2: Establish land uses that are sustainable and create a livable and vibrant community.

Policy 1: Maintain a variety of land use designations to accommodate appropriate residential, commercial, industrial, healthcare, educational, recreational, and open space uses that will take advantage of the existing infrastructure network.

Policy 2: Ensure that adequate public services are provided in a reasonable time frame for new developments.

Policy 3: Ensure that the intent of the land use and districts are maintained.

Comment: *Commercial development of the site will provide needed commercial services along Keene Road, the major street corridor in South Richland. It will include an open space amenity and attractive landscaping along the western boundary of the site. Utility infrastructure is in place to be extended into the site to support the project.*

LU 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 transport.

Policy 2: Promote pedestrian and bicycle circulation throughout the community by connecting with the infrastructure and the City's network of parks and trail system.

Comment: The adjoining PUD project will result in the extension of Queensgate Drive from Keene Road to Shockley Road, an important connection in Richland's transportation network. The roadway corridor includes accommodation for vehicles, bicycles and pedestrians and is consistent with Richland's adopted complete streets policies. The proposed commercial land included in this application will provide commercial services in close proximity to both new and existing residential neighborhoods and will provide for pedestrian pathways between residential and commercial land uses.

UD Goal 1: Create a physically attractive and culturally vibrant, pedestrian- and bicycle-friendly environment in the City.

Policy 1: Establish and enhance the positive attributes of residential, commercial, central business, and other districts with appropriate transition between them.

Policy 2: Encourage redevelopment and upgrade of suitable commercial areas.

Policy 3: Improve streetscape and connectivity for safe and pedestrian friendly environments.

Comment: The adjacent planned improvement of Queensgate Drive will accommodate pedestrian and bicycle routes adjoining the project site, providing for pedestrian access between proposed commercial and residential land uses. The proposed commercial uses will provide additional commercial services along the Keene Road corridor, while making good use of grade changes and landscaping to provide an effective transition between planned residential and commercial uses.

UD Goal 1: Create a physically attractive and culturally vibrant, pedestrian- and bicycle-friendly environment in the City.

Policy 1: Establish and enhance the positive attributes of residential, commercial, central business, and other districts with appropriate transition between them.

Comment: The project will provide for an effective landscape buffer and a masonry wall separating the proposed commercial uses from an existing residential neighborhood and so meets the intent of Policy 1.

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

Response: The Washington Administrative Code Section 197-11-800(6)(a)(ii)(c) exempts rezone applications for projects that are located within an urban growth area; and that are consistent with the City's comprehensive plan when that plan has been reviewed through the SEPA process. When the City's current plan was adopted in 2017, the plan was evaluated through an Environmental Impact Statement. The plan does identify the site as suitable for commercial development. Therefore, the criteria to meet the exemption from SEPA review are met in this application.

Additionally, much of the environmental information prepared for the adjacent Terraces at Queensgate South PUD included studies that apply to this site, including a survey and topographic map, a custom soils report, a geotechnical evaluation, a cultural resources report, and engineering plans for the extension of roads and utilities and detailed plans for the proposed roundabout and modifications to the traffic signal at the intersection of Keene Road and Queensgate Drive.

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

Response: The proposed rezone application promotes and protects public health, safety and welfare in the following ways:

- Provides for an urban commercial center to that will provide a variety of goods and services to the immediate neighborhood and larger South Richland area in a manner that is consistent with the City's adopted comprehensive plan;
- Provides commercial facilities in a location that is adjacent to major transportation corridors, including bus routes;
- Includes provisions to provide adequate and effective buffers to the adjacent low density residential neighborhood;
- Is consistent with the provisions of the Development Agreement that is place on the Queensgate South site that will provide for safe and improved traffic flow along Queensgate Drive and to the proposed commercial property;
- Is consistent with the plans for the extension of an arterial street that is a key component to the City's transportation plan; and
- Maintains appropriate setbacks and open spaces to ensure adequate light, air and access for adjacent residents and future users of the commercial property.

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.

Response: The traffic analysis prepared for the adjacent PUD demonstrated that the full completion of the entire Queensgate Drive road extension and related improvements will ensure that traffic within the project site and adjacent areas will operate without falling below a level of service D.

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.

Response: This determination will need to be made by the City during the review of this proposal. Conditions of approval attached to the project will need to address the conditions outlined in the development agreement between the City and the property owner as specified in Richland Contract #92-10 as revised (copies attached.)

Rezone – Application Form Questions

1. *The unique characteristics, if any, of the property or circumstances of the owner:*

Response: The property proposed for rezone has frontage along Keene Road, an arterial street that already contains commercial zoning directly adjacent to and north of Keene Road. Additionally, the property will front along the Queensgate Drive extension, a minor arterial street. The site's location at the intersection of two arterial streets provides a unique circumstance that provides a strong justification for a commercial rezone.

2. *Any hardship that may result in the event the rezone is not granted:*

Response: If denied, the site's existing Agricultural and Suburban Agricultural zoning would remain in place. Neither of these existing zones is appropriate. Agricultural zoning within the City's urban growth area is intended to serve as a holding zone and suburban agricultural zoning is intended to be applied in rural areas to provide for the maintenance of animals and farm crops (See RMC 23.14.010.) Rural or agricultural land use is not appropriate in locations that are largely surrounded by urban development, with close proximity to urban services and utilities. The hardship imposed on the property owner would be the denial of reasonable uses for the property in favor of overly restrictive uses that are not economically feasible, given the value of the land.

3. *The manner in which the proposed rezone conforms to patterns in adjacent zones:*

Response: There is existing commercial zoning directly north, across Keene Road from the site. Additionally, the development agreement that governs future development of the site requires specific measures, including construction of a masonry wall along the western property boundary, building height limitations, identification of appropriate buffers and architectural design requirements all intended to mitigate the impacts of commercial development on adjacent properties.

4. *Any beneficial or adverse effects the granting or denial of the rezone would have in relation to the overall purpose and intent of the comprehensive plan and this title:*

Response: The City will benefit through the commercial development of the property, which would provide additional commercial services in the growing South Richland area, thereby providing City residents with both additional shopping and job opportunities, while providing the City with additional sales and property tax revenues. All development proposed within this project is consistent with both the City's future land use map as well as the goals and policies of

the City's comprehensive plan. (Refer to the discussion on the project's compliance with comprehensive plan goals, beginning on page 11 of this document.)

5. *The benefits or detriments accruing to the City which would result from the granting or denial of this special permit:*

Response: The extension of Queensgate Drive across the site will provide an important arterial street connection in South Richland. In accordance with the terms of the development agreement in place on the site, the Queensgate drive extension is a requirement of development. Additionally, the traffic signal at the intersection of Queensgate and Keene will be modified to accommodate the extension of Queensgate. Both of these improvements will implement important provisions of the City's transportation plan for the area, which will be a significant benefit to South Richland residents.

6. *Whether the proposed rezone represents a better use of the land from the standpoint of the comprehensive plan than the original zone:*

Response: The proposed rezone is entirely consistent with the City's comprehensive plan, which intends for the site's frontage along Keene Road to be developed with commercial uses. The existing Agricultural and Suburban Agricultural zoning that is in place on site does not implement the comprehensive plan; does not provide needed commercial services for the area and would not provide for the Queensgate Drive extension called for in the comprehensive plan.

7. *Whether the proposed rezone represents spot zoning and whether a larger area should be considered:*

Response: The proposed rezone is consistent with the comprehensive plan that calls for commercial development along the Keene Road frontage. The plan does not call for commercial development of the parcels that are located directly adjacent to the site to the west but does identify adjacent land to the east of the site as suitable for commercial development. Property to the north, across Keene Road is already zoned for and developed with commercial uses. The proposal cannot be considered a spot zone.

8. *Identify impacts on the environment and public safety:*

Response: The site does not contain any critical areas as identified in the City's comprehensive plan. Further, the environmental work already prepared for the previous PUD project provides detailed environmental information without identifying any significant adverse impacts. Development of the site will impact public safety, as commercial development will require police, fire and emergency service protection beyond what is needed for the current use of the site. Emergency access will be provided through the construction of city standard streets that will provide adequate turning radii for emergency service vehicles. Future buildings will be required to meet fire code standards for exiting, placement of fire hydrants, installation of fire protective sprinkler systems and related requirements as established in building and fire codes. The specific design requirements of these buildings will be reviewed and approved at the time detailed construction plans are submitted to the city for review. The site is located approximately one mile from the existing fire station on Duportail Avenue and so would easily fall within desired emergency response times for the fire department. Revenues associated with commercial development including sales and property taxes will provide the City with funding to bear the additional costs associated with providing public safety services to the proposed development.

Rezone – Criteria for Review

Washington Courts have applied the following three basic rules when reviewing appeals of rezone applications:

1. There is no presumption favoring the rezone request;

Response: The proposed C-2 commercial zoning is a rational zoning classification for this property for the following reasons:

- The site has been designated as suitable for commercial uses within the City's adopted comprehensive plan;
- Commercial land uses, subject to specific mitigation measures, are anticipated within the development agreement that is in place on the property (refer to attached Contract #92-10.);
- The location of the site, adjoining the Keene Road corridor, a major arterial street, makes commercial development of the site the most likely and reasonable land use for the site and provides for additional commercial services to the residents of the South Richland area;
- The proximity of commercial development to the north across the Keene Road corridor makes commercial development of the site a compatible use within the neighborhood; and
- The proposed buffers and physical separation between the site and nearby residential land uses are sufficient to adequately protect residential uses from commercial land use impacts.

2. *The proponent must demonstrate that there has been a change of circumstances since the original zoning provided if a proposed rezone implements the policies of the comprehensive plan, a showing of changed circumstances is usually not required; and*

Response: The site has been designated as suitable for commercial development and so the rezone is consistent with the comprehensive plan. It is also consistent with the development agreement that is in force on the property. Further, there are changed conditions since the comprehensive plan designation and agreement were put in place in 2010. Specifically, there has been significant growth in South Richland over the past 13 years that has generated a need for additional commercial development. This growth has also increased the need for a minor arterial street connection (Queensgate Drive) that would not be possible without the proposed rezone unless significant expense were incurred by the City to acquire the needed right-of-way and construct a full minor arterial street.

3. *The rezone must have a substantial relationship to the public health, safety, morals or general welfare.*

Response: The proposed rezone and associated development will result in an important arterial street connection through the extension of Queensgate Drive through the site as contemplated in the City's adopted comprehensive plan. Completion of this arterial street connection will improve traffic circulation and safety throughout the South Richland area by completing the last link in Queensgate Drive between the freeway and the residential neighborhoods to the south. Approval of the rezone will provide for commercial development that will be an attractive, convenient and desirable place to work and shop.

Contract #92-10 Section 10 of Development Agreement

The project site is subject to a development agreement that the City originally entered into with the property owners in 2010. The agreement (Contract #92-10) was modified in 2022. Section 10 of the agreement includes the following provisions regulating the development of the site.

- a) *A buffer area of low density residential designated along the westerly property boundary of the site, adjacent to the Country Ridge property line and zoned for R-1-12. The buffer would provide for two tiers of single family residential lots separated by a road corridor, providing for an overall density not to exceed three (3) lots per acres (inclusive of such road corridor). A Planned Unit Development may be utilized to achieve a density average consistent with this agreement. These lots would meet all R-1-12 zoning standards, and such lots adjoining the adjacent Country Ridge development shall be laid out with their rear yards facing the Country Ridge property line.*

Response: Two tiers of lots with a public road in between were included in the adjacent Terraces at Queensgate South PUD project. The proposed commercial rezone would provide separation from the Country Ridge property boundary by a strip of open space measuring 175' in width. This open space, as the low point of the site would also serve as a passive drainage facility. Generous landscaping of this open space would help to buffer the adjoining residential land uses. The intent of the agreement was to provide a buffer for the more intensive development that was projected to occur within the site. The proposed plan does exactly that. The proposed open space provides a greater level of protection for the adjacent homes than does the single family residential development allowed under the provisions of the development agreement. As a point of comparison, directly north of the country ridge subdivision there are a number of commercial land uses. The separation between the Country Ridge lots fronting along Keene Road and the commercial uses located on the north side of Keene is approximately 180 feet. Within 180 foot strip of land, there is both the Keene Road corridor - a 5 lane arterial street, and the Keene Road walking path. Here, the proposal would provide essentially the same distance between commercial and residential uses, with a landscaped open space area instead of an arterial street. In addition, the commercial use proposed would require future commercial uses to face either Keene Road or Queensgate Drive, ensuring that only the backs of commercial buildings would face the Country Ridge neighborhood. Mitigation of the impacts of commercial development would be addressed in the following ways:

1. A six-foot masonry wall would be built along the Country Ridge property boundary, as specified in the development agreement and the approved PUD plans;

2. Landscaping of the open space area, to be reviewed and approved by the City of Richland prior to or concurrent with the commercial development of the site;
3. Limitation on building height of any commercial construction on the site as specified in the development agreement to no more than 40 feet;
4. Screening of the future commercial building to include the following:
 - i. screening of any rooftop mechanical equipment;
 - ii. Screening of any outdoor storage or refuse collection areas;
 - iii. Shielding of all outdoor lighting;
 - iv. Design of any commercial buildings on-site to focus building entry, parking and activity centers on the east side of the building area, away from the western property boundary.
5. The development agreement specifies that "the process of implementing the comprehensive plan may result in some minor deviations to the plan, such as adjustments in zoning boundary lines. Such deviations may be acceptable if they are deemed minor in nature and consistent with items a thru j as listed above.

b) Areas that are designated as Medium Density Residential in the comprehensive plan; may be developed to an average density of ten (10) units per acre. For the purposes of calculating density within the Medium Density portions of the site, all residential lands designated either Low density residential or Medium Density Residential may be used to determine the maximum overall permitted density of ten (10) units per acre, provided that the low density buffer identified in subsection a (above) shall be maintained at a maximum density of 3 dwellings units per acre.

Response: Residential development is not a part of this commercial rezone proposal.

c) A masonry wall, at least six feet in height shall be installed along the length of the western property boundary of the Site, providing a separation between the Site and the adjoining plat of Country Ridge. This wall shall be constructed simultaneously with the development of the adjacent lands that are designated Low Density Residential. Approval of a specific design for the masonry wall shall be part of the development approval process for the Low Density Residential lands. The wall shall be constructed in earth tones consistent with surrounding neighborhoods such as the Applewood and Cherrywood subdivision.

Response: A masonry wall meeting the standards established in the development agreement is proposed to be built along the boundary with the Country Ridge subdivision as part of PUD approval for the Terraces at Queensgate South.

d) *The Owner shall provide dedicated right-of-way for a future extension of Queensgate Drive, extending southward from Keene Road, through the Site to its connection to Shockley Road. This right-of-way dedication shall be made to the City at the time that an applicable land use application is reviewed and finalized by the Owner or a Developer for any portion of the Site and shall be dedicated in its entirety at such time. The right-of-way width for future Queensgate Drive shall be determined at the subdivision or land use approval stage based on City development standards then in effect and consultation with the City's Public Works Director or designee. The specific alignment of the future roadway for Queensgate Drive shall be mutually agreed to by the Owner (or the Developer) and the City. Access points to and from future Queensgate Drive shall be determined at the subdivision or project review stage, however, the Owner (and Developer as the Owner's successor-in-interest) understands that direct access from single family residential lots shall not be allowed, and commercial access points may be limited consistent with City development standards then in effect and based on review and evaluation by the City's Public Works Director or designee.*

Response: Full development of the site will include complete improvements of Queensgate Drive to a minor arterial standard with multiple travel lanes, turn lanes, a roundabout, bicycle paths and sidewalks. The applicant's team has been working closely with City staff to coordinate the general design of this road corridor.

e) *Buffer standards for the eastern boundary of the site shall be established at the time a specific zoning proposal is submitted to the City and at a minimum shall address:*

- 1. Building setbacks;*
- 2. Maximum building height;*
- 3. Landscape screening and/or fencing;*
- 4. Restrictions on outdoor lighting;*
- 5. Restrictions on location of outdoor storage areas, truck loading docks, refuse collection areas.*

The intent of the buffer shall be to provide an adequate separation between the proposed commercial/multi-family residential use and the adjoining low density residential land use to protect the low density residential property from impacts of noise, and light and glare.

Response: This commercial rezone proposal does not include property near the eastern boundary of the lands that are subject to the development agreement.

f) *Access from future development onto Keene Road and/or the future Queensgate Drive shall be subject to road approach review and/or permits from the City, which review may include review of commercially reasonable site distances from existing intersections, including the intersection of Keene Road/Queensgate Drive.*

Response: The applicant's team has worked closely with city staff to coordinate potential locations for access onto Keene Road. Current plans call for a 300' separation between Queensgate/Keene intersection and the proposed roundabout. No direct access from Queensgate Drive would be provided to the commercial property.

g) Zoning for the portion of the Site designated as Commercial may be C-1, C-2 or C-LB or may be part of a Planned Unit Development. Identified compatibility concerns at the zoning or project stage may be addressed by concomitant agreement(s) that limit potential commercial uses shown to be incompatible with nearby residential uses. Zoning for the portions of the Site designated as Multifamily/Office shall be zoned C-LB (Limited Business) or shall be part of a Planned Unit Development. Unless otherwise approved by a variance at the project stage, permitted development will be limited to building heights no more than forty (40) feet on portions of the Site zoned commercial west of Queensgate Drive.

Response: This proposal is generally compliant with these requirements as follows:

1. The site would be zoned C-2 as provided for in the agreement;
2. Building height would be limited to 40 feet as called for in the agreement, to be implemented through a concomitant agreement or similar means as determined by the City;
3. Given that the future commercial development of the site will be oriented towards Queensgate Drive, away from the Country Ridge neighborhood, (as contemplated in the proposed concomitant agreement), a C-2 commercial use would be less impactful to the neighborhood than a C-LB multi-family building or professional office building that includes windows and/or balconies overlooking homes within Country Ridge.
4. Some latitude is built into the agreement providing for some minor deviations to the plan (Refer to Section 10(k) of the agreement), The proposed shifting of the zoning boundaries to include the entire site with C-2 zoning qualifies as a minor deviation as contemplated in the agreement.

h. Development proposals within the portions of the Site designated as Commercial shall not be approved unless they are determined to be consistent with the design standards included in Exhibit B (attached) of this agreement and Section 23.28.020(D)(1) through (4) of the Richland Municipal Code.

Response: Commercial development will be designed to be consistent with these standards.

i. Development proposals within the portions of the Site designated as Low Density Residential shall be reviewed and approved through the City Subdivision process as specified in Title 24 of

the Richland Municipal Code or through the Planned Unit Development Application Procedures as set forth in Chapter 23.50 of the Richland Municipal Code.

Response: Residential development is not part of this commercial rezoning proposal.

- j. Development proposals within the portion of the site adjoining Lariat Lane Right-of-Way shall provide for the extension of Lariat Lane eastward to connect with the future Queensgate Drive extension, unless said extension is determined to be unnecessary by the City. Any extension from Lariat Lane into the Site shall be accomplished through an indirect route that will include at least nine hundred (900) feet of travel in a north-south orientation before Lariat Lane can be connected to Queensgate Drive. The design of Lariat Lane may also include other traffic calming measures. The intent of this provision is to provide connectivity between the County Ridge neighborhood and the Site but to keep Lariat Lane from functioning as a collector street.*

Response: This requirement is not applicable to this commercial rezoning proposal. It was addressed in the adjacent Terraces at Queensgate South PUD.

- k. The process of implementing the comprehensive plan may result in some minor deviations to the plan, such as adjustments in zoning boundary lines. Such deviations may be acceptable if they are deemed minor in nature and consistent with items a through j as listed above.*

Response: The commercial rezone proposal does include some minor deviations to the zoning boundaries, where C-2 zoning is requested for the entirety of the site, rather than split zoning as contemplated in the original agreement, with a mix of C-2 and C-LB zoning. Future commercial development would be less impactful than a 55 foot tall apartment building or office building that would likely include windows and/or balconies overlooking the nearby Country Ridge neighborhood. Instead, future retail use would be focused to the east, with no traffic or appreciable activity occurring on the west side of the building facing County Ridge.

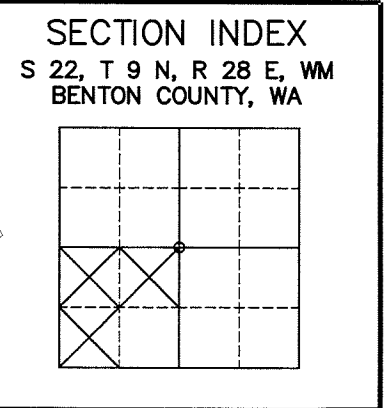
- l. The City shall provide notification to the Country Ridge Homeowners Association President and Richard Forman of any development proposed within the Site that requires public review under the provisions of the Richland Municipal Code.*

Response: This is an obligation to be met by the City.

RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT
PORTIONS OF THE SW 1/4, THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 22,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,
BENTON COUNTY, WASHINGTON.

SURVEY #5135

SHEET 1 OF 5



ORIGINAL LEGAL DESCRIPTIONS

LOT 1

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 2°58'00" A DISTANCE OF 294.60 FEET; THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET; THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 66.36 FEET TO THE TRUE POINT OF BEGINNING; THENCE, LEAVING SAID MARGIN, SOUTH 27°57'01" WEST A DISTANCE OF 289.88 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1090.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°53'51" A DISTANCE OF 454.63 FEET TO A POINT OF COMPOUND CURVE HAVING A RADIUS OF 9540.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 3°54'48" A DISTANCE OF 651.57 FEET; THENCE NORTH 88°25'48" EAST A DISTANCE OF 276.58 FEET; THENCE NORTH 89°14'37" EAST A DISTANCE OF 98.91 FEET; THENCE NORTH 00°41'01" WEST A DISTANCE OF 883.15 FEET; THENCE NORTH 42°11'07" EAST A DISTANCE OF 376.94 FEET TO THE HEREINBEFORE SAID RIGHT-OF-WAY MARGIN AND THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET AND FROM WHICH THE CHORD BEARS NORTH 59°04'12" WEST A DISTANCE OF 10.47 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°06'20" A DISTANCE OF 10.47 FEET; THENCE NORTH 70°46'11" WEST, ALONG SAID MARGIN, A DISTANCE OF 50.61 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5680.00 FEET AND FROM WHICH THE CHORD BEARS NORTH 60°52'21" WEST A DISTANCE OF 247.80 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 2°29'59" A DISTANCE OF 247.82 FEET; THENCE NORTH 66°00'37" WEST, ALONG SAID MARGIN, A DISTANCE OF 66.36 FEET TO THE POINT OF BEGINNING.

LOT 2

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 260.00 FEET; THENCE, LEAVING SAID LINE, NORTH 89°14'37" EAST A DISTANCE OF 20.03 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 79.99 FEET; THENCE NORTH 89°14'37" EAST A DISTANCE OF 105.00 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 150.00 FEET TO INTERSECT A LINE 30.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION; THENCE NORTH 89°14'37" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 266.75 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89°14'37" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 242.31 FEET; THENCE, LEAVING SAID LINE, NORTH 00°29'16" EAST A DISTANCE OF 767.54 FEET; THENCE SOUTH 88°25'48" WEST A DISTANCE OF 276.58 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 9540.00 FEET AND FROM WHICH THE CHORD BEARS SOUTH 02°05'05" EAST A DISTANCE OF 740.58 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°26'56" A DISTANCE OF 740.77 FEET TO A POINT OF REVERSE CURVE HAVING A RADIUS 260.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°41'08" A DISTANCE OF 21.26 FEET; THENCE SOUTH 00°22'35" WEST A DISTANCE OF 1.80 FEET TO THE POINT OF BEGINNING.

LOT 3

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°28'22" A DISTANCE OF 46.96 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTHEASTERLY ALONG THE ARC OF SAID CURVE AND ALONG SAID MARGIN THROUGH A CENTRAL ANGLE OF 2°29'37" A DISTANCE OF 247.65 FEET; THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET; THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 131.96 FEET; THENCE, LEAVING SAID MARGIN, SOUTH 27°57'01" WEST A DISTANCE OF 289.88 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1090.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°01'40" A DISTANCE OF 285.89 FEET; THENCE SOUTH 89°57'18" WEST A DISTANCE OF 199.29 FEET; THENCE NORTH 00°29'16" EAST A DISTANCE OF 736.83 FEET TO THE POINT OF BEGINNING.

LOT 4

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 260.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 00°29'16" EAST ALONG SAID WEST LINE A DISTANCE OF 2173.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°28'22" A DISTANCE OF 46.96 FEET; THENCE, LEAVING SAID MARGIN, SOUTH 00°29'16" WEST A DISTANCE OF 736.83 FEET; THENCE NORTH 89°57'18" EAST A DISTANCE OF 199.29 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 1090.00 FEET AND FROM WHICH THE CHORD BEARS SOUTH 08°29'16" WEST A DISTANCE OF 168.57 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8°52'11" A DISTANCE OF 168.74 FEET TO A POINT OF COMPOUND CURVE HAVING A RADIUS OF 9540.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8°21'44" A DISTANCE OF 1392.33 FEET TO A POINT OF REVERSE CURVE HAVING A RADIUS 260.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°41'08" A DISTANCE OF 21.26 FEET; THENCE SOUTH 00°22'35" WEST A DISTANCE OF 1.80 FEET TO INTERSECT A LINE 30.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION; THENCE SOUTH 89°14'37" WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 266.75 FEET; THENCE, LEAVING SAID LINE, NORTH 00°29'16" EAST A DISTANCE OF 150.00 FEET; THENCE SOUTH 89°14'37" WEST A DISTANCE OF 105.00 FEET; THENCE NORTH 00°29'16" EAST A DISTANCE OF 79.99 FEET; THENCE SOUTH 89°14'37" WEST A DISTANCE OF 20.03 FEET TO THE POINT OF BEGINNING.

BASIS OF BEARING

NAD 1983/11
WASHINGTON STATE PLANE SOUTH PROJECTION, BASED ON GPS
OBSERVATIONS USING WSRN AND GEOID 2012A. UNITS OF MEASUREMENT
ARE US SURVEY FEET.

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 15th DAY OF NOVEMBER, 2022, AT 32 MINUTES PAST 10 A.M. RECORDS OF THE BENTON COUNTY AUDITOR, KENNEWICK, WASHINGTON.

RECORDING NUMBER 2022-035589

Brenda Chilton
COUNTY AUDITOR
B01 P5135
FEE
Munata (Deputy)
BY

SURVEY FOR

COLUMBIA VALLEY PROPERTY HOLDINGS, LLC
16455 NE 99TH STREET
REDMOND, WA98052

EQUIPMENT USED

3" TOTAL STATION USING STANDARD FIELD
TRAVERSE METHODS FOR CONTROL AND STAKING.

FOUND CORNERS

F1: FOUND WORLEY REBAR AND CAP LS 41966 0.10'W OF CORNER
F2: FOUND WORLEY REBAR AND CAP LS 41966 0.15'W AND 0.14'S OF CORNER
F3: FOUND WORLEY REBAR AND CAP LS 41966 0.10'W OF CORNER
F4: FOUND WORLEY REBAR AND CAP LS 41966 0.10'E AND 0.10'S OF CORNER
F5: FOUND 1/2" CRIMPED IRON PIPE 0.78'S OF CORNER
F6: FOUND WORLEY REBAR AND CAP LS 13352 3.81'N OF CORNER
F7: FOUND BENT 5/8" REBAR WITH NO CAP 0.22'W AND 0.12'N OF CORNER
F8: FOUND 1/2" CRIMPED IRON PIPE AT CORNER
F9: FOUND WORLEY REBAR AND CAP LS 13352 AT CORNER
F10: FOUND WORLEY REBAR AND CAP LS 41966 0.19'W AND 0.13'N OF CORNER
F11: FOUND 1/2" CRIMPED IRON PIPE 0.53'E AND 0.76'N OF CORNER
F12: FOUND WORLEY REBAR AND CAP LS 41966 1.23'W AND 0.64'N OF CORNER
F13: FOUND WORLEY REBAR AND CAP LS 13352 2.23'W AND 1.25'N OF CORNER
F14: FOUND WORLEY REBAR AND CAP LS 13352 2.13'W AND 1.04'N OF CORNER
F15: FOUND WORLEY REBAR AND CAP LS 41966 0.24'W AND 0.16'N OF CORNER
F16: FOUND WORLEY REBAR AND CAP LS 41966 AT CORNER
F17: FOUND WORLEY REBAR AND CAP LS 41966 AT CORNER
F18: FOUND WORLEY REBAR AND CAP LS 41966 AT CORNER
F219: FOUND WORLEY REBAR AND CAP LS 41966 1.36'E AND 1.08'S OF CORNER

ORIGINAL PARCEL AREAS

PARCEL 1 451,061 SF±
PARCEL 2 202,070 SF±
PARCEL 3 205,128 SF±
PARCEL 4 718,979 SF±
TOTAL 1,577,238 SF±

REVISED PARCEL AREAS

PARCEL 1 333,696 SF±
PARCEL 2 138,316 SF±
PARCEL 3 204,845 SF±
PARCEL 4 900,381 SF±
TOTAL 1,577,238 SF±

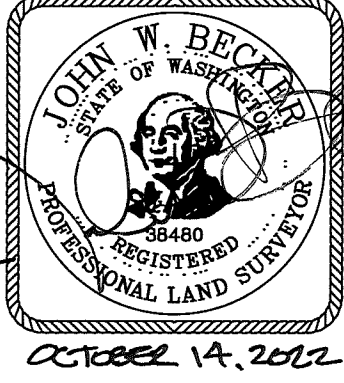
DWN. BY DATE
TD 9/7/22
CHKD. BY JOB NO.
JB 2210404

SURVEYOR'S CERTIFICATE

I, JOHN W. BECKER, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, HEREBY CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION IN SEPTEMBER, 2022, IN COMPLIANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT, CHAPTER 58.09 R.C.W. AND 332-130 W.A.C., AT THE REQUEST OF COLUMBIA VALLEY PROPERTY HOLDINGS, LLC.

JOHN W. BECKER, PLS 38480

DATE



TACOMA · SEATTLE · SPOKANE · TRI-CITIES

5804 Road 90, Suite H Pasco, WA 99301
509.380.5883 TEL 253.383.2572 FAX www.ahbl.com WEB

2022-035589 B: 01 P: 5735 SUR
11/15/2022 10:32:17 AM Pages 5 Fee \$307.50
Benton County Auditor's Office

RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT

SURVEY # 5735

SHEET 2 OF 5

PORTIONS OF THE SW 1/4, THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 22,

TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,

BENTON COUNTY, WASHINGTON.

REVISED LEGAL DESCRIPTIONS

REVISED LOT 1

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.96 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 02°58'00" A DISTANCE OF 294.60 FEET; THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET; THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 128.24 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5680.00 FEET, THE CHORD OF WHICH BEARS SOUTH 61°55'07" EAST A DISTANCE OF 40.40 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°24'27" A DISTANCE OF 40.40 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°05'32" A DISTANCE OF 207.42 FEET; THENCE SOUTH 70°46'11" EAST A DISTANCE OF 50.61 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET, THE CHORD OF WHICH BEARS SOUTH 59°04'12" EAST A DISTANCE OF 10.47; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°06'20" A DISTANCE OF 10.47 FEET; THENCE LEAVING SAID SOUTHERLY MARGIN, SOUTH 42°11'07" WEST A DISTANCE OF 376.94 FEET; THENCE SOUTH 00°41'01" EAST A DISTANCE OF 883.15 FEET TO THE NORTH LINE OF LOT 1 AS DEPICTED ON SURVEY RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 960, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE SOUTH 89°14'37" WEST ALONG SAID NORTH LINE AND ITS WESTERLY PROJECTION A DISTANCE OF 280.89 FEET; THENCE NORTH 00°29'16" EAST A DISTANCE OF 579.01 FEET; THENCE NORTH 04°48'01" EAST A DISTANCE OF 79.68 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1774.22 FEET, THE CHORD OF WHICH BEARS NORTH 16°32'54" EAST A DISTANCE OF 433.99 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°03'01" A DISTANCE OF 435.08 FEET; THENCE NORTH 28°26'30" EAST A DISTANCE OF 231.11 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 30.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°50'36" A DISTANCE OF 47.04 FEET TO THE POINT OF BEGINNING AND THE END OF THIS DESCRIPTION.

REVISED LOT 2

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 30.00 FEET TO THE NORTHERLY MARGIN OF SHOCKLEY ROAD; THENCE NORTH 89°14'37" EAST ALONG SAID NORTHERLY MARGIN A DISTANCE OF 496.95 FEET TO THE TRUE POINT OF BEGINNING THENCE CONTINUING ALONG SAID NORTHERLY MARGIN, NORTH 89°14'37" EAST A DISTANCE OF 137.14 FEET TO THE SOUTHWEST CORNER OF LOT 1 AS DEPICTED ON SURVEY RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 960, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE OF SAID LOT A DISTANCE OF 767.54 FEET TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH 89°14'37" WEST ALONG THE WESTERLY PROJECTION OF THE NORTH LINE OF SAID LOT A DISTANCE OF 181.98 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 621.99 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 264.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°42'36" A DISTANCE OF 40.13 FEET; THENCE SOUTH 08°13'19" EAST A DISTANCE OF 58.44 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 336.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°22'27" A DISTANCE OF 19.79 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 30.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 85°54'31" A DISTANCE OF 44.98 FEET TO THE POINT OF BEGINNING AND THE END OF THIS DESCRIPTION.

REVISED LOT 3

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 155.77 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 12.19 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 02°58'00" A DISTANCE OF 294.60 FEET; THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET; THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 70.08 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 30.00 FEET; THENCE LEAVING SAID SOUTHERLY MARGIN, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 94°27'08" A DISTANCE OF 49.46 FEET; THENCE SOUTH 28°26'30" WEST A DISTANCE OF 140.55 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 341.00; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°1'00" A DISTANCE OF 77.47 FEET; THENCE SOUTH 15°25'30" WEST A DISTANCE OF 77.90 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 233.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°39'14" A DISTANCE OF 31.13 FEET; THENCE SOUTH 23°04'44" WEST A DISTANCE OF 38.23 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 53.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°05'50" A DISTANCE OF 16.74 FEET; THENCE SOUTH 41°10'33" WEST A DISTANCE OF 32.82 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 43.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°59'50" A DISTANCE OF 33.02 FEET; THENCE SOUTH 85°10'23" WEST A DISTANCE OF 66.34 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 531.64 FEET, THE CHORD OF WHICH BEARS SOUTH 88°53'40" WEST A DISTANCE OF 40.99 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THOUGH A CENTRAL ANGLE OF 04°25'09" A DISTANCE OF 41.00 FEET; THENCE NORTH 80°03'24" WEST A DISTANCE OF 61.27 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 127.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°07'24" A DISTANCE OF 80.07 FEET; THENCE NORTH 00°29'20" EAST A DISTANCE OF 647.47 FEET TO THE POINT OF BEGINNING AND THE END OF THIS DESCRIPTION.

REVISED LOT 4

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

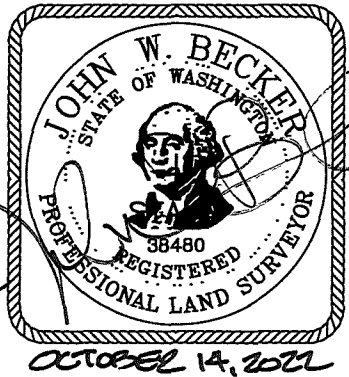
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 30.00 FEET TO THE NORTHERLY MARGIN OF SHOCKLEY ROAD; THENCE NORTH 89°14'37" EAST ALONG SAID NORTHERLY MARGIN A DISTANCE OF 125.03 FEET TO THE TRUE POINT OF BEGINNING THENCE CONTINUING ALONG SAID NORTHERLY MARGIN, NORTH 89°14'37" EAST A DISTANCE OF 371.92 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 30.00 FEET, THE CHORD OF WHICH BEARS NORTH 47°48'07" WEST A DISTANCE OF 40.88 FEET; THENCE LEAVING SAID NORTHERLY MARGIN, NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 85°54'31" A DISTANCE OF 44.98 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 336.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°22'27" A DISTANCE OF 19.79 FEET; THENCE NORTH 08°13'19" WEST A DISTANCE OF 58.44 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 264.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°42'36" A DISTANCE OF 40.13 FEET; THENCE NORTH 00°29'16" EAST A DISTANCE OF 1201.00 FEET; THENCE NORTH 04°48'01" EAST A DISTANCE OF 79.68 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1774.22 FEET, THE CHORD OF WHICH BEARS NORTH 16°32'54" EAST A DISTANCE OF 433.99 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°03'01" A DISTANCE OF 435.08 FEET; THENCE NORTH 28°26'30" EAST A DISTANCE OF 231.11 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 30.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°50'36" A DISTANCE OF 47.04 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365, AND THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5680.00 FEET, THE CHORD OF WHICH BEARS NORTH 61°55'07" WEST A DISTANCE OF 40.40 FEET; THENCE NORTHWESTERLY ALONG SAID SOUTHERLY MARGIN AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°24'27" A DISTANCE OF 40.40 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY MARGIN, NORTH 66°00'37" WEST A DISTANCE OF 128.24 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 30.00 FEET, THE CHORD OF WHICH BEARS SOUTH 18°47'04" EAST A DISTANCE OF 44.04 FEET; THENCE LEAVING SAID SOUTHERLY MARGIN, SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 94°27'08" A DISTANCE OF 49.46 FEET; THENCE SOUTH 28°26'30" WEST A DISTANCE OF 140.55 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 341.00; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°1'00" A DISTANCE OF 77.47 FEET; THENCE SOUTH 15°25'30" WEST A DISTANCE OF 77.90 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 233.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°39'14" A DISTANCE OF 31.13 FEET; THENCE SOUTH 23°04'44" WEST A DISTANCE OF 38.23 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 53.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°05'50" A DISTANCE OF 16.74 FEET; THENCE SOUTH 41°10'33" WEST A DISTANCE OF 32.82 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 43.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°59'50" A DISTANCE OF 33.02 FEET; THENCE SOUTH 85°10'23" WEST A DISTANCE OF 66.34 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 531.64 FEET, THE CHORD OF WHICH BEARS SOUTH 88°53'40" WEST A DISTANCE OF 40.99 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THOUGH A CENTRAL ANGLE OF 04°25'09" A DISTANCE OF 41.00 FEET; THENCE NORTH 80°03'24" WEST A DISTANCE OF 61.27 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 127.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°07'24" A DISTANCE OF 80.07 FEET; THENCE NORTH 00°29'20" EAST A DISTANCE OF 647.47 FEET TO SAID SOUTHERLY MARGIN; THENCE NORTH 68°05'20" WEST A DISTANCE OF 155.77 FEET TO THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00°29'16" WEST ALONG SAID WEST LINE A DISTANCE OF 2173.16 FEET; THENCE LEAVING SAID WEST LINE, NORTH 89°14'37" EAST A DISTANCE OF 20.03 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 79.99 FEET; THENCE NORTH 89°14'37" WEST A DISTANCE OF 105.0 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING AND THE END OF THIS DESCRIPTION.

DWN. BY	DATE
TD	9/7/22
CHKD. BY	JOB NO.
JB	2210404

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 19th DAY OF November, 2022 AT 32 MINUTES PAST 10 A.M. RECORDS OF THE BENTON COUNTY AUDITOR, KENNEDICK WASHINGTON. RECORDING NUMBER 2022- 035589

Brenda Chilton
COUNTY AUDITOR
601 P5735
FEE
mlmanc (Deputy)
BY



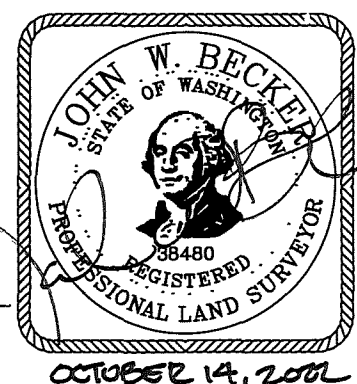
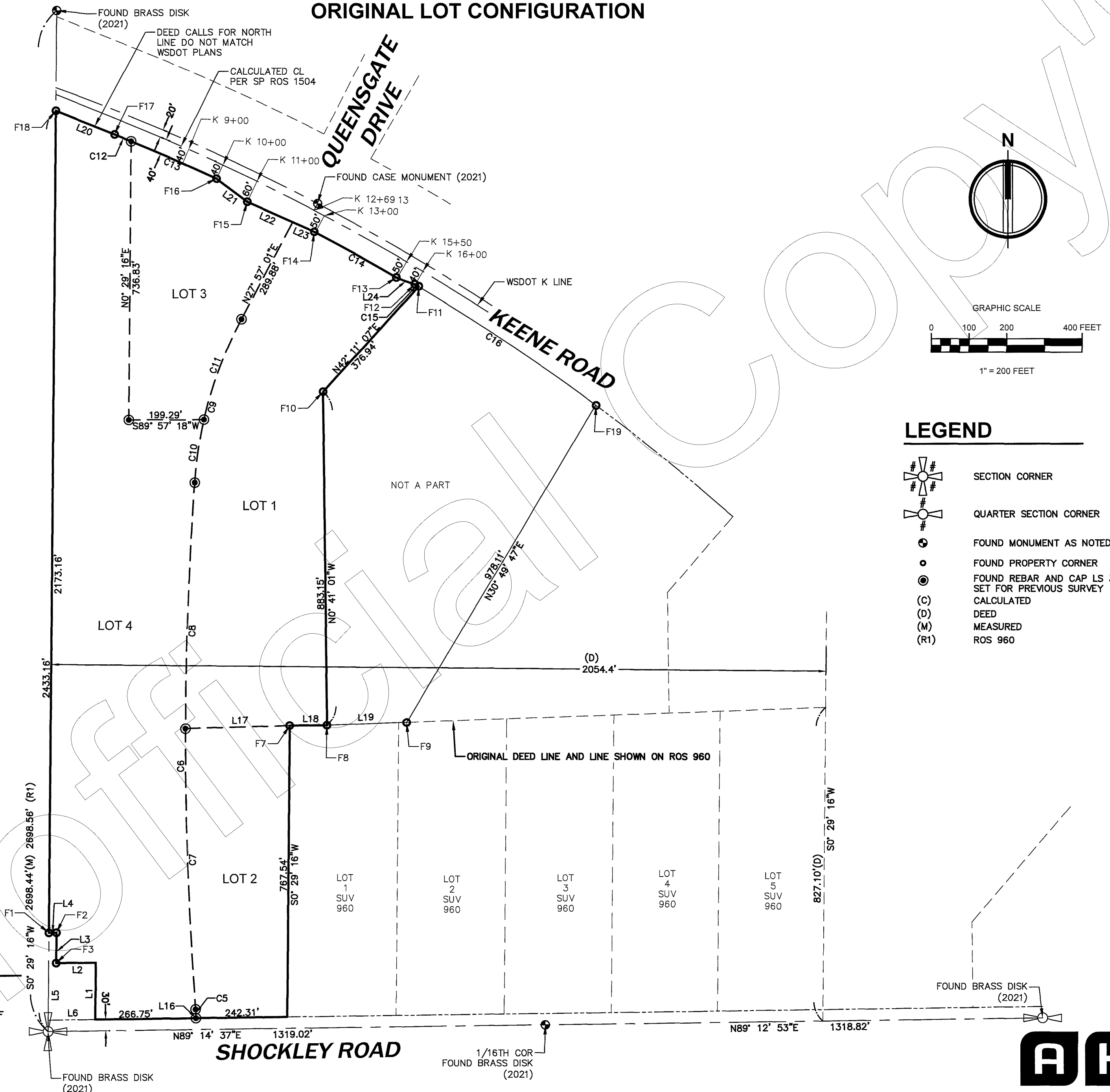
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509 380 5883 TEL 253.383.2572 FAX www.ahbl.com WEB

RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT **SURVEY #5735** SHEET 3 OF 5
PORTIONS OF THE SW 1/4, THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 22,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,
BENTON COUNTY, WASHINGTON.

ORIGINAL LOT CONFIGURATION



AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 15th DAY OF NOVEMBER,
2022, AT 32 MINUTES PAST 10 A.M. RECORDS OF
THE BENTON COUNTY AUDITOR, KENNEWICK, WASHINGTON.
RECORDING NUMBER 2022-035589
Brenda Chilton
COUNTY AUDITOR
B01 P5735
FEE
BY W. L. L. (Deputy)

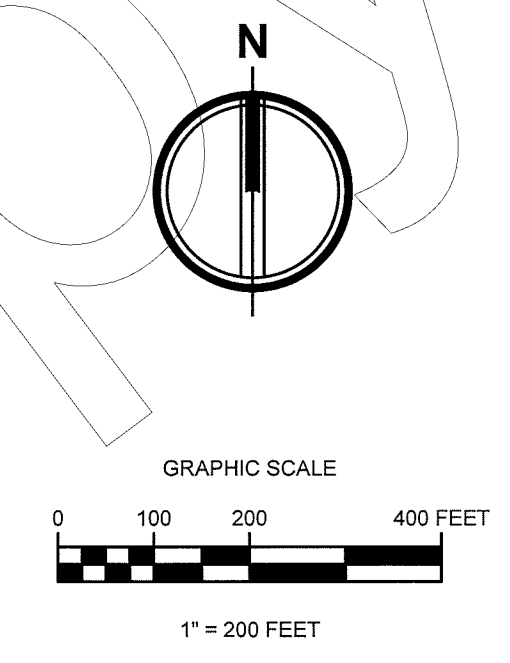
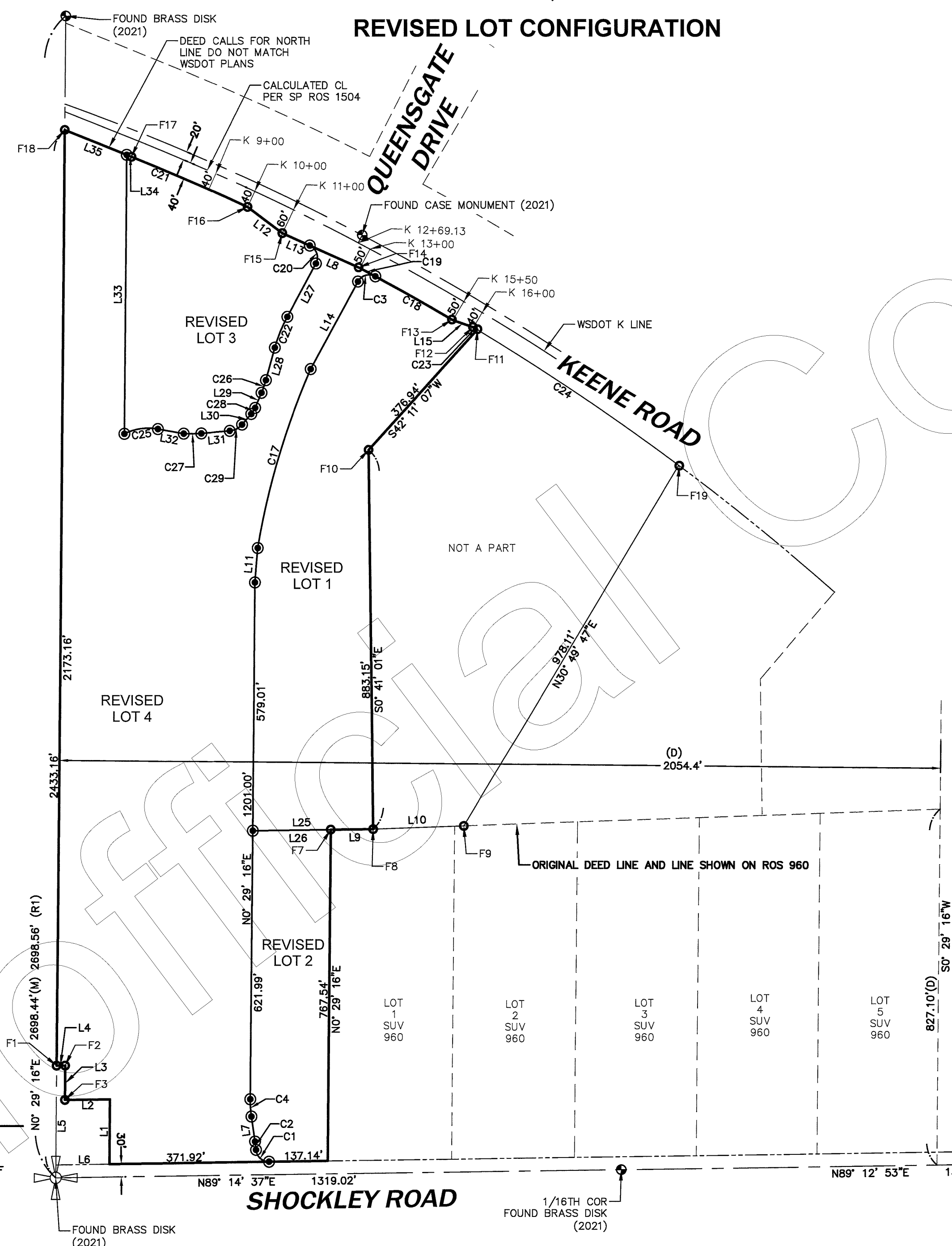
DWN. BY	DATE
TD	9/7/22
CHKD. BY	JOB NO.
JB	2210404



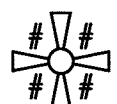
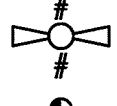
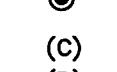
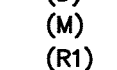
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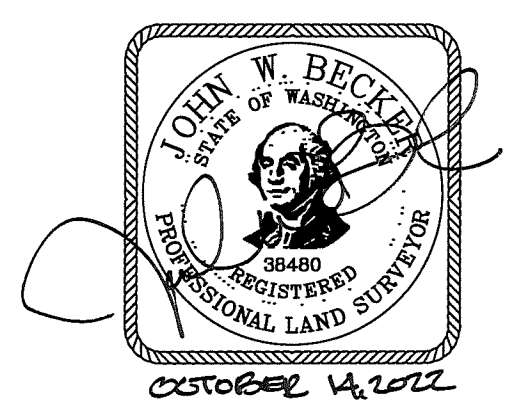
5804 Road 90, Suite H Pasco, WA 99301
509.380.5883 TEL 253.383.2572 FAX www.ahbl.com WEB

RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT **SURVEY #5735** SHEET 4 OF 5
PORTIONS OF THE SW 1/4, THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 22,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,
BENTON COUNTY, WASHINGTON.



LEGEND

-  SECTION CORNER
-  QUARTER SECTION CORNER
-  FOUND MONUMENT AS NOTED
-  FOUND PROPERTY CORNER
-  SET REBAR AND CAP LS 38480
-  (C) CALCULATED
-  (D) DEED
-  (M) MEASURED
-  (R1) ROS 960



AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 15th DAY OF NOVEMBER,
2022 AT 32 MINUTES PAST 10 A.M. RECORDS OF
THE BENTON COUNTY AUDITOR, KENNEWICK, WASHINGTON.
RECORDING NUMBER 2022-039989
BY Brenda Chilton
COUNTY AUDITOR
801 P5735
FEE
BY McNair (Deputy)

DWN. BY	DATE
TD	9/7/22
CHKD. BY	JOB NO.
JB	2210404



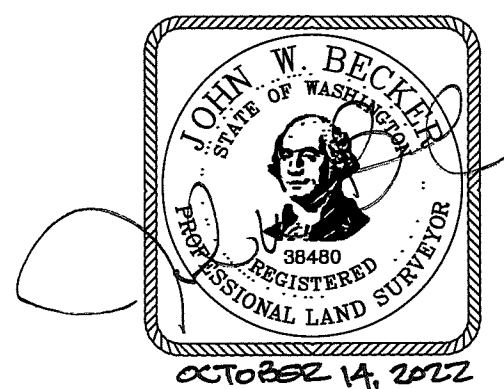
5804 Road 90, Suite H Pasco, WA 99301
509.380.5883 TEL 253.383.2572 FAX www.ahbl.com WEB

RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT **SURVEY#5735** SHEET 5 OF 5
PORTIONS OF THE SW 1/4, THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 22,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,
BENTON COUNTY, WASHINGTON.
REVISED LOT CONFIGURATION

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	44.98	30.00	85°54'31"	N47° 48' 07"W	40.88
C2	19.79	336.00	3°22'27"	N6° 32' 06"W	19.78
C3	47.04	30.00	89°50'36"	N73° 21' 48"E	42.37
C4	40.13	264.00	8°42'36"	N3° 52' 01"W	40.09
C5	21.26	260.00	4°41'08"	N1° 57' 59"W	21.26
C6	1392.33	9540.00	8°21'44"	S0° 07' 42"E	1391.10
C7	740.77	9540.00	4°26'56"	N2° 05' 05"W	740.58
C8	651.57	9540.00	3°54'48"	N2° 05' 47"E	651.44
C9	454.63	1090.00	23°53'51"	S16° 00' 06"W	451.34
C10	168.74	1090.00	8°52'11"	N8° 29' 16"E	168.57
C11	285.89	1090.00	15°01'40"	N20° 26' 12"E	285.07
C12	46.96	5690.00	0°28'22"	S67° 51' 09"E	46.96
C13	247.65	5690.00	2°29'37"	S66° 22' 09"E	247.63
C14	247.82	5680.00	2°29'59"	N60° 52' 21"W	247.80
C15	10.47	5690.00	0°06'20"	N59° 04' 12"W	10.47
C16	565.87	5690.00	5°41'53"	S56° 10' 05"E	565.64
C17	435.08	1774.22	14°03'01"	N16° 32' 54"E	433.99
C18	207.42	5680.00	2°05'32"	S60° 40' 08"E	207.41
C19	40.40	5680.00	0°24'27"	S61° 55' 07"E	40.40
C20	49.46	30.00	94°27'08"	S18° 47' 04"E	44.04
C21	294.60	5690.00	2°58'00"	N66° 36' 20"W	294.57
C22	77.47	341.00	13°01'00"	S21° 56' 00"W	77.30
C23	10.47	5690.00	0°06'20"	S59° 04' 12"E	10.47
C24	565.87	5690.00	5°41'53"	S56° 10' 05"E	565.64
C25	80.07	127.00	36°07'24"	S81° 52' 54"W	78.75
C26	31.13	233.00	7°39'14"	S19° 15' 07"W	31.10
C27	41.00	531.64	4°25'09"	S88° 53' 40"W	40.99
C28	16.74	53.00	18°05'50"	S32° 07' 39"W	16.67
C29	33.02	43.00	43°59'50"	S63° 10' 28"W	32.21

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	150.00	S0° 29' 16"W
L2	105.00	N89° 14' 37"E
L3	79.99	S0° 29' 16"W
L4	20.03	N89° 14' 37"E
L5	229.94	N0° 27' 52"E
L6	125.03	N89° 14' 37"E
L7	58.44	S8° 13' 19"E
L8	128.24	S66° 00' 37"E
L9	98.91	N89° 14' 37"E
L10	211.32	N87° 56' 53"E
L11	79.68	N4° 48' 01"E
L12	101.12	S53° 13' 09"E
L13	70.08	S66° 00' 37"E
L14	231.11	N28° 26' 30"E
L15	50.61	S70° 46' 11"E
L16	1.80	N0° 22' 35"E
L17	276.58	N88° 25' 48"E
L18	98.91	N89° 14' 37"E
L19	211.32	N87° 56' 53"E
L20	167.97	S68° 05' 20"E

LINE TABLE		
LINE #	LENGTH	DIRECTION
L21	101.12	S53° 13' 09"E
L22	131.96	S66° 00' 37"E
L23	66.36	S66° 00' 37"E
L24	50.61	N70° 46' 11"W
L25	280.89	S89° 14' 37"W
L26	181.98	S89° 14' 37"W
L27	140.55	S28° 26' 30"W
L28	77.90	S15° 25' 30"W
L29	38.23	S23° 04' 44"W
L30	32.82	S41° 10' 33"W
L31	66.34	S85° 10' 23"W
L32	61.27	N80° 03' 24"W
L33	647.47	N0° 29' 20"E
L34	12.19	S68° 05' 20"E
L35	155.77	S68° 05' 20"E



AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 15th DAY OF NOVEMBER,
2022 AT 32 MINUTES PAST 10 A.M. RECORDS OF
THE BENTON COUNTY AUDITOR, KENNEWICK, WASHINGTON.

RECORDING NUMBER 2022-035589

Brenda Chilton
COUNTY AUDITOR

B01 P5735
FEE

McCrath (Deputy)
BY

DWN. BY	DATE
TD	9/7/22
CHKD. BY	JOB NO.
JB	2210404



5804 Road 90, Suite H Pasco, WA 99301
509.380.5883 TEL 253.383.2572 FAX www.ahbl.com WEB



510 N. COLORADO ST., STE B
KENNEWICK, WA 99336 Phone: 509-783-0661 Fax: 509-783-2256

SUBDIVISION GUARANTEE

SCHEDULE A

Office File Number BF15325 Ref. No.:	Policy Number	Date of Policy at 12:00 AM	Amount of Insurance \$0.00	Premium \$0.00
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NAME OF ASSURED:

Aqtera Engineering

THE ASSURANCES REFERRED TO ON THE FACE PAGE ARE:

THAT, ACCORDING TO THOSE PUBLIC RECORDS WHICH, CONSTRUCTIVE NOTICE OF MATTERS RELATIVE TO THE DESCRIPTION OF WHICH IS FULLY SET FORTH IN UNDER THE RECORDING LAWS, IMPART FOLLOWING DESCRIBED REAL PROPERTY:

SEE ATTACHED EXHIBIT "A"

TITLE TO SAID REAL PROPERTY IS VESTED IN:

Columbia Valley Property Holdings, LLC, a Washington Limited Liability Company

SUBJECT TO THE MATTERS SHOWN BELOW UNDER EXCEPTIONS, WHICH EXCEPTIONS ARE NOT NECESSARILY SHOWN IN THE ORDER OF THEIR PRIORITY.

EXCEPTIONS:

1. GENERAL TAXES AND ASSESSMENTS, IF ANY, NO SEARCH HAVING BEEN MADE THEREOF; ALSO, TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS.
2. UNPATENTED MINING CLAIMS, RESERVATIONS OR EXCEPTIONS IN THE UNITED STATES PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; WATER RIGHTS, CLAIMS OR TITLE TO WATER.
3. TITLE TO ANY PROPERTY BEYOND THE LINES OF THE REAL PROPERTY EXPRESSLY DESCRIBED HEREIN, OR TITLE TO STREETS, ROADS, AVENUES, LANES, WAYS OR WATERWAYS ON WHICH SUCH REAL PROPERTY ABUTS, OR THE RIGHT TO MAINTAIN THEREIN VAULTS, TUNNELS, RAMPS, OR ANY OTHER STRUCTURE OR IMPROVEMENT; OR ANY RIGHTS OR EASEMENTS THEREIN UNLESS SUCH PROPERTY, RIGHTS OR EASEMENTS ARE EXPRESSLY AND SPECIFICALLY SET FORTH IN SAID DESCRIPTION.

Subdivision Guarantee

Page 1

Policy Number:

ADDITIONAL EXCEPTIONS:

1. **LIABILITY TO FUTURE ASSESSMENT BY KENNEWICK IRRIGATION DISTRICT, NONE NOW DUE AND PAYABLE.**
2. **RESERVATIONS BY THE UNITED STATES OF AMERICA INSTRUMENT RECORDED UNDER AUDITOR'S FILE NO. 514550.**
3. **MATTERS SHOWN ON RECORD SURVEY NOS. 1098, 504 AND 5562.**
4. **DEVELOPMENT AGREEMENT RECORDED UNDER AUDITOR'S FILE NO. 2010-024273.**
5. **GROWTH MANAGEMENT SETTLEMENT AGREEMENT RECORDED UNDER AUDITOR'S FILE NO. 2010-024274.**
6. **UNRECORDED LEASEHOLDS, IF ANY; RIGHTS OF VENDORS AND HOLDERS OF A SECURITY INTEREST ON PERSONAL PROPERTY INSTALLED UPON THE LAND; AND RIGHTS OF TENANTS TO REMOVE TRADE FIXTURES AT THE EXPIRATION OF THE TERM.**
7. **EASEMENT, INCLUDING THE TERMS, COVENANTS AND PROVISIONS THEREOF;**
RECORDED: NOVEMBER 25, 1959
RECORDING NO.: 427504
IN FAVOR OF: BENTON RURAL ELECTRIC ASSOCIATION
FOR: ELECTRIC POWER WIRES
8. **EASEMENT, INCLUDING THE TERMS, COVENANTS AND PROVISIONS THEREOF;**
RECORDED: FEBRUARY 21, 1957
RECORDING NO.: 368616
IN FAVOR OF: BENTON RURAL ELECTRIC ASSOCIATION
FOR: ELECTRIC POWER WIRES
9. **TERMS AND CONDITIONS OF THOSE CERTAIN CONTRACTS RELATIVE TO THE OPERATION OF THE KENNEWICK IRRIGATION DISTRICT ENTERED INTO BETWEEN THE UNITED STATES OF AMERICA AND GEORGE AND BETTY HUNT AND RECORDED OCTOBER 15, 1956 UNDER AUDITOR'S FILE NO. 363433.**
10. **EASEMENT AND THE TERMS AND CONDITIONS THEREOF:**
GRANTEE: KERRY AND JONGJIT WATTS
RECORDED: October 18, 2007
AUDITOR'S FILE NO.: 2007-034554
AREA AFFECTED: PARCEL A
FOR: UTILITIES
11. **DEED OF TRUST AND THE TERMS AND CONDITIONS THEREOF:**
GRANTOR: COLUMBIA VALLEY PROPERTY HOLDINGS, LLC
TRUSTEE: BENTON FRANKLIN TITLE COMPANY
BENEFICIARY: THE TIGER IRON TRUST, DATED JANUARY 14TH 2017, ACTING BY AND THROUGH KERRY LINDON WATTS, TRUSTEE
AMOUNT: \$7,250,000.00
DATED: UNDISCLOSED
RECORDED: November 10, 2021
AUDITOR'S FILE NO.: 2021-051441

Subdivision Guarantee

Policy Number:

12. DEED OF TRUST AND THE TERMS AND CONDITIONS THEREOF:

GRANTOR: COLUMBIA VALLEY PROPERTY HOLDINGS, LLC
TRUSTEE: BENTON FRANKLIN TITLE COMPANY
BENEFICIARY: FRIENDSHIP ENTERPRISES, LLC
AMOUNT: \$2,750,000.00
DATED: UNDISCLOSED
RECORDED: November 10, 2021
AUDITOR'S FILE NO.: 2021-051460

13. DEED OF TRUST AND THE TERMS AND CONDITIONS THEREOF:

GRANTOR: COLUMBIA VALLEY PROPERTY HOLDINGS, LLC
TRUSTEE: BENTON FRANKLIN TITLE COMPANY
BENEFICIARY: FRIENDSHIP ENTERPRISES, LLC
AMOUNT: \$2,000,000.00
DATED: UNDISCLOSED
RECORDED: November 10, 2021
AUDITOR'S FILE NO.: 2021-051461

14. DEED OF TRUST AND THE TERMS AND CONDITIONS THEREOF:

GRANTOR: COLUMBIA VALLEY PROPERTY HOLDINGS, LLC
TRUSTEE: BENTON FRANKLIN TITLE COMPANY
BENEFICIARY: FRIENDSHIP ENTERPRISES, LLC
AMOUNT: \$1,500,000.00
DATED: UNDISCLOSED
RECORDED: November 10, 2021
AUDITOR'S FILE NO.: 2021-051462

15. DEED OF TRUST AND THE TERMS AND CONDITIONS THEREOF:

GRANTOR: COLUMBIA VALLEY PROPERTY HOLDINGS, LLC
TRUSTEE: BENTON FRANKLIN TITLE COMPANY
BENEFICIARY: FRIENDSHIP ENTERPRISES, LLC
AMOUNT: \$500,000.00
DATED: UNDISCLOSED
RECORDED: November 10, 2021
AUDITOR'S FILE NO.: 2021-051463

END OF SCHEDULE A EXCEPTIONS.

Subdivision Guarantee

Benton Franklin Title Company

Privacy Policy Notice

PURPOSE OF THIS NOTICE

Title V of the Gramm-Leach-Bliley Act (GLBA) generally prohibits any financial institution, directly or through its affiliates, from sharing nonpublic personal information about you with a nonaffiliated third party unless the institution provides you with a notice of its privacy policies and practices, such as the type of information that it collects about you and the categories of persons or entities to whom it may be disclosed. In compliance with the GLBA, we are providing you with this document, which notifies you of the privacy policies and practices of **Benton Franklin Title Company**

We may collect nonpublic personal information about you from the following sources:

- Information we receive from you such as on applications or other forms.
- Information about your transactions we secure from our files, or from [our affiliates or] others.
- Information we receive from a consumer reporting agency.
- Information that we receive from others involved in your transaction, such as the real estate agent or lender.

Unless it is specifically stated otherwise in an amended Privacy Policy Notice, no additional nonpublic personal information will be collected about you.

We may disclose any of the above information that we collect about our customers or former customers to our affiliates as permitted by law.

WE DO NOT DISCLOSE ANY NONPUBLIC PERSONAL INFORMATION ABOUT YOU WITH ANYONE FOR ANY PURPOSE THAT IS NOT SPECIFICALLY PERMITTED BY LAW.

We restrict access to nonpublic personal information about you to those employees who need to know that information in order to provide products or services to you. We maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

ORT 287-C 5/07/01

EXHIBIT ALOT 1 (1-2298-303-0002-002)

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22;

THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER AUDITOR'S FILE NO. 845365;

THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET;

THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 2°58'00" A DISTANCE OF 294.60 FEET;

THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET;

THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 66.36 FEET TO THE TRUE POINT OF BEGINNING;

THENCE, LEAVING SAID MARGIN, SOUTH 27°57'01" WEST A DISTANCE OF 289.88 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1090.00 FEET;

THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°53'51" A DISTANCE OF 454.63 FEET TO A POINT OF COMPOUND CURVE HAVING A RADIUS OF 9540.00 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 3°54'48" A DISTANCE OF 651.57 FEET;

THENCE NORTH 88°25'48" EAST A DISTANCE OF 276.58 FEET;

THENCE NORTH 89°14'37" EAST A DISTANCE OF 98.91 FEET;

THENCE NORTH 00°41'01" WEST A DISTANCE OF 883.15 FEET;

THENCE NORTH 42°11'07" EAST A DISTANCE OF 376.94 FEET TO THE HEREINBEFORE SAID RIGHT-OF-WAY MARGIN AND THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET AND FROM WHICH THE CHORD BEARS NORTH 59°04'12" WEST A DISTANCE OF 10.47 FEET;

THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°06'20" A DISTANCE OF 10.47 FEET;

THENCE NORTH 70°46'11" WEST, ALONG SAID MARGIN, A DISTANCE OF 50.61 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5680.00 FEET AND FROM WHICH THE CHORD BEARS NORTH 60°52'21" WEST A DISTANCE OF 247.80 FEET;

THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 2°29'59" A DISTANCE OF 247.82 FEET;

THENCE NORTH 66°00'37" WEST, ALONG SAID MARGIN, A DISTANCE OF 66.36 FEET TO THE POINT OF BEGINNING.

Subdivision Guarantee

Page 5

LOT 2 (1-2298-300-0002-001)

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22;

THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 260.00 FEET;

THENCE, LEAVING SAID LINE, NORTH 89°14'37" EAST A DISTANCE OF 20.03 FEET;

THENCE SOUTH 00°29'16" WEST A DISTANCE OF 79.99 FEET;

THENCE NORTH 89°14'37" EAST A DISTANCE OF 105.00 FEET;

THENCE SOUTH 00°29'16" WEST A DISTANCE OF 150.00 FEET TO INTERSECT A LINE 30.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION;

THENCE NORTH 89°14'37" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 266.75 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 89°14'37" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 242.31 FEET;

THENCE, LEAVING SAID LINE, NORTH 00°29'16" EAST A DISTANCE OF 767.54 FEET;

THENCE SOUTH 88°25'48" WEST A DISTANCE OF 276.58 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 9540.00 FEET AND FROM WHICH THE CHORD BEARS SOUTH 02°05'05" EAST A DISTANCE OF 740.58 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°26'56" A DISTANCE OF 740.77 FEET TO A POINT OF REVERSE CURVE HAVING A RADIUS 260.00 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°41'08" A DISTANCE OF 21.26 FEET;

THENCE SOUTH 00°22'35" WEST A DISTANCE OF 1.80 FEET TO THE POINT OF BEGINNING.

LOT 3 (1-2298-300-0003-002)

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22;

THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER AUDITOR'S FILE NO. 845365;

THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET;

THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°28'22" A DISTANCE OF 46.96 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING SOUTHEASTERLY ALONG THE ARC OF SAID CURVE AND ALONG SAID MARGIN THROUGH A CENTRAL ANGLE OF 2°29'37" A DISTANCE OF 247.65 FEET;

THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET;

THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 66.36 FEET;

THENCE, LEAVING SAID MARGIN, SOUTH 27°57'01" WEST A DISTANCE OF 289.88 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1090.00 FEET;

THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°01'40" A DISTANCE OF 285.89 FEET;

THENCE SOUTH 89°57'18" WEST A DISTANCE OF 199.29 FEET;

THENCE NORTH 00°29'16" EAST A DISTANCE OF 736.83 FEET TO THE POINT OF BEGINNING.

LOT 4 (1-2298-300-0004-000)

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22;

THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 260.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 00°29'16" EAST ALONG SAID WEST LINE A DISTANCE OF 2173.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER AUDITOR'S FILE NO. 845365;

THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET;

THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°28'22" A DISTANCE OF 46.96 FEET;

THENCE, LEAVING SAID MARGIN, SOUTH 00°29'16" WEST A DISTANCE OF 736.83 FEET;

THENCE NORTH 89°57'18" EAST A DISTANCE OF 199.29 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 1090.00 FEET AND FROM WHICH THE CHORD BEARS SOUTH 08°29'16" WEST A DISTANCE OF 168.57 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8°52'11" A DISTANCE OF 168.74 FEET TO A POINT OF COMPOUND CURVE HAVING A RADIUS OF 9540.00 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8°21'44" A DISTANCE OF 1392.33 FEET TO A POINT OF REVERSE CURVE HAVING A RADIUS 260.00 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°41'08" A DISTANCE OF 21.26 FEET;

THENCE SOUTH 00°22'35" WEST A DISTANCE OF 1.80 FEET TO INTERSECT A LINE 30.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION;

THENCE SOUTH 89°14'37" WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 266.75 FEET;

THENCE, LEAVING SAID LINE, NORTH 00°29'16" EAST A DISTANCE OF 150.00 FEET;

THENCE SOUTH 89°14'37" WEST A DISTANCE OF 105.00 FEET;

THENCE NORTH 00°29'16" EAST A DISTANCE OF 79.99 FEET;

THENCE SOUTH 89°14'37" WEST A DISTANCE OF 20.03 FEET TO THE PONT OF BEGINNING.

LOT 5 (1-2298-300-0001-009)

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, LYING SOUTHERLY OF THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365 AND LYING NORTH AND WEST OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22;

THENCE NORTH 00°32'05" EAST ALONG THE WEST LINE OF SAID SECTION A DISTANCE OF 797.55 FEET;

THENCE, LEAVING SAID LINE, NORTH 89°14'37" EAST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION, A DISTANCE OF 733.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 87°56'53" EAST A DISTANCE OF 211.32 FEET;

THENCE NORTH 30°49'47" EAST A DISTANCE OF 978.11 FEET, MORE OR LESS, TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD ON A CURVE CONCAVE TO THE SOUTHWEST, THE RADIUS POINT OF WHICH BEARS SOUTH 36°40'51" WEST A DISTANCE OF 5690.00 FEET;

THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 5°41'53" A DISTANCE OF 565.87 FEET;

THENCE, LEAVING SAID MARGIN, SOUTH 42°11'07" WEST A DISTANCE OF 376.94 FEET;

THENCE SOUTH 00°41'01" EAST A DISTANCE OF 883.15 FEET TO THE POINT OF BEGINNING.

ENDORSEMENT

Attached to and forming a part of
Policy Number **SGW-08004583**
Issued By **Benton Franklin Title Company**
acting as agent for
Old Republic National Title Insurance Company

Endorsement No. **1**
File Number **BF15325**

The Company hereby assures the Assured that there are no matters shown by the public records which affect the estate or interest described in Schedule A, other than those shown in Schedule B, except:

NO CHANGES

The effective date for the Guarantee is hereby extended to the date shown herein, subject, however, to any additional matters shown above.

The total liability of the Company under said Guarantee and under this endorsement thereto shall not exceed, in the aggregate, the amount stated in said Guarantee. This endorsement is made a part of said Guarantee and in subject to the exclusions from coverage, the limits of liability and other provisions of the Conditions and Stipulations therein, except as modified by the provisions hereof.

Dated: **June 14, 2022** at **8:00 a.m.**

**Benton Franklin Title Company as agent for
Old Republic National Title Insurance Company**

Countersigned



Authorized Signatory

Note: This endorsement shall not be valid or binding
until countersigned by an authorized signatory.

Guarantee Update Endorsement

Contract No. 92-10

**DEVELOPMENT AGREEMENT
BY AND BETWEEN THE CITY OF RICHLAND
AND JOHN PERRY, JULEE ANN PERRY, BEULAH COSENS, LINDA
NORWOOD, KERRY WATTS AND JONGJIT WATTS**

THIS DEVELOPMENT AGREEMENT is made and entered into this 20th day of ~~June~~ ^{July}, 2009, by and between the City of Richland, a First Class code Washington municipal corporation, hereinafter the "City," and John Perry, Julee Ann Perry, Beulah Cousins, Linda Norwood, Kerry Watts and Jongjit Watts, property owners; hereinafter the "Owners."

RECITALS

WHEREAS, the Washington State Legislature has authorized the execution of a development agreement between a local government and a person or persons having ownership or control of real property within its jurisdiction (RCW 36.70B.170(1)); and

WHEREAS, a development agreement must set forth the development standards and other provisions that shall apply to, govern and vest the development, use and mitigation of the development of the real property for the duration specified in the agreement (RCW 36.70B.170(1)); and

WHEREAS, for the purposes of this development agreement, "development standards" include, but are not limited to, all of the standards listed in RCW 36.70B.170(3); and

WHEREAS, a development agreement must be consistent with the applicable development regulations adopted by a local government planning under chapter 36.70A RCW (RCW 36.70B.170(1)); and

WHEREAS, this Development Agreement by and between the City of Richland and the Owners relates to the amendment of the City Comprehensive Plan land use designations for approximately 47 acres of land generally located south of Keene Road, north of Shockley Road, east of the Plat of Country Ridge and which consists of five separate parcels of record and which has been the subject of File #Z2008-109; and

WHEREAS, the following events have occurred in the processing of the Developer's application:

a) By Ordinance No. 32-08, the City amended the City's Comprehensive Plan land use designation for the Property from Low Density Residential to Commercial (12.5 acres) and Medium Density Residential (34.5 acres) ;

b) Richard Forman and the Country Ridge Homeowners Association, parties of record, filed an appeal before the Eastern Washington Growth Management Hearings Board challenging the validity of the comprehensive plan amendment;

c) Adoption of this development agreement will complete a settlement agreement entered into between the city of Richland, the property owners and the appellants.

d) After a public hearing, by Ordinance No. ~~21-10~~ the City Council authorized the City Manager to sign this Development Agreement with the Owners; and

Now, therefore, the parties hereto agree as follows:

General Provisions

Section 1. *The Project.* Future development of the site is anticipated to be a mix of commercial, office and residential uses as set forth in the comprehensive plan. The owners acknowledge that there is not yet a specific development proposal for the site. This agreement anticipates that the Owners will develop plans themselves and/or sell the site to a Developer(s) who will then develop specific plans for the future use of the site.

Section 2. *The Site.* The project site is legally described in Exhibit A, attached hereto and incorporated herein by this reference.

Section 3. *Definitions.* As used in this Development Agreement, the following terms, phrases and words shall have the meanings and be interpreted as set forth in this Section.

a) “*Adopting Ordinance*” means the Ordinance which approves this Development Agreement, as required by RCW 36.70B.200.

b) “*Developer*” means any party or parties who acquire ownership of the site or a portion of the site and bring forward plans for the future development of the site and who shall be subject to the applicable provisions of this agreement.

c) “*Existing Development Regulations*” means the ordinances adopted by the City Council of Richland in effect on the date that the Adopting Ordinance takes effect, including the following provisions of the Richland Municipal Code: Title 12 – Streets, Title 19 – Development Regulation Administration, Title 20 – Buildings, Title 22 – Environment, Title 23 – Zoning, Title 24 – Subdivision, and Title 27 Signs as well as all other provisions of City Code that address design standards.

d) “*Owners*” means collectively the parties who have ownership interest in the five parcels of record that comprise the Site.

e) “*Project*” means the anticipated development of the Site, as specified in Section 1 and as addressed in the City’s adopted comprehensive plan.

Section 4. *Exhibits.* Exhibits to this Agreement are as follows:

a) Exhibit A – Legal description of the Site.

b) Exhibit B – Design standards

Section 5. *Parties to Development Agreement.* The parties to this Agreement are:

a) The “City” is the City of Richland, 505 Swift Boulevard, Richland, WA 99352.

b) The “Owners” are John Perry, PO Box 5900, Kennewick, WA 99336; Julee Ann Perry, 1102 Appaloosa Way, Richland, WA 99352; Beulah Cosens, 3680 Keene Road, Richland, WA 99352; Linda Norwood, 324 Columbia Point Drive, Richland, WA

99352; Kerry Watts and Jongjit Watts, 68 Canyon Street, Richland, WA 99352; all of whom have ownership interests in some of the five parcels that comprise the site.

c) The “Developer.” From time to time, as provided in this Agreement, the Owners may sell or otherwise lawfully dispose of a portion of the Site to a Developer who shall be subject to the provisions of this Agreement related to such portion of the Site.

Section 6. *Project is a Private Undertaking.* It is agreed among the parties that the Project is a private development and that the City has no interest therein except as authorized in the exercise of its governmental functions.

Section 7. *Term of Agreement.* This Agreement shall commence upon the effective date of the Adopting Ordinance approving this Agreement, and shall continue in force indefinitely. This agreement may be modified upon the City’s adoption of zoning for the site in a fashion consistent with the Comprehensive Plan, provided that any modification to the agreement shall be consistent with Section 18 herein and shall be consistent with the intent of this agreement. This or any future agreement shall be terminated when the Site has been fully developed. Fully developed shall mean any combination of final plat and site plan approval consistent with this agreement that bind the entire site. The terms and conditions of settlement agreement regarding Eastern Washington Growth Management Hearing Board appeal No. 09-1004 are incorporated by reference into this development agreement. Other than as set forth in these agreements, the Growth Board Petitioners do not obtain any greater participation rights in the development of the site described in Exhibit A.

Section 8. *Vested Rights of Owner.* During the term of this Agreement, in developing the Site consistent with the Project described herein, the Owners are assured, and the City agrees, that the Site shall be permitted to develop in accordance with the comprehensive plan designations put into place on the site and that the development rights, obligations, terms and conditions specified in this Agreement are fully vested in the Owners and may not be changed or modified by the City, except as may be expressly permitted by, and in accordance with, the terms and conditions of this Agreement, or as expressly consented thereto by the Owners.

Section 9. *Current Permitted Uses* The current permitted uses, the density and intensity of use, the maximum height and size of proposed buildings shall be consistent with the zoning regulations pertaining to the SAG Suburban Agriculture and AG – Agricultural zoning districts, as codified in Title 23 of the Richland Municipal Code. This zoning shall remain in place until such time when the Owners and/or a Developer brings forward a proposal to amend the zoning.

Section 10 *Future Uses.* The future permitted uses, the density and intensity of use, the maximum height and size of proposed buildings shall be determined when the City grants approval of an application(s) for zoning amendment brought forward by the Owners and/or Developer. The future zoning shall be consistent with the City’s adopted comprehensive plan and shall include the following:

- a) A buffer area of Low density residential development designated along the westerly property boundary of the Site, adjacent to the Country Ridge property line and zoned for R-1-12. The buffer would provide for two tiers of single family residential lots separated by a road corridor, providing for an overall density not to exceed three (3) lots per acre (inclusive of such road corridor). A Planned Unit Development may be utilized to achieve a density average consistent with this agreement. These lots would meet all R-1-12 zoning standards, and such lots adjoining the adjacent Country Ridge development shall be laid out with their rear yards facing the Country Ridge property line.
- b) Areas that are designated as Medium Density Residential in the comprehensive plan may be developed to an average density of ten (10) units per acre. For the purposes of calculating density within the Medium Density portions of the site, all residential lands designated either Low density residential or Medium Density Residential may be used to determine the maximum overall permitted density of ten (10) units per acre, provided that the low density buffer identified in subsection a (above) shall be maintained at a maximum density of 3 dwelling units per acre.
- c) A masonry wall, at least six feet in height shall be installed along the length of the western property boundary of the Site, providing a separation between the Site and the adjoining plat of Country Ridge. This wall shall be constructed simultaneously with the development of the adjacent lands that are designated Low Density Residential. Approval of a specific design for the masonry wall shall be part of the development approval process for the Low Density Residential lands. The wall shall be constructed in earth tones consistent with surrounding neighborhoods such as the Applewood and Cherrywood subdivisions.
- d) The Owners shall provide a dedication of a future Queensgate Drive Right-of-Way, extending southward from Keene Road, through the Site to its connection to Shockley Road. This Right-of-Way dedication shall be granted in its entirety at the time that a zoning application is brought forward by the Owners or a Developer for any portion of the Site. The Right-of-Way dedication for Queensgate Drive shall be 70 feet in width. The specific alignment of the future roadway shall be as mutually agreed to by the Owners and the City. Queensgate Drive has been classified as a planned Arterial Collector on the City's Street Function Class Map. As such, direct access from residential lots will be prohibited and commercial access will be managed to limit the number of access points.
- e) Buffer standards for the eastern boundary of the site shall be established at the time a specific zoning proposal is submitted to the City and at a minimum shall address:
 - 1. Building setbacks;
 - 2. Maximum building height;
 - 3. Landscape screening and/or fencing;
 - 4. Restrictions on outdoor lighting;

5. Restrictions on location of outdoor storage areas, truck loading docks, refuse collection areas.

The intent of the buffer shall be to provide an adequate separation between the proposed commercial/multi-family residential use and the adjoining low density residential land use to protect the low density residential property from impacts of noise, and light and glare.

- f) No access for future development from the Site onto Keene Road will be permitted. Access from future development onto the future Queensgate Drive shall be separated from the Keene Road/Queensgate Drive intersection by a minimum distance of 300 feet;
- g) Zoning for the portions of the site designated as Commercial shall either be C-1 Neighborhood Retail or shall be part of a Planned Unit Development that will specifically limit the potential commercial uses to those that are of a neighborhood scale and compatible with nearby residential uses and otherwise consistent with C-1 Neighborhood Retail zoning. Zoning for the portions of the site designated as Multi-Family/Office shall be zoned C-LB Limited Business or shall be part of a Planned Unit Development that will specifically limit uses to those that are compatible with C-LB Limited Business zoning. In either case, the permitted development will be specifically limited to buildings no more than thirty (30) feet in height or more than two-stories.
- h) Development proposals within the portions of the Site designated as Commercial shall not be approved unless they are determined to be consistent with the design standards included in Exhibit B (attached) of this agreement and Section 23.28.020(D)(1) through (4) of the Richland Municipal Code.
- i) Development proposals within the portions of the Site designated as Low Density Residential shall be reviewed and approved through the City Subdivision process as specified in Title 24 of the Richland Municipal Code or through the Planned Unit Development Application Procedures as set forth in Chapter 23.50 of the Richland Municipal Code.
- j) Development proposals within the portion of the site adjoining Lariat Lane Right-of-Way shall provide for the extension of Lariat Lane eastward to connect with the future Queensgate Drive extension, unless said extension is determined to be unnecessary by the City. Any extension of Lariat Lane into the Site shall be accomplished through an indirect route that will include at least nine hundred (900) feet of travel in a north-south orientation before Lariat Lane can be connected to Queensgate Drive. The design of Lariat Lane may also include other traffic calming measures. The intent of this provision is to provide connectivity between the Country Ridge neighborhood and the Site but to keep Lariat Lane from functioning as a collector street.
- k) The process of implementing the comprehensive plan may result in some minor deviations to the plan, such as adjustments in zoning boundary lines. Such deviations may be acceptable if they are deemed minor in nature and consistent with Items a through j as listed above.
- l) The City shall provide notification to the Country Ridge Homeowners Association President and Richard Forman of any development proposed

within the Site that requires public review under the provisions of the Richland Municipal Code.

Section 11. *Subject to City Development Standards.* The Owners acknowledge that the development of the site shall be subject to the City's development standards in place at the time development proposals are brought forward, including but not limited to requirements for payments of fees and/or dedication of property for mitigation of traffic and park impacts; and for the installation and extension of public utility and street systems.

Section 12. *Further Discretionary Actions.* The Owners acknowledge that the City Municipal Code contemplates the exercise of further discretionary powers by the City. These powers include, but are not limited to, review of permit applications under SEPA and under the provisions of Title 19 of the Richland Municipal Code – Development Regulation Administration. Nothing in this Agreement shall be construed to limit the authority or the obligation of the City to hold legally required public hearings, or to limit the discretion of the City and any of its officers or officials in complying with or applying the provisions of the City Municipal Code.

Section 13. *Existing Land Use Fees and Impact Fees.*

A. Land use fees adopted by the City by ordinance as of the effective date of this Agreement may be increased by the City from time to time, and applicable to permits and approvals for the Site, as long as such fees apply to similar applications and projects in the City.

B. All impact fees shall be paid as set forth in the approved permit or approval, or as addressed in the Titles 12 and 20 of the Richland Municipal Code.

Section 14. *Default.*

A. Failure or delay by either party not released from this Agreement, to perform any term or provision of this Agreement shall constitute a default. In the event of alleged default or breach of any terms or conditions of this Agreement, the party alleging such default or breach shall give the other party not less than thirty (30) days notice in writing, specifying the nature of the alleged default and the manner in which said default may be cured. During this thirty (30) day period, the party or Owners charged shall not be considered in default for purposes of termination or institution of legal proceedings.

B. After notice and expiration of the thirty (30) day period, if such default has not been cured or is not being diligently cured in the manner set forth in the notice, the other party or Owners to this Agreement may, at its option, institute legal proceedings pursuant to this Agreement. In addition, the City may decide to file an action to enforce the City's Codes, and to obtain penalties and costs as provided in the Richland Municipal Code.

C. Extensions of time granted in writing by mutual consent by all parties to this agreement shall not be construed as a default.

Section 15. *Termination* This or any future Agreement shall be terminated when the Site has been fully developed in accordance with the Agreement. Fully developed shall mean

any combination of final plat approval and site plan approval consistent with this agreement that binds the entire site.

Section 16. *Assignment and Assumption.* This agreement shall not restrict the right of the owners to sell, assign or transfer their properties to any person, firm or corporation. The Owners shall provide the City with written notice of any intent to sell, assign, or transfer all or a portion of the Subject Property, at least 30 days in advance of such action.

Section 17. *Covenants Running with the Land.* The conditions and covenants set forth in this Agreement and incorporated herein by the Exhibits shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties. The Owners, Developer(s) and every purchaser, assignee or transferee of an interest in the Site, or any portion thereof, shall be obligated and bound by the terms and conditions of this Agreement, and shall be the beneficiary thereof and a party thereto, but only with respect to the Site, or such portion thereof, sold, assigned or transferred to it. Any such purchaser, assignee or transferee shall observe and fully perform all of the duties and obligations of an Owner contained in this Agreement, as such duties and obligations pertain to the portion of the Site sold, assigned or transferred to it.

Section 18. *Amendment to Agreement; Effect of Agreement on Future Actions.* This Agreement may be amended by mutual consent of all of the parties, to make minor amendments consistent with the terms of this agreement or to obtain relief from unduly oppressive terms or conditions, provided that any such amendment shall follow the process established by law for the adoption of a development agreement (*see*, RCW 36.70B.200) and be consistent with the intent of the original agreement. However, nothing in this Agreement shall prevent the City Council from making any amendment to its Comprehensive Plan, Zoning Code, Official Zoning Map or development regulations affecting the Site as the City Council may deem necessary to the extent required by a serious threat to public health and safety. The City shall provide notification to the Country Ridge Homeowners Association President of any proposed amendment to this Development Agreement.

Section 19. *Releases.* Owners, and any subsequent Developer, may free itself from further obligations relating to the sold, assigned, or transferred property, provided that the buyer, assignee or transferee expressly assumes the obligations under this Agreement as provided herein.

Section 20. *Notices.* Notices, demands, correspondence to the City and Owners shall be sufficiently given if dispatched by pre-paid first-class mail to the addresses of the parties as designated in Section 5. Notice to the City shall be to the attention of both the City Director of Community Development and the City Attorney. Notices to subsequent Owners shall be required to be given by the City only for those Owners who have given the City written notice of their address for such notice. The parties hereto may, from time to time, advise the other of new addresses for such notices, demands or correspondence.

Section 21. *Applicable Law and Attorneys' Fees.* This Agreement shall be construed and enforced in accordance with the laws of the State of Washington. If litigation is initiated to enforce the terms of this Agreement, the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs from the non-prevailing party. Venue for any action shall lie in Benton County Superior Court or the U.S. District Court for Eastern Washington.

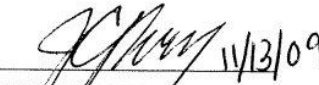
Section 22. *Third Party Legal Challenge.* In the event any legal action or special proceeding is commenced by any person or entity other than a party or an Owner to challenge this Agreement or any provision herein, the City may elect to tender the defense of such lawsuit or individual claims in the lawsuit to Owner(s). In such event, Owners shall hold the City harmless from and defend the City from all costs and expenses incurred in the defense of such lawsuit or individual claims in the lawsuit, including but not limited to, attorneys' fees and expenses of litigation, and damages awarded to the prevailing party or parties in such litigation. The Owners shall not settle any lawsuit without the consent of the City. The City shall act in good faith and shall not unreasonably withhold consent to settle.

Section 23. *Specific Performance.* The parties specifically agree that damages are not an adequate remedy for breach of this Agreement, and that the parties are entitled to compel specific performance of all material terms of this Development Agreement by any party in default hereof.

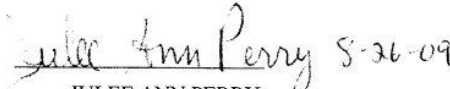
Section 24. *Severability.* If any phrase, provision or section of this Agreement is determined by a court of competent jurisdiction to be invalid or unenforceable, or if any provision of this Agreement is rendered invalid or unenforceable according to the terms of any statute of the State of Washington which became effective after the effective date of the ordinance adopting this Agreement, and either party in good faith determines that such provision or provisions are material to its entering into this Agreement, that party may elect to terminate this Agreement as to all of its obligations remaining unperformed.

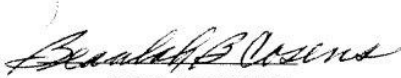
IN WITNESS WHEREOF, the parties hereto have caused this Development Agreement to be executed as of the dates set forth below:

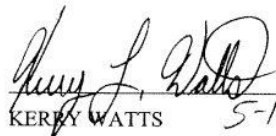
OWNERS

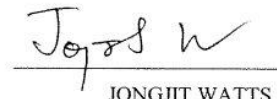

JOHN C. PERRY


LINDA NORWOOD

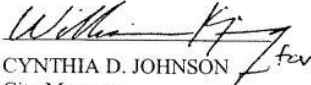

JULEE ANN PERRY


BEULAH COSENS


KERRY WATTS 5-11-10


JONGJIT WATTS 5-11-10

CITY OF RICHLAND


CYNTHIA D. JOHNSON
City Manager

APPROVED AS TO FORM:

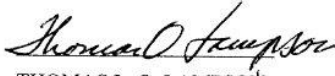

THOMAS L. O. LAMPSON
City Attorney 4/20/10

EXHIBIT A

Legal Description

Those portions of the Southwest Quarter of Section 22, Township 9 North, Range 28 E.W.M. lying south of the Keene Road Right-of-Way and north of the Shockley Road Right-of-Way and consisting of the following Benton County Assessor Parcel Identification Numbers: 1-2298-300-0002-002, 1-2298-300-0002-001, 1-2298-300-0001-009, 1-2298-300-0004-000, 1-2298-300-0003-002 & 1-2298-300-0005-000.

EXHIBIT B DESIGN GUIDELINES

In order to enhance the human scale and respect the scale and character of the adjoining residential neighborhoods, commercial uses developed under this agreement will comply with the following guidelines:

- The design of all buildings in this commercial area should share similar design characteristics and design vocabulary. Utilizing similar colors, materials and textures as well as repeating patterns, rhythms and proportions found within the architecture of surrounding commercial and residential buildings should be used to achieve unity.
- Buildings should respect the predominant scale of development in the surrounding area by designing with elements of a similar scale and providing a gradual transition to any larger scaled masses proposed.
- Taller buildings or portions of a building should be located internally to a site with buildings stepping down in height as they reach the edges of sites that are adjoined by smaller scaled development.
- Buildings or portions of a building mass over 50 feet wide are encouraged to divide their elevations into smaller parts. A pronounced change in massing, pronounced changes in wall planes and introducing significant variations in the cornice/roofline are all possible methods to accomplish the desired divisions of elevations into smaller parts.
- Building colors should emphasize muted earth tones. The use of highly reflective or glossy materials should be used for accent only.
- Rich materials and a variety of materials are desirable on both the wall planes, roofs and ground plane. If stone or decorative block veneers are incorporated, the material should be used to highlight significant building features and massed elements.
- All sides of a building should express consistent architectural detail and character.
- All site walls and screen walls should be architecturally integrated with the building.
- Screening devices, site walls and enclosed service, loading and refuse areas should be designed to be an integral part of the building architecture.
- Extensive use of floor to ceiling glass storefronts is appropriate only under arcaded areas.

ORDINANCE NO. 2022-03

**AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON,
AMENDING THE 2010 LAND DEVELOPMENT AGREEMENT
AFFECTING 47 ACRES SOUTH OF KEENE ROAD AND EAST OF
THE PLAT OF COUNTRY RIDGE.**

WHEREAS, on July 20, 2010, the City entered into a Development Agreement affecting 47 acres south of Keene Road and east of the Plat of Country Ridge (the “Original Agreement”)(Richland Contract No. 92-10); and

WHEREAS, the Original Agreement was entered into pursuant to RCW 36.70B.170(1) and as authorized by City of Richland Ordinance No. 21-10 for the purpose of settling an appeal filed by the Country Ridge Homeowners Association related to the City’s 2009 Comprehensive Plan amendments affecting the property (*see* Eastern Washington Growth Management Hearing Board Appeal No. 09-1004); and

WHEREAS, by its own terms, the Original Agreement may be amended by mutual agreement of the parties with notice to the Country Ridge Homeowners Association President; and

WHEREAS, despite execution of the Original Agreement in 2010, the property has remained undeveloped, likely due to the fact that its ownership has been divided among multiple unrelated individuals; and

WHEREAS, recently, the 47-acre property came under the common ownership of Columbia Valley Property Holdings, LLC; and

WHEREAS, the City received a request from the property owner to amend the Original Agreement, and a letter of support from the Country Ridge Homeowners Association. Upon review, the proposed First Amendment to Development Agreement maintains critical components of the Original Agreement and appears to be consistent with the intent of the 2010 settlement agreement and the Richland Comprehensive Plan amendments adopted by Ordinance No. 21-10; and

WHEREAS, a public hearing is required before a decision on the proposed First Amendment to Development Agreement can be rendered by Richland City Council (RCW 36.70B.200).

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. The findings and conclusions contained in Section 1.01 of Ordinance No. 21-10 are adopted in support of approval of the First Amendment to Development Agreement and are incorporated by this reference as though set forth herein.

Section 2. The First Amendment to Development Agreement, attached hereto as **Exhibit A**, allows for development of a coordinated mixed use plan benefitting South Richland and the City as a whole while leaving all critical components of the Original Agreement unchanged.

Section 3. The Country Ridge Homeowners Association submitted written approval signed by a duly authorized representative acknowledging no opposition to the proposed amendments to the Original Agreement.

Section 4. The First Amendment to Development Agreement attached hereto as **Exhibit A** is hereby approved, and the City Manager is authorized to sign the same on behalf of the City of Richland.

Section 5. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 6. Should any section or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid.

Section 7. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including but not limited to the correction of scrivener's errors/clerical errors, section numbering, references, or similar mistakes of form.

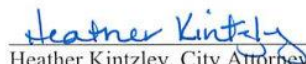
PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 15th day of February, 2022.


Michael Alvarez, Mayor

Attest:


Jennifer Rogers, City Clerk

Approved as to Form:


Heather Kintzley, City Attorney

First Reading: February 1, 2022
Second Reading: February 15, 2022
Date Published: February 20, 2022

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

THIS FIRST AMENDMENT to the July 20, 2010 Development Agreement is made and entered into this ____ day of _____, 2022 (the "Effective Date") by and between the **City of Richland**, a Washington municipal corporation ("City") and **Columbia Valley Property Holdings, LLC**, a Washington limited liability company and successor-in-interest to John Perry, Julie Ann Perry, Beulah Cousins, Linda Norwood, and Kerry and Jongjit Watts ("Owner").

I. RECITALS

WHEREAS, the City and original owners entered into a Development Agreement authorized by RCW 36.70B.170(1) dated July 20, 2010 and recorded under Benton County Auditor's File No. 2010-024273 (the "Original Agreement"); and

WHEREAS, the Original Agreement set forth development standards relating to the future zoning and development of the property subject to the Development Agreement (sometimes referred to as the "Property" or the "Site"); and

WHEREAS, the current Owner (as successor-in-interest to the original owners) has requested modifications to the Original Agreement to accommodate future mixed-use development on the Site, which modifications are substantially consistent with the intent of the Original Agreement and allowed under Section 18 of the Original Agreement and applicable law (see RCW 36.70B.200); and

WHEREAS, the Parties have agreed to amend the Original Agreement as set forth below in order for the Site to be developed.

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and the Owner hereby agree as follows:

II. AGREEMENT

1. **Section 5(b)** of the Original Agreement, under the title *Parties to Development Agreement*, is replaced in its entirety with the following:

b) The "Owner" is Columbia Valley Property Holdings, LLC, who has succeeded to the interest of the original owners under the Original Agreement and is Owner of the entire Site.

2. **Section 7** of the Original Agreement, under the title *Term of Agreement*, is replaced in its entirety with the following:

Section 7. Term of Agreement. This Agreement (as amended) shall commence on the effective date of the Adopting Ordinance approving this Amendment. This Agreement may be further modified upon the City's adoption of zoning regulations or land use applications consistent with the Comprehensive Plan, provided that any additional modifications to the Agreement shall be consistent with Section 18 of the Original Agreement and applicable law. The Agreement (as amended) shall terminate when the Site has been fully developed. "Fully developed" means any combination of subdivision, site plan or land use approvals consistent with the

Agreement that bind the entire Site. The Country Ridge Homeowners Association, a Washington non-profit corporation, reviewed the terms of the Original Agreement and the First Amendment to the Development Agreement, although not a formal party to the Agreement, and by its letter attached hereto as **Exhibit A-1**, confirms that the Original Agreement (as amended) meets the intent of the Settlement Agreement regarding Eastern Washington Growth Management Hearing Board appeal No. 09-1004, the terms and conditions of which are hereby incorporated by reference into this Agreement. Other than as set forth in these agreements, the Growth Board Petitioners do not obtain any greater participation rights in the development of the Site described in Exhibit A.

3. **Section 10(d)** of the Original Agreement, under the title *Future Uses*, is replaced in its entirety with the following:

d) The Owner shall provide dedicated right-of-way for a future extension of Queensgate Drive, extending southward from Keene Road, through the Site to its connection to Shockley Road. This right-of-way dedication shall be made to the City at the time that an applicable land use application is reviewed and finalized by the Owner or a Developer for any portion of the Site, and shall be dedicated in its entirety at such time. The right-of-way width for future Queensgate Drive shall be determined at the subdivision or land use approval stage based on City development standards then in effect and consultation with the City's Public Works Director or designee. The specific alignment of the future roadway for Queensgate Drive shall be mutually agreed to by the Owner (or the Developer) and the City. Access points to and from future Queensgate Drive shall be determined at the subdivision or project review stage, however, the Owner (and Developer as the Owner's successor-in-interest) understands that direct access from single family residential lots shall not be allowed, and commercial access points may be limited consistent with City development standards then in effect and based on review and evaluation by the City's Public Works Director or designee.

4. **Section 10(f)** of the Original Agreement, under the title *Future Uses*, is replaced in its entirety with the following:

f) Access from future development onto Keene Road and/or the future Queensgate Drive shall be subject to road approach review and/or permits from the City, which review may include review of commercially reasonable site distances from existing intersections, including the intersection of Keene Road/Queensgate Drive.

5. **Section 10(g)** of the Original Agreement, under the title *Future Uses*, is replaced in its entirety with the following:

g) Zoning for the portion of the Site designated as Commercial may be C-1, C-2 or C-LB or may be part of a Planned Unit Development. Identified compatibility concerns at the zoning or project stage may be addressed by concomitant agreement(s) that limit potential commercial uses shown to be incompatible with nearby residential uses. Zoning for the portions of the Site designated as Multi-Family/Office shall be zoned C-LB (Limited Business) or shall be part of a Planned Unit Development. Unless otherwise approved by a variance at the project stage, permitted development will be limited to building heights no more than **forty (40) feet** on portions of the Site zoned commercial west of Queensgate Drive. Attached

Contract No. 92-10

as **Exhibit B-1** is a colored land use map showing the existing comprehensive plan designations for the Site.

6. Effect of Amendment. This First Amendment to the Development Agreement is intended to modify the Original Agreement. In the event of a conflict between the terms and conditions of the Original Agreement and this Amendment, the terms and provisions of this First Amendment shall control. Except as expressly modified by this First Amendment to the Development Agreement, all terms and conditions of the Original Agreement remain in full force and effect.
7. Governing Law. This Amendment shall be construed in accordance and governed by the laws of the state of Washington.
8. Effective Date. This First Amendment to the Development Agreement is made effective on the Effective Date first set forth above.

City of Richland
a Washington municipal corporation

Columbia Valley Property Holdings, LLC
a Washington limited liability company

By: _____
Jon Amundson, ICMA-CM
City Manager

By: _____
Mallikarjuna Vallem
Managing Member

Approved as to Form:

Heather Kintzley, City Attorney



Exhibit 2

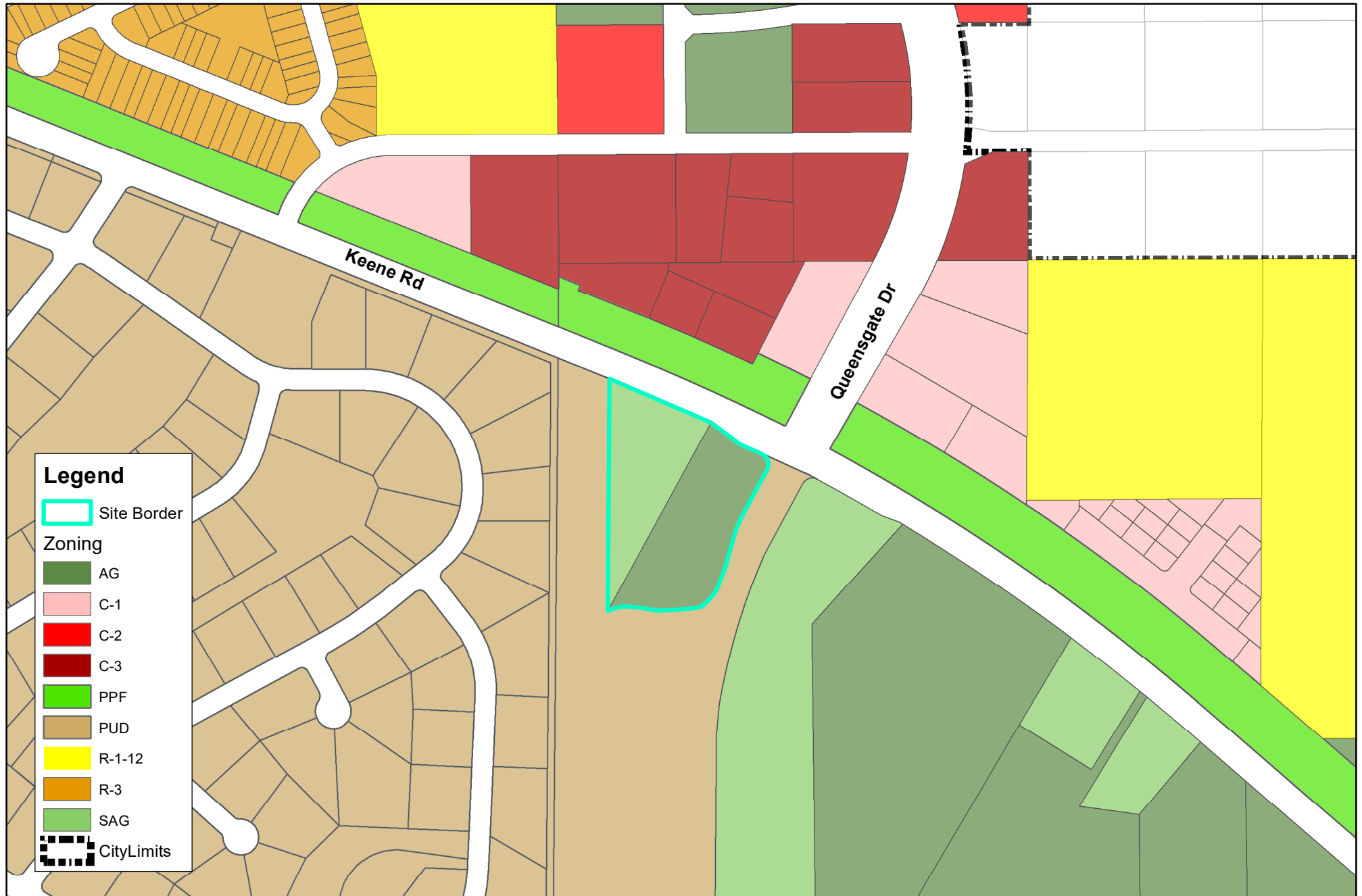
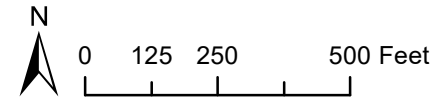
Zoning and Land Use Maps

Zoning Map

Item: 2155 Keene Rd, Rezone

Applicant: Columbia Valley Property Holdings, Mallikarjuna Vallem

File #: Z2023-106



Land Use Map

Item: 2155 Keene Rd, Rezone

Applicant: Columbia Valley Property Holdings, Mallikarjuna Vallem

File #: Z2023-106

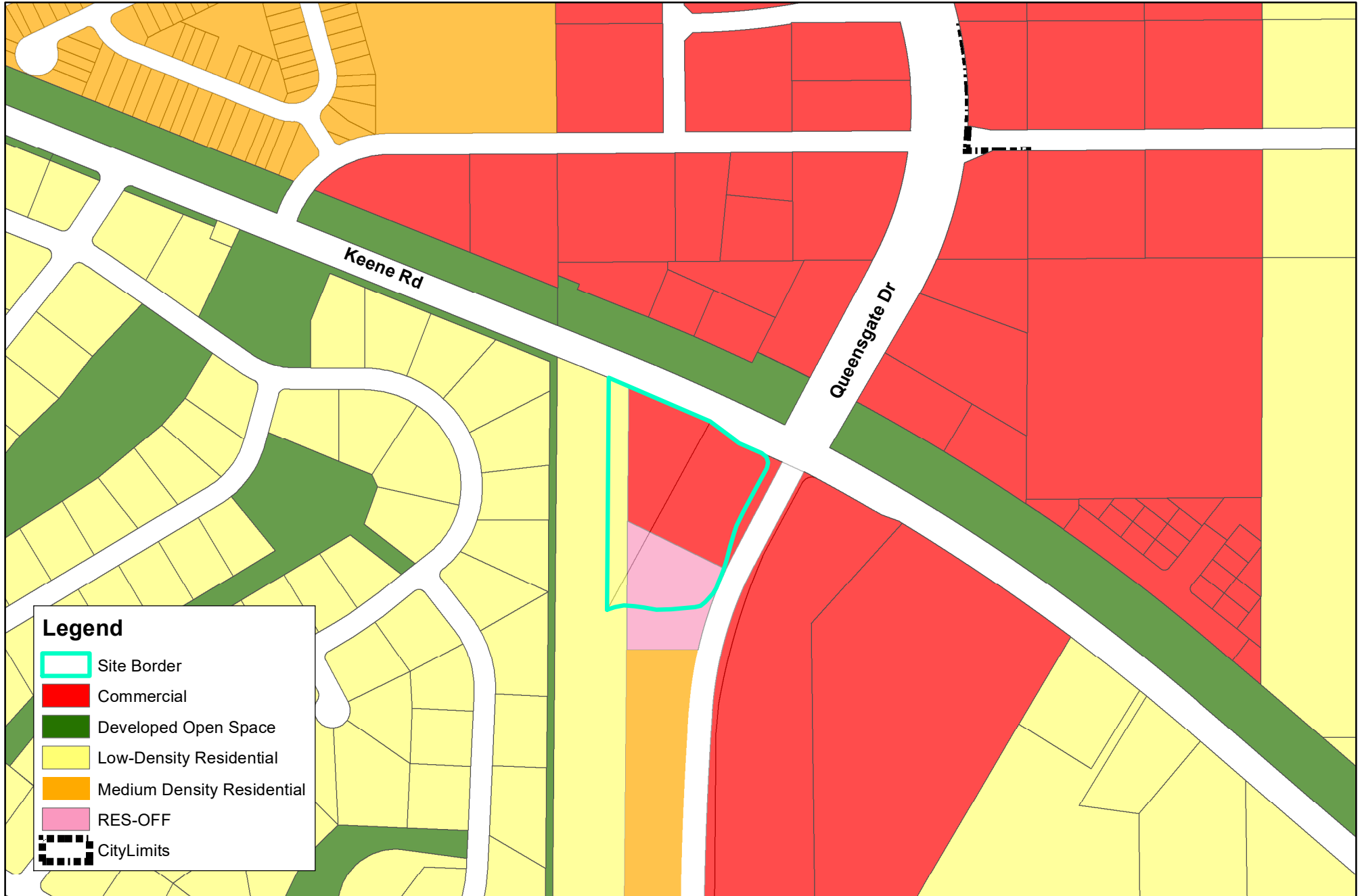
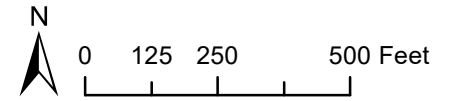




Exhibit 3

Ordinance 21-10

ORDINANCE NO. 21-10

AN ORDINANCE of the City of Richland amending the Comprehensive Plan and amending Title 23 of the Richland Municipal Code.

WHEREAS, on or about June 30, 2008, John Perry, Julee Ann Perry, Beulah Cosens, Linda Norwood, Kerry Watts and Jongjit Watts submitted a Petition to amend the City of Richland Comprehensive Plan and a Petition for Change of Zoning District Classification (together, known as City File No. Z2008-109 ("Z2008-109")); and

WHEREAS, on December 2, 2008, the City of Richland adopted Ordinance No. 32-08, amending the City of Richland Comprehensive Plan, reclassifying approximately 12.5 acres of property from Low and Medium Density Residential to Commercial and approximately 34.5 of primarily Low Density Residential to Medium Residential within the City limits, south of Keene Road and east of the plat of Country Ridge (Ordinance No. 32-08"); and

WHEREAS, on or about February 7, 2008, the Country Ridge Homeowners Association and Richard Forman filed an appeal before the Growth Management Hearings Board for Eastern Washington contesting the validity of the Respondent's Comprehensive Plan Amendments; and

WHEREAS, through negotiation among the interested parties, an amendment to City of Richland Comprehensive Plan has been proposed that would modify the changes thereto effected by Ordinance No. 32-08 by reclassifying certain portions of the property within the proposed area and reconfiguring zoning and density in a manner which remains consistent with the City of Richland's Comprehensive Plan; and

WHEREAS, the Parties agree a settlement is preferred to resolving the matter through a hearing before the Growth Management Hearings Board;

WHEREAS, the Richland City Council has considered all recommendations and reports submitted to it and held a public hearing on July 20, 2010; and

WHEREAS, it is hereby found to be in the best interest of the citizens of Richland that the amendments to the Comprehensive Plan in the form provided herein be adopted.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Richland as follows:

Section 1.01 The following Findings and Conclusions for the adoption of a settlement agreement between the City of Richland and the Country Ridge Homeowners Association and Richard Forman form the basis for the adoption of the this Comprehensive Plan as set forth in Sections 1.02 and 1.03 of this ordinance.

1. The City of Richland Comprehensive Plan, originally adopted in 1997, designated the 47.9-acre area as suitable for Low and Medium Density Residential development;
2. The City took action in 2008 to approve a comprehensive plan amendment to designate the site as suitable for Commercial and Medium Density Residential development;
3. The City's decision to amend its comprehensive plan was appealed to the Eastern Washington Growth Management Hearings Board by Richard Forman and the Country Ridge Homeowners Association;
4. The Hearings Board has not rendered a decision on the appeal at the request of the City and the appellants, who have worked together with the applicants to develop agreements to both settle the appeal (settlement agreement) and to guide the future development of the site (development agreement);
5. Under the provision of these agreements, the existing zoning of the property SAG – Suburban Agriculture and AG – Agricultural would remain in place until the property owners brought forward a specific request for a change in zoning consistent with the provisions of the development agreement;
6. The existing Richland Comprehensive Plan calls for the extension of a collector road, Queensgate Drive, to extend southward from Keene Road across the subject properties to Shockley Road.
7. Lands are designated for low density residential land uses under the Comprehensive Plan to the west, east and south of the subject properties. Properties to the north are designated for commercial land uses;
8. Properties to the west are zoned Planned Unit Development; property to the south is zoned R-1-10 Single Family Residential; property to the east is zoned AG – Agricultural and SAG – Suburban Agriculture and property to the north is zoned C-1 Neighborhood Retail;
9. The level of population growth anticipated in the comprehensive plan of a 39% increase over the next 20 years does justify the need for some additional commercial and medium density residential land;
10. The area adjacent to Keene Road and the future Keene Road/Queensgate Drive intersection is suitable for commercial land uses given the existing and proposed transportation system in the area and the proximity of existing commercial uses located directly north of the subject properties;

11. The future extension of a collector road through the middle of the subject properties provides an appropriate area for future medium density residential and multi-family/office development;
12. The proposed agreements provide a number of specific mitigation measures that will ensure that future development of the site will be appropriately buffered. Measures include the provision of low density residential development immediately adjacent to adjoining properties; the construction of a masonry wall; the provision of buffers; restrictions on the nature of future commercial uses and the provision of design standards to guide the appearance and size of future commercial buildings;
13. The approval of the settlement agreement and development agreement is consistent with the following comprehensive plan policies:
 - Land Use Goal 3, which promotes commercial growth and revitalization that serves residents and strengthens and expands the tax base;
 - Policy 4 of Land Use Goal 3, relating to the provision of neighborhood oriented commercial land uses in Neighborhood Activity Centers;
 - Policy 1 of Land Use Goal 4 which calls for a balanced distribution of residential uses and densities throughout the urban growth area;
 - Policy 2 of Land Use Goal 4 which encourages residential densification;
 - Policy 8 of Land Use Goal 7 which directs the City to use sight and sound buffers or transition zones between non-compatible uses.
14. The conditions listed in the development agreement are necessary and desirable to ensure that the right-of-way necessary to develop the City's collector street system is established;
15. The conditions listed in the development agreement are necessary and desirable to ensure that appropriate access control is maintained along the City's collector and arterial streets to ensure that traffic flow is maintained.
16. The conditions listed in the development agreement are necessary and desirable to ensure that appropriate separation of differing land uses is provided to mitigate land use impacts
17. Based on the above findings and conclusions, adoption of the settlement agreement and development agreement and implementation of the resulting comprehensive plan amendment would be in the best interest of the community of Richland.

Section 1.02 Section 23.01.030 of the Richland Municipal Code, as last amended by Ordinance No. 33-09, is hereby amended to read as follows:

23.01.030 Plan Adopted.

There is hereby adopted as a current and flexible guide to coordinate the public and private development of property and other resources of the City of Richland that certain Comprehensive Plan adopted by the Richland City Council on October 6, 1997, and amended on December 14, 1998, December 7, 1999, December 19, 2000, October 16, 2001, December 2, 2002, December 3, 2003, December 7, 2004, December 6, 2005, December 19, 2006, December 4, 2007, December 2, 2008 and November 17, 2009, and August 3, 2010, which is on file with the City Clerk and consists of maps, general goals and policies relating to economic development, land use, transportation, utilities, capital facilities and housing, and also establishes an Urban Growth Area Boundary Land Use Plan Map. (Ord. 47-05; Ord. 40-06; Ord. 41-07; Ord. 32-08: Ord. 33-09)

Section 1.03 Richland City Council directs the City Clerk to maintain the following amendments to the City of Richland's Comprehensive Plan as follows: Exhibit A – Amendment to Land Use, duly certified by the clerk as a true copy and to be retained as a permanent record and the following Amendment to Land Use Goal 7, Policy 8;

The City will ensure the use of sight and sound buffers or transitions in zones between non-compatible land uses.

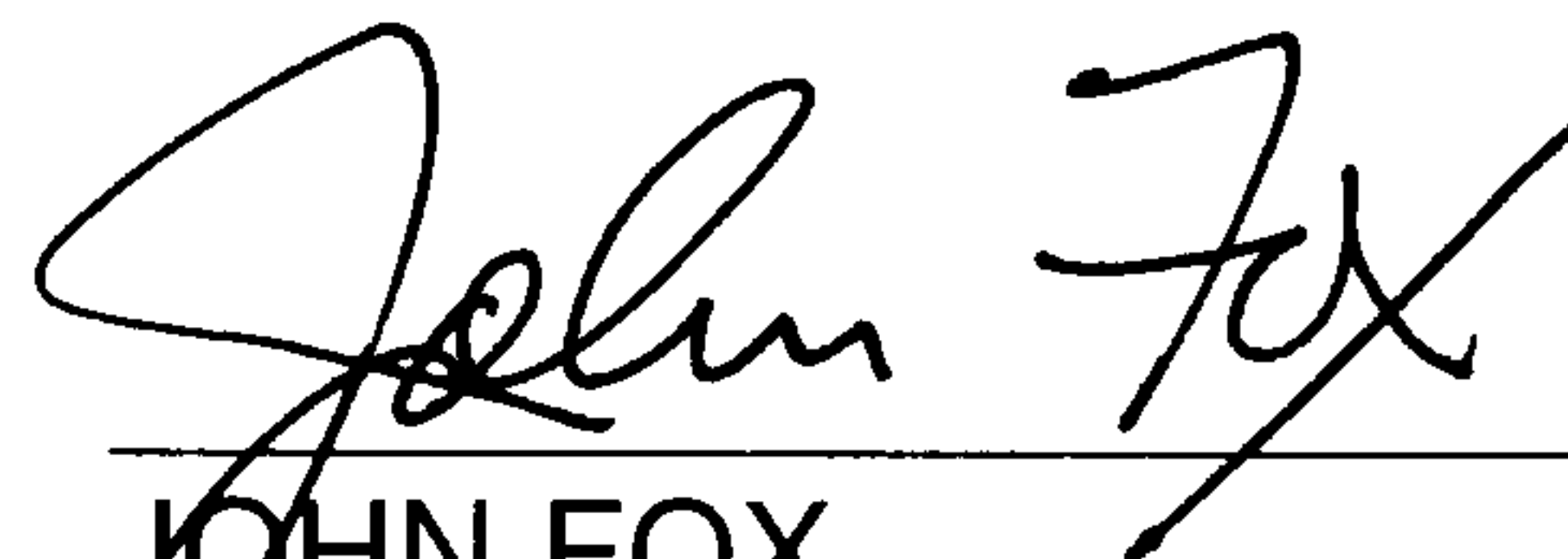
- A) Commercially designated areas generally south of Keene Road, north of Shockley Road and east of the Country Ridge development shall be provided with a low density buffer consisting of two tiers of lots and an average density of three dwelling units per acre.
- B) Residential land between Keene and Shockley Road and adjoining the proposed Queensgate Drive extension can be developed with an average density of ten units/acre provided the low density buffer identified in "A" above is maintained.
- C) The developer(s) shall be responsible for the construction of a solid masonry wall along the eastern boundary of the Country Ridge development between Keene Road and Shockley Road at the time that the adjacent property is developed.
- D) Appropriate buffers shall also be provided along the eastern boundaries of this commercial area lined between Keene Road and Shockley Road, along the Queensgate Drive extension in order to provide adequate separation to the adjoining residential properties. Buffer standards shall be determined when specific zoning or development plans are reviewed and approved by the City and may include limitations on building height, building setback and design, landscape planning, and the placement of fencing or masonry walls.

Section 1.04 If any section, sentence, clause, or phrase of the amendments set forth in this Comprehensive Plan amendment ordinance should be timely challenged to

any body or court with authority and jurisdiction to hear such a challenge, or if such amendment be determined to be invalid or unconstitutional, such challenge, invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, clause, phrase or amendment of this adopted comprehensive plan amendment ordinance.

Section 1.05 This ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland, at a regular meeting on the 3rd day of August, 2010.



JOHN FOX
Mayor

ATTEST:



DEBRA C. BARHAM, CMC
Chief Deputy City Clerk

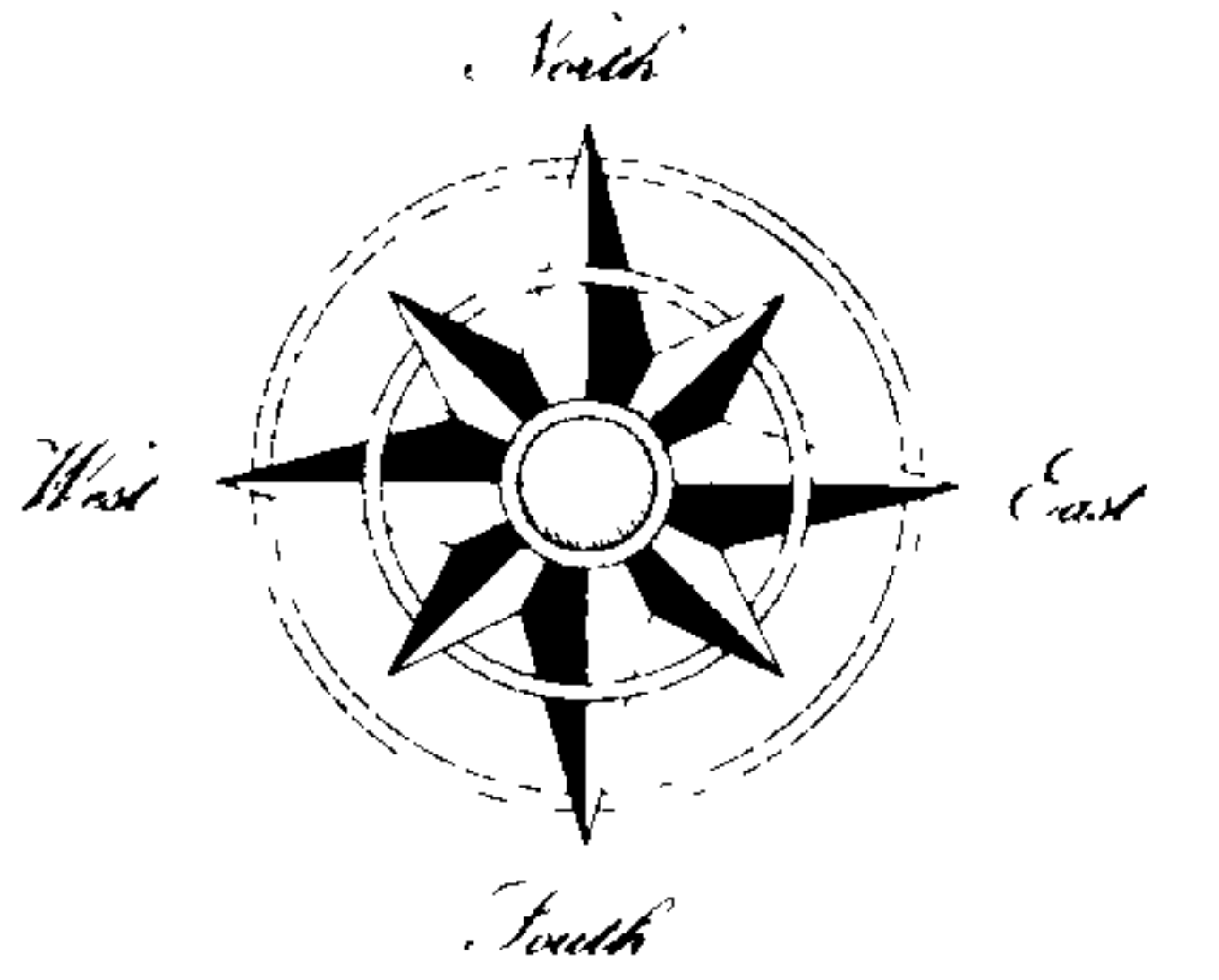
APPROVED AS TO FORM:



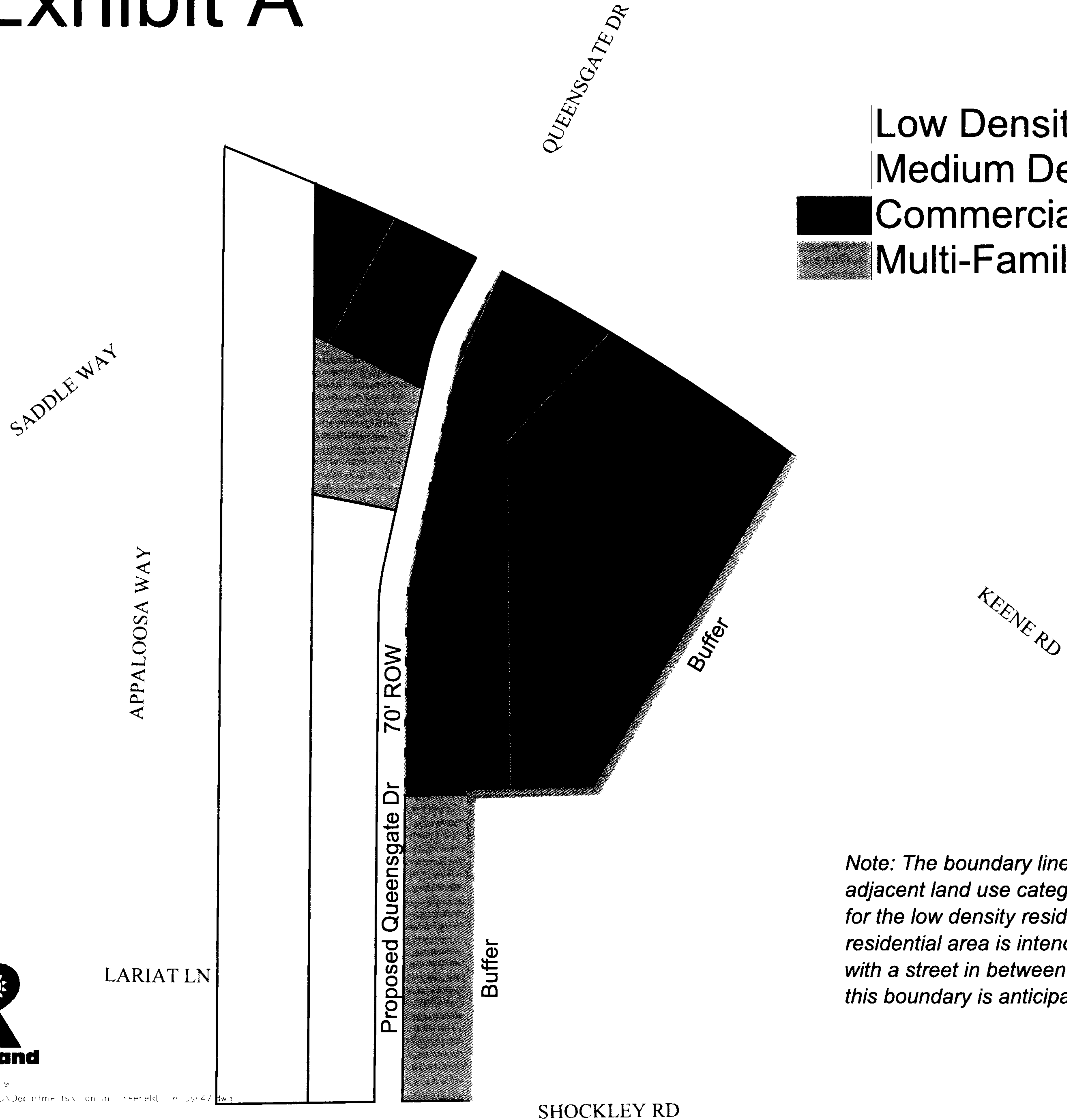
THOMAS O. LAMPSON
City Attorney

Date Published: August 8, 2010

Exhibit A



Low Density Residential
Medium Density Residential
Commercial
Multi-Family/Office



Note: The boundary line between low density residential and the adjacent land use categories is not intended to depict a specific width for the low density residential area. The width of the low density residential area is intended to accommodate two tiers of residential lots with a street in between them. Some minor adjustment to the location of this boundary is anticipated as development of the area occurs.



29. IN 2 x 9

THE "T" PERSONAL AND NOT WARRANT GUARANTEE OR ACCEPT ANY LIABILITY OF THE
ANY "A" OR "B" PERSONS OR OTHERS OR ANY INFORMATION FROM PERSONS OR
ANY OTHER PERSONS OR ANY INFORMATION FROM PERSONS OR ANY OTHER PERSONS
AT THE TIME OF THE "T" PERSONAL AND NOT WARRANT GUARANTEE OR ACCEPT ANY
A PERSON OR ANY OTHER PERSONS OR ANY INFORMATION FROM PERSONS OR ANY OTHER PERSONS
AND ANY OTHER PERSONS OR ANY INFORMATION FROM PERSONS OR ANY OTHER PERSONS
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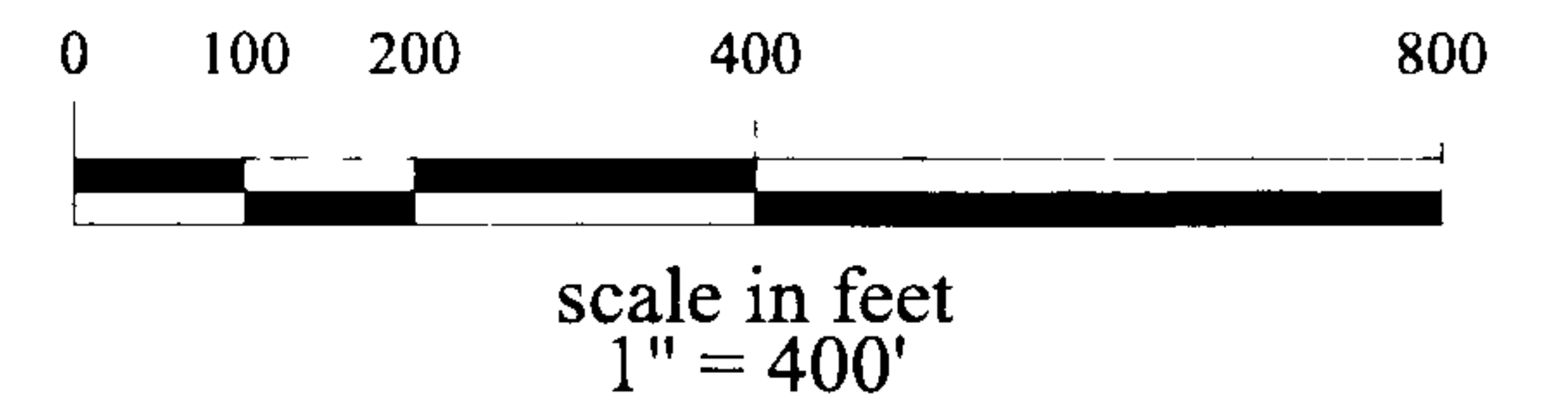




Exhibit 4

Contract 92-10

WASHINGTON STATE COUNTY AUDITOR'S/RECORDER'S
INDEXING FORM (Cover Sheet)

92-10

2010-024273 AGR

08/27/2010 08:44:54 AM Pages: 13 Fee: \$74.00

Richland City Clerk

Benton County, Benton County Auditor's Office



August 24, 2010

Return address:

City Clerk

City of Richland

P.O. Box 190, MS-05

Richland, WA 99352

Please print or type information

Document Title(s) (or transactions contained therein):

Development Agreement

Reference Number(s) of Documents assigned or released:

(on page _____ of document(s))

Grantor(s) (Last name first, then first name and initials)

1. City of Richland

2.

3.

4.

5. ☐ Additional names on page _____ of document.

Grantee(s) (Last name first, then first name and initials)

1. Perry, John

2. Perry, Julee Ann

3. Cosens, Beulah

4. Norword, Linda

5. ☒ Additional names on page 1 of document.

Legal description (abbreviated: i.e. lot, block, plata or section, townships, range)

Exhibit A on page 11

*Sec 22, Township 9 North,
Range 28*

☐ Additional legal is on page _____ of document.

Assessor's Property Tax Parcel/Account Number

1-2298-300-0002-002

☒ Additional legal is on page 12 of document.

The Auditor/Recorder will rely on the information provided on the form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

**DEVELOPMENT AGREEMENT
BY AND BETWEEN THE CITY OF RICHLAND
AND JOHN PERRY, JULEE ANN PERRY, BEULAH COSENS, LINDA
NORWOOD, KERRY WATTS AND JONGJIT WATTS**

THIS DEVELOPMENT AGREEMENT is made and entered into this ^{20th} day of ~~June~~^{July}, 2009, by and between the City of Richland, a First Class code Washington municipal corporation, hereinafter the "City," and John Perry, Julee Ann Perry, Beulah Cousins, Linda Norwood, Kerry Watts and Jongjit Watts, property owners; hereinafter the "Owners."

RECITALS

WHEREAS, the Washington State Legislature has authorized the execution of a development agreement between a local government and a person or persons having ownership or control of real property within its jurisdiction (RCW 36.70B.170(1)); and

WHEREAS, a development agreement must set forth the development standards and other provisions that shall apply to, govern and vest the development, use and mitigation of the development of the real property for the duration specified in the agreement (RCW 36.70B.170(1)); and

WHEREAS, for the purposes of this development agreement, "development standards" include, but are not limited to, all of the standards listed in RCW 36.70B.170(3); and

WHEREAS, a development agreement must be consistent with the applicable development regulations adopted by a local government planning under chapter 36.70A RCW (RCW 36.70B.170(1)); and

WHEREAS, this Development Agreement by and between the City of Richland and the Owners relates to the amendment of the City Comprehensive Plan land use designations for approximately 47 acres of land generally located south of Keene Road, north of Shockley Road, east of the Plat of Country Ridge and which consists of five separate parcels of record and which has been the subject of File #Z2008-109; and

WHEREAS, the following events have occurred in the processing of the Developer's application:

a) By Ordinance No. 32-08, the City amended the City's Comprehensive Plan land use designation for the Property from Low Density Residential to Commercial (12.5 acres) and Medium Density Residential (34.5 acres) ;

b) Richard Forman and the Country Ridge Homeowners Association, parties of record, filed an appeal before the Eastern Washington Growth Management Hearings Board challenging the validity of the comprehensive plan amendment;

c) Adoption of this development agreement will complete a settlement agreement entered into between the city of Richland, the property owners and the appellants.

d) After a public hearing, by Ordinance No. 21-10 the City Council authorized the City Manager to sign this Development Agreement with the Owners; and

Now, therefore, the parties hereto agree as follows:

General Provisions

Section 1. *The Project.* Future development of the site is anticipated to be a mix of commercial, office and residential uses as set forth in the comprehensive plan. The owners acknowledge that there is not yet a specific development proposal for the site. This agreement anticipates that the Owners will develop plans themselves and/or sell the site to a Developer(s) who will then develop specific plans for the future use of the site.

Section 2. *The Site.* The project site is legally described in Exhibit A, attached hereto and incorporated herein by this reference.

Section 3. *Definitions.* As used in this Development Agreement, the following terms, phrases and words shall have the meanings and be interpreted as set forth in this Section.

a) “*Adopting Ordinance*” means the Ordinance which approves this Development Agreement, as required by RCW 36.70B.200.

b) “*Developer*” means any party or parties who acquire ownership of the site or a portion of the site and bring forward plans for the future development of the site and who shall be subject to the applicable provisions of this agreement.

c) “*Existing Development Regulations*” means the ordinances adopted by the City Council of Richland in effect on the date that the Adopting Ordinance takes effect, including the following provisions of the Richland Municipal Code: Title 12 – Streets, Title 19 – Development Regulation Administration, Title 20 – Buildings, Title 22 – Environment, Title 23 – Zoning, Title 24 – Subdivision, and Title 27 Signs as well as all other provisions of City Code that address design standards.

d) “*Owners*” means collectively the parties who have ownership interest in the five parcels of record that comprise the Site.

e) “*Project*” means the anticipated development of the Site, as specified in Section 1 and as addressed in the City’s adopted comprehensive plan.

Section 4. *Exhibits.* Exhibits to this Agreement are as follows:

a) Exhibit A – Legal description of the Site.

b) Exhibit B – Design standards

Section 5. *Parties to Development Agreement.* The parties to this Agreement are:

a) The “City” is the City of Richland, 505 Swift Boulevard, Richland, WA 99352.

b) The “Owners” are John Perry, PO Box 5900, Kennewick, WA 99336; Julee Ann Perry, 1102 Appaloosa Way, Richland, WA 99352; Beulah Cosens, 3680 Keene Road, Richland, WA 99352; Linda Norwood, 324 Columbia Point Drive, Richland, WA

99352; Kerry Watts and Jongjit Watts, 68 Canyon Street, Richland, WA 99352; all of whom have ownership interests in some of the five parcels that comprise the site.

c) The “Developer.” From time to time, as provided in this Agreement, the Owners may sell or otherwise lawfully dispose of a portion of the Site to a Developer who shall be subject to the provisions of this Agreement related to such portion of the Site.

Section 6. *Project is a Private Undertaking.* It is agreed among the parties that the Project is a private development and that the City has no interest therein except as authorized in the exercise of its governmental functions.

Section 7. *Term of Agreement.* This Agreement shall commence upon the effective date of the Adopting Ordinance approving this Agreement, and shall continue in force indefinitely. This agreement may be modified upon the City’s adoption of zoning for the site in a fashion consistent with the Comprehensive Plan, provided that any modification to the agreement shall be consistent with Section 18 herein and shall be consistent with the intent of this agreement. This or any future agreement shall be terminated when the Site has been fully developed. Fully developed shall mean any combination of final plat and site plan approval consistent with this agreement that bind the entire site. The terms and conditions of settlement agreement regarding Eastern Washington Growth Management Hearing Board appeal No. 09-1004 are incorporated by reference into this development agreement. Other than as set forth in these agreements, the Growth Board Petitioners do not obtain any greater participation rights in the development of the site described in Exhibit A.

Section 8. *Vested Rights of Owner.* During the term of this Agreement, in developing the Site consistent with the Project described herein, the Owners are assured, and the City agrees, that the Site shall be permitted to develop in accordance with the comprehensive plan designations put into place on the site and that the development rights, obligations, terms and conditions specified in this Agreement are fully vested in the Owners and may not be changed or modified by the City, except as may be expressly permitted by, and in accordance with, the terms and conditions of this Agreement, or as expressly consented thereto by the Owners.

Section 9. *Current Permitted Uses* The current permitted uses, the density and intensity of use, the maximum height and size of proposed buildings shall be consistent with the zoning regulations pertaining to the SAG Suburban Agriculture and AG – Agricultural zoning districts, as codified in Title 23 of the Richland Municipal Code. This zoning shall remain in place until such time when the Owners and/or a Developer brings forward a proposal to amend the zoning.

Section 10 *Future Uses.* The future permitted uses, the density and intensity of use, the maximum height and size of proposed buildings shall be determined when the City grants approval of an application(s) for zoning amendment brought forward by the Owners and/or Developer. The future zoning shall be consistent with the City’s adopted comprehensive plan and shall include the following:

- a) A buffer area of Low density residential development designated along the westerly property boundary of the Site, adjacent to the Country Ridge property line and zoned for R-1-12. The buffer would provide for two tiers of single family residential lots separated by a road corridor, providing for an overall density not to exceed three (3) lots per acre (inclusive of such road corridor). A Planned Unit Development may be utilized to achieve a density average consistent with this agreement. These lots would meet all R-1-12 zoning standards, and such lots adjoining the adjacent Country Ridge development shall be laid out with their rear yards facing the County Ridge property line.
- b) Areas that are designated as Medium Density Residential in the comprehensive plan may be developed to an average density of ten (10) units per acre. For the purposes of calculating density within the Medium Density portions of the site, all residential lands designated either Low density residential or Medium Density Residential may be used to determine the maximum overall permitted density of ten (10) units per acre, provided that the low density buffer identified in subsection a (above) shall be maintained at a maximum density of 3 dwelling units per acre.
- c) A masonry wall, at least six feet in height shall be installed along the length of the western property boundary of the Site, providing a separation between the Site and the adjoining plat of Country Ridge. This wall shall be constructed simultaneously with the development of the adjacent lands that are designated Low Density Residential. Approval of a specific design for the masonry wall shall be part of the development approval process for the Low Density Residential lands. The wall shall be constructed in earth tones consistent with surrounding neighborhoods such as the Applewood and Cherrywood subdivisions.
- d) The Owners shall provide a dedication of a future Queensgate Drive Right-of-Way, extending southward from Keene Road, through the Site to its connection to Shockley Road. This Right-of-Way dedication shall be granted in its entirety at the time that a zoning application is brought forward by the Owners or a Developer for any portion of the Site. The Right-of-Way dedication for Queensgate Drive shall be 70 feet in width. The specific alignment of the future roadway shall be as mutually agreed to by the Owners and the City. Queensgate Drive has been classified as a planned Arterial Collector on the City's Street Function Class Map. As such, direct access from residential lots will be prohibited and commercial access will be managed to limit the number of access points.
- e) Buffer standards for the eastern boundary of the site shall be established at the time a specific zoning proposal is submitted to the City and at a minimum shall address:
 - 1. Building setbacks;
 - 2. Maximum building height;
 - 3. Landscape screening and/or fencing;
 - 4. Restrictions on outdoor lighting;

5. Restrictions on location of outdoor storage areas, truck loading docks, refuse collection areas.

The intent of the buffer shall be to provide an adequate separation between the proposed commercial/multi-family residential use and the adjoining low density residential land use to protect the low density residential property from impacts of noise, and light and glare.

- f) No access for future development from the Site onto Keene Road will be permitted. Access from future development onto the future Queensgate Drive shall be separated from the Keene Road/Queensgate Drive intersection by a minimum distance of 300 feet;
- g) Zoning for the portions of the site designated as Commercial shall either be C-1 Neighborhood Retail or shall be part of a Planned Unit Development that will specifically limit the potential commercial uses to those that are of a neighborhood scale and compatible with nearby residential uses and otherwise consistent with C-1 Neighborhood Retail zoning. Zoning for the portions of the site designated as Multi-Family/Office shall be zoned C-LB Limited Business or shall be part of a Planned Unit Development that will specifically limit uses to those that are compatible with C-LB Limited Business zoning. In either case, the permitted development will be specifically limited to buildings no more than thirty (30) feet in height or more than two-stories.
- h) Development proposals within the portions of the Site designated as Commercial shall not be approved unless they are determined to be consistent with the design standards included in Exhibit B (attached) of this agreement and Section 23.28.020(D)(1) through (4) of the Richland Municipal Code.
- i) Development proposals within the portions of the Site designated as Low Density Residential shall be reviewed and approved through the City Subdivision process as specified in Title 24 of the Richland Municipal Code or through the Planned Unit Development Application Procedures as set forth in Chapter 23.50 of the Richland Municipal Code.
- j) Development proposals within the portion of the site adjoining Lariat Lane Right-of-Way shall provide for the extension of Lariat Lane eastward to connect with the future Queensgate Drive extension, unless said extension is determined to be unnecessary by the City. Any extension of Lariat Lane into the Site shall be accomplished through an indirect route that will include at least nine hundred (900) feet of travel in a north-south orientation before Lariat Lane can be connected to Queensgate Drive. The design of Lariat Lane may also include other traffic calming measures. The intent of this provision is to provide connectivity between the Country Ridge neighborhood and the Site but to keep Lariat Lane from functioning as a collector street.
- k) The process of implementing the comprehensive plan may result in some minor deviations to the plan, such as adjustments in zoning boundary lines. Such deviations may be acceptable if they are deemed minor in nature and consistent with Items a through j as listed above.
- l) The City shall provide notification to the Country Ridge Homeowners Association President and Richard Forman of any development proposed

within the Site that requires public review under the provisions of the Richland Municipal Code.

Section 11. *Subject to City Development Standards.* The Owners acknowledge that the development of the site shall be subject to the City's development standards in place at the time development proposals are brought forward, including but not limited to requirements for payments of fees and/or dedication of property for mitigation of traffic and park impacts; and for the installation and extension of public utility and street systems.

Section 12. *Further Discretionary Actions.* The Owners acknowledge that the City Municipal Code contemplates the exercise of further discretionary powers by the City. These powers include, but are not limited to, review of permit applications under SEPA and under the provisions of Title 19 of the Richland Municipal Code – Development Regulation Administration. Nothing in this Agreement shall be construed to limit the authority or the obligation of the City to hold legally required public hearings, or to limit the discretion of the City and any of its officers or officials in complying with or applying the provisions of the City Municipal Code.

Section 13. *Existing Land Use Fees and Impact Fees.*

A. Land use fees adopted by the City by ordinance as of the effective date of this Agreement may be increased by the City from time to time, and applicable to permits and approvals for the Site, as long as such fees apply to similar applications and projects in the City.

B. All impact fees shall be paid as set forth in the approved permit or approval, or as addressed in the Titles 12 and 20 of the Richland Municipal Code.

Section 14. *Default.*

A. Failure or delay by either party not released from this Agreement, to perform any term or provision of this Agreement shall constitute a default. In the event of alleged default or breach of any terms or conditions of this Agreement, the party alleging such default or breach shall give the other party not less than thirty (30) days notice in writing, specifying the nature of the alleged default and the manner in which said default may be cured. During this thirty (30) day period, the party or Owners charged shall not be considered in default for purposes of termination or institution of legal proceedings.

B. After notice and expiration of the thirty (30) day period, if such default has not been cured or is not being diligently cured in the manner set forth in the notice, the other party or Owners to this Agreement may, at its option, institute legal proceedings pursuant to this Agreement. In addition, the City may decide to file an action to enforce the City's Codes, and to obtain penalties and costs as provided in the Richland Municipal Code.

C. Extensions of time granted in writing by mutual consent by all parties to this agreement shall not be construed as a default.

Section 15. *Termination* This or any future Agreement shall be terminated when the Site has been fully developed in accordance with the Agreement. Fully developed shall mean

any combination of final plat approval and site plan approval consistent with this agreement that binds the entire site.

Section 16. *Assignment and Assumption.* This agreement shall not restrict the right of the owners to sell, assign or transfer their properties to any person, firm or corporation. The Owners shall provide the City with written notice of any intent to sell, assign, or transfer all or a portion of the Subject Property, at least 30 days in advance of such action.

Section 17. *Covenants Running with the Land.* The conditions and covenants set forth in this Agreement and incorporated herein by the Exhibits shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties. The Owners, Developer(s) and every purchaser, assignee or transferee of an interest in the Site, or any portion thereof, shall be obligated and bound by the terms and conditions of this Agreement, and shall be the beneficiary thereof and a party thereto, but only with respect to the Site, or such portion thereof, sold, assigned or transferred to it. Any such purchaser, assignee or transferee shall observe and fully perform all of the duties and obligations of an Owner contained in this Agreement, as such duties and obligations pertain to the portion of the Site sold, assigned or transferred to it.

Section 18. *Amendment to Agreement; Effect of Agreement on Future Actions.* This Agreement may be amended by mutual consent of all of the parties, to make minor amendments consistent with the terms of this agreement or to obtain relief from unduly oppressive terms or conditions, provided that any such amendment shall follow the process established by law for the adoption of a development agreement (*see*, RCW 36.70B.200) and be consistent with the intent of the original agreement. However, nothing in this Agreement shall prevent the City Council from making any amendment to its Comprehensive Plan, Zoning Code, Official Zoning Map or development regulations affecting the Site as the City Council may deem necessary to the extent required by a serious threat to public health and safety. The City shall provide notification to the Country Ridge Homeowners Association President of any proposed amendment to this Development Agreement.

Section 19. *Releases.* Owners, and any subsequent Developer, may free itself from further obligations relating to the sold, assigned, or transferred property, provided that the buyer, assignee or transferee expressly assumes the obligations under this Agreement as provided herein.

Section 20. *Notices.* Notices, demands, correspondence to the City and Owners shall be sufficiently given if dispatched by pre-paid first-class mail to the addresses of the parties as designated in Section 5. Notice to the City shall be to the attention of both the City Director of Community Development and the City Attorney. Notices to subsequent Owners shall be required to be given by the City only for those Owners who have given the City written notice of their address for such notice. The parties hereto may, from time to time, advise the other of new addresses for such notices, demands or correspondence.

Section 21. *Applicable Law and Attorneys' Fees.* This Agreement shall be construed and enforced in accordance with the laws of the State of Washington. If litigation is initiated to enforce the terms of this Agreement, the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs from the non-prevailing party. Venue for any action shall lie in Benton County Superior Court or the U.S. District Court for Eastern Washington.

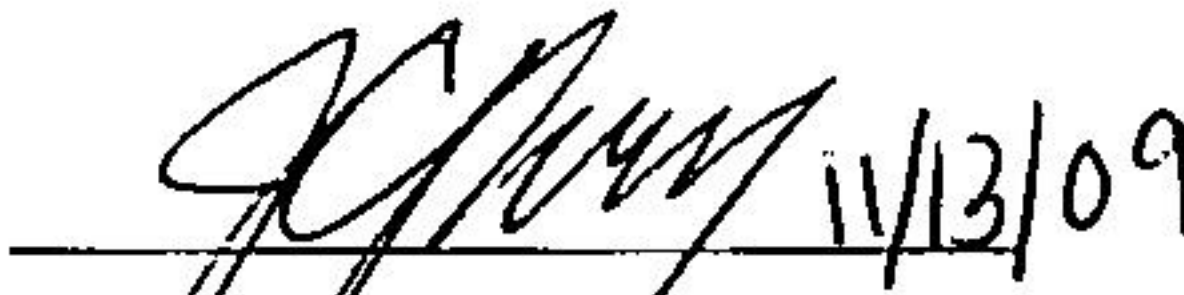
Section 22. *Third Party Legal Challenge.* In the event any legal action or special proceeding is commenced by any person or entity other than a party or an Owner to challenge this Agreement or any provision herein, the City may elect to tender the defense of such lawsuit or individual claims in the lawsuit to Owner(s). In such event, Owners shall hold the City harmless from and defend the City from all costs and expenses incurred in the defense of such lawsuit or individual claims in the lawsuit, including but not limited to, attorneys' fees and expenses of litigation, and damages awarded to the prevailing party or parties in such litigation. The Owners shall not settle any lawsuit without the consent of the City. The City shall act in good faith and shall not unreasonably withhold consent to settle.

Section 23. *Specific Performance.* The parties specifically agree that damages are not an adequate remedy for breach of this Agreement, and that the parties are entitled to compel specific performance of all material terms of this Development Agreement by any party in default hereof.

Section 24. *Severability.* If any phrase, provision or section of this Agreement is determined by a court of competent jurisdiction to be invalid or unenforceable, or if any provision of this Agreement is rendered invalid or unenforceable according to the terms of any statute of the State of Washington which became effective after the effective date of the ordinance adopting this Agreement, and either party in good faith determines that such provision or provisions are material to its entering into this Agreement, that party may elect to terminate this Agreement as to all of its obligations remaining unperformed.

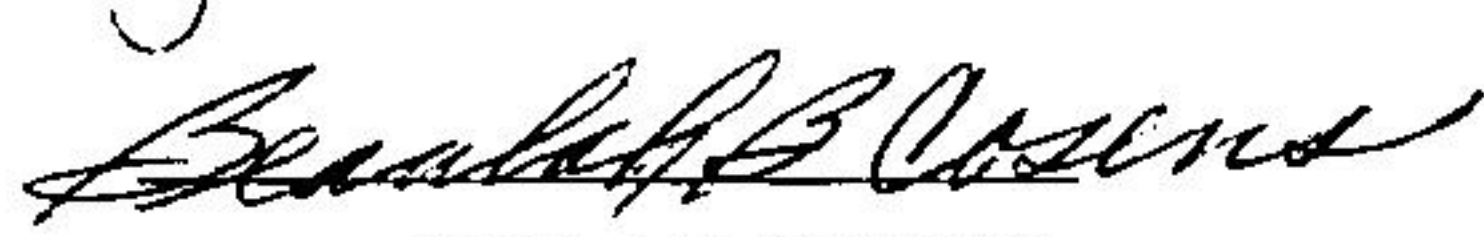
IN WITNESS WHEREOF, the parties hereto have caused this Development Agreement to be executed as of the dates set forth below:

OWNERS

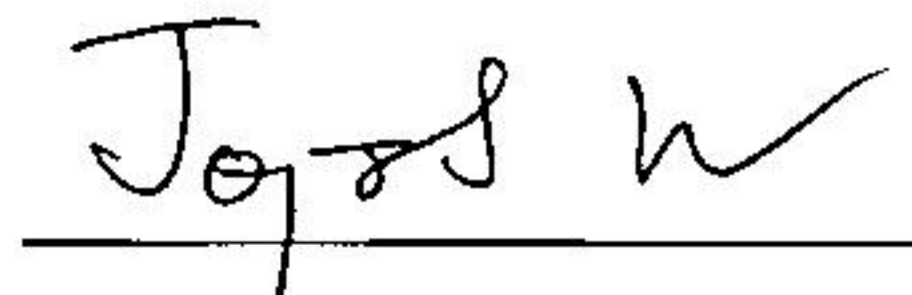

JOHN C. PERRY


LINDA NORWOOD

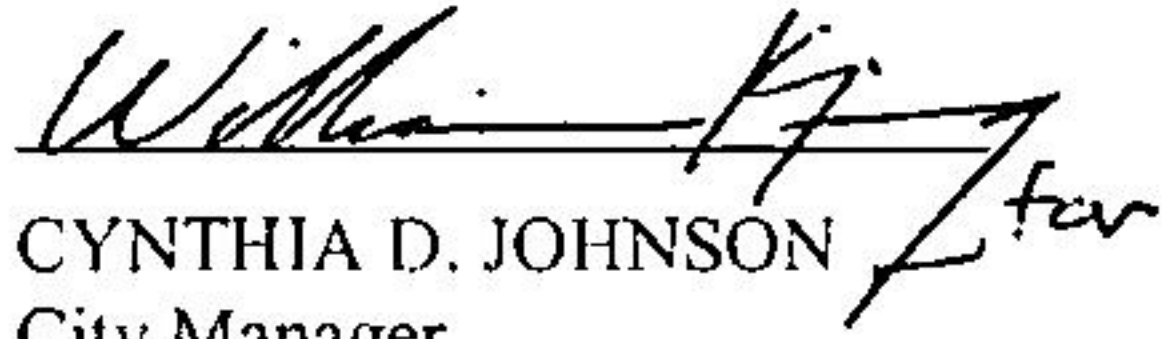

JULEE ANN PERRY


BEULAH COSENS


KERRY WATTS 5-11-10


JONGJIT WATTS 5-11-10

CITY OF RICHLAND


CYNTHIA D. JOHNSON
City Manager

APPROVED AS TO FORM:


THOMAS L. O. LAMPSON
City Attorney 8/20/10

EXHIBIT A

Legal Description

Those portions of the Southwest Quarter of Section 22, Township 9 North, Range 28 E.W.M. lying south of the Keene Road Right-of-Way and north of the Shockley Road Right-of-Way and consisting of the following Benton County Assessor Parcel Identification Numbers: 1-2298-300-0002-002, 1-2298-300-0002-001, 1-2298-300-0001-009, 1-2298-300-0004-000, 1-2298-300-0003-002 & 1-2298-300-0005-000.

EXHIBIT B

DESIGN GUIDELINES

In order to enhance the human scale and respect the scale and character of the adjoining residential neighborhoods, commercial uses developed under this agreement will comply with the following guidelines:

- The design of all buildings in this commercial area should share similar design characteristics and design vocabulary. Utilizing similar colors, materials and textures as well as repeating patterns, rhythms and proportions found within the architecture of surrounding commercial and residential buildings should be used to achieve unity.
- Buildings should respect the predominant scale of development in the surrounding area by designing with elements of a similar scale and providing a gradual transition to any larger scaled masses proposed.
- Taller buildings or portions of a building should be located internally to a site with buildings stepping down in height as they reach the edges of sites that are adjoined by smaller scaled development.
- Buildings or portions of a building mass over 50 feet wide are encouraged to divide their elevations into smaller parts. A pronounced change in massing, pronounced changes in wall planes and introducing significant variations in the cornice/roofline are all possible methods to accomplish the desired divisions of elevations into smaller parts.
- Building colors should emphasize muted earth tones. The use of highly reflective or glossy materials should be used for accent only.
- Rich materials and a variety of materials are desirable on both the wall planes, roofs and ground plane. If stone or decorative block veneers are incorporated, the material should be used to highlight significant building features and massed elements.
- All sides of a building should express consistent architectural detail and character.
- All site walls and screen walls should be architecturally integrated with the building.
- Screening devices, site walls and enclosed service, loading and refuse areas should be designed to be an integral part of the building architecture.
- Extensive use of floor to ceiling glass storefronts is appropriate only under arcaded areas.



Exhibit 5

Ordinance 2022-03

ORDINANCE NO. 2022-03

**AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON,
AMENDING THE 2010 LAND DEVELOPMENT AGREEMENT
AFFECTING 47 ACRES SOUTH OF KEENE ROAD AND EAST OF
THE PLAT OF COUNTRY RIDGE.**

WHEREAS, on July 20, 2010, the City entered into a Development Agreement affecting 47 acres south of Keene Road and east of the Plat of Country Ridge (the “Original Agreement”)(Richland Contract No. 92-10); and

WHEREAS, the Original Agreement was entered into pursuant to RCW 36.70B.170(1) and as authorized by City of Richland Ordinance No. 21-10 for the purpose of settling an appeal filed by the Country Ridge Homeowners Association related to the City’s 2009 Comprehensive Plan amendments affecting the property (*see* Eastern Washington Growth Management Hearing Board Appeal No. 09-1004); and

WHEREAS, by its own terms, the Original Agreement may be amended by mutual agreement of the parties with notice to the Country Ridge Homeowners Association President; and

WHEREAS, despite execution of the Original Agreement in 2010, the property has remained undeveloped, likely due to the fact that its ownership has been divided among multiple unrelated individuals; and

WHEREAS, recently, the 47-acre property came under the common ownership of Columbia Valley Property Holdings, LLC; and

WHEREAS, the City received a request from the property owner to amend the Original Agreement, and a letter of support from the Country Ridge Homeowners Association. Upon review, the proposed First Amendment to Development Agreement maintains critical components of the Original Agreement and appears to be consistent with the intent of the 2010 settlement agreement and the Richland Comprehensive Plan amendments adopted by Ordinance No. 21-10; and

WHEREAS, a public hearing is required before a decision on the proposed First Amendment to Development Agreement can be rendered by Richland City Council (RCW 36.70B.200).

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. The findings and conclusions contained in Section 1.01 of Ordinance No. 21-10 are adopted in support of approval of the First Amendment to Development Agreement and are incorporated by this reference as though set forth herein.

Section 2. The First Amendment to Development Agreement, attached hereto as **Exhibit A**, allows for development of a coordinated mixed use plan benefitting South Richland and the City as a whole while leaving all critical components of the Original Agreement unchanged.

Section 3. The Country Ridge Homeowners Association submitted written approval signed by a duly authorized representative acknowledging no opposition to the proposed amendments to the Original Agreement.

Section 4. The First Amendment to Development Agreement attached hereto as **Exhibit A** is hereby approved, and the City Manager is authorized to sign the same on behalf of the City of Richland.

Section 5. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

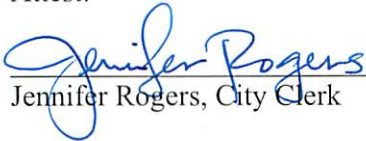
Section 6. Should any section or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid.

Section 7. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including but not limited to the correction of scrivener's errors/clerical errors, section numbering, references, or similar mistakes of form.

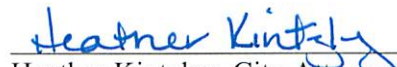
PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 15th day of February, 2022.


Michael Alvarez, Mayor

Attest:


Jennifer Rogers, City Clerk

Approved as to Form:


Heather Kintzley, City Attorney

First Reading: February 1, 2022
Second Reading: February 15, 2022
Date Published: February 20, 2022

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

THIS FIRST AMENDMENT to the July 20, 2010 Development Agreement is made and entered into this ____ day of _____, 2022 (the "Effective Date") by and between the **City of Richland**, a Washington municipal corporation ("City") and **Columbia Valley Property Holdings, LLC**, a Washington limited liability company and successor-in-interest to John Perry, Julee Ann Perry, Beulah Cousins, Linda Norwood, and Kerry and Jongjit Watts ("Owner").

I. RECITALS

WHEREAS, the City and original owners entered into a Development Agreement authorized by RCW 36.70B.170(1) dated July 20, 2010 and recorded under Benton County Auditor's File No. 2010-024273 (the "Original Agreement"); and

WHEREAS, the Original Agreement set forth development standards relating to the future zoning and development of the property subject to the Development Agreement (sometimes referred to as the "Property" or the "Site"); and

WHEREAS, the current Owner (as successor-in-interest to the original owners) has requested modifications to the Original Agreement to accommodate future mixed-use development on the Site, which modifications are substantially consistent with the intent of the Original Agreement and allowed under Section 18 of the Original Agreement and applicable law (see RCW 36.70B.200); and

WHEREAS, the Parties have agreed to amend the Original Agreement as set forth below in order for the Site to be developed.

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and the Owner hereby agree as follows:

II. AGREEMENT

1. **Section 5(b)** of the Original Agreement, under the title *Parties to Development Agreement*, is replaced in its entirety with the following:

b) The "Owner" is Columbia Valley Property Holdings, LLC, who has succeeded to the interest of the original owners under the Original Agreement and is Owner of the entire Site.

2. **Section 7** of the Original Agreement, under the title *Term of Agreement*, is replaced in its entirety with the following:

Section 7. *Term of Agreement*. This Agreement (as amended) shall commence on the effective date of the Adopting Ordinance approving this Amendment. This Agreement may be further modified upon the City's adoption of zoning regulations or land use applications consistent with the Comprehensive Plan, provided that any additional modifications to the Agreement shall be consistent with Section 18 of the Original Agreement and applicable law. The Agreement (as amended) shall terminate when the Site has been fully developed. "Fully developed" means any combination of subdivision, site plan or land use approvals consistent with the

Agreement that bind the entire Site. The Country Ridge Homeowners Association, a Washington non-profit corporation, reviewed the terms of the Original Agreement and the First Amendment to the Development Agreement, although not a formal party to the Agreement, and by its letter attached hereto as **Exhibit A-1**, confirms that the Original Agreement (as amended) meets the intent of the Settlement Agreement regarding Eastern Washington Growth Management Hearing Board appeal No. 09-1004, the terms and conditions of which are hereby incorporated by reference into this Agreement. Other than as set forth in these agreements, the Growth Board Petitioners do not obtain any greater participation rights in the development of the Site described in Exhibit A.

3. **Section 10(d)** of the Original Agreement, under the title *Future Uses*, is replaced in its entirety with the following:

d) The Owner shall provide dedicated right-of-way for a future extension of Queensgate Drive, extending southward from Keene Road, through the Site to its connection to Shockley Road. This right-of-way dedication shall be made to the City at the time that an applicable land use application is reviewed and finalized by the Owner or a Developer for any portion of the Site, and shall be dedicated in its entirety at such time. The right-of-way width for future Queensgate Drive shall be determined at the subdivision or land use approval stage based on City development standards then in effect and consultation with the City's Public Works Director or designee. The specific alignment of the future roadway for Queensgate Drive shall be mutually agreed to by the Owner (or the Developer) and the City. Access points to and from future Queensgate Drive shall be determined at the subdivision or project review stage, however, the Owner (and Developer as the Owner's successor-in-interest) understands that direct access from single family residential lots shall not be allowed, and commercial access points may be limited consistent with City development standards then in effect and based on review and evaluation by the City's Public Works Director or designee.

4. **Section 10(f)** of the Original Agreement, under the title *Future Uses*, is replaced in its entirety with the following:

f) Access from future development onto Keene Road and/or the future Queensgate Drive shall be subject to road approach review and/or permits from the City, which review may include review of commercially reasonable site distances from existing intersections, including the intersection of Keene Road/Queensgate Drive.

5. **Section 10(g)** of the Original Agreement, under the title *Future Uses*, is replaced in its entirety with the following:

g) Zoning for the portion of the Site designated as Commercial may be C-1, C-2 or C-LB or may be part of a Planned Unit Development. Identified compatibility concerns at the zoning or project stage may be addressed by concomitant agreement(s) that limit potential commercial uses shown to be incompatible with nearby residential uses. Zoning for the portions of the Site designated as Multi-Family/Office shall be zoned C-LB (Limited Business) or shall be part of a Planned Unit Development. Unless otherwise approved by a variance at the project stage, permitted development will be limited to building heights no more than **forty (40) feet** on portions of the Site zoned commercial west of Queensgate Drive. Attached

as **Exhibit B-1** is a colored land use map showing the existing comprehensive plan designations for the Site.

6. Effect of Amendment. This First Amendment to the Development Agreement is intended to modify the Original Agreement. In the event of a conflict between the terms and conditions of the Original Agreement and this Amendment, the terms and provisions of this First Amendment shall control. Except as expressly modified by this First Amendment to the Development Agreement, all terms and conditions of the Original Agreement remain in full force and effect.
7. Governing Law. This Amendment shall be construed in accordance and governed by the laws of the state of Washington.
8. Effective Date. This First Amendment to the Development Agreement is made effective on the Effective Date first set forth above.

City of Richland
a Washington municipal corporation

Columbia Valley Property Holdings, LLC
a Washington limited liability company

By: _____
Jon Amundson, ICMA-CM
City Manager

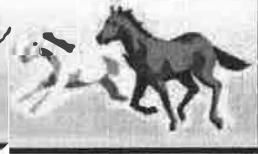
By: _____
Mallikarjuna Vallem
Managing Member

Approved as to Form:

Heather Kintzley, City Attorney

Exhibit A-1

Country Ridge Home Owners Association
PO Box 844, Richland, WA 99352



July 15, 2021

To: The City of Richland, WA – Development Services

From: Erinn Johnson, President, Country Ridge Homeowners Association

Re: Proposed Amendment to Development Agreement, Contract No. 92-10

To Whom It May Concern,

Over the last month, members of the Country Ridge Homeowners Association (CRHOA) board of directors met with land developer Jaya Holdings LLC and their representatives. The meetings regarded a proposed amending of the Development Agreement (Reference 1) associated with approximately 47 acres of lands situated south of Keene Rd to Shockley Rd, and directly east of the CRHOA development's boundary. We appreciate the opportunity provided to engage in constructive dialog about the proposed amendment to ensure interests reasonable to both our association and the land owner/developer are understood. Our homeowners association is an indirect party to a proposed change through the incorporation of the provisions contained in the Settlement Agreement (Reference 2) into an amendment to the City of Richland's Comprehensive Plan. That Settlement Agreement in part caused the incorporation of certain site design elements into the city's comprehensive plan, and into Reference 1, that are of interest to CRHOA. Specifically, those elements are:

- Two tiers of low density single-family home sites bordering the N-S masonry wall, zoned R1-12 but limited to no more than three homes per acre. [Reference 1, Section 10(a)],
- A six foot or greater masonry wall is to be erected by the developer along the CRHOA N-S line that would effectively separate the new development from the CRHOA development. [Reference 1, Section 10(c)],
- No direct connection of Lariat Lane to Queensgate Extension (when extended from the Keene/Queensgate intersection to the South). [Reference 1, Section 10(j)].

CRHOA finds that the proposed amendment (Reference 3) maintains the above described three features. Additionally, the amendment to Section 10(j) proposes that the existing Lariat Land Right-of Way shall connect to or extend Lariat Lane into the new development site only as a secondary or emergency access road. The CRHOA finds this proposed change acceptable and furthermore most desirable as a means to eliminate "cut-through" traffic from one development to the other except under emergency conditions. Additionally, such a design feature would ensure no added traffic impacts at the intersection of Country Ridge Drive with Keene Rd. Those impacts have already been identified as a problem due to increased Keene Rd traffic levels and the more recent and possible future development of neighborhoods to our west that rely on Country Ridge Drive for ingress and egress to their communities.

By this letter, duly signed by the CRHOA President as the authorized representative of our homeowners association, it is stated that CRHOA is not opposed to an amendment of the Development Agreement as proposed and specifically as shown in Appendix A to this letter. Furthermore, this letter confirms that the Original Development Agreement with the proposed Amendment is intended to be consistent with the Settlement Agreement (Reference 2).

Sincerely,

 7/15/21
Erinn Johnson, CRHOA President / date

References:

1. Contract 92-10, Development Agreement by and Between the City of Richland and John Perry, Julie Ann Perry, Beulah Cosens, Linda Norwood, Kerry Watts and Jonghit Watts, entered into on the 20th day of July, 2010. Benton County Record 2010-024273, recorded August 24, 2010.
2. Settlement of Growth Management Hearing Board for Eastern Washington Related to City of Richland Comprehensive Plan Amendments Effected by Ordinance No 32-08, dated August 2009. Benton County Record 2010-024274, recorded August 24, 2010.
3. Proposed Amended Development Agreement, Contract No. 92-10, specifically as shown in Appendix A to this letter.

**Appendix A: Contract No. 92-10, AMENDED DEVELOPMENT AGREEMENT
(as proposed to CRHOA on July 14, 2021)**

Contract No. 92-10

AMENDED DEVELOPMENT AGREEMENT

THIS AMENDED DEVELOPMENT AGREEMENT (the "Agreement") is made and entered into this _____ day of _____, 2021 (the "Effective Date") by and between the City of Richland, a First Class code Washington municipal corporation, hereinafter the "City," and Kerry Watts and Jongjit Watts, property owners; hereinafter the "Owners."

RECITALS

A. The City and original owners entered into a Development Agreement authorized by RCW 36.70B.170(1) dated July 20, 2010 and recorded under Benton County Auditor's File No. 2010-024273 (the "Original Development Agreement");

B. The Original Development Agreement set forth development standards relating to the future zoning and development of the property subject to the Development Agreement (sometimes referred to as the "Property" or the "Site");

C. The current Owners in conjunction with a potential Developer has requested modifications to the Original Development Agreement to accommodate future mixed-use development of the Site, which modifications are substantially consistent with the intent of the Original Development Agreement and allowed under Section 18 of the Original Development Agreement and applicable law (see RCW 36.70B.200); and

D. The parties to the Original Development Agreement have agreed to amend and modify the Agreement as set forth below in order for the Site to be developed.

AGREEMENT

Now, therefore, the parties Amend the Agreement as follows:

1. Effect of Amendment. This Amended Development Agreement is intended to supplement and modify the Original Development Agreement as described below. In the event of a conflict between the terms and conditions of the Original Development Agreement and any prior amendments, the terms and provisions of this Amended Development Agreement shall control. Except as expressly modified or supplemented by this Amended Development Agreement, all terms and conditions of the Original Development Agreement shall remain in full force and effect.

2. Parties to Development Agreement. **Section 5(b)** of the Agreement is amended and restated to read as follows:

b) The "Owners" of the Site are now Kerry Watts and Jongjit Watts, 68 Canyon Street, Richland, WA 99352; who have succeeded to the interest of the original owners under the Original Development Agreement, and who are in the process of entering into one or more contracts with a Developer.

3. Term of Agreement. **Section 7** of the Agreement shall be amended and restated to read as follows:

Section 7. *Term of Agreement.* This Agreement (as amended) shall commence on the effective date of the Adopting Ordinance approving this Amendment. This Agreement may be further modified upon the City's adoption of zoning regulations or land use applications consistent with the Comprehensive Plan, provided that any additional modifications to the Agreement shall be consistent with Section 18 of the Original Development Agreement and applicable law. The Agreement (as amended) shall terminate when the Site has been fully developed. Fully developed shall mean any combination of subdivision, site plan or land use approvals consistent with the Agreement that binds the entire Site. The Country Ridge Homeowner's Association, a Washington non-profit corporation, has reviewed the terms of this Amended Development Agreement, but is not a formal party to the Agreement, and by its letter (attached as **Exhibit A**), confirms that the Original Development Agreement (as amended) is intended to be consistent with the Settlement Agreement referred to in Section 7 of the Original Development Agreement (referred to by Growth Management Hearing Board Appeal No. 09-1004).

4. Future Uses. **Section 10(d)** of the Agreement shall be amended and restated to read as follows:

d) The Owners shall provide dedicated Right-of-Way for a future extension of Queensgate Drive, extending southward from Keene Road, through the Site to its connection to Shockley Road. This Right-of-Way dedication shall be made to the City at the time that an applicable land use application is reviewed and finalized by the Owners or a Developer for any portion of the Site, and shall be dedicated in its entirety at such time. The Right-of-Way width for future Queensgate Drive shall be determined at the subdivision or land use approval stage based on City development standards then in effect and consultation with the City's traffic engineer. The specific alignment of the future roadway for Queensgate Drive shall be mutually agreed to by the Owners (or the Developer) and the City. Access points to and from future Queensgate Drive shall be determined at the subdivision or project review stage, however, the Owner (and Developer as the Owner's successor-in-interest) understands that direct access from residential lots may be prohibited, and commercial access points may be limited consistent with City development standards then in effect and based on review and evaluation by the City traffic engineer.

Section 10(f) of the Agreement shall be amended and restated to read as follows:

f) Access from future development onto Keene Road and/or the future Queensgate Drive shall be subject to road approach review and/or permits from the City Traffic Engineering Department, which review may include review of commercially reasonable site distances from existing intersections, including the intersection of Keene Road/Queensgate Drive.

Section 10(g) of the Agreement shall be amended and restated to read as follows:

g) Zoning for the portion of the Site designated as Commercial may be C-1, C-2 or C-LB or may be part of a Planned Unit Development. Identified compatibility concerns at the zoning or project stage may be addressed by concomitant agreement(s) that limit potential commercial uses shown to be incompatible with nearby residential uses. Zoning for the portions of the Site designated as Multi-Family/Office shall be zoned C-LB (Limited Business) or shall be part of Planned Unit Development. Unless otherwise approved by a variance at the project stage, permitted development will be limited to building heights no more than **forty (40) feet** on portions of the Site zoned commercial west of Queensgate Drive. Attached as **Exhibit B** is a colored land use map showing the existing comprehensive plan designations for the Site.

Section 10(h) of the Agreement shall be amended and restated to read as follows:

h) Development proposals within the portions of the Site designated as Commercial, shall not be approved unless they are determined to be substantially consistent with the design standards set forth on **Exhibit B** attached to the Agreement, and Section 23.28.020(D)(1) through (4) of the Richland Municipal Code.

Section 10(j) of the Agreement shall be amended and restated to read as follows:

j) Development proposals within the portion of the Site adjoining the existing Lariat Lane Right-of-Way shall connect to or extend Lariat Lane into the Site only as a secondary or emergency access road, unless traffic studies show that an extension of Lariat Lane into the Site is required. The intention of this provision is to avoid connectivity and through traffic between the County Ridge neighborhood to the west and the Site, and to limit such access to emergency vehicles or a secondary access only. Notwithstanding the foregoing, if the City based on the traffic impacts of development proposals requires more intensive road connections to Lariat Lane, such access shall be accomplished through an indirect route that will include at least nine hundred (900) feet of travel in a north-south orientation before Lariat Lane can be connected to Queensgate Drive. The design of Lariat Lane may also include other traffic calming measures. The intent of this provision is to provide connectivity between the Country Ridge neighborhood and the Site but to keep Lariat Lane from functioning as a collector street.

5. No Other Changes. Except as Amended by this Amended Development Agreement, the original Development Agreement shall remain in full force and effect.

6. Effective Date. This Amended Development Agreement is made effective on the Effective Date first set forth above.

Kerry Watts, Owner

Jongjit Watts, Owner

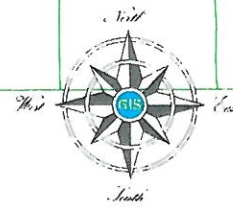
City of Richland,
a Washington municipal corporation

By: _____
Jon Amundson
Interim City Manager

APPROVED AS TO FORM:

Heather Kintzley
City Attorney

29 JUN 2009
M:\RICHLA D\Departments\Planning\New - 20LandUse42

[illegible]

- Note: The boundary line between low density residential and the adjacent land use categories is not intended to depict a specific width for the low density residential area. The width of the low density residential area is intended to accommodate two tiers of residential lots with a street in between them. Some minor adjustment to the location of this boundary is anticipated as development of the area occurs.*

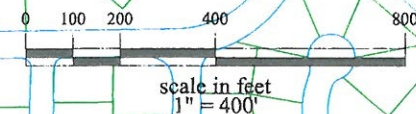




Exhibit 6

Boundary Line Adjustment

(BLA2022-115)



CITY OF RICHLAND
DEVELOPMENT SERVICES DEPARTMENT
625 Swift Boulevard, MS-35
Richland, WA 99352
Telephone (509) 942-7794
Fax (509) 942-7764

CI.RICHLAND.WA.US · 509-942-7390

October 13, 2022

BENTON COUNTY ASSESSORS OFFICE
P.O. BOX 902
PROSSER, WA 99350

RE: DEVELOPMENT SERVICES DEPARTMENT APPROVAL – BOUNDARY LINE
ADJUSTMENT (BLA 2022-115) BETWEEN PARCEL NOS. 122983000002002,
1229830000020001, 122983000003002 AND 122983000004000, LOCATED
WITHIN SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON
COUNTY, WASHINGTON.

To Whom It May Concern:

The City of Richland Development Services Department has reviewed the record survey prepared
by AHBL, Inc., involving the following parcels:

*Parcel Numbers: 122983000002002, 1229830000020001, 122983000003002 and
122983000004000; as illustrated in the attached record survey.*

The Development Services Department has determined that the proposed boundary line adjustment
is in compliance with the City's zoning requirements pursuant to the provisions of Title 23 of the
Richland Municipal Code (RMC) and may be recorded.

If you have any questions on this matter, please contact me at 509-942-7596.

Sincerely,

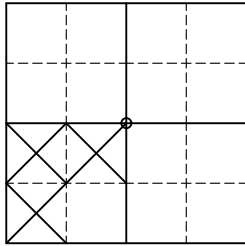
Mike Stevens
Planning Manager
City of Richland
(509)942-7596
mstevens@ci.richland.wa.us

C: BLA 2022-115

RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT
PORTIONS OF THE SW 1/4, THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 22,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,
BENTON COUNTY, WASHINGTON.

SHEET 1 OF 5

SECTION INDEX
S 22, T 9 N, R 28 E, WM
BENTON COUNTY, WA



ORIGINAL LEGAL DESCRIPTIONS

LOT 1

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 2°58'00" A DISTANCE OF 294.60 FEET; THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET; THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 66.36 FEET TO THE TRUE POINT OF BEGINNING; THENCE, LEAVING SAID MARGIN, SOUTH 27°57'01" WEST A DISTANCE OF 289.88 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1090.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°53'51" A DISTANCE OF 454.63 FEET TO A POINT OF COMPOUND CURVE HAVING A RADIUS OF 9540.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 3°54'48" A DISTANCE OF 651.57 FEET; THENCE NORTH 88°25'48" EAST A DISTANCE OF 276.58 FEET; THENCE NORTH 89°14'37" EAST A DISTANCE OF 98.91 FEET; THENCE NORTH 00°41'01" WEST A DISTANCE OF 883.15 FEET; THENCE NORTH 42°11'07" EAST A DISTANCE OF 376.94 FEET TO THE HEREINBEFORE SAID RIGHT-OF-WAY MARGIN AND THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET AND FROM WHICH THE CHORD BEARS NORTH 59°04'12" WEST A DISTANCE OF 10.47 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°06'20" A DISTANCE OF 10.47 FEET; THENCE NORTH 70°46'11" WEST, ALONG SAID MARGIN, A DISTANCE OF 50.61 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5680.00 FEET AND FROM WHICH THE CHORD BEARS NORTH 60°52'21" WEST A DISTANCE OF 247.80 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 2°29'59" A DISTANCE OF 247.82 FEET; THENCE NORTH 66°00'37" WEST, ALONG SAID MARGIN, A DISTANCE OF 66.36 FEET TO THE POINT OF BEGINNING.

LOT 2

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 260.00 FEET; THENCE, LEAVING SAID LINE, NORTH 89°14'37" EAST A DISTANCE OF 20.03 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 79.99 FEET; THENCE NORTH 89°14'37" EAST A DISTANCE OF 105.00 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 150.00 FEET TO INTERSECT A LINE 30.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION; THENCE NORTH 89°14'37" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 266.75 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89°14'37" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 242.31 FEET; THENCE, LEAVING SAID LINE, NORTH 00°29'16" EAST A DISTANCE OF 767.54 FEET; THENCE SOUTH 88°25'48" WEST A DISTANCE OF 276.58 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 9540.00 FEET AND FROM WHICH THE CHORD BEARS SOUTH 02°05'05" EAST A DISTANCE OF 740.58 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°26'56" A DISTANCE OF 740.77 FEET TO A POINT OF REVERSE CURVE HAVING A RADIUS 260.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°41'08" A DISTANCE OF 21.26 FEET; THENCE SOUTH 00°22'35" WEST A DISTANCE OF 1.80 FEET TO THE POINT OF BEGINNING.

LOT 3

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°28'22" A DISTANCE OF 46.96 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTHEASTERLY ALONG THE ARC OF SAID CURVE AND ALONG SAID MARGIN THROUGH A CENTRAL ANGLE OF 2°29'37" A DISTANCE OF 247.65 FEET; THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET; THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 131.96 FEET; THENCE, LEAVING SAID MARGIN, SOUTH 27°57'01" WEST A DISTANCE OF 289.88 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1090.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°01'40" A DISTANCE OF 285.89 FEET; THENCE SOUTH 89°57'18" WEST A DISTANCE OF 199.29 FEET; THENCE NORTH 00°29'16" EAST A DISTANCE OF 736.83 FEET TO THE POINT OF BEGINNING.

LOT 4

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 260.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 00°29'16" EAST ALONG SAID WEST LINE A DISTANCE OF 2173.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.97 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 0°28'22" A DISTANCE OF 46.96 FEET; THENCE, LEAVING SAID MARGIN, SOUTH 00°29'16" WEST A DISTANCE OF 736.83 FEET; THENCE NORTH 89°57'18" EAST A DISTANCE OF 199.29 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 1090.00 FEET AND FROM WHICH THE CHORD BEARS SOUTH 08°29'16" WEST A DISTANCE OF 168.57 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8°52'11" A DISTANCE OF 168.74 FEET TO A POINT OF COMPOUND CURVE HAVING A RADIUS OF 9540.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8°21'44" A DISTANCE OF 1392.33 FEET TO A POINT OF REVERSE CURVE HAVING A RADIUS 260.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°41'08" A DISTANCE OF 21.26 FEET; THENCE SOUTH 00°22'35" WEST A DISTANCE OF 1.80 FEET TO INTERSECT A LINE 30.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION; THENCE SOUTH 89°14'37" WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 266.75 FEET; THENCE, LEAVING SAID LINE, NORTH 00°29'16" EAST A DISTANCE OF 150.00 FEET; THENCE SOUTH 89°14'37" WEST A DISTANCE OF 105.00 FEET; THENCE NORTH 00°29'16" EAST A DISTANCE OF 79.99 FEET; THENCE SOUTH 89°14'37" WEST A DISTANCE OF 20.03 FEET TO THE PONT OF BEGINNING.

BASIS OF BEARING

NAD 1983/11
WASHINGTON STATE PLANE SOUTH PROJECTION, BASED ON GPS
OBSERVATIONS USING WSRN AND GEOID 2012A. UNITS OF MEASUREMENT
ARE US SURVEY FEET.

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS ____DAY OF _____,
20____, AT _____ MINUTES PAST _____M. RECORDS OF
THE _____ COUNTY AUDITOR, _____, WASHINGTON.
RECORDING NUMBER _____.

COUNTY AUDITOR

FEE

BY

SURVEY FOR

COLUMBIA VALLEY PROPERTY HOLDINGS, LLC
16455 NE 99TH STREET
REDMOND, WA98052

EQUIPMENT USED

3" TOTAL STATION USING STANDARD FIELD
TRAVERSE METHODS FOR CONTROL AND STAKING.

FOUND CORNERS

F1: FOUND WORLEY REBAR AND CAP LS 41966 0.10'W OF CORNER
F2: FOUND WORLEY REBAR AND CAP LS 41966 0.15'W AND 0.14'S OF CORNER
F3: FOUND WORLEY REBAR AND CAP LS 41966 0.10'W OF CORNER
F4: FOUND WORLEY REBAR AND CAP LS 41966 0.10'E AND 0.10'S OF CORNER
F5: FOUND 1/2" CRIMPED IRON PIPE 0.78'S OF CORNER
F6: FOUND WORLEY REBAR AND CAP LS 13352 3.81'N OF CORNER.
F7: FOUND BENT 5/8" REBAR WITH NO CAP 0.22'W AND 0.12'N OF CORNER
F8: FOUND 1/2" CRIMPED IRON PIPE AT CORNER
F9: FOUND WORLEY REBAR AND CAP LS 13352 AT CORNER
F10: FOUND WORLEY REBAR AND CAP LS 41966 0.19'W AND 0.13'N OF CORNER
F11: FOUND 1/2" CRIMPED IRON PIPE 0.53'E AND 0.76'N OF CORNER
F12: FOUND WORLEY REBAR AND CAP LS 41966 1.23'W AND 0.64'N OF CORNER
F13: FOUND WORLEY REBAR AND CAP LS 13352 2.23'W AND 1.25'N OF CORNER
F14: FOUND WORLEY REBAR AND CAP LS 13352 2.13'W AND 1.04'N OF CORNER
F15: FOUND WORLEY REBAR AND CAP LS 41966 0.24'W AND 0.16'N OF CORNER
F16: FOUND WORLEY REBAR AND CAP LS 41966 AT CORNER
F17: FOUND WORLEY REBAR AND CAP LS 41966 AT CORNER
F18: FOUND WORLEY REBAR AND CAP LS 41966 AT CORNER
F219: FOUND WORLEY REBAR AND CAP LS 41966 1.36'E AND 1.08'S OF CORNER

ORIGINAL PARCEL AREAS

PARCEL 1	451,061 SF±
PARCEL 2	202,070 SF±
PARCEL 3	205,128 SF±
PARCEL 4	718,979 SF±
TOTAL	1,577,238 SF±

REVISED PARCEL AREAS

PARCEL 1	333,696 SF±
PARCEL 2	138,316 SF±
PARCEL 3	204,845 SF±
PARCEL 4	900,381 SF±
TOTAL	1,577,238 SF±

DWN. BY DATE

TD

9/7/22

CHKD. BY JOB NO.

JB

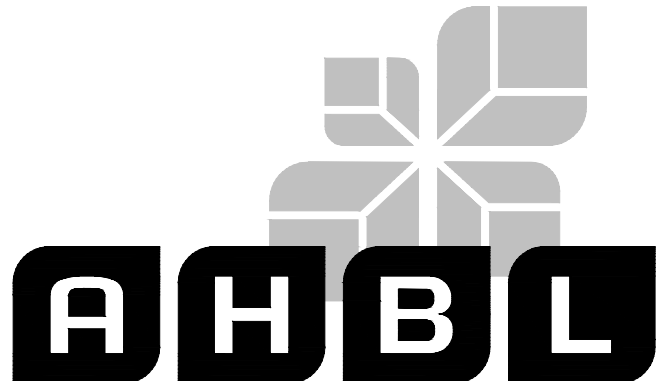
2210404

SURVEYOR'S CERTIFICATE

I, JOHN W. BECKER, A PROFESSIONAL LAND SURVEYOR IN THE
STATE OF WASHINGTON, HEREBY CERTIFY THAT THIS MAP
CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY
DIRECT SUPERVISION IN SEPTEMBER, 2022, IN COMPLIANCE WITH THE
REQUIREMENTS OF THE SURVEY RECORDING ACT, CHAPTER 58.09
R.C.W. AND 332-130 W.A.C., AT THE REQUEST OF COLUMBIA VALLEY
PROPERTY HOLDINGS, LLC.

JOHN W. BECKER, PLS 38480

DATE



TACOMA • SEATTLE • SPOKANE • TRI-CITIES

5804 Road 90, Suite H Pasco, WA 99301
509.380.5883 TEL 253.383.2572 FAX www.ahbl.com WEB

RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT
PORTIONS OF THE SW 1/4, THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 22,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,
BENTON COUNTY, WASHINGTON.

REVISED LEGAL DESCRIPTIONS

REVISED LOT 1

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 167.96 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 02°58'00" A DISTANCE OF 294.60 FEET; THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET; THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 128.24 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5680.00 FEET, THE CHORD OF WHICH BEARS SOUTH 61°55'07" EAST A DISTANCE OF 40.40 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°24'27" A DISTANCE OF 40.40 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°05'32" A DISTANCE OF 207.42 FEET; THENCE SOUTH 70°46'11" EAST A DISTANCE OF 50.61 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET, THE CHORD OF WHICH BEARS SOUTH 59°04'12" EAST A DISTANCE OF 10.47; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°06'20" A DISTANCE OF 10.47 FEET; THENCE LEAVING SAID SOUTHERLY MARGIN, SOUTH 42°11'07" WET A DISTANCE OF 376.94 FEET; THENCE SOUTH 00°41'01" EAST A DISTANCE OF 883.15 FEET TO THE NORTH LINE OF LOT 1 AS DEPICTED ON SURVEY RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 960, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE SOUTH 89°14'37" WEST ALONG SAID NORTH LINE AND ITS WESTERLY PROJECTION A DISTANCE OF 280.89 FEET; THENCE NORTH 00°29'16" EAST A DISTANCE OF 579.01 FEET; THENCE NORTH 04°48'01" EAST A DISTANCE OF 79.68 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1774.22 FEET, THE CHORD OF WHICH BEARS NORTH 16°32'54" EAST A DISTANCE OF 433.99 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°03'01" A DISTANCE OF 435.08 FEET; THENCE NORTH 28°26'30" EAST A DISTANCE OF 231.11 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 30.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°50'36" A DISTANCE OF 47.04 FEET TO THE POINT OF BEGINNING AND THE END OF THIS DESCRIPTION.

REVISED LOT 2

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 30.00 FEET TO THE NORTHERLY MARGIN OF SHOCKLEY ROAD; THENCE NORTH 89°14'37" EAST ALONG SAID NORTHERLY MARGIN A DISTANCE OF 496.95 FEET TO THE TRUE POINT OF BEGINNING THENCE CONTINUING ALONG SAID NORTHERLY MARGIN, NORTH 89°14'37" EAST A DISTANCE OF 137.14 FEET TO THE SOUTHWEST CORNER OF LOT 1 AS DEPICTED ON SURVEY RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 960, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE OF SAID LOT A DISTANCE OF 767.54 FEET TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH 89°14'37" WEST ALONG THE WESTERLY PROJECTION OF THE NORTH LINE OF SAID LOT A DISTANCE OF 181.98 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 621.99 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 264.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°42'36" A DISTANCE OF 40.13 FEET; THENCE SOUTH 08°13'19" EAST A DISTANCE OF 58.44 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 336.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°22'27" A DISTANCE OF 19.79 FEET OF THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 30.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 85°54'31" A DISTANCE OF 44.98 FEET TO THE POINT OF BEGINNING AND THE END OF THIS DESCRIPTION.

REVISED LOT 3

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 2433.16 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365; THENCE SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 155.77 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 68°05'20" EAST ALONG SAID MARGIN A DISTANCE OF 12.19 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5690.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID MARGIN, THROUGH A CENTRAL ANGLE OF 02°58'00" A DISTANCE OF 294.60 FEET; THENCE SOUTH 53°13'09" EAST, ALONG SAID MARGIN, A DISTANCE OF 101.12 FEET; THENCE SOUTH 66°00'37" EAST, ALONG SAID MARGIN, A DISTANCE OF 70.08 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 30.00 FEET; THENCE LEAVING SAID SOUTHERLY MARGIN, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 94°27'08" A DISTANCE OF 49.46 FEET; THENCE SOUTH 28°26'30" WEST A DISTANCE OF 140.55 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 341.00; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°1'00" A DISTANCE OF 77.47 FEET; THENCE SOUTH 15°25'30" WEST A DISTANCE OF 77.90 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 233.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°39'14" A DISTANCE OF 31.13 FEET; THENCE SOUTH 23°04'44" WEST A DISTANCE OF 38.23 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 53.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°05'50" A DISTANCE OF 16.74 FEET; THENCE SOUTH 41°10'33" WEST A DISTANCE OF 32.82 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 43.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°59'50" A DISTANCE OF 33.02 FEET; THENCE SOUTH 85°10'23" WEST A DISTANCE OF 66.34 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 531.64 FEET, THE CHORD OF WHICH BEARS SOUTH 88°53'40" WEST A DISTANCE OF 40.99 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THOUGH A CENTRAL ANGLE OF 04°25'09" A DISTANCE OF 41.00 FEET; THENCE NORTH 80°03'24" WEST A DISTANCE OF 61.27 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 127.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°07'24" A DISTANCE OF 80.07 FEET; THENCE NORTH 00°29'20" EAST A DISTANCE OF 647.47 FEET TO THE POINT OF BEGINNING AND THE END OF THIS DESCRIPTION.

REVISED LOT 4

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 22; THENCE NORTH 00°29'16" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 30.00 FEET TO THE NORTHERLY MARGIN OF SHOCKLEY ROAD; THENCE NORTH 89°14'37" EAST ALONG SAID NORTHERLY MARGIN A DISTANCE OF 125.03 FEET TO THE TRUE POINT OF BEGINNING THENCE CONTINUING ALONG SAID NORTHERLY MARGIN, NORTH 89°14'37" EAST A DISTANCE OF 371.92 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 30.00 FEET, THE CHORD OF WHICH BEARS NORTH 47°48'07" WEST A DISTANCE OF 40.88 FEET; THENCE LEAVING SAID NORTHERLY MARGIN, NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 85°54'31" A DISTANCE OF 44.98 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 336.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°22'27" A DISTANCE OF 19.79 FEET; THENCE NORTH 08°13'19" WEST A DISTANCE OF 58.44 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 264.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°42'36" A DISTANCE OF 40.13 FEET; THENCE NORTH 00°29'16" EAST A DISTANCE OF 1201.00 FEET; THENCE NORTH 04°48'01" EAST A DISTANCE OF 79.68 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1774.22 FEET, THE CHORD OF WHICH BEARS NORTH 16°32'54" EAST A DISTANCE OF 433.99 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°03'01" A DISTANCE OF 435.08 FEET; THENCE NORTH 28°26'30" EAST A DISTANCE OF 231.11 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 30.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°50'36" A DISTANCE OF 47.04 FEET TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF KEENE ROAD AS DEEDED TO THE STATE OF WASHINGTON BY WARRANTY DEED RECORDED UNDER BENTON COUNTY AUDITOR'S FILE NO. 845365, AND THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5680.00 FEET, THE CHORD OF WHICH BEARS NORTH 61°55'07" WEST A DISTANCE OF 40.40 FEET; THENCE NORTHWESTERLY ALONG SAID SOUTHERLY MARGIN AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°24'27" A DISTANCE OF 40.40 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY MARGIN, NORTH 66°00'37" WEST A DISTANCE OF 128.24 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 30.00 FEET, THE CHORD OF WHICH BEARS SOUTH 18°47'04" EAST A DISTANCE OF 44.04 FEET; THENCE LEAVING SAID SOUTHERLY MARGIN, SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 94°27'08" A DISTANCE OF 49.46 FEET; THENCE SOUTH 28°26'30" WEST A DISTANCE OF 140.55 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 341.00; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°1'00" A DISTANCE OF 77.47 FEET; THENCE SOUTH 15°25'30" WEST A DISTANCE OF 77.90 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 233.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°39'14" A DISTANCE OF 31.13 FEET; THENCE SOUTH 23°04'44" WEST A DISTANCE OF 38.23 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 53.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°05'50" A DISTANCE OF 16.74 FEET; THENCE SOUTH 41°10'33" WEST A DISTANCE OF 32.82 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 43.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°59'50" A DISTANCE OF 33.02 FEET; THENCE SOUTH 85°10'23" WEST A DISTANCE OF 66.34 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 531.64 FEET, THE CHORD OF WHICH BEARS SOUTH 88°53'40" WEST A DISTANCE OF 40.99 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THOUGH A CENTRAL ANGLE OF 04°25'09" A DISTANCE OF 41.00 FEET; THENCE NORTH 80°03'24" WEST A DISTANCE OF 61.27 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 127.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°07'24" A DISTANCE OF 80.07 FEET; THENCE NORTH 00°29'20" EAST A DISTANCE OF 647.47 FEET TO SAID SOUTHERLY MARGIN; THENCE NORTH 68°05'20" WEST A DISTANCE OF 155.77 FEET TO THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00°29'16" WEST ALONG SAID WEST LINE A DISTANCE OF 2173.16 FEET; THENCE LEAVING SAID WEST LINE, NORTH 89°14'37" EAST A DISTANCE OF 20.03 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 79.99 FEET; THENCE NORTH 89°14'37" WEST A DISTANCE OF 105.0 FEET; THENCE SOUTH 00°29'16" WEST A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING AND THE END OF THIS DESCRIPTION.

AUDITOR'S CERTIFICATE

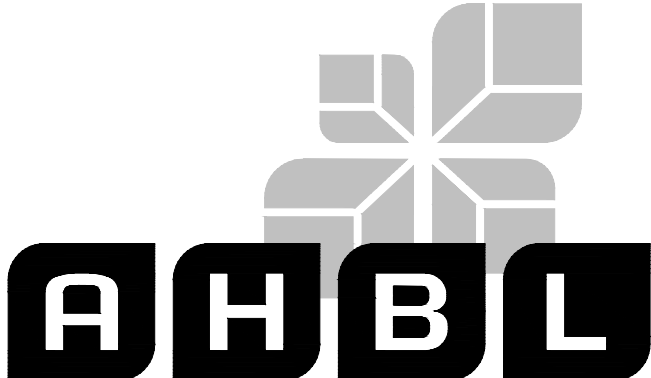
FILED FOR RECORD THIS ____DAY OF _____ ,
20____ AT _____ MINUTES PAST _____M. RECORDS OF
THE _____ COUNTY AUDITOR, _____, WASHINGTON.
RECORDING NUMBER _____ .

COUNTY AUDITOR

FEE

BY

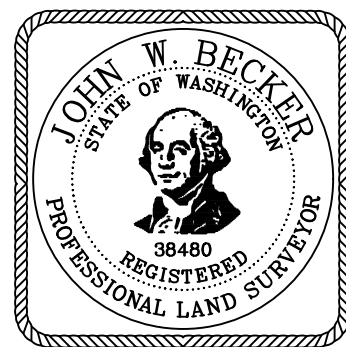




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DWN. BY	DATE
TD	9/7/22
CHKD. BY	JOB NO.
JB	2210404

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FILED FOR RECORD THIS ____DAY OF _____ ,
20__, AT _____ MINUTES PAST _____M. RECORDS OF
THE _____ COUNTY AUDITOR, _____, WASHINGTON.
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COUNTY AUDITOR

FEE

BY

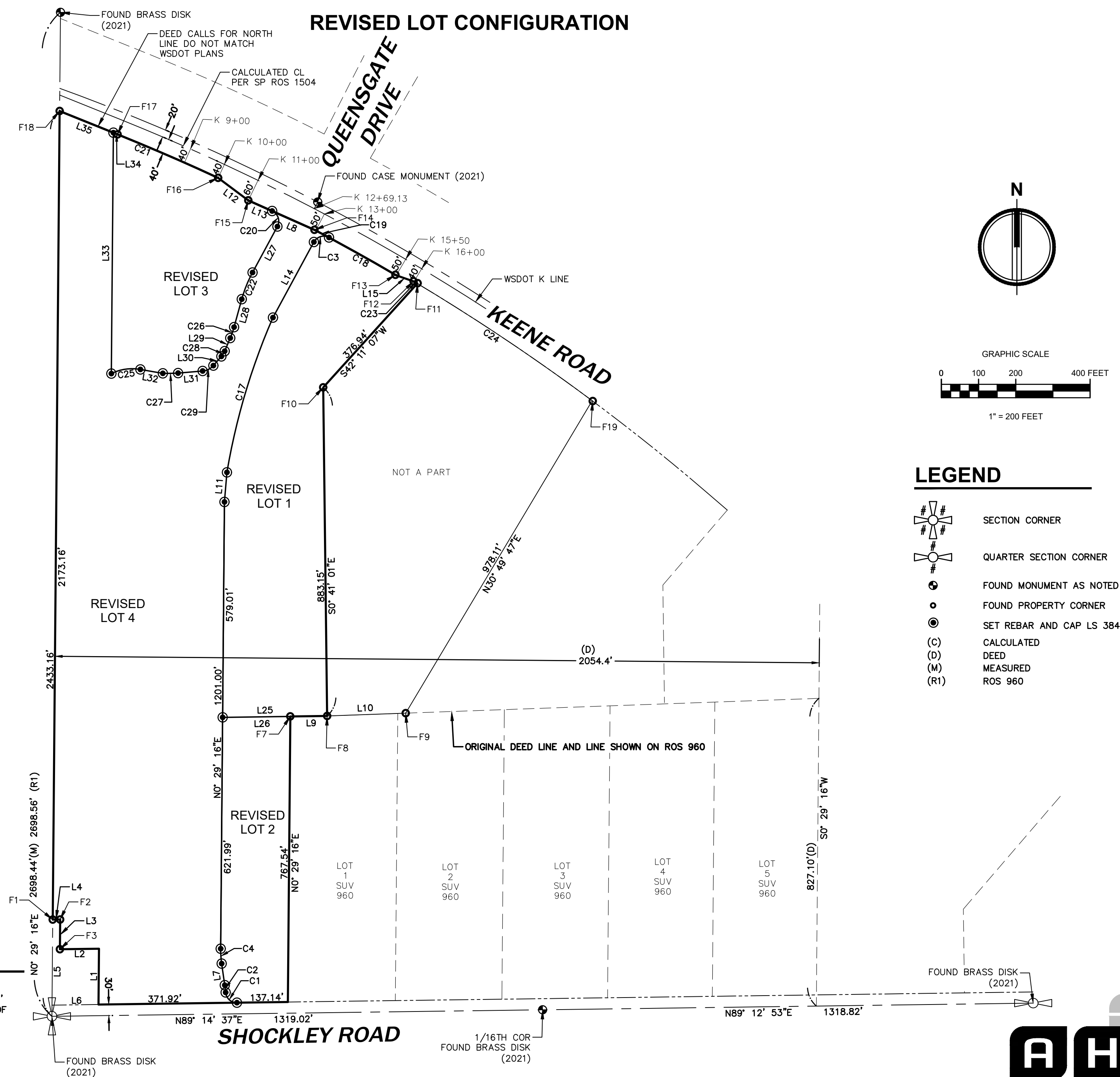
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A H B L

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COUNTY AUDITOR

FEE

BY

DWN. BY	DATE
TD	9/7/22
CHKD. BY	JOB NO.
JB	2210404



RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT

PORTIONS OF THE SW 1/4, THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 22,

TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,

BENTON COUNTY, WASHINGTON.

REVISED LOT CONFIGURATION

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	44.98	30.00	85°54'31"	N47° 48' 07"W	40.88
C2	19.79	336.00	3°22'27"	N6° 32' 06"W	19.78
C3	47.04	30.00	89°50'36"	N73° 21' 48"E	42.37
C4	40.13	264.00	8°42'36"	N3° 52' 01"W	40.09
C5	21.26	260.00	4°41'08"	N1° 57' 59"W	21.26
C6	1392.33	9540.00	8°21'44"	S0° 07' 42"E	1391.10
C7	740.77	9540.00	4°26'56"	N2° 05' 05"W	740.58
C8	651.57	9540.00	3°54'48"	N2° 05' 47"E	651.44
C9	454.63	1090.00	23°53'51"	S16° 00' 06"W	451.34
C10	168.74	1090.00	8°52'11"	N8° 29' 16"E	168.57
C11	285.89	1090.00	15°01'40"	N20° 26' 12"E	285.07
C12	46.96	5690.00	0°28'22"	S67° 51' 09"E	46.96
C13	247.65	5690.00	2°29'37"	S66° 22' 09"E	247.63
C14	247.82	5680.00	2°29'59"	N60° 52' 21"W	247.80
C15	10.47	5690.00	0°06'20"	N59° 04' 12"W	10.47
C16	565.87	5690.00	5°41'53"	S56° 10' 05"E	565.64
C17	435.08	1774.22	14°03'01"	N16° 32' 54"E	433.99
C18	207.42	5680.00	2°05'32"	S60° 40' 08"E	207.41
C19	40.40	5680.00	0°24'27"	S61° 55' 07"E	40.40
C20	49.46	30.00	94°27'08"	S18° 47' 04"E	44.04
C21	294.60	5690.00	2°58'00"	N66° 36' 20"W	294.57
C22	77.47	341.00	13°01'00"	S21° 56' 00"W	77.30
C23	10.47	5690.00	0°06'20"	S59° 04' 12"E	10.47
C24	565.87	5690.00	5°41'53"	S56° 10' 05"E	565.64
C25	80.07	127.00	36°07'24"	S81° 52' 54"W	78.75
C26	31.13	233.00	7°39'14"	S19° 15' 07"W	31.10
C27	41.00	531.64	4°25'09"	S88° 53' 40"W	40.99
C28	16.74	53.00	18°05'50"	S32° 07' 39"W	16.67
C29	33.02	43.00	43°59'50"	S63° 10' 28"W	32.21

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	150.00	S0° 29' 16"W
L2	105.00	N89° 14' 37"E
L3	79.99	S0° 29' 16"W
L4	20.03	N89° 14' 37"E
L5	229.94	N0° 27' 52"E
L6	125.03	N89° 14' 37"E
L7	58.44	S8° 13' 19"E
L8	128.24	S66° 00' 37"E
L9	98.91	N89° 14' 37"E
L10	211.32	N87° 56' 53"E
L11	79.68	N4° 48' 01"E
L12	101.12	S53° 13' 09"E
L13	70.08	S66° 00' 37"E
L14	231.11	N28° 26' 30"E
L15	50.61	S70° 46' 11"E
L16	1.80	N0° 22' 35"E
L17	276.58	N88° 25' 48"E
L18	98.91	N89° 14' 37"E
L19	211.32	N87° 56' 53"E
L20	167.97	S68° 05' 20"E

LINE TABLE		
LINE #	LENGTH	DIRECTION
L21	101.12	S53° 13' 09"E
L22	131.96	S66° 00' 37"E
L23	66.36	S66° 00' 37"E
L24	50.61	N70° 46' 11"W
L25	280.89	S89° 14' 37"W
L26	181.98	S89° 14' 37"W
L27	140.55	S28° 26' 30"W
L28	77.90	S15° 25' 30"W
L29	38.23	S23° 04' 44"W
L30	32.82	S41° 10' 33"W
L31	66.34	S85° 10' 23"W
L32	61.27	N80° 03' 24"W
L33	647.47	N0° 29' 20"E
L34	12.19	S68° 05' 20"E
L35	155.77	S68° 05' 20"E



AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS ____DAY OF _____ ,
20____, AT _____ MINUTES PAST _____M. RECORDS OF
THE _____ COUNTY AUDITOR, _____, WASHINGTON.
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COUNTY AUDITOR

FEE

BY

DWN. BY	DATE
TD	9/7/22
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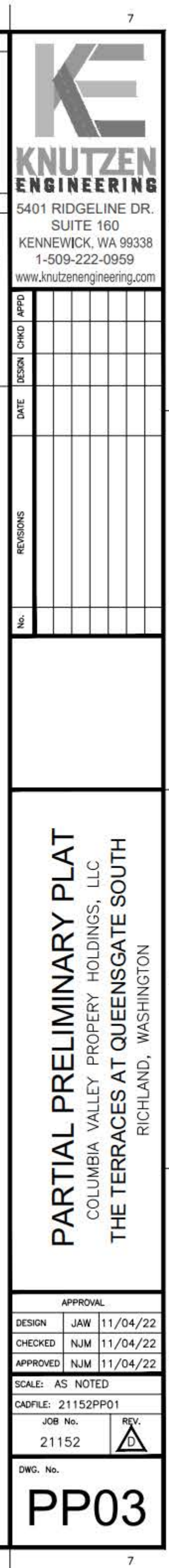
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Exhibit 7

PUD2022-101 Map



5401 RIDGELINE DR.
SUITE 160
KENNEWICK, WA 99338
1-509-222-0959
www.knutzenengineering.com

[illegible]

PARTIAL PRELIMINARY PLAT
COLUMBIA VALLEY PROPERTY HOLDINGS, LLC
THE TERRACES AT QUEENSGATE SOUTH
RICHLAND, WASHINGTON

APPROVAL		
DESIGN	JAW	11/04/22
CHECKED	NJM	11/04/22
APPROVED	NJM	11/04/22

SCALE: AS NOTED	
CADFILE: 21152PP01	
JOB No. 21152	REV. 

DWG. No.
PP03



Exhibit 8

Public Notice and Affidavits



CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING (Z2023-106)

Notice is hereby given that Aqtera Engineering, has filed a change of zoning application to rezone approximately 4.7 acres near the intersection of Keene Road and Queensgate Drive from Agricultural (AG) and Suburban Agricultural (SAG) to Retail Commercial (C-2). This change of zoning is intended to implement the Comprehensive Plan and Property Use and Development Agreement Ord. 2022-03. The project site is currently vacant and located south of Keene Road and west of Queensgate Drive (APN 1-22983000002005).

A public hearing on the proposed site plan review will be held before the Hearing Examiner on Monday, June 12, 2023 at 6:00 PM within the City Council Chambers located at 625 Swift Blvd. All interested parties are invited to attend and present testimony at the public hearing or via Zoom by visiting the City's website: www.ci.richland.wa.us.

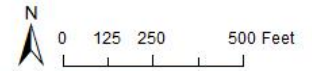
Environmental Review: The proposal is not subject to environmental review according to WAC 197-11-904.

Public Comment: Any person desiring to express their views or to be notified of any decision pertaining to this application should notify Kyle Hendricks, Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may be emailed to khendricks@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Friday, June 2nd, 2023, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing. Written comment will not be accepted after 6 p.m. on Sunday, June 11th, 2023; however verbal comments may be presented during the public hearing

Appeal: The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 23 Zoning. 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.

Vicinity Map

Item: 2155 Keene Rd
Applicant: Peter Harpster
File #: Z2023-106

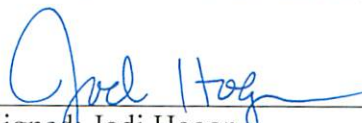


AFFIDAVIT OF MAILING

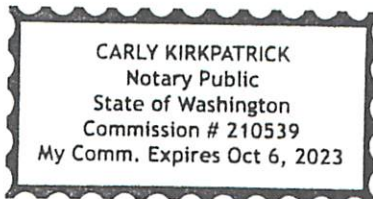
STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

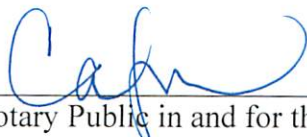
COMES NOW, Jodi Hogan, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.
2. On the 18th day of May, 2023, I mailed a copy of the attached NOTICE OF PUBLIC HEARING (Z2023-106 2155 Keene Rd) to the attached list of individuals via regular USPS on the date indicated above. The Richland Planning Commission will conduct a public hearing and review of the application on June 12, 2023.


Signed: Jodi Hogan

SIGNED AND SWORN to before me this 18th day of May, 2023 by Jodi Hogan.




Notary Public in and for the State of Washington,


Print Name

Residing at Benton County

My appointment expires: Oct. 6, 2023

AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Kyle Hendricks**, who, being first duly sworn upon oath deposes and says:

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

2. On the 18th day of May, 2023, I posted the attached NOTICE OF PUBLIC HEARING, File Number Z2023-106 (2155 Keene Road Rezone) in the following location:

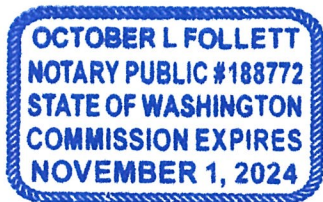
On the southwest side of the intersection at Keene Road and Queensgate Drive, near the south western crosswalk ramp (parcel # 1-22983000003004), Richland WA


Signed: Kyle Hendricks

SIGNED AND SWORN to before me this 18th day of May, 2023, by Kyle Hendricks.


Signature of Notary

October L. Follett
Printed Name



Notary Public in and for the State of Washington,

Residing in Benton County

My appointment expires: 11-1-2024



Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee

The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald

el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi

Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
36823	424274	Print Legal Ad-IPL01238790 - IPL0123879	HE PHN Z2023-106	\$158.31	1	54 L

Attention: Jennifer Anderson

CITY OF RICHLAND/LEGALS

625 SWIFT BLVD. MS-05

RICHLAND, WA 99352

purchasing@ci.richland.wa.us

CITY OF RICHLAND NOTICE OF APPLICATION AND PUBLIC HEARING

Notice is hereby given that Aqtera Engineering has filed a change of zoning application to rezone approximately 4.7 acres near the intersection of Keene Road and Queensgate Drive from Agricultural (AG) and Suburban Agricultural (SAG) to Retail Commercial (C-2). This change of zoning is intended to implement the Comprehensive Plan and Property Use and Development Agreement, Ordinance No. 2022-03. The project site is currently vacant and located south of Keene Road and west of Queensgate Drive (APN 1-22983000002005).

The Richland Hearing Examiner will conduct a public hearing on the proposed rezoning on **Monday, June 12, 2023 at 6:00 p.m.** in the Richland City Council Chambers, 625 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing or visit the City of Richland's website at www.ci.richland.wa and join via Zoom. Environmental Review: The proposal is not subject to environmental review according to WAC 197-11-904.

Any person desiring to express their views or be notified of any decision pertaining to this application should notify Kyle Hendricks, Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may be emailed to khendricks@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Friday, June 2, 2023, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing. Written comments will not be accepted after 6:00 p.m. on Sunday, June 11, 2023; however, verbal comments may be presented during the public hearing. Date Published: Sunday, May 28, 2023
IPL0123879
May 28 2023

COUNTY OF BENTON)

SS

STATE OF WASHINGTON)

Stefani Beard, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, ran 1 time (s) commencing on 05/28/2023, and ending on 05/28/2023 and that said newspaper was regularly distributed to its subscribers during all of this period.

1 insertion(s) published on:

05/28/23

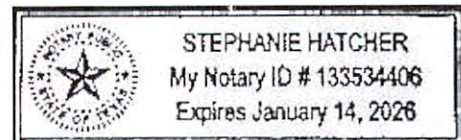
Stefani Beard

(Signature of Legals Clerk)

Sworn to and subscribed before me this 30th day of May in the year of 2023

Stephanie Hatcher

Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!



Exhibit 9

Agency Comments

MEMORANDUM***PUBLIC WORKS
CIVIL AND UTILITY ENGINEERING***

TO: KYLE HENDRICKS – PLANNER

FROM: JASON REATHAFORD – PUBLIC WORKS, ENGINEERING TECH 4
JOHN WHITTIER – CIVIL ENGINEER 1

DATE: June 2nd, 2023

SUBJECT: RE-ZONE APPLICATION #Z2023-106 – 2155 KEENE RD

Kyle,

Public Works has reviewed the submitted short plat application received on May 18th, 2023 and have the comments noted below.

1. Any parcel that elects to build prior to the completion of the *Terraces at Queensgate* project shall be required to complete the full buildout of the adjacent roadways and/or all associated frontage improvements along their parcel.
2. Note that the establishment of driveways for parcel 3 has been pre-approved for the *Terraces at Queensgate* project. Additional driveways will not be allowed at other driveway points along the parcel.
3. Any current conditions that apply to the *Terraces at Queensgate* project shall be applicable after the re-zoning application is approved.

If you have any questions, please let us know.

Thank you,
Jason x7742
John x7649



May 31, 2023

City of Richland
625 Swift Boulevard, MS-35
Richland, WA 99352

Attn: Kyle Hendricks, Planner khendricks@ci.richland.wa.us

Subject: Rezone Z2023-106, 2155 Keene Road

We have reviewed the Rezone Z2023-106, 2155 Keene Road and have the following comments.

- The proposed project is approximately 0.5 miles from I-182, Exit 3, that is a fully controlled limited access highway with a posted speed limit of 70 miles per hour.
- The proposed zoning on 4.2 acres from Suburban Agricultural (SAG) to Retail Commercial (C-2) may increase AADT using stated examples in the application such as automotive repair, car wash, fuel station, mini mart or truck stop.
- As specific developments are proposed, they will be subject to review for their impacts to the WSDOT system. Impacts that are determined to be significant will require mitigation, and it is anticipated that all costs will be borne by the development(s). Of particular concern are the project's peak hour trip generation and its impacts on ramp terminal capacity, safety, ingress and egress. This information is normally obtained through a Traffic Impact Analysis (TIA) performed by the developer prior to construction.

Thank you for the opportunity to review and comment on this proposal. If you have any questions regarding our comments, please contact Mark Reynolds at (509) 577-1929.

Sincerely,

Paul Gonseth, P.E.
Planning Engineer

PG:mrr

cc: Area 3 Maintenance Supervisor



State of Washington
Department of Fish and Wildlife
2620 North Commercial Avenue, Pasco, WA 99301
Phone: (509) 312-8117, E-mail: Troy.Maikis@dfw.wa.gov

May 30, 2023

Kyle Hendricks
City of Richland Planning Division
625 Swift Blvd., MS-35
Richland, WA 99352
(509) 942-7683

Re: Z2023-106 - 2155 Keene Rd Rezone

The Washington Department of Fish and Wildlife (WDFW) has reviewed relevant maps and documents for the proposed rezone application for 2155 Keene Rd, Richland, WA (Z2023-106).

The proposed project covers 4.7 acres, of mostly annual grassland along with occasional young trees that have begun to grow since the site was last graded. These trees have the potential to provide nesting habitat for songbirds. Many birds local to our area as well as active nests are protected under the Migratory Bird Treaty Act as well as being listed as “protected wildlife” under RCW 77.12.020(3). As such, we offer the following recommendations to help Richland minimize potential impacts to nesting songbirds that may occur as a result of this action or subsequent associated actions.

WDFW recommends any grading or vegetation removal occur outside the nesting season (February 1- July 31) and that a nesting bird survey (including raptors) be conducted within 1 week prior to the start of activities on the site as well as prior to each portion of the project that occurs following a break in activity between February 1 and July 31. If a nest becomes active during construction or is observed to be active during the survey, please contact Troy Maikis at troy.maikis@dfw.wa.gov or (509) 312-8117 to identify if any additional measures may be appropriate. WDFW also recommends that work on the site begin outside of the February 1 – July 31 timing window, as any birds that move into an area with pre-existing construction noise and activities are often more acclimated to the noise and therefore less likely to experience disturbance due to construction.

WDFW looks forward to working with The City of Richland on this project to ensure the best outcome for the county, its residents, and our local wildlife.

Sincerely,

Troy Maikis

Area Habitat Biologist; Benton and Franklin Counties
Washington Department of Fish & Wildlife
2620 Commercial Ave, Pasco, WA 99301
(509) 312-8117 Troy.Maikis@dfw.wa.gov

cc: Elizabeth Torrey, WDFW Assistant Habitat Program Manager, Region 3, Ellensburg

Hendricks, Kyle

From: WSDOT Aviation Land Use Inquiries and Application Submittals
<AviationLandUse@WSDOT.WA.GOV>
Sent: Monday, May 22, 2023 2:40 PM
To: Hendricks, Kyle
Subject: RE: [EXTERNAL] Z2023-106 - 2155 Keene Rd Rezone

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

M Hendricks,

WSDOT Aviation Division reviewed this proposal on 5/22/2023. We have no concerns or comments.

Cheers,

David Ison, PhD | Aviation Planner
Airport Land Use Compatibility & Emerging Aviation Technologies
Washington State Department of Transportation
isond@wsdot.wa.gov C: 360-890-5258

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, May 18, 2023 9:44 AM
To: Acevedo, Mizaël <macevedo@CI.RICHLAND.WA.US>; Anderson, Ryan (ECY) <rand461@ecy.wa.gov>; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; dxrogers@bpa.gov; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; jmcshane@kid.org; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; jecottrell@bpa.gov; junior.campos@charter.com; katherine.cichy@ziply.com; Cooper, Kelly (DOH) <Kelly.Cooper@DOH.WA.GOV>; kevin.knodel@rsd.edu; KSliger@bft.org; development@kid.org; webmaster@kid.org; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; michael.tovey@ziply.com; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Gonseth, Paul <GonsetP@wsdot.wa.gov>; QWright@portofbenton.com; ReathaFord, Jason <JReathaFord@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; SDefoe@kid.org; WSDOT SC Planning Mailbox <SCPlanning@WSDOT.WA.GOV>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; rittemwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; Simpson, William (COM) <william.simpson@commerce.wa.gov>; WSDOT Aviation Land Use Inquiries and Application Submittals

<AviationLandUse@WSDOT.WA.GOV>

Subject: [EXTERNAL] Z2023-106 - 2155 Keene Rd Rezone

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Hello,

Attached is the referral packet for a rezone application at 2155 Keene Rd, near the intersection of Queensgate Dr. The application is to change the zoning from Agriculture (AG) and Suburban Agriculture (SAG) to General Commercial (C-2). This change is intended to implement the Comprehensive Plan and Property use agreement Ordinance 2022-03. This application is not subject to environmental review. Previously, a comprehensive plan amendment was filed in 2022 in regard to contract 92-10 which guided development of the surrounding land.

Please review and reply with any questions or comments by end of day Friday June 2nd, 2023.

Thank you,



Kyle Hendricks

Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7683

Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

Hendricks, Kyle

From: Chris Sittman <CSittman@kid.org>
Sent: Wednesday, May 24, 2023 8:22 AM
To: Hendricks, Kyle
Subject: RE: Z2023-106 - 2155 Keene Rd Rezone

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

KID has no comments regarding this matter.

Sincerely,

Chris D. Sittman
Engineering Dept./CAD Specialist
Kennewick Irrigation District
2015 S. Ely St.
Kennewick, WA 99337
Desk: 509-460-5435
Cell: 509-873-1123

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, May 18, 2023 9:44 AM
To: Acevedo, Mizaël <macevedo@CI.RICHLAND.WA.US>; rand461@ECY.WA.GOV; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; dxroddgers@bpa.gov; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Jason McShane <JMcShane@kid.org>; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; jecottrell@bpa.gov; junior.campos@charter.com; katherine.cichy@ziply.com; kelly.cooper@doh.wa.gov; kevin.knodel@rsd.edu; KSliger@bft.org; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; michael.tovey@ziply.com; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; gonsetp@wsdot.wa.gov; QWright@portofbenton.com; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; Seth Defoe <SDefoe@kid.org>; scplanning@wsdot.wa.gov; Tyutyunnik, Ruvim <rtutyunnik@CI.RICHLAND.WA.US>; rittermwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; william.simpson@commerce.wa.gov; WSDOT Aviation Land Use Inquiries and

Application Submittals <AviationLandUse@wsdot.wa.gov>

Subject: Z2023-106 - 2155 Keene Rd Rezone

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Attached is the referral packet for a rezone application at 2155 Keene Rd, near the intersection of Queensgate Dr. The application is to change the zoning from Agriculture (AG) and Suburban Agriculture (SAG) to General Commercial (C-2). This change is intended to implement the Comprehensive Plan and Property use agreement Ordinance 2022-03. This application is not subject to environmental review. Previously, a comprehensive plan amendment was filed in 2022 in regard to contract 92-10 which guided development of the surrounding land.

Please review and reply with any questions or comments by end of day Friday June 2nd, 2023.

Thank you,



Kyle Hendricks

Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7683

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Hendricks, Kyle

From: Rodgers, Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>
Sent: Friday, June 2, 2023 7:04 AM
To: Hendricks, Kyle
Cc: Cummings, Nicole M (BPA) - TERR-TRI CITIES RMHQ
Subject: RE: [EXTERNAL] Z2023-106 - 2155 Keene Rd Rezone

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Kyle,

Bonneville Power Administration's (BPA) has had the opportunity to review Z2023-106 - 2155 Keene Rd Rezone. The application is to change the zoning from Agriculture (AG) and Suburban Agriculture (SAG) to General Commercial (C-2).

In researching our records, we have found that this proposal will not directly impact BPA facilities approximately 1650 feet west of the subject property. BPA does not have any objections to the approval of this request at this time.

If you have any questions or need additional information, please feel free to contact Nicole Cummings at (509) 542-5499 or by email at nmcummings@bpa.gov.

Thank you for the opportunity to review this application.



Deborah Rodgers

Realty Technician Contractor
2211 North Commercial Avenue, Pasco, WA 99301
Bonneville Power Administration | TERR/Tri-Cities-RMHQ
Real Property Field Services | P 509.544.4749
dxrodgers@bpa.gov

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, May 18, 2023 9:44 AM
To: Acevedo, Mizaël <macevedo@ci.richland.wa.us>; rand461@ecy.wa.gov; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@ci.richland.wa.us>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@ci.richland.wa.us>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers, Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@ci.richland.wa.us>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@ci.richland.wa.us>; Hill, Kelly <khill@ci.richland.wa.us>; Hogan, Jodi <jhogan@ci.richland.wa.us>; jmcshane@kid.org; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@ci.richland.wa.us>; jecottrell@bpa.gov; junior.campos@charter.com; katherine.cichy@ziply.com; kelly.cooper@doh.wa.gov; kevin.knodel@rsd.edu; KSligler@bft.org; development@kid.org; webmaster@kid.org; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@ci.richland.wa.us>; michael.tovey@ziply.com; langn@bentonpud.org;

noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; gonsetp@wsdot.wa.gov; QWright@portofbenton.com; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; SDefoe@kid.org; scplanning@wsdot.wa.gov; Tyutyunnik, Ruvim <rtutyunnik@CI.RICHLAND.WA.US>; rittemwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; william.simpson@commerce.wa.gov; WSDOT Aviation Land Use Inquiries and Application Submittals <AviationLandUse@wsdot.wa.gov>

Subject: [EXTERNAL] Z2023-106 - 2155 Keene Rd Rezone

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Attached is the referral packet for a rezone application at 2155 Keene Rd, near the intersection of Queensgate Dr. The application is to change the zoning from Agriculture (AG) and Suburban Agriculture (SAG) to General Commercial (C-2). This change is intended to implement the Comprehensive Plan and Property use agreement Ordinance 2022-03. This application is not subject to environmental review. Previously, a comprehensive plan amendment was filed in 2022 in regard to contract 92-10 which guided development of the surrounding land.

Please review and reply with any questions or comments by end of day Friday June 2nd, 2023.

Thank you,



Kyle Hendricks

Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7683

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Hendricks, Kyle

From: Cichy, Katherine <katherine.cichy@ziply.com>
Sent: Tuesday, July 4, 2023 12:57 PM
To: Hendricks, Kyle
Subject: RE: Z2023-106 - 2155 Keene Rd Rezone

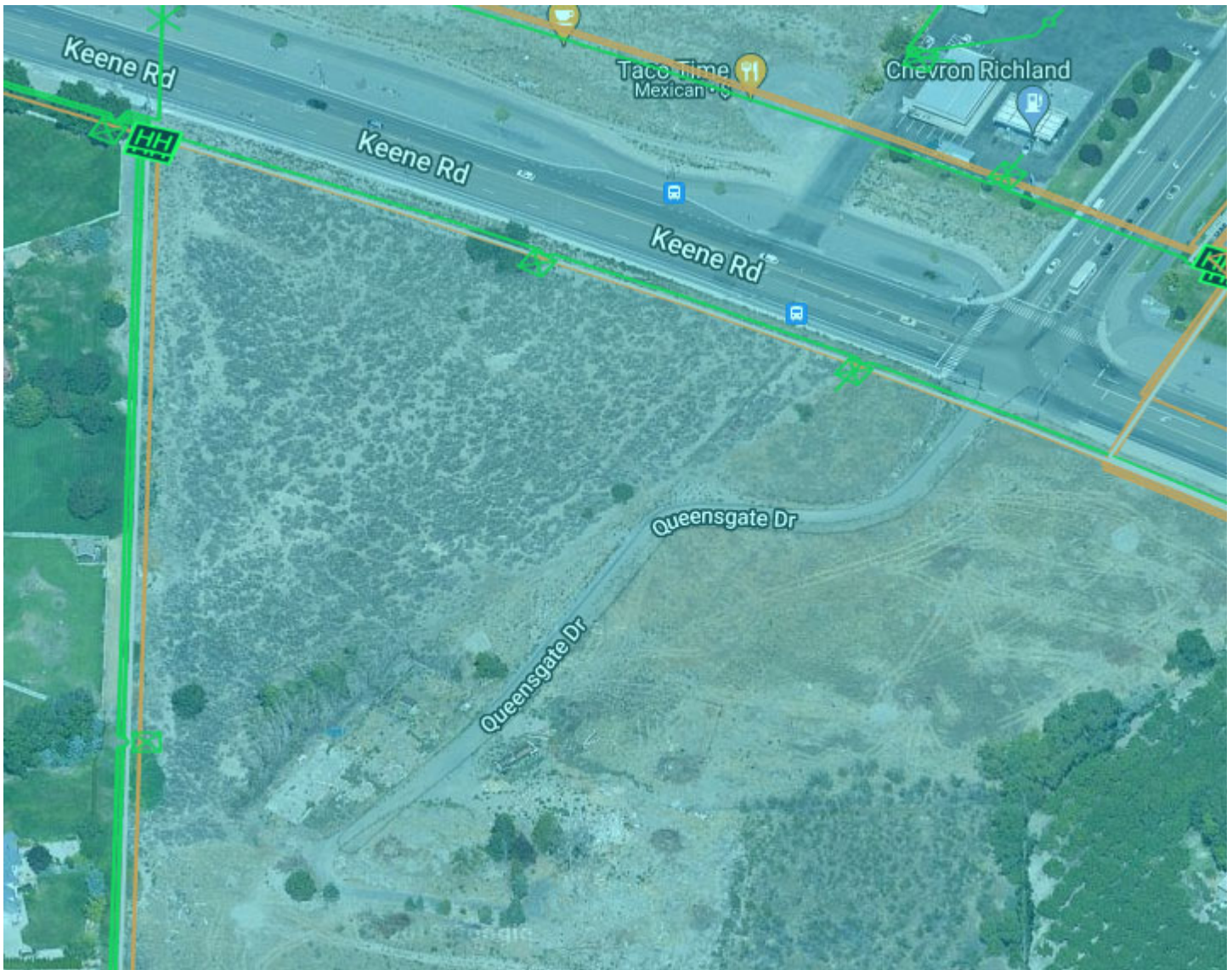
[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Hello Kyle,

Sorry this is late,

Ziply has underground facilities running along the south side of Keene as well as the west side of the proposed "The Terrace at Queensgate South."

Please see image below and let me know if you have any questions.



Thank you,

Katherine Cichy

OSP Engineer

509-410-5035

Katherine.cichy@ziply.com



From: Hendricks, Kyle <khendricks@ci.richland.wa.us>

Sent: Thursday, May 18, 2023 9:44 AM

To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; rand461@ECY.WA.GOV; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; dxroddgers@bpa.gov; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; jmcshane@kid.org; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; jecottrell@bpa.gov; junior.campos@charter.com; Cichy, Katherine <katherine.cichy@ziply.com>; kelly.cooper@doh.wa.gov; kevin.knodel@rsd.edu; KSliger@bft.org; development@kid.org; webmaster@kid.org; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Tovey, Michael <michael.tovey@ziply.com>; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; gonsetp@wsdot.wa.gov; QWright@portofbenton.com; ReathaFord, Jason <JReathaFord@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; SDefoe@kid.org; scplanning@wsdot.wa.gov; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; rittemwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; william.simpson@commerce.wa.gov; WSDOT Aviation Land Use Inquiries and Application Submittals <AviationLandUse@wsdot.wa.gov>

Subject: Z2023-106 - 2155 Keene Rd Rezone

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Hello,

Attached is the referral packet for a rezone application at 2155 Keene Rd, near the intersection of Queensgate Dr. The application is to change the zoning from Agriculture (AG) and Suburban Agriculture (SAG) to General Commercial (C-2). This change is intended to implement the Comprehensive Plan and Property use agreement Ordinance 2022-03. This

application is not subject to environmental review. Previously, a comprehensive plan amendment was filed in 2022 in regard to contract 92-10 which guided development of the surrounding land.

Please review and reply with any questions or comments by end of day Friday June 2nd, 2023.

Thank you,



Kyle Hendricks

Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7683

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Exhibit 10

Public Comments

Country Ridge Home Owners Association
PO Box 844, Richland, WA 99352



June 1, 2023

Kyle Hendricks, Planner
City of Richland
625 Swift Boulevard, MS #35
Richland, WA 99352

sent via email only: khendricks@ci.richland.wa.us

RE: The Terraces at Queensgate South
Hearing Date: June 12, 2023

Dear Mr. Hendricks,

Please accept this letter as Country Ridge HOA's formal objection to the application to rezone the approximately 4.7-acre parcel near the intersection of Keene Road and Queensgate Drive (APN 1-22983000002005) to Commercial C-2, as submitted by Aqterra Engineering on behalf of Columbia Valley Property Holdings, LLC's, (hereinafter "The Developer").

By way of background, in August 2010, Country Ridge Homeowners Association, The City of Richland, and the Developer's predecessors in interest entered into a Settlement Agreement recorded under Benton County Auditor's No. 2010-024274 that attached to and ran with land. Also, in August 2010 a Development Agreement was entered into by the City of Richland and the Developer's predecessors in interest, recorded under Benton County Auditor's No. 2010-024273, city contract No. 92-10. In 2022, said Development Agreement was amended under City Ordinance No. 2022-03. Finally, in February 2023 the City Hearing Examiner, Gary McLean, recommended the City Council approve The Terraces at Queensgate South Preliminary PUD including development of Phase 1, near the border of the Country Ridge HOA.

Country Ridge HOA objects to the Developer's request to rezone a 4.7-acre parcel, known as APN 1-22983000002005, to the extent that said rezoning encroaches upon the residential buffer required by the Settlement Agreement and Amended Development Agreement. Said Agreements mandate that a residential buffer consisting of two tiers of single-family residential lots separated by a road corridor be placed along the entire eastern boundary of Country Ridge HOA. Country Ridge HOA views this buffer to be a minimum of 234', based on city zoning requirements and developer lot dimensions.

Country Ridge HOA entered into voluntary conditions upon the Developer's application for approval of the PUD and Phase 1 of the development whereunder said residential buffer along the southern portion of the eastern boundary of our HOA would contain two rows of R-1-12 zoned houses and a road corridor, and the total width of the buffer would be 204'. Country Ridge HOA agreed to the reduction to 204' largely in exchange for the Developer's agreement that the homes to be constructed would not exceed one story. The Developer is now calling for a further reduction of our required residential buffer width along the northern portion of the development under the guise that stormwater drainage ponds give Country Ridge HOA an even better buffer. We disagree.

Open space or stormwater drainage ponds are not a requisite substitute for the distance two tiers of residential homes would provide the HOA. Furthermore, the approach violates the Settlement Agreement and Section



10(g) and 10(h) of the Amended Development Agreement that clearly requires a residential buffer. Pursuant to Section 10(g) "Zoning for the portion of the Site designated as Commercial may be C-1, C-2 or C-LB or may be part of a Planned Unit Development". The Developer here is clearly requesting that a portion of the site that is currently designated as Low Density Residential be rezoned to C-2 in violation of the Development Agreement and Comprehensive Plan. Also, 10(h) of the Amended Development agreement requires that "development proposals within the portions of the Site designated as Commercial shall not be approved unless they are determined to be substantially consistent with the design standards set forth in Exhibit B, which depicts the low-density residential zoning along Country Ridge HOA's entire eastern boundary as the residential buffer.

Our position is that two tiers of residential lots with a road corridor cannot feasibly be less than 204' and said distance should be the minimum distance between Country Ridge HOA and any future commercial development. Therefore, no commercial zoning should exist within 204' of Country Ridge HOA's eastern boundary. It would be inconsistent with the prior Agreements and the City's Comprehensive Plan to rezone the entirety of the 4.7-acre lot to the extent that it encroaches on the required 204' residential buffer adjacent to eastern boundary of the Country Ridge HOA. Further, Figure 3 on page 5 of 54 of the developer's rezoning application depicts the Developer's request that a portion of the Proposed Zone Change Area impacts the required low density residential portion of the city's Comprehensive Plan Land Use Map. Said drawing is incorporated into the Settlement Agreement and Development Agreement. The examiner should deny said rezoning request within the required low density residential portion of the map.

To reiterate, rezoning any portion of the required 204' residential buffer to C-2 or other commercial zoning is inappropriate and a violation of the Settlement Agreement and Development Agreement as amended. Country Ridge HOA respectfully requests that the Hearing Examiner deny the rezoning application to the extent that it changes any zoning to commercial within the 204' width of the required residential buffer along the eastern boundary of Country Ridge HOA.

Sincerely,

A handwritten signature in black ink, appearing to read "Max Schneider". The signature is fluid and cursive.

Max Schneider, President
Country Ridge HOA

June 2nd, 2023

Mr. Kyle Hendricks,

Planner,

625 Swift Boulevard, MS-35, Richland, WA 99352.

khendricks@ci.richland.wa.us

RE: Comments on Z2023-106 Zoning Change Request

Mr. Hendricks,

I am a resident of the Country Ridge neighborhood on the east side, my house is very near to the area where a zoning change request is submitted.

Unfortunately, this application is a deceiving tactic from the developer. The developer has just got approval for Phase I, and now they want to move forward with Phase II, without even starting in Phase I

What is the point in dividing the approval stages into several phases that are separated by few months. This is simply to mislead the public about the big picture and how this proposed development is in reality one single phase.

As I explained on my comments on Phase I, while the developer was seeking approval for Phase I of the development, and now the zone change for Phase II, it is almost impossible to separate Phase I from Phase II to understand how this development will impact current residences. As all south Richland residences nearby this new development, I will be negatively impacted by this Zone change for the following reasons:

Negative Impact Converting Quiet (country style life) South Richland neighborhoods into a noisy downtown style with very high density residential buildings and large scale commercial developments

- a. As described in the developer Phase I application, the three phases of this development will result in *"19 large single family lots, 260 townhome units, a grocery, pharmacy, four two story commercial buildings and a hotel"*, which will clearly negatively impact Quiet South Richland neighborhoods adjacent to this development converting it into a new downtown with associated noise, pollution, view blockage with large building blocks, traffic congestions, crime rate increase and consequently reduced property values. **This Zone change request is the starting point to put an end to south Richland neighborhoods as quiet residential areas.**

- b. The main purpose for the requested zoning change is to pave the road for a large scale commercial development proposed by the developer that will convert the life of current residences into a nightmare similar to the commercial hub in Duportail Street with the daily traffic accidents, crowdedness, pollution and noise that by no means suitable for residential areas.
- c. There is no justification for such large scale commercial development given that there is already a commercial hub nearby that is far from residential areas with many land lots are still available for commercial development. In addition to city of Richland plans for more commercial areas out of Kennedy Road. **This zone change will result in the largest commercial development on this side of Keene Rd all the way from West Richland to Gage Blvd.**
- d. In Phase I application, the developer proposed Grocery and Pharmacy in the area where he is requesting the zoning change. This retail building will be almost in the backyard of the houses in the East side of Country Ridge neighborhood with daily truck loading and unloading, large volume of cars entering and leaving the large parking lot with significant amount of night light pollution with the associated privacy invasion that will make it impossible for the residences on this side to open any window or enjoy their backyard.
- e. There is no need for such stores in this area given that there 4 different grocery stores within few miles. There is no other place in the City of Richland where grocery stores are built in the middle of residential neighborhoods.
- f. Any commercial development should be a small scale residential friendly similar to Queensgate Village on the other side of the Keen Rd in front of this project. As such any zoning change should be rather into C-1 or C-LB, as it was agreed up on in the 2010 agreement. The amendment in Feb 2022 was unethical as the developer did not disclose their plans for large scale commercial development at this time.
- g. **Again, there is no any justification for this Zone change that will result in large scale commercial development in the middle of residential areas, this is very bad planning from the City of Richland planners, and they should rather think about a solution for the big commercial miss they have created in Duportail St, with daily car accidents.**

Negative Traffic Impact on Keens Rd/Queens Gate traffic light:

- a. The proposed zonal change to C-2, means large scale commercial development and that means heavy traffic entering and exiting, that will make the Keens Rd/Queens Gate traffic light which is already congested a daily traffic nightmare for south Richland residence, add on top of that the proposed 300 houses, 4 restaurants and 4 story hotel proposed on different phase of developments.
- b. With the proposed very high density residential townhomes and large scale commercial developments, it is very likely the proposed Roundabout at Queensgate extension will be congested and drivers will be looking for other short cuts, driving into the proposed Lambert Drive, into Lariat Lan, into lower Appaloosa way, into Saddle way. Residences in East Country Ridge will be double impacted with the Traffic in Lambert Drive near their backyard which will show up again in their front yard either on lower Appaloosa Way or Saddle way.
- c. The proposed roundabout is so near to Keen Rd, which will result in cars packing up in Keen Rd, trying to make a right turn into this new development with a congested Roundabout, consequently it will be more difficult for Country Ridge residence to make right turn from Country Ridge Rd into Keen Rd.
- d. This development will also negatively impact the families in the proposed 89 town homes in Phase 1, children and seniors living in these townhomes will have no place to play and walk in but the single street that all these 89 families are jammed in, and the heavy commercial traffic means these children and senior citizens can easily get struck by cars visiting this large scale commercial development as shown in Figure 1, **the question to the city planners is how many Citizens need to die or injured in car accidents to understand this is a bad planning to change zoning to C-2 in the middle of residential area.**

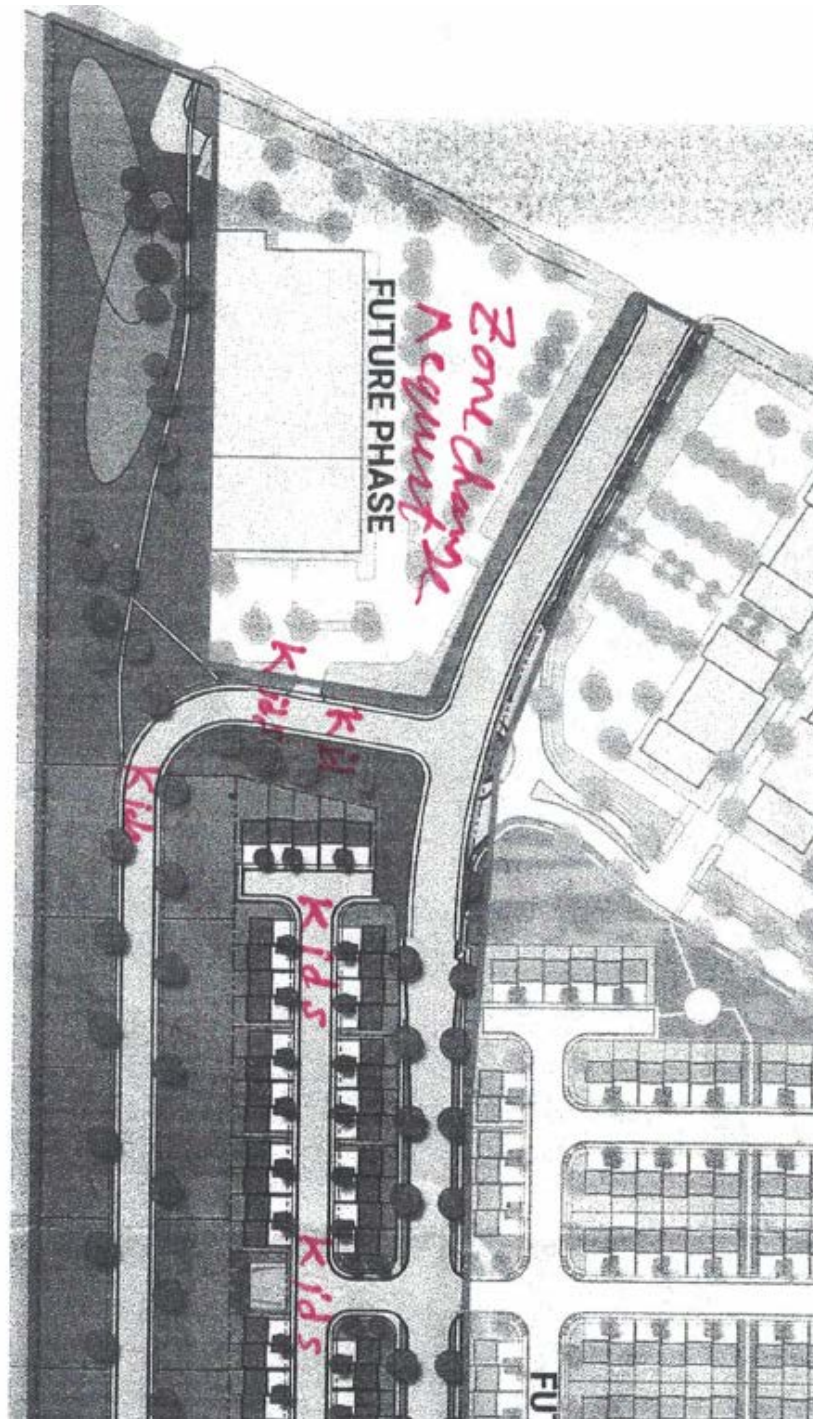


Figure 1, Subjecting Kids and senior citizens to heavy traffic dangerous from large scale commercial development as a result of C-2 zoning change

Violation of the August 24th, 2010 Settlement Agreement:

The proposed area for Zoning change violates the 2010 Settlement Agreement between City of Richland, Land Owners, Mr. Richard Foreman and Country Ridge Home Owner association as follows:

1) Violation of section 2.3:

Section 2.3 The Amendment shall include a buffer of property zoned R-1-12 - Single Family Residential adjacent to the Country Ridge property line. The buffer would provide for two tiers of single family residential lots separated by a road corridor, providing for an overall density not to exceed three (3) lots per acre (inclusive of such road corridor). These lots would meet all R-1-12 zoning standards, and such lots shall be laid out with their rear yards facing the Country Ridge property line;

It is clear that the area that developer is asking to change its Zoning into commercial is violating this term as show in Figure 1. The developer is trying to cut part of the buffer so they can develop their proposed grocery store.

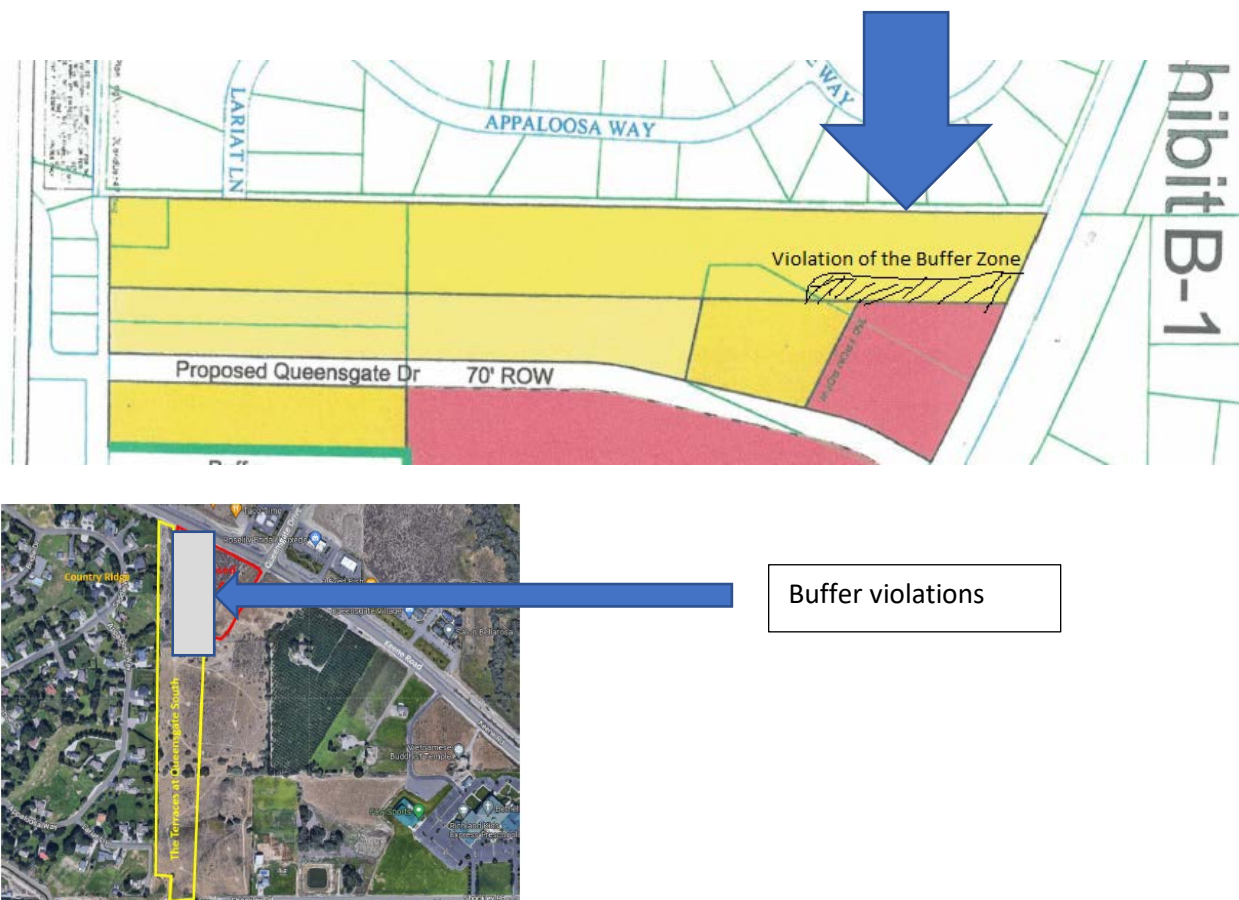


Figure 2, Violation of the buffer Zone requirements

2) Violation of areas classification:

The developers is proposing to change an area that is more than 3 acres, this violates section 2.2 that states:

“Commercial Property west of Queensgate :2.75 acres”

“Office : 2.93 acres”

Commercial development should be only within the allowed 2.75 acres

3)-Violation of Buffer requirements:

The proposed zone change should not be approved, until it is clear what is the proposed commercial development and what will be the buffer for residential area, otherwise it violates section 2.4/D that states:

The city will ensure the use of sight and sound buffers or transitions in zones non-combatable land use

Zoning change should be rejected until we have a full development plan including the buffer areas, and until Phase I is completed, so the residences of Phase I houses will have a say to share their concerns about this new commercial development

To the City of Richland Mayer, City Council, City Lawyer, City manger, I have the following:
Open Questions about City of Richland Planners Biased Position supporting this Developer

1-In the city council meeting on April 18th , the developer lawyer indicates that a leading staff in the developer team used to work in the planning department in the City of Richland.

As such, I am asking the city of Richland lawyer and the city examiner to audit all communications between the city planners and the developers to make sure that the city planners are not giving their former colleague any special treatments, insider information and/or hidden advices. I am also asking the City of Richland lawyer to fully disclose the City of Richland polices regarding City planners go and work for the developers whom they used to evaluate their development plans, **how is the city managing this potential conflict of interest?**

2-In their Phase I report, city of Richland planners did a gross mistake assuming that the Country Ridge trails are part of Phase I development, and repeated the same in front of the City Examiner during the hearing to give the impression that residences in Phase I will have

green areas to walk in, which is totally far from truth. How much trust we can put in the City planners fairness after this mistake.

3-In their Phase I evaluation report, the city of Richland planners were vigorously defending the developer phase 2 and Phase 3 development plans even though the application was for Phase I, as the City Examiner made it clear during the hearing and in his report. Why the city planners are so Keen to protect and justify the developers Phase 2 and 3 plans even though that was a report on Phase I.

4-The city of Richland planners choose comments and hearing dates where public will be very busy to minimize the number of comments they would receive.

- The deadline for Phase I comments was in the busy Christmas season on December 28. I sent e-mail to City planning manager asking for the application location the city web site on December 22nd @10:26am, and I did not get a reply until December 28@9:28am, just less than 6 hours when the comments are due by 5pm, and I have the proof for that. I imagine this misleading of public has happened to others.
- The city council meeting in April 18th for Phase I hearing was crowded with protesters related to other event and it was impossible for us to come and comment on Phase I development.
- Now for this Zone change request, they are using the same tactics, in the week of memorial holiday, where a lot of people have summer travel plans.

Final Conclusions:

If really the city of Richland leadership is advocating for Neighborhood Equity, this area proposed for zone change should be rather designated as a community park for those unfortunate 300 families that the developer is planning to jam with very little green areas for them to breath fresh air, but unfortunately the wellbeing of Richland Citizens is in the least of their interest.

I strongly urge Richland city staff and the Examiner to reject the developers plan for Zone change due to all the above mentioned reasons.

Sincerely,
Nader Samaan, PhD, PE
1114 Appaloosa Way
Richland, WA



HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 7/14/2023

Agenda Category: New Business - Public Hearing

Prepared By: Matthew Howie, Senior Planner

Subject:

SA2023-102 2700 Allison Way - South Orchard Plat Amendment

Department:

Development Services

Recommended Motion:

Staff recommends approval of the request subject to conformance with the recommended conditions of approval, below, which are warranted because the project conforms to the City's adopted Comprehensive Plan, the Badger Mountain South Subarea Plan, the Badger Mountain South Master Agreement (including Exhibit C, or, the Land Use Development Regulations); and is consistent with the requirements of the City's subdivision regulations.

Summary:

Darrin Sweeney, applicant, on behalf of Badger Communities, LLC has submitted a Preliminary Plat Major Revision Application (Exhibit 1) for the development of an approximately 174.37-acre site, with 537 residential lots and 12 tracts for greenspace, walking trails and the like. The plat includes several residential blocks, civic/open-space, new roadways, and pedestrian trails. The South Orchard site spreads across four (4) parcels (APN 1-04882000006000, 1-04882000003000, 1-04882000004000, 1-04882000005000) north of Reata Road and west of Karlee Drive.

This item was previously the subject of two prior public hearings held before the Hearing Examiner on July 12, 2021 and November 17, 2021 as a part of the S2021-104 South Orchard Preliminary Plat and approved December 16, 2021. Concerns on the July 12, 2021 meeting were shared by Staff and the Examiner alike, that required traffic improvements had been triggered but the scope and design of those improvements were not yet understood. Preliminary work done prior to the November 17, 2021 meeting was substantial enough to warrant Approval with Conditions, including conditions regarding the future study and design of roadway improvements.

This Plat is now subject to a Major Amendment because applicant is requesting an increase in the number of developable residential lots beyond those originally proposed and approved in 2021.

This item previously appeared before the Hearing Examiner June 12, 2023 and was Continued on request of the applicant for additional time to review new recommended Conditions of Approval.

Attachments:

1. SA2023-102 2700 Allison Way -Site Plan
2. SA2023-102 South Orchard Amendment Full Report

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

LEGEND

	EXISTING	PROPOSED
CURB AND GUTTER		
CONCRETE		
ASPHALT		
GRAVEL		
RIPRAP		
PAINT STRIPING		
DIRECTIONAL ARROW		
SIGN		
CONTOURS		
WATER LINE		
FIRE HYDRANT		
WATER METER		
WATER VALVE		
IRRIGATION LINE		
IRRIGATION METER		
STORM LINE		
CATCH BASIN TYPE 1		
CATCH BASIN TYPE 2		
SANITARY SEWER LINE		
SANITARY SEWER FORCE MAIN		
SANITARY SEWER MANHOLE		
SANITARY SEWER CLEANOUT		
POWER OVERHEAD LINE		
POWER UNDERGROUND LINE		
POWER VAULTS		
UTILITY POLE		
FIBER LINE		
FIBER VAULT		
RIGHT-OF-WAY LINE		
PROPERTY LINE		
EASEMENT LINE		

CIVIL SHEET INDEX

1	OF 18	COVER SHEET
2	OF 18	ROAD SECTIONS
3	OF 18	ROAD SECTIONS
4	OF 18	LEGAL DESCRIPTIONS
5	OF 18	BMS DISTRICTS AND GREEN SPACE CALCS
6	OF 18	LOT LAYOUT
7	OF 18	LOT LAYOUT
8	OF 18	LOT LAYOUT
9	OF 18	LOT LAYOUT
10	OF 18	LOT TABLES
11	OF 18	GRADING AND DRAINAGE PLAN
12	OF 18	GRADING AND DRAINAGE PLAN
13	OF 18	GRADING AND DRAINAGE PLAN
14	OF 18	GRADING AND DRAINAGE PLAN
15	OF 18	UTILITY PLAN
16	OF 18	UTILITY PLAN
17	OF 18	UTILITY PLAN
18	OF 18	UTILITY PLAN

TOPOGRAPHIC NOTE

THE EXISTING CULTURAL AND TOPOGRAPHIC DATA SHOWN ON THESE DRAWINGS HAS BEEN PREPARED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, BARGHAUSEN CONSULTING ENGINEERS, INC. CANNOT ENSURE ACCURACY AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THAT INFORMATION OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THESE DRAWINGS AS A RESULT.

PHASING LEGEND

PHASE	LOTS	UNITS	TRACTS
1	167	325	6
2	123	123	4
3	130	130	1
4	117	117	1

*DOES NOT INCLUDE PARCELS 104-884-0000-02001 AND 104-884-0000-02002

LAND USE TABLE

	ENTITLED	AMENDED
TOTAL SITE AREA	194.54 ACRES	174.37 ACRES**
TOTAL LOTS	475	549**
SINGLE FAMILY LOTS	471	535
MULTI-FAMILY LOTS	2	2
CIVIC LOTS	2	2***
TRACTS	29	12
MIN. SINGLE FAMILY LOT AREA	4,581 SF (LOT 118)	4,581 SF (LOT 118)
MAX SINGLE FAMILY LOT AREA	29,627 SF (LOT 167)	29,627 SF (LOT 167)
AVERAGE SINGLE FAMILY LOT AREA	9,177 SF	8,066 SF
PARK AREA (CIVIC)	286,505 SF	286,505 SF
SCHOOL AREA (CIVIC)	610,678 SF	597,465 SF
MULTI-FAMILY AREA	359,681 SF	356,956 SF
SINGLE-FAMILY AREA	4,315,286 SF	4,315,286 SF
TRACT AREA	30.59 ACRES	25.36 ACRES
ROW AREA	35.65 ACRES	41.75 ACRES
**DOES NOT INCLUDE PARCELS 104-884-0000-02001 AND 104-884-0000-02002		
***EXISTING CIVIC PARCELS 104-884-0000-02001 AND 104-884-0000-02002		

LUDR NOTES

- ALL RESIDENTIAL STRUCTURES LOCATED WITHIN THIS PLAT SHALL CONFORM TO THE BUILDING STANDARDS CONTAINED IN SECTIONS 2 AND 3 OF THE LAND USE AND DEVELOPMENT REGULATIONS FOR BADGER MOUNTAIN SOUTH COMMUNITY (LUDR).
- ALL RESIDENTIAL STRUCTURES LOCATED WITHIN THIS PLAT SHALL CONFORM TO THE SUSTAINABILITY STANDARDS CONTAINED IN SECTION 12 OF THE LUDR.
- THE LOT SIZES SHOWN DO NOT REFLECT THE ALLOWED MINIMUM OR MAXIMUM SIZES PERMITTED WITHIN BADGER MOUNTAIN SOUTH. SMALLER OR LARGER LOTS THAT MEET CODE MAY BE PRESENT AT THE TIME OF FINAL PLAT.
- ALL TRACTS SHOWN WILL BE OWNED AND MAINTAINED BY A HOMEOWNER'S ASSOCIATION INSTITUTED BY THE DEVELOPER AND SHALL CONFORM TO THE USES DESIGNATED AT THE TIME OF FINAL PLAT.

VERTICAL DATUM

NAVD 88
BENCHMARK 1 - ELEVATION = 801.875' PER CITY OF RICHLAND SURVEY DEPARTMENT.
SOUTHWEST CORNER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN.
BRASS DISK WITH "X" IN CASE, CENTERLINE OF DALLAS ROAD, APPROXIMATELY 0.75 MILES NORTH OF INTERSTATE 82, EXIT 104.
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION.
ALSO DESIGNATED AS "ERIE AZI", POINT IDENTIFICATION NUMBER 2668.
BRASS DISK STAMPED "ERIE" SET AT GROUND LEVEL, ATOP FIRST SADDLE EASTERLY OF RADIO TOWERS AT THE PEAK OF BADGER MOUNTAIN, APPROXIMATELY 10 FEET NORTH OF THE GRAVEL ACCESS ROAD.

BASIS OF BEARING

DATUM - NAD 83/91
BASIS OF BEARING - NORTH 77°19'12" EAST ALONG A LINE BETWEEN THE FOLLOWING TWO POINTS:
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, MONUMENT DESIGNATED AS "ERIE AZI", POINT IDENTIFICATION NUMBER 2668. BRASS DISK STAMPED "ERIE" SET AT GROUND LEVEL, ATOP FIRST SADDLE EASTERLY OF RADIO TOWERS AT THE PEAK OF BADGER MOUNTAIN, APPROXIMATELY 10 FEET NORTH OF THE GRAVEL ACCESS ROAD.
N = 330320.261'
E = 1940161.471'

CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"

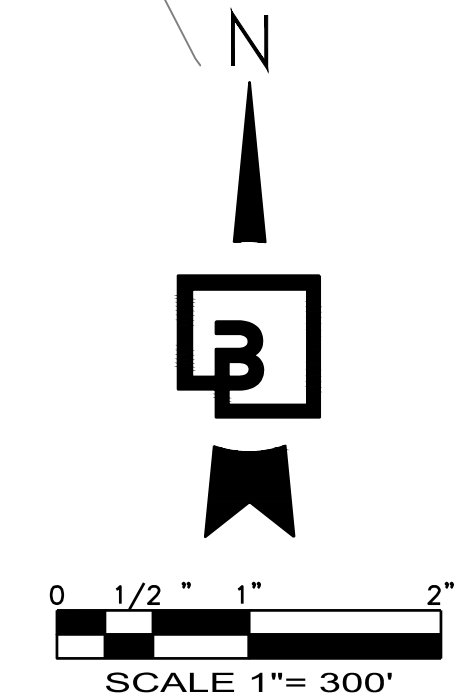
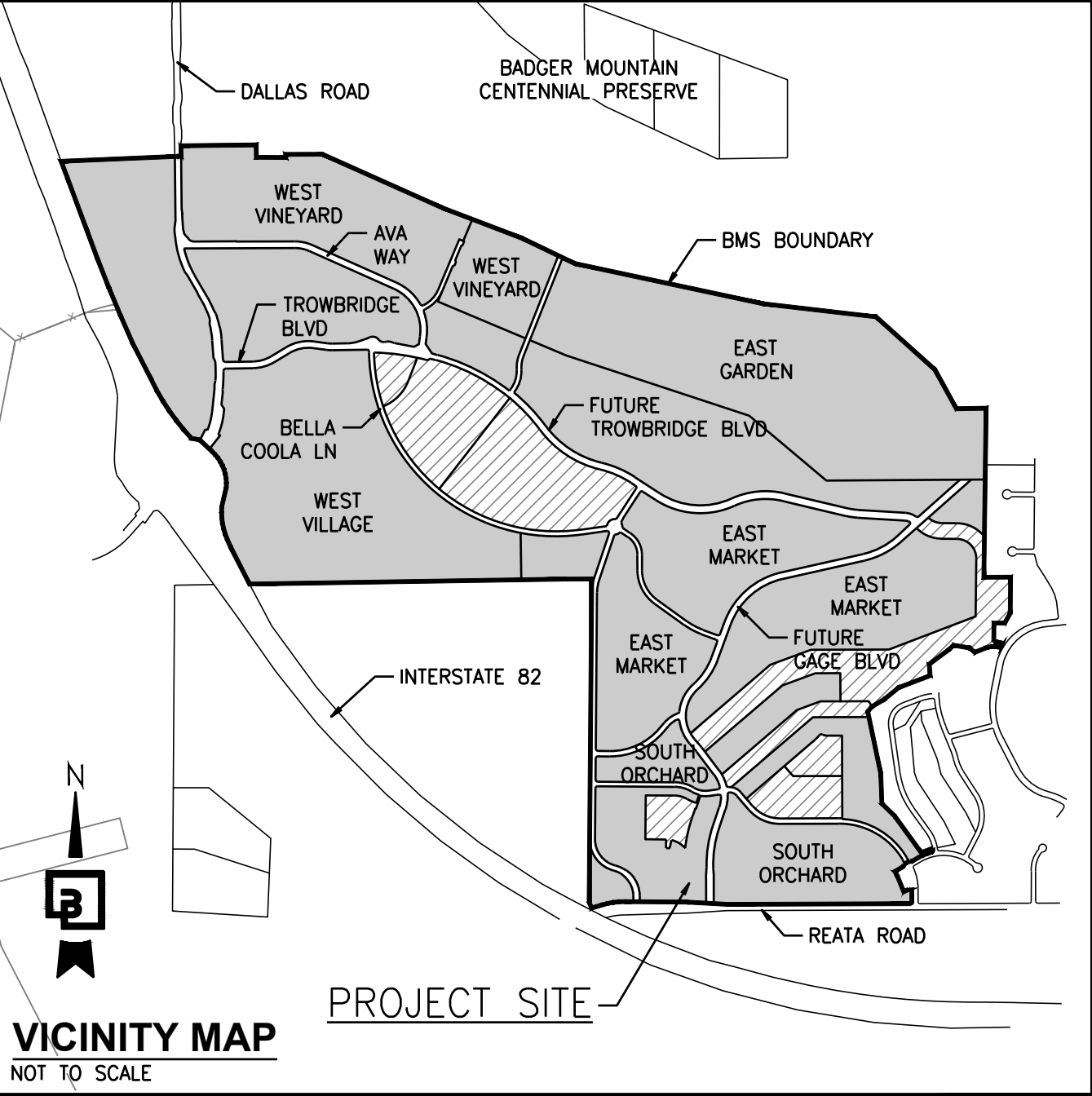
UTILITY CONFLICT NOTE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATIONS, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS NOR NOT BY POTHOLES THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-424-5555 AND THEN POTHOLES ALL OF THE EXISTING UTILITIES AT LOCATION OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR OBTAINING PERMITS FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES FOR REMOVING AND REPLACING ALL SURVEY MONUMENTATION THAT MAY BE AFFECTED BY CONSTRUCTION ACTIVITY, PURSUANT TO WAC 332-120. APPLICATIONS MUST BE COMPLETED BY A REGISTERED LAND SURVEYOR. APPLICATIONS FOR PERMITS TO REMOVE MONUMENTS MAY BE OBTAINED FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES, OR BY CONTACTING THEIR OFFICE BY TELEPHONE AT (206) 902-1190.

WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES
PUBLIC LAND SURVEY OFFICE
1111 WASHINGTON STREET S.E.
P.O. BOX 47060
OLYMPIA, WASHINGTON 98504-7060

UPON COMPLETION OF CONSTRUCTION, ALL MONUMENTS DISPLACED, REMOVED OR DESTROYED SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE COST AND AT THE DIRECTION OF THE CONTRACTOR, PURSUANT TO THESE REGULATIONS. THE APPROPRIATE FORMS FOR REPLACEMENT OF SAID MONUMENTATION SHALL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR.



APPLICANT

BADGER COMMUNITIES, LLC.
P.O. BOX 1307
GIG HARBOR, WA 98335
(253) 677-3402
CONTACT: GEOFF CLARK

ENGINEER

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE SOUTH
KENT, WA 98032
(425) 251-6222
CONTACT: CARA VISINTAINER, PE

LAND SURVEYOR

ROGERS SURVEYING, INC.
1455 COLUMBIA PARK TRAIL, SUITE 201
RICHLAND, WA 99352
(509) 783-4141
CONTACT: DAVE BAALMAN, PLS

SITE ADDRESS

UNDETERMINED
RICHLAND, WA 99352

PARCEL NUMBER

104-882-0000-03000
104-882-0000-04000
104-882-0000-05000
104-882-0000-06000

UTILITIES

WATER: CITY OF RICHLAND
SEWER: CITY OF RICHLAND
IRRIGATION: BADGER MOUNTAIN IRRIGATION DISTRICT
TELEPHONE: CHARTER / ZIPLY
POWER: RICHLAND ENERGY SERVICES
GAS: CASCADE NATURAL GAS CORPORATION

Revision
No. Date By Ctd. Appr.
Title:
COVER SHEET
FOR
BADGER MOUNTAIN SOUTH
SOUTH ORCHARD MAJOR AMENDMENT

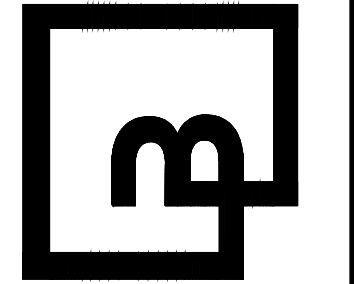
For:
BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335



Scale:
Horizontal 1" = 300'
Vertical N/A

Designed KDM
Drawn KDM
Checked CW
Approved CW
Date 5/8/23

Barghausen
Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com



Job Number
22467.6
Sheet
1 of 18

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

GENERAL INFORMATION:

PROPOSAL NAME: South Orchard – Major Plat Amendment

LOCATION: 2700 Allison Way

APPLICANT: Darrin Sweeney (applicant) on behalf of Badger Communities, LLC (property owner).

PROPERTY OWNER: Badger Communities, LLC

FILE NO.: SA2023-102

DESCRIPTION: Request to amend prior preliminary plat (S2021-104 475 lots on 194.5 acres) to now place 535, single-family residential lots, 2 multi-family lots, and 12 public amenity tracts on 174.37 acres.

PROJECT TYPE: Type III Preliminary Plat Major Amendment

HEARING DATE: June 12, 2023

REPORT BY: Matthew Howie, Senior Planner

RECOMMENDED ACTION: Approval subject to completion of proposed conditions



Vicinity Map

Item: 2700 Allison Way - South Orchard Major Plat Amendment
Applicant: Derrin Sweeney
File #: SA2023-102

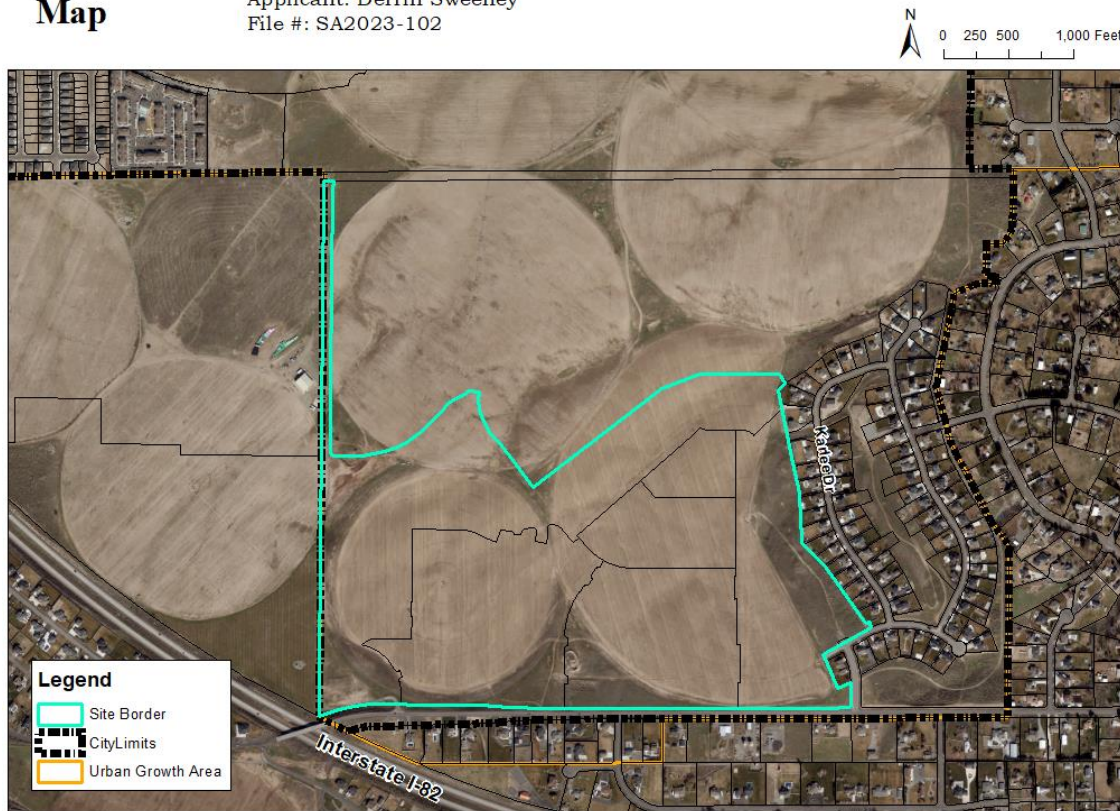


Figure 2 – Vicinity Map

PROJECT DATA

Gross Plat Area:	174.37 acres
Net Planning Area:	132.62 acres
Number of Lots:	549 lots
Land for Streets/Other:	41.75 acres
Gross Density:	3 units/acre
Net Density:	4 units/acre

DESCRIPTION OF PROPOSAL

Darrin Sweeney, applicant, on behalf of Badger Communities, LLC has submitted a Preliminary Plat Major Revision Application (*Exhibit 1*) for the development of an approximately 174.37-acre site, with 537 residential lots and 12 tracts for greenspace, walking trails and the like. The plat includes several residential blocks, civic/open-space, new roadways, and pedestrian trails. *Figure 2* (above) shows the site within its larger context and *Figure 1* (previous page) shows the phasing of the project and plat layout for both the original, approved plat (S2021-104) and the current plat amendment proposal.

Phase 1 (in red) has already begun preliminary grading and other surface site improvements. It will continue as originally proposed in the approved S2021-104 preliminary plat for South Orchard with 325 lots. With this amendment the applicant is requesting an increase in the number of lots on Phases 2 (by 22 lots), 3 (by 29 lots), and 4 (by 13 lots).

The South Orchard site spreads across four (4) parcels (APN 1-04882000006000, 1-04882000003000, 1-04882000004000, 1-04882000005000) north of East Reata Road and west of Karlee Drive. The plats' location is applied with several (primarily residential) Badger Mountain South land use districts. Plat drawings (*Exhibit 1*) include plans detailing the contiguous network of public roadways and utilities serving the proposed lots.

Background

This item was previously the subject of two prior public hearings held before the City of Richland Hearing Examiner on July 12, 2021 and November 17, 2021. Based on the content of the initial July 2021 proposal, the Hearing Examiner remanded the application back to the applicant with a September 29, 2021 Remand Order. *Note, both hearings fell under the same master file number (S2021-104).* The Hearing Examiner's Remand Order focused on the interim status of a BMS-wide traffic impact analysis [TIA]. Because the TIA was not in its final form and not finally approved by the City, the Hearing Examiner was unable to assert that, as proposed, the preliminary plat was in the public interest in terms of transportation infrastructure improvements' mitigating for the impacts of South Orchard on the affected road network. Further, the Hearing Examiner concurred with Staff, finding that no underlying Badger Mountain South Land Use Development Regulations [LUDR] provisions were in place for lots exclusively accessed from private drives or alleys.

In response to the remand, the plat was revised, excluding those lots proposed to be accessed via private drive or alley. In doing so, the lot count was reduced by two. On the topic of the incomplete TIA, revised application materials included a memo from Transportation Engineering NorthWest [TENW] (author of the TIA) suggesting certain transportation improvements would be reasonable to mitigate traffic impacts of the South Orchard proposal. The information provided at that time was sufficiently robust for the Hearing Examiner to approve the preliminary plat with conditions (*Exhibit 3*).

REASON FOR REQUEST

Richland Municipal Code [RMC] Chapter 24.24.055(B)(2) requires that major amendments to preliminary plats are approved by the Hearing Examiner whenever any proposed amendment would result in increasing the number of lots in the subdivision beyond the number previously approved. RMC 24.24.055(C) describes the process to be followed by the Hearing Examiner and Staff regarding Major Plat Amendments:

If the subdivision administrator determines that the proposed amendment is major, the hearing examiner shall hold a public hearing on the proposed major

amendment in accordance with the requirements for preliminary plat approval found within this title; provided, however, that any public hearing on a proposed major amendment shall be limited to whether the proposed major amendment should or should not be approved. Within 30 days following receipt of the hearing examiner's written recommendation, the city council shall approve or disapprove any proposed major amendment and may make any modifications in the terms and conditions of the preliminary plat approval to the extent that they are reasonably related to the proposed amendment. If the applicant is unwilling to accept the proposed major amendment under the terms and conditions specified by the city council, the applicant may withdraw the proposed major amendment and develop the subdivision in accordance with the original preliminary plat approval (as it may have been previously amended).

Additional guidance, as it relates to plat review is below:

24.12.053 Preliminary plat – Required findings.

The hearing examiner shall not approve 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
- D. The application is consistent with the requirements of RMC 19.60.095.

24.12.055 Preliminary plat – Hearing examiner consideration and action.

- A. The application for preliminary plat approval shall be approved, disapproved or returned to the applicant for modification or correction within 90 days of the date of acceptance.
- B. Hearing examiner approval of a preliminary plat shall not guarantee final approval of the plat or subdivision and shall not constitute an acceptance of the subdivision, but shall authorize the subdivider to proceed with the preparation of the final plat along the lines indicated in the preliminary plat.
- C. Approval of the preliminary plat shall be operative for five years from the date of approval by the hearing examiner during which time a final plat or plats may be submitted.
- D. The subdivision administrator may extend the approval period or may require that the preliminary plat must be resubmitted after the expiration of the approval period.

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.

Review Authority

RMC Section 19.20.030 designates the Hearing Examiner as the hearing body responsible for conducting the review of preliminary plat approval applications.

SITE DESCRIPTION & ADJACENT LAND USES

The South Orchard Preliminary Plat is comprised of four parcels totaling approximately 174.37-acres along the southerly edge of Richland's incorporated territory, generally in the southwest sector of the City, south of Badger Mountain.

The site consists of gently rolling hills that were under agricultural production until just recently. South Orchard abuts the existing single-family residential neighborhood of Sunshine Ridge to the east and is adjacent to City limits along the west plat boundary. *Note, since the 2021 preliminary plat approval, the City has taken over responsibility for the section of East Reata Road immediately south.*

Properties to the north and to the west are currently vacant. Parcels on the south side of East Reata Road (within Benton County) contain single-family homes, the Badger Mountain Irrigation District (BMID) office, and an electric sub-station. This segment of developed land narrowly separates East Reata Road from Interstate-82.

CURRENT LAND USE DESIGNATION AND USES:

North: BMS various land use designations, former farmland

East: BMS various land use designations, single-family residential

South: UGAR and RL-1, Benton County, single-family residential

West: RL-1, Benton County, farmland

COMPREHENSIVE PLAN

The City of Richland Comprehensive Plan designates this area as a part of the Badger Mountain South Subarea Plan and subject to the Badger Mountain South Master Agreement. The Agreement calls for the development of a master planned community known as Badger Mountain South for the development of a mixed-use, walkable, and sustainable community with up to 5,000 dwelling units. “Mixed-use” in this case is largely small lot residential in nature, with some multi-family, commercial, and office uses, with generous open spaces and extensive pedestrian trails alongside more traditional automobile infrastructure.

To achieve a more “unique” character within the Subarea Plan, the City partnered with Nor Am Investment, LLC on the Badger Mountain South Master Agreement. This agreement shapes land use via Exhibit C, or, the Land Use and Development Regulations [or LUDR]. Lastly, the City also adopted a Planned Action Ordinance (RMC 19.50.030) for the subarea based on a supplemental environmental impact statement (the 2010 Badger Mountain South Final Supplemental EIS [FSEIS]) which was prepared for the master planned community.

Note that the traditional distinction between Land Use and Zoning is not applicable. Instead, the Master Agreement has its own moniker, “Districts”, of which a number are represented here within South Orchard, including Neighborhood Edge [BMS-NE], Neighborhood General [BMS-NG], Neighborhood Collector [BMS-NC], Civic [BMS-Civic], and, the Special Designation “-P” Overlay District. See the BMS Land Use Map of the LUDR in *Figure 2*, along with District descriptions in *Figure 3* (both on Sheet 2-2), and, this proposal’s contemporary application of the District designations as appears in the *Exhibit 1* application materials in *Figure 4*.

2.B REGULATING PLAN FOR LAND USE AND URBAN FORM

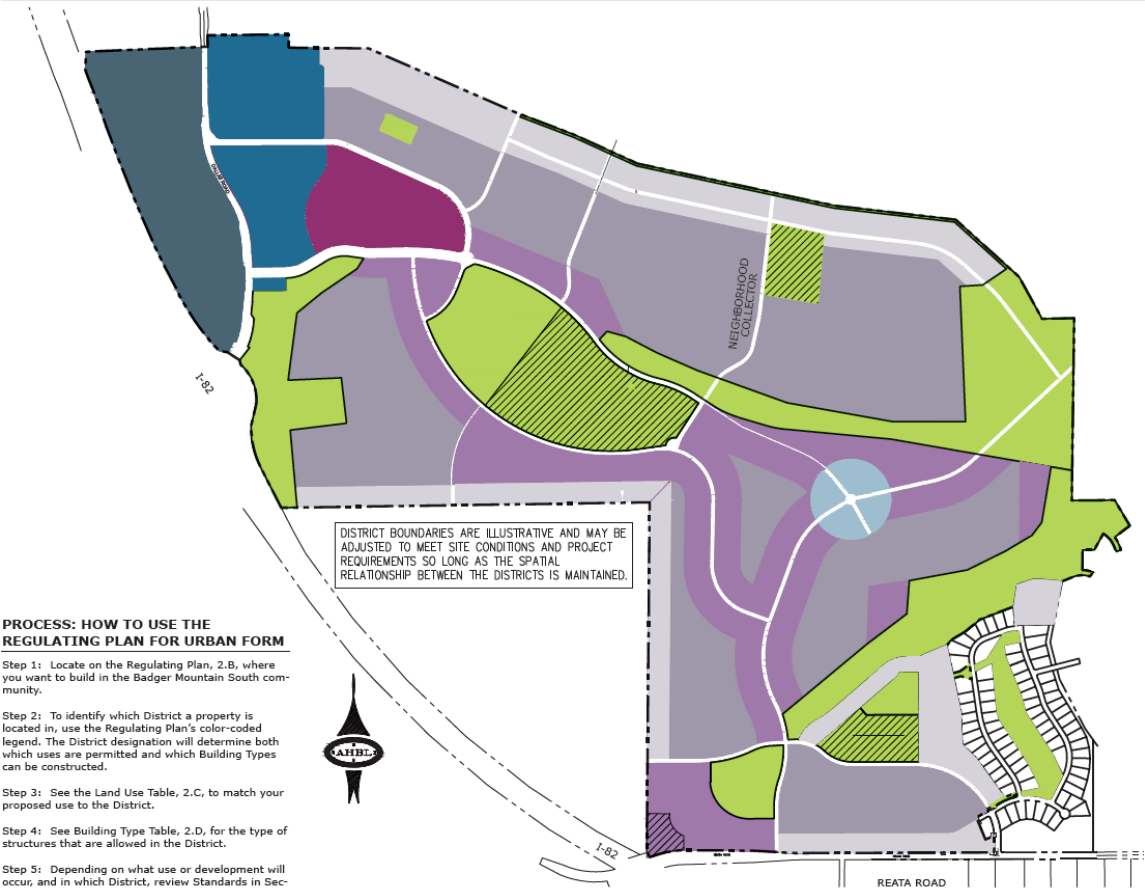


Figure 3 – BMS Land Use Map

DISTRICT LEGEND

The legend identifies the color associated with each District and provides a short introduction to the District intent. The Regulating Plan for Land Use and Urban Form, 2.B, shows where each District is located within Badger Mountain South.

BMS-VMU: VILLAGE MIXED-USE (3.B)

The Village Mixed-Use (VMU) Districts are the most urban areas of Badger Mountain South. They allow commercial uses, housing located above ground floor commercial spaces, Live/Work, Stacked Units and Row Houses.

BMS-NC: NEIGHBORHOOD COLLECTOR (3.C)

The Neighborhood Collector District allows a variety of Multi-family attached housing options as well as smaller scale commercial and Mixed-Uses.

BMS-NG: NEIGHBORHOOD GENERAL (3.D)

The Neighborhood General District makes up the largest area of Badger Mountain South. This District allows Single-Family detached residential with a mix of smaller scale attached housing options.

BMS-NE: NEIGHBORHOOD EDGE (3.E)

The Neighborhood Edge District allows residential uses in detached Single-Family houses and related uses that are compatible and common to Single-Family houses.

BMS-CIVIC (3.F)

The Civic District contains the open space, parks, schools, civic and community spaces. Development in this District is primarily intended for Civic, Community and Institutional Facilities. See also Illustrative Plan for Civic Space Layout, 5.B for detail.

SPECIAL DESIGNATION “-P” OVERLAY DISTRICT

Figure 4 – BMS District Descriptions

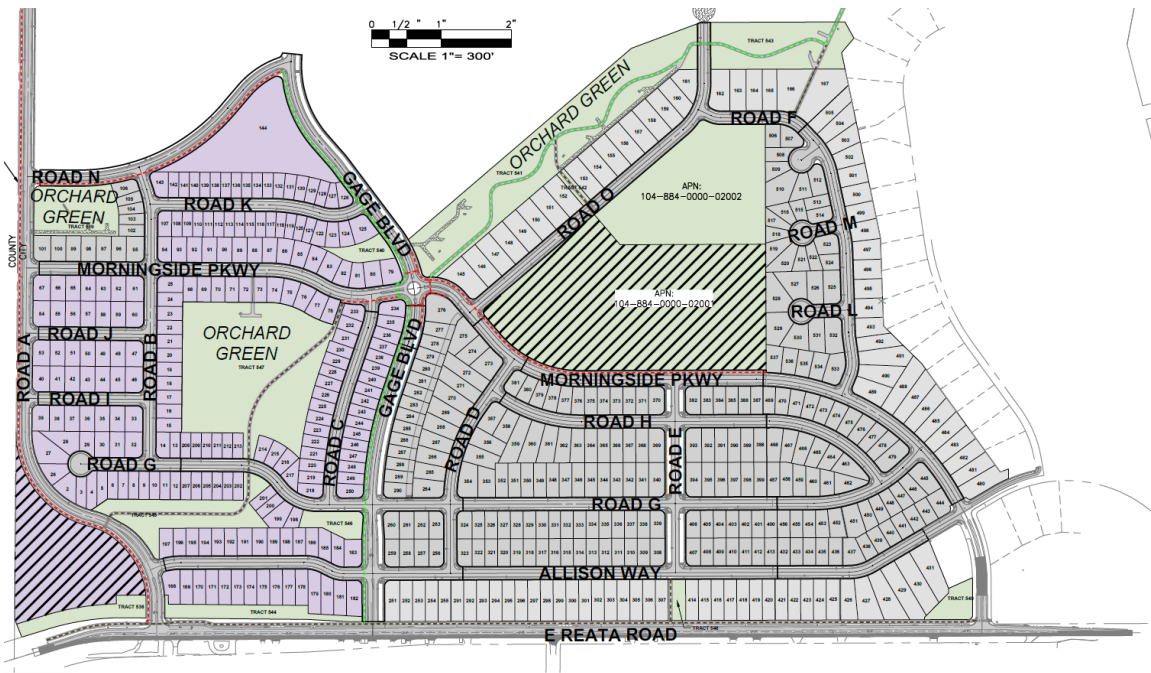


Figure 5 – Site Plan

Applicable Goals & Policies

Provided below is a set of Comprehensive Plan goals & policies which are particularly applicable to the subject residential subdivision.

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 2: Establish land uses that are sustainable and create a livable and vibrant community.

Policy 3: Ensure that the intent of the land use and districts are maintained.

Land Use Goal 3: 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 area consistent with the City's vision.

Provided below is a set of Badger Mountain South Subarea Plan goals & policies which are particularly applicable to the subject residential subdivision.

Comprehensive Plan Land Use Goal 5. The City will encourage efficient use and location of municipal and public facilities such as transportation centers, utility facilities, schools, parks and other public uses.

BMLU Policy 5.3 – Locate school facilities using sound urban design principles and work with the school districts to identify future school sites that are walkable.

Comprehensive Plan Urban Design Goal 1. The City will create a well-planned community with an aesthetically pleasing environment.

BMUD Policy 1.3 – Support the development of the Badger Mountain South area by encouraging a development pattern that resembles traditional neighborhood design.

LUDR Provisions

In lieu of the traditional development standards and special requirements associated with the City's zoning classifications, the LUDR has highly detailed (though often not sufficiently precise) Urban Form Standards within Section 3. For sake of brevity, Staff will not attempt to replicate those details here. However, see the following intent statements associated with the respective Districts represented within South Orchard.

Neighborhood Collector [BMS-NC]

The Neighborhood Collector [BMC-NC] District is found within each of the five residential neighborhoods that comprise Badger Mountain South. These Districts add diversity to the housing found in Badger Mountain South, complement future transit expansion, and provide opportunities to establish intergenerational neighborhoods. They are located primarily along Collector Streets and at the primary entrances to the neighborhoods as shown on the Regulating Plan in Section 2.B. The Neighborhood Collector District is primarily residential that provides a variety of housing. Mixed-Use and Live/Work Buildings in this District provide the flexibility for these areas to accommodate neighborhood-scale commercial uses that respond to the evolving

needs of the community as it grows. Stand-alone, smaller-scale Neighborhood Goods and Services Buildings that serve the needs of the residents, such as churches and day cares, are encouraged in this District (LUDR Section 3.C.B).

Neighborhood Collector [BMS-NC] with Special Designation “-P” Overlay District

The Neighborhood Collector [BMC-NC] District with Overlay is applied to the southwesterly-most corner of the South Orchard preliminary plat site. The LUDR land use table (LUDR Section 2.C) limits this zone to development with “storage” uses exclusively. The LUDR defines storage as “A building or facility that is designed to leave or place materials or other items in” (LUDR Sheet 14-4).

Neighborhood General [BMS-NG]

The Neighborhood General [BMC-NG] District comprises the majority the Badger Mountain South community. This District is primarily residential in character. A variety of housing options are provided to meet the needs of the community. The residents of these Districts are within walking distance of schools, parks, trails, and commercial centers supporting the vision of the community. Single-family houses are accommodated on a variety of lot sizes allowing a range of housing options from cottages to large, detached structures. Smaller scale Multi-family housing options such as Mansion Apartments, Duplexes and Courtyard Housing, are also accommodated when certain siting conditions are met. Additional housing units are permitted in this District through the use of Accessory Units (LUDR Section 3.D).

Neighborhood Edge [BMS-NE]

The Neighborhood Edge [BMC-NE] District is solely residential in character. The houses and lots in this District tend to be a larger scale than the Neighborhood General District. These Districts are typically located along the periphery of the community. Single-family houses and lots are provided in a range of sizes up to large custom homes on 1/4 to 1 acre lots. Houses are typically accessed by streets, on lots without Alleys. Lots are larger to accommodate front street access driveways. Setbacks are deeper to create a more verdant character (LUDR Section 3.E).

BMS Civic

Permitted land uses in the Civic District are limited public facilities (schools), public & private recreation and cultural facilities, places of worship, solar panel arrays, vineyards, telecommunication facilities and parking lots (LUDR Section 3.F).

The Land Use Table on LUDR Sheet 2-3 lists permitted uses in each BMS zone. Section 3 of the LUDR lists development standards including dimensional requirements such as minimum setbacks, to guide development in each District.

Figure 6 – LUDR Dimensional Standards

		BMS-NC	BMS-NG	BMS-NE	CIVIC
Front Build-to-Line	Minimum Maximum	10 feet 20 feet	10 feet 20 feet	15 feet 35 feet ³	None
Side Street Setback	Minimum	10 feet	10 feet	10 feet	None
Side Yard Setback	Minimum	5 feet ¹	5 feet ¹	6 feet	None
Rear Setback (w/o Alley)	Minimum	15 feet	15 feet	15 feet ⁴	None
Alley Setback	Minimum	4 feet or 16 feet min ²	4 feet or 16 feet min ²	4 feet or 16 feet min ²	None
Height	Maximum	35 feet	30 feet	30 feet	40 feet ⁵
Parking	Minimum	1 per unit 1 per 2 units for Senior/ Afford.	1 per unit 1 per 2 units for Senior/ Afford.	1 per unit	3 per 1,000 sf of GFA ⁵

1. Structures may be built with no setback on one side:
 - a. When having a shared common wall at the property line with each structure on an adjacent lot under separate fee ownership; and
 - b. When multiple successive structures on a block face are each placed on the lot with no setback on one side; in this case the other Side Yard setback will be 12 ft. min.
2. Alley setback is measured from edge of Alley easement. To ensure that parking locations off Alley are adequate, buildings shall either be placed at 4 ft. (no parking) OR 16 ft. min. (parking).
3. Maximum setback does not apply to lots equal-to or greater than ¼ acre.
4. For lots in the BMS-NE District that border commercial orchards active at the time these development standards are adopted, no residential structures or swimming pools shall be located within 150 feet, measured from the rear property line, bordering such uses. If active agricultural uses cease, then this requirement shall no longer apply.
5. With caveats.

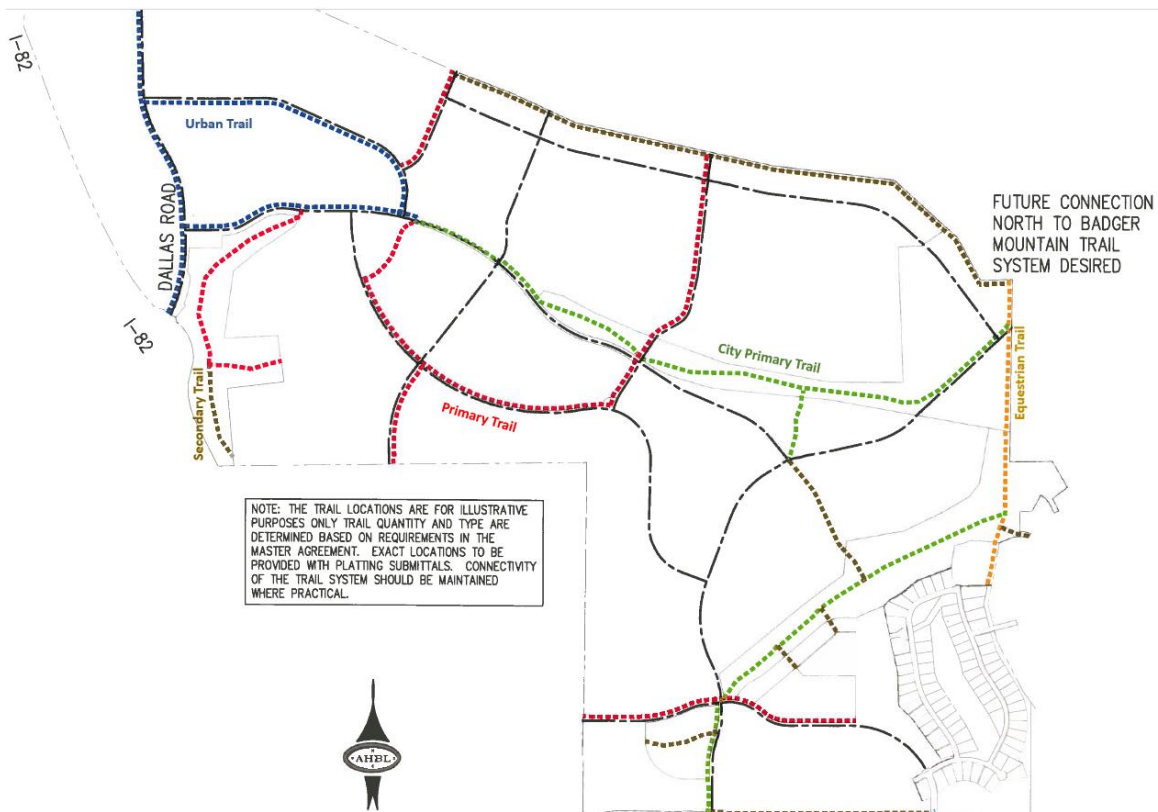


Figure 7 – BMS Master Agreement Trail Layout Plan

LUDR Trail Standards

The LUDR requires a connected system of pedestrian trails be placed throughout the master planned community. South Orchard proposes a total of 20,473 linear feet of such trails (*Exhibit 1*). The Master Agreement Consistency Recommendation [MACR] submitted for the initial preliminary plat application (S2021-104) indicated a Master Agreement credit of 17,497 linear feet of trails which translates to the availability of 1,094 residential units (*Exhibit 2*). Additional length of trails has now expanded the credit to some 1,121 units. Combined with the 441 residential units made available through the provision of 6.6 acres of parks, this plat is allotted a maximum of 1,562 residential units on a concurrency basis as established in the BMS Master Agreement. Sheet 5 of the included site plan (*Exhibit 1*) provides a detailed breakdown of each trail-type and their associated lengths, trail credits and parks credits. The design standards for trails are provided in Section 5.I of the LUDR. Page 4 of the 2021 MACR (*Exhibit 2*) outlines green infrastructure concurrency calculations in fulfilling the plats' obligation schedule. In this case, construction of the new trails fulfills the plats' green infrastructure obligations. The improvement schedule is likewise outlined in Exhibit D of the BMS master agreement.

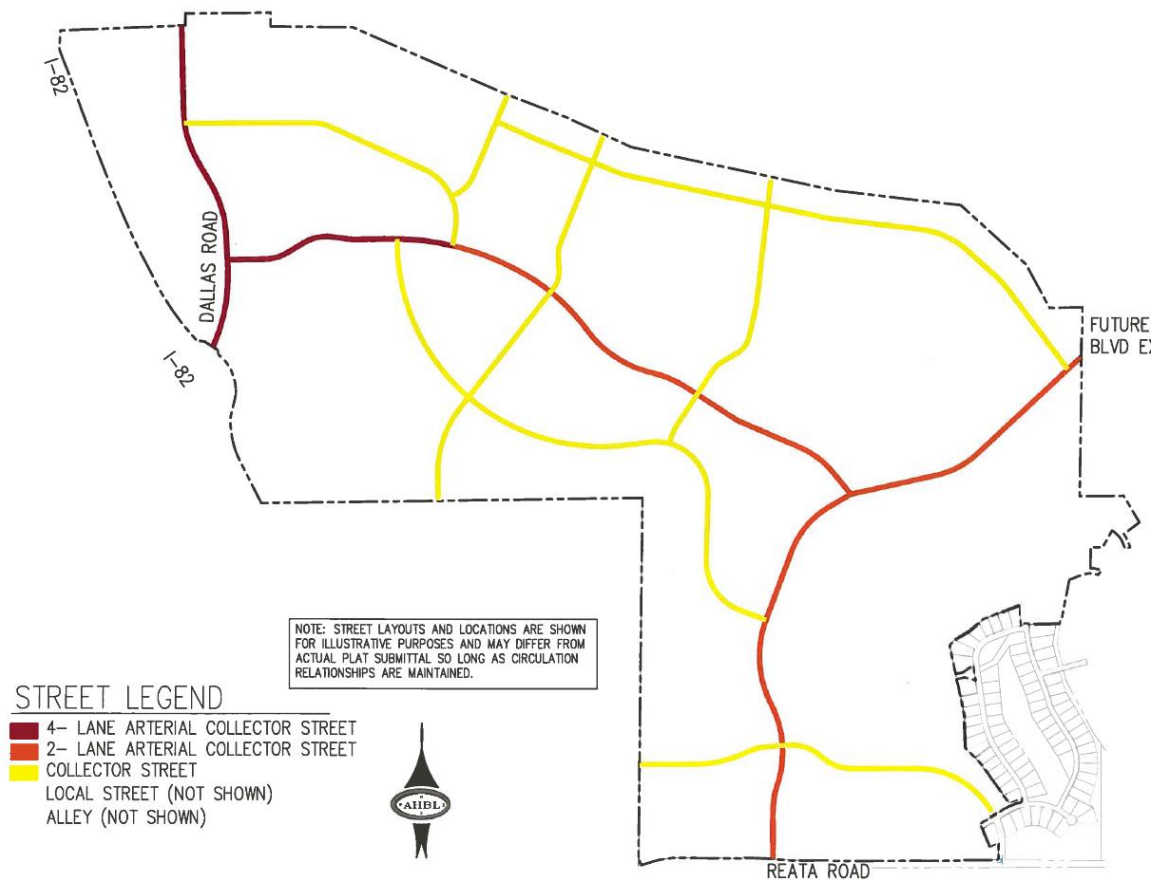


Figure 8 – Regulating Plan for Streets

LUDR Street Standards

The plat includes a planned half-mile segment of Gage Blvd which is planned to be a 2-lane arterial collector street. Eventually, Gage Blvd will extend from the southern boundary of the proposed plat at East Reata Road and continue northeast where it will connect to the preliminary plat of Sienna Hills. The segment in South Orchard will be the southernmost connection point at East Reata Road. In total, South Orchard proposes approximately 6 miles of new roadways.

Block Standards

Section 7.B of the LUDR establishes requirements for the configuration of blocks. This section of the LUDR restricts block length from exceeding 1,000 feet. The maximum block length proposed by South Orchard is approximately 985 feet. As allowed in Section 7.B.3 of the LUDR, portions of the site include non-orthogonal street networks in response to topographical and site constraints. Road "O" between intersections of Road "F" and Morningside Parkway has a length of 1,220 feet between roadways; however, one location along its length gives way for trail access to the Orchard Green open space. Considering the trail access to green space, school site, and park site, Planning Staff believe the block length is acceptable with proposed improvements.

The block on the south side of Alison Way between tract 251 and Morningside Parkway measures approximately 1,250 feet. Tract 548 (for landscape & trail) serves to interrupt this block. This method of reducing block length is acceptable and has been used in other BMS plats for the same purpose.

Density Requirements

The South Orchard project will result in 537 lots available for, but not exclusively limited to, residential development. Two of these lots are designated for multi-family development and twelve (12) parcels are designated for open space/civic land uses. Chapter 7.C of the LUDR establishes density targets for each of the neighborhoods within the Badger Mountain South community. The South Orchard site falls within the South Orchard neighborhood (page 7-3 of the LUDR) which sets a minimum target of 540 units and up to a maximum of 650 units with at least 10% of the areas designated as Neighborhood Collector to be used for multi-family developments or commercial space. In practice, the 10% standard was measured not by the number of lots assigned as single, or, multifamily, but instead on a per-unit basis. Applicant and Staff are aware of two prospective developers proposing no fewer than 160 multi-family residential units on the two proposed multifamily lots, which is well above 10% of the overall residential share required for the Neighborhood Collector area of South Orchard. If built-out as proposed, the 535 single-family homes along with 160 units in multi-family housing would bring the total number of units in South Orchard to 697, above the listed maximum density. However, the boundaries for this plat exceed (are larger than) those proposed originally in the LUDR. Some of this area was originally in the East Market community. Applicant notes that the LUDR (7.C, Note b.) does allow reapportionment of density. Staff believes the expansion of South Orchard beyond its original acreage in the LUDR justifies the 47-unit increase in housing unit density as proposed.

The 2021 MACR (*Exhibit 2*) indicates lots will be developed with a combination of single-family and multi-family residential homes. Page 4 of the 2021 MACR indicates a total of 631 residential units (RU) are anticipated. This figure falls well below the 1,121 residential units available on a concurrency basis. Pursuant to the LUDR Section 1.G(5), final plats must identify housing types allowed on each lot. Section 7.C of the LUDR sets an overall BMS-wide community goal of achieving a composition of 60 percent single-family housing and 40 percent multi-family housing. Currently, a majority of the developed BMS land area is comprised of single-family homes. Development of this plat will contribute toward meeting the stated 40 percent multi-family housing goal as allowed per BMS districting and lots in the Neighborhood Collector district within the current phase. An estimated 160 units are anticipated per the Badger Mountain South Master Plan Administrator [MPA]. Planning Staff and the MPA will need to periodically examine the single-family/multi-family development ratio based on permit-types, to ensure South Orchard achieves the 60/40 ratio.

Procedural Requirements

Section 1H of the LUDR together with RMC 19.50, requires that a Master Agreement Consistency Determination [MACD] be issued by the Planning Department for any

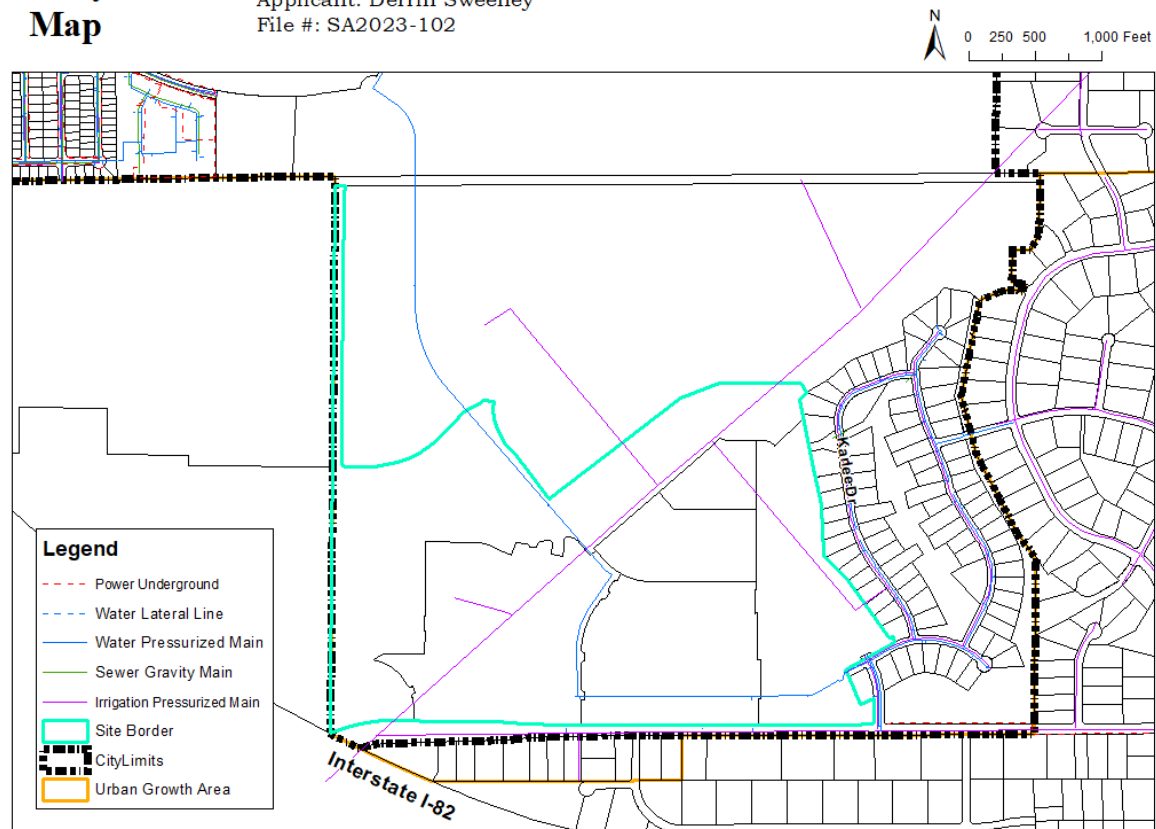
development proposal located within the Badger Mountain South Master Planned Community. This determination is made after consultation with the MPA. An updated Master Agreement Consistency Recommendation was included with this plat application (*Exhibit 1*). Staff has reviewed the current MACR (*Exhibit 1*) and has decided to issue a Master Agreement Consistency Determination (*Exhibit 4*) as justified through the application of recommended approval conditions.

UTILITY AVAILABILITY

There are existing domestic water, sewer, storm, irrigation, and electrical power line connections in place, available within existing rights-of-way near the site with adequate capacity to supply the proposed project.

Utility Map

Item: 2700 Allison Way - South Orchard Major Plat Amendment
Applicant: Derrin Sweeney
File #: SA2023-102



Sewer

Available City maps do not indicate the current presence of connected sewer service within the direct vicinity of the South Orchard plat, though the developer is required to connect to City service during construction. Staff does not doubt the applicant's commitment to connecting to City service. Connection can only proceed after the completion of a new sewer pump station and other Dallas Road improvements. Public

Works' Staff has an updated Subarea sewer service plan to reflect current design expectations.

Water

City maps do indicate the current presence of water mains within the South Orchard preliminary plat, including a 16-inch ductile iron distribution main under future Gage Blvd., Morningside Parkway and Road D connecting to a 12-inch PVC distribution main under Allison Way, ending at the intersection of Morningside Parkway and East Reata Road. This network will expand as development proceeds, as each house will not only require potable water for domestic consumption, but also to supply residential sprinkler systems. It will be the applicant's responsibility to ensure that waterflows and pressures are sufficient.

Power

The City has a 6" conduit with electrical service along East Reata Road to the immediate east of the Morningside Parkway intersection. Power supply will be available to the location to meet future demands. Development interests will be required to make necessary improvements to connect to surrounding network.

Stormwater

No stormwater improvements are currently in place or otherwise shown on City maps. That said, per state and local permits, the developer is responsible for retaining stormwater on site. The plat, as conditioned, will meet the various stormwater requirements applicable.

Irrigation

There is an existing 18-to-20-inch distribution main (with easement) operated by the Badger Mountain Irrigation District running under the future Road O right-of-way and straight in either direction at the termination of said road. Perpendicular to that alignment, two 10-inch distribution mains lead off from there, with one to the east connecting back to Karlee Drive while the other terminates some 1,700 feet to the west. Reference the pinkish lines in *Figure 9*. These were formerly a part of the irrigation for farming interests in the area. It is understood that connections to this system will be made for future residential use.

TRANSPORTATION & ACCESS

Initially, the plat will have four points of access; they are: 1) from the East Reata Road/Gage Blvd. intersection, 2) from Morningside Parkway at Allison Way, 3) the Road A/East Reata Road intersection, and 4) Road A from the north. As future plats are developed on land to the north, Gage Blvd. will eventually connect to Queensgate Drive/Bermuda Road which will accomplish the first City street connection between BMS and the existing neighborhoods in greater south Richland. Other roads in the plat will tie into the BMS road network, adding three other points of connection.

This area is largely characterized as single-family housing in transition from undeveloped and agricultural uses. As such, there are no significant nodes of employment or shopping amenities via suburban scale commercial, office or industrial

development within close proximity. That said, the City does have a pocket of anticipated neighborhood commercial some 2,000-feet to the north on Gage Blvd. This area already has a Badger Mountain South District designation of Village Mixed Use.

Sidewalks will be installed on streets in accordance with City and LUDR street improvement and street cross-section standards. Existing trails and on-street bicycle lanes are also designated by the LUDR and are appropriately provisioned throughout this current proposal. There are no nearby, current (nor proposed) Ben Franklin Transit bus routes.

Traffic Impact Analysis Update

As of May 26, 2023 City Staff have issued their proposed acceptance of the Traffic Impact Analysis [TIA] performed by Transportation Engineering NorthWest [TENW] the previous year (*Exhibit 6* and *Exhibit 7*, respectively). In a letter addressed to the applicant, Staff offer a few recommended changes to the 2022 TIA but otherwise accept the bulk of the analysis, conclusions, and mitigations. The original transportation study was commissioned along with the 2010 Badger Mountain South Final Supplemental EIS [FSEIS] and was subsequently adopted with the aforementioned Badger Mountain South Subarea Plan and approved BMS Master Agreement (2015).

The 2010 study only considered 11 off-site study intersections and 4 on-site study intersections only for the PM peak hour, whereas the 2022 TIA examined future traffic impacts on 26 off-site study intersections and 12 on-site study intersections, considering both AM *and* PM peak hours. All but three studied intersections currently meet the Level-of-Service [LOS] “D” standard with the exception of Dallas Road/I-82 Ramps and the Dallas Road/Arena Road westbound approach.

The 2022 TIA report and 2023 Staff letter agree that every additional 500 p.m. trip milestone reached by the ongoing BMS build-out will trigger a new traffic analysis to be completed. Staff’s recommendations propose improvements to lift certain conflict points above the minimum LOS “D” standard and reimburse more robust improvements to BMS developer, Nor Am. Likewise, the City plans to use the TIA analysis to update its own planning efforts in the area and notify all parties (to include Benton County, City of West Richland, and WSDOT) when new trip milestones are reached via tracking approved building permits. (Note that approved building permits, not approved lot subdivision is the means by which the City tracks p.m. peak trip hours.) Negotiations between Nor Am and the City are ongoing. Nor Am has through June 25, 2023 to respond to the City’s letter.

Staff has compiled the City’s recommended changes to the 2022 TIA as applicable to South Orchard intersections in *Figure 10*. Note at least three of these directly address this Plat (via recommended conditions) as being the trigger for improvements.

Figure 10 – TIA City Analysis

#	Study Intersection	TIA Proposed Mitigation	City Recommended Mitigation	Reason for Difference
I	Gage Boulevard / Morningside Parkway	Two-way stop control - Morningside Parkway Approach	Single lane mini-roundabout	Per South Orchard plat conditions.
24	Morningside Parkway / East Reata Road	TIP/Frontage	Stop control on Morningside approach and TWLTL and right-turn lane onto Morningside.	3-lane design per design standard for this road and EB right-turn lane per WSDOT guidance.
25	Gage Boulevard / East Reata Road	TIP/Frontage	Roundabout - single lane	Per South Orchard plat conditions, meets need for roundabout.
26	Unnamed N/S (aka Southgate) / East Reata Road	TIP/Frontage	Stop control on Unnamed N/S (Road A) approach and TWLTL and right-turn lane on East Reata.	Per South Orchard plat conditions.

Parking

Off-street parking requirements are determined by District-specific standards found within the Badger Mountain South Master Agreement, Exhibit C, also known as the Land Use Development Regulations, or, LUDR.

EASEMENTS

There are several easements currently encumbering the property. A few appear to be in place to reserve area for rights-of-way near East Reata Road, including Allison Way and Morningside Parkway. There is an easement associated with the 10-inch irrigation connection back to Karlee Drive as well. Finally, the “-P” special district has two easements, one for utilities and a second for a SEVA access. Developers will need to contemporize these easements going forward.

FIRE SAFETY

The City of Richland Fire Department will provide fire protection services to the subject property and resulting development. Currently, according to City maps, there are only two hydrants within the plat. One hydrant is along Allison Way in front of lot 431 and the other is inside of the Road D/Allison Way intersection, which will need to be repositioned for future build-out. This development is conditioned on the installation of a number of fire safety assets, including fire hydrants.

SCHOOLS

The plat falls within the boundaries of the Kennewick School District. The school district anticipates the siting of a future elementary school within the plat. Secondary education is anticipated to be placed immediately to the west of Road A in Benton County.

PARKS

There are at least 19.71 acres of planned park and open space, 20,473 linear feet of trails, and 5.66 acres of miscellaneous open space associated with this plat. Additionally, each home will contribute to the development of parks through payment of parks impact fees. Staff concludes park and park-related amenities satisfy the requirements of the various development standards applicable to South Orchard and the requirements of LUDR Section 1.F.1(c) also known as the “3-block proximity rule”.

SEPA

A Supplemental Final Environmental Impact Statement was completed for this site at the time the City adopted the subarea plan for the Badger Mountain South area in 2010. The property was annexed and the City adopted a Planned Action Ordinance (RMC 19.50). The effect of the Planned Action Ordinance is that standard SEPA review is not required, provided that any project proposed within the boundaries of the master planned community is consistent with the master plan and with the mitigation measures identified in the adopted SEPA documents/process. Projects determined to be consistent with the subarea plan, the Master Agreement between the City and Nor Am Investment, and the mitigation measures enumerated in the adopted SEPA documents are issued a Planned Action Consistency Determination (PACD) (*Exhibit 5*).

Critical Areas

Part of the subject site does lie within an existing, recognized 10-year Aquifer Recharge Area. This was within the scope of the original EIS performed for BMS and any impacts have since been accounted for. See 2010 Badger Mountain South Final Supplemental EIS [FSEIS], page 16.

Shoreline Master Program

The subject site lies outside of the jurisdiction of the Shoreline Master Program. This project will have no effect on shorelines of statewide significance. Shoreline permitting requirements are not applicable with this proposal.

AGENCY COMMENTS

A variety of public agencies and City departments were given an opportunity to comment on the proposal. Copies of all agency comments received by the City are included as *Exhibit 9*.

PUBLIC NOTICE

Application Date:

May 9, 2023

Notice of Hearing Mailed:

May 22, 2023

Notice of Hearing Posted:

May 22, 2023

Notice of Hearing Published:
Public Hearing:

May 28, 2023
June 12, 2023

A combined notice of application and SEPA Optional DNS determination 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. Copies of the notices and affidavits are included in *Exhibit 8*.

PUBLIC COMMENTS

At the time this report was prepared, the City has received public comment. In particular, neighbors are concerned about the scope of the future Gage/East Reata intersection. See *Exhibit 10* for the submitted comments.

ANALYSIS

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

- A. *The preliminary plat conforms to the requirements of this title (RMC Title 24)*
 - Section 24.04.060 of the RMC specifies that when the City enters into a development agreement governing the development of a master planned community of over 1,000 acres, the provisions of the agreement supersede the provisions of the City's subdivision regulations. In this case, the Badger Mountain South LUDR takes precedence over the standards contained in the subdivision regulations.
 - That said, the City's subdivision regulations set forth specific requirements for the filing of a plat application, giving public notice of the application, and requiring that the Hearing Examiner conduct a public hearing and make a final decision. These steps have and will be followed by City Staff.
 - Certain LUDR provisions can only be addressed at the time home building permits applications are received by the City. Notice of these LUDR requirements will be provided through notes on the final plat document, thereby informing future lot purchasers that homes constructed within the plat will have to be provided with fire sprinkler systems; that home builders will be subject to park mitigation fees; and that future construction will have to meet the sustainability standards contained in Section 12 of the LUDR and with the design requirements established within Sections 3 and 8 of the LUDR.
- 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;*
 - Several parks and other recreational amenities will be developed within the project site.

- The plat will be served by City domestic water lines currently existing within the project site. Water lines shall have capacity to provide for the proposed project.
 - The plat will be served by City sanitary sewer service currently existing adjacent to the project site. Sewer lines shall have capacity to provide for the proposed project.
 - The plat will be served by Richland Energy Services currently existing adjacent to the project site. Electric service shall have capacity to provide for the proposed project.
 - The plat will be served by Badger Mountain Irrigation District. In the recent past, the district provided water to the agricultural uses on-site. Conversion of the property from agricultural to residential uses will not result in an increase in the amount of irrigation water usage.
 - The site is located within the Kennewick School District. The District owns property surrounded by the plat site, which it intends to develop with a future school.
 - The proposed plat proposes roughly 19.71 acres of open spaces and parks. Additionally, each home will contribute to development of parks through payment of parks impact fees.
 - The plat includes a plan for grading and drainage. The provisions of the planned action for Badger Mountain South requires that the Department of Ecology Stormwater Management Manual for Eastern Washington be used in the design of drainage plans.
 - The proposed street system will provide access from East Reata Road, Gage Blvd. and other new roadways coming in from the north. Richland's Comprehensive Plan indicates East Reata Road is classified as a major collector roadway in the Badger Mountain South community. All streets within the project will be public streets built to the standards identified in the proposed LUDR amendment.
 - The plat will create a segment of Gage Blvd. connecting to East Reata Road.
 - Roadways will also be developed within the plat with sidewalks built to LUDR standards. A contiguous sidewalk network throughout the Badger Mountain South area will contribute to recreational opportunities for residents. The LUDR regulations call for the payment of a park mitigation fee for each dwelling unit constructed within the plat.
 - The project provides for walking paths and sidewalks throughout the subdivision which will accommodate and provide safe walking routes and conditions for school children walking to and from the future planned school site.
- C. *The public use and interest will be served by the platting of such subdivision and dedication;*
- The proposed project is consistent with the Comprehensive Plan and Badger Mountain South Subarea Plan, the Badger Mountain South Master Agreement (including Exhibit C, or, the LUDR), and City design and development regulations. It proposes, parks, trails, housing, and space for a new school, all greatly sought-after amenities (if not desperately needed)

in the area. As conditioned, the proposed project is in the best interest of the public for the reasons of expanding the City's utility and transportation network, enhancing transportation connectivity, increasing parks/open-spaces, providing place for expanded education services, and by contributing to meeting housing demands.

- D. *The application is consistent with the requirements of RMC 19.60.095, which states: 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 proposal is generally consistent with the intent of the Comprehensive Plan, Badger Mountain South Subarea Plan, the Badger Mountain South Master Agreement, Exhibit C (or LUDR), and as conditioned will meet requirements of the Municipal Code as outlined above.
 - b. Impacts of the development have been appropriately identified and mitigated under RMC Chapter 22.09.*
 - The Chapter 22.09 is the City's adoption of the State Environmental Policy Act provisions. The project falls under the Planned Action Ordinance (RMC 19.50.030) adopted by the City in 2010, which is based on the Supplemental Final Environmental Impact Statement adopted in the Badger Mountain South Subarea Plan. The City intends to apply certain road improvement conditions to project approval.
 - c. The development application is beneficial to the public health, safety and welfare and is in the public interest.*
 - The project is consistent with the City's Comprehensive Plan, the Badger Mountain South Subarea Plan, the Badger Mountain South Master Agreement (including Exhibit C, Land Use Development Regulations [LUDR], and, customary City development regulations. It proposes not only to add much needed housing inventory but also educational and recreational amenities. It is considered by Staff to be beneficial to public health, safety and welfare and in the public interest. As mentioned above, Staff is recommending development requirements in the form of conditions, aimed at ensuring the development does not generate any significant impacts which would be detrimental to the peaceful enjoyment of existing land uses in the surrounding vicinity.
- E. *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 project must follow the environmental mitigation as specified in the City's adopted Planned Action Ordinance. As such, the development is tasked with improving transportation facilities to prevent affected roadways from falling below a level of service D. The BMS Master Agreement, Exhibit B, lists a series of transportation-related improvements and study requirements and their associated triggers in terms of peak p.m. vehicle trip volumes. As previously discussed, Exhibit B is nearing a complete update following a 2022 Traffic Impact Analysis by Transportation Engineering NorthWest [TENW]. As discussed in *Transportation & Access*, the City has recently approved this TIA with a limited number of modifications. South Orchard preliminary plat conditions of approval borrow recommendations from said transportation improvements and are applied as recommended conditions of approval. Nor Am is currently reviewing City comments on the TIA. Public Works Staff are confident their recommended conditions of approval adequately mitigate the transportation impacts of the plat.
- F. *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.*
 - The conditions of approval recommended for this project are as a direct result of imposing City design standards and development standards as contained in City Code, the Master Agreement, including the LUDR, and in the environmental mitigation conditions identified in the FSEIS, and, are directly related to the impacts of the proposed development.

FINDINGS, CONCLUSION, AND RECOMMENDATION:

Findings of Fact

1. The property owner in this matter is Badger Communities, LLC. The applicant and lead contact in this matter is Darrin Sweeney.
2. The proposal area is within the jurisdiction of the Richland Comprehensive Plan and the Badger Mountain South Subarea Plan. The project site is located within the Badger Mountain South Master Planned Community. The property is subject to the provisions of the Land Use and Development Regulations [LUDR] adopted for this planned community.
3. All proposed developments subject to the Badger Mountain LUDR regulations are required to be reviewed by the Badger Mountain South Master Plan Administrator [MPA]. The Administrator has issued a Master Agreement Consistency Recommendation (as provided for in Section 1.H of the LUDR) stating that the application meets the terms and obligations of the approved Master Agreement and the requirements of the LUDR.
4. The City has adopted a Planned Action Ordinance for the Badger Mountain South Master Planned Community.
5. The proposed plat lies within the South Orchard neighborhood area identified in section 7.D of the Badger Mountain South LUDR.
6. The project calls for the development of trails in a schedule which is consistent with the green infrastructure improvements called for in the Master Agreement between the City and Nor Am investment, LLC.

7. The proposed plat includes provisions for sidewalks and trails as set forth in the LUDR.
8. The proposed preliminary plat consists of a 174.37-acre site into 537 residential lots and twelve (12) tracts.
9. Improvements proposed to serve the preliminary plat will be consistent with the City's development standards by applying municipal code provisions.
10. The proposed preliminary plat includes provisions for the extension of domestic and irrigation water lines, electrical power lines, and sewer lines to serve the project.
11. The preliminary plat of South Orchard was previously approved via S2021-104.
12. RMC 19.60.095(D) requires that development not lower the level of service standard for transportation facilities below a level of service D.
13. According to Richland Municipal Code (Chapter 22.12), the project is subject to payment of park mitigation fees, which will be used to fund future park improvements within the Badger Mountain South Master Planned Community.
14. The plat illustrates three park sites (Orchard Green) totaling 19.71 acres.
15. No bus service is currently provided in the vicinity of the project site. The Benton Franklin Transit Authority was given an opportunity to comment on the project but did not provide any comments.
16. City Staff and other agencies reviewed the project and have recommended specific conditions of approval as listed in this report.
17. 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.
18. The site is located within the Kennewick School District. The District owns property surrounded by the plat site, which it intends to develop with a future school.
19. The Badger Mountain Subarea Plan identifies sites for future public schools. This South Orchard plats amendment surrounds, but does not include, a future 14-acre school site currently the benefit of the Kennewick School District.
20. Pursuant to RCW 43.21C.440.3(b) a county, city, or town is not required to make a threshold determination and may not require additional environmental review, for a proposal that is determined to be consistent with the development or redevelopment described in the Planned Action Ordinance.
21. Under the provisions of the Planned Action Ordinance, projects are not reviewed through standard State Environmental Policy Act provisions. Rather, review is conducted to determine if the proposed project is consistent with the mitigation measures enumerated in the Master Agreement.
22. The Badger Mountain South Final Supplemental Environmental Impact Statement did not address potential impacts of the development on cultural/historic resources.

23. The subject site is within a 10-year Aquifer Recharge Area. Separate Critical Area requirements are not applicable with this proposal since it was within the scope of the FSEIS.
24. The subject site lies outside of the jurisdiction of the Shoreline Master Program. This project will have no effect on shorelines of statewide significance. Shoreline permitting requirements are not applicable with this proposal.
25. Both the MACR and the preliminary plat document indicate 20,473 linear feet of trails to be constructed.
26. The comment letter from the Washington State Department of Archaeology and Historic Preservation dated June 24, 2021 as included in the S2021-104 Staff Report, requested a professional archaeological survey be performed and the results thereof to be submitted to the Department for review prior to beginning ground-disturbing activities. The Hearing Examiner's December 16, 2021 Decision (*Exhibit 4*) Condition L chose to require an Inadvertent Discovery Plan. Staff would ask the Hearing Examiner to continue that Condition in the upcoming decision on this item, if approved.
27. The MPA issued a Master Agreement Consistency Recommendation [MACR] for the revised plat on May 8, 2023 (*Exhibit 1*).
28. Planning Staff issued a Master Agreement Consistency Recommendation [MACD] for the revised plat, on May 30, 2023 (*Exhibit 4*).
29. Planning Staff issued a Planned Action Consistency Determination [PACD] on May 30, 2023 (*Exhibit 5*).
30. The plat drawing does not represent transportation improvements required by the BMS Master Agreement nor those proposed in the traffic impact analysis by TENW and as contained in the traffic impact analysis letter and report (*Exhibit 6* and *Exhibit 7*). This discrepancy is addressed by way of recommended approval conditions.

Conclusions of Law

1. The proposed preliminary plat is consistent with the Badger Mountain South Subarea Plan 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 BMS master plan.
2. Pursuant to RMC Chapters 19.50, 22.09 and 22.10, the procedures required under the State Environmental Policy Act have been followed.
3. 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.
4. 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 are complete.
5. Recommended approval conditions ensure consistency with the provisions of RMC 19.60.095(D). Mitigating transportation improvements derived from the

2022 traffic impact analysis by TENW and as further recommended by Public Works Staff, are applied as approval conditions.

Recommendation

Staff has completed its review of a proposed major amendment for the South Orchard preliminary plat (SA2023-102) and recommends approval of the request subject to conformance with the recommended conditions of approval, below, which are warranted because the project shall conform to the City's adopted Comprehensive Plan, the Badger Mountain South Subarea Plan, the Badger Mountain South Master Agreement (including Exhibit C, or, the Land Use Development Regulations [LUDR]); and is consistent with the requirements of the City's subdivision regulations. City Staff has likewise issued a Planned Action Consistency Determination [PACD] and a Master Agreement Consistency Determination [MACD] for the plat, also subject to the recommended conditions of approval listed herein.

RECOMMENDED CONDITIONS OF APPROVAL

PUBLIC WORKS CONDITIONS

Pre-Plat Specific Conditions

1. The following street names have previously been approved for this preliminary plat, and should be reflected on the submitted pre-plat amendment:
 - "Road A" = Southgate Way
 - "Road B" = Tarragon Ave.
 - "Road F" = Sumac Ave.
 - "Road G" = Nuthatch St.
 - "Road I" = Scout St.
 - "Road J" = Boxberger St.
 - "Road K" = Stardust St.
 - "Road N" = Grapeview St.
 - "Road O" = Savanna St.
 - Proposed road names for Roads "L" and "M" need to be submitted for review.
2. If any of the tracts have the potential to one day become building lots, utility stubs should be provided to them to avoid the need to cut new streets.
3. Any future storm drainage tracts will be dedicated to the city for ownership. The "Tract Note" on sheet 5 of the pre-plat should be amended to include this.

General Conditions

4. All final, approved plans for public improvements shall be submitted prior to pre-con on a 24" x 36" hardcopy format and also electronically. Addendums are not allowed, all information shall be supplied in full size (and electronic) format. When construction of the public infrastructure has been substantially completed, the applicant shall provide paper and electronic record drawings in accordance with the City's "Record Drawing Requirements". The electronic record drawings shall be submitted in an AutoCAD format compatible with the City's CAD software. The final record drawings 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 final plat.
5. 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. 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. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way construction permit prior to beginning work, per RMC Chapter 12.08. The applicant shall pay a plan review fee based on a cost-per-sheet of engineering infrastructure plans. This public infrastructure plan review fee shall apply each time a project is submitted for review. Please visit the published fee schedule on the City's webpage to find the current per-sheet fee. A permit fee in the amount equal to 3% of the construction costs of the work within the right-of-way or easement will be collected at the time the construction permit is issued.
 7. Public utility infrastructure located on private property will require recording of a City standard form easement prior to final acceptance of the infrastructure. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final platting. 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.
 8. 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.
 9. The contractor and developer 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.
 10. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
 11. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to installation or final platting.

Design Standards

12. 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, Public Infrastructure Design Guidelines 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. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
 - C. All utilities shall be extended to the adjacent property (properties) at the time of construction.
 - D. 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 streets. 12% can be allowed for local streets for short distances.
 - E. The minimum centerline radius for local streets shall be 100-feet.
 - F. 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.
 - G. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
13. 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.
14. 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) and 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 the 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

15. The South Orchard preliminary plat is subject to the City's traffic impact fee program (RMC 12.03). The program includes street and intersection improvements sufficient to mitigate the off-site impacts of this project. The developer of this proposed project may receive credit for construction of the improvements listed in RMC 12.03.
16. The developer provided a Badger Mountain South Traffic Impact Analysis dated February 16, 2022 as required in Exhibit B, Section 5.3 of the Master Development Agreement. The City has accepted the analysis with City proposed changes and transmitted such to the developer. The developer has 30 days upon receipt to contest the proposed changes. If no rebuttal from the developer is received, the City considers the requirements in Exhibit B, Section 5.3 of the Master Development Agreement satisfied for this plat. Final plat approval will not be granted for the first phase of this project until the Badger Mountain South Traffic Impact Analysis is accepted by the Public Works Department.
17. This project will create impacts that shall be mitigated with the following improvements:
 - A. The Gage Blvd./Reata Road intersection improvements shall include the construction of a roundabout designed for the 2040 anticipated full build-out traffic volumes. This intersection should be completed with the phase of construction that connects Gage Boulevard to Reata Road.
 - B. The Gage Blvd./Morningside Parkway intersection improvements shall include a roundabout or mini-roundabout to account for both on-site and planned off-site future peak traffic volumes related to development traffic from the west. These intersection improvements shall be completed along with the phase that constructs the Gage/Morningside intersection.
 - C. The Road A ("Southgate Way")/Reata Road intersection improvements shall include a westbound right turn lane from Reata onto Road A, and a southbound right turn lane from Road A onto Reata. These intersection improvements shall be completed along with the phase that constructs the Road A/Reata Road intersection.
 - D. The Morningside Parkway/Reata Road intersection improvements shall include a westbound right turn lane from Reata onto Morningside, an eastbound left turn lane from Reata onto Morningside, and a southbound right turn lane from Morningside onto Reata. These intersection

improvements shall be completed along with the phase that completes the Morningside Parkway corridor.

- E. Allison Way and Morningside Parkway shall have frontage improvements installed on these existing roadways beginning from Lot 431, proceeding around the corner to the intersection with Reata Road. The east side of Morningside Parkway shall also have frontage improvements installed from Reata Road to the SE corner of the intersection. Frontage improvements shall consist of curb & gutter, sidewalk (or separated pedestrian pathway), additional paving as needed, storm drainage facilities, and street lighting. Pedestrian connectivity is needed from the South Orchard plat to Reata Road.
- 18. The Gage Blvd./Road N ("Grapeview St.") intersection is anticipated as needing a roundabout when future development continues the extension of Gage Blvd. to the north. Adequate right-of-way shall be provided at this intersection for the anticipated roundabout.
- 19. The developer shall conduct a preliminary design of the horizontal and vertical alignment of Gage Blvd. and Road A ("Southgate Way") to a point at least 500-feet offsite to the north, or to its next northerly intersection, whichever is further, to confirm the most appropriate alignment. These designs shall be completed concurrent with phase 1.
- 20. Gage Blvd., Road A ("Southgate Way") and Road N ("Grapeview St.") will be classified as "Major Collectors". On-street parking and driveway accesses for single family lots will not be permitted onto Major Collector streets. Morningside Parkway will be classified as a Minor Collector.
- 21. A note will be included on the face of the final plat stating that no driveways will be allowed directly onto Reata Road with the exception of Lot 1. Proposed driveways from Lot 1 onto Reata Road will need to be approved by the City of Richland Traffic Engineer.
- 22. Lots fronting on Gage Blvd. shall take access from a rear alley easement. Single family residential driveway access to Gage Blvd. will not be permitted.
- 23. The City anticipates an update to the LUDR in the near future that will revise the standard street cross sections throughout Badger Mountain South. The developer is requested to consult with Public Works regarding the anticipated cross section changes and to utilize them in anticipation of the LUDR update being completed. Alternatively, this project shall utilize street cross section designs in the LUDR as it exists at the time of infrastructure permitting.
- 24. Benton County has transferred the Reata Road right of way adjacent to the South Orchard plat to the City's jurisdiction. The intersection designs and Reata Road widening shall be reviewed and approved by the City.
- 25. Traffic calming measures may be required, as approved by the Traffic Engineer.
- 26. The entire road section of Morningside Parkway shall be constructed full-width when the phase that constructs it adjacent to the vacant parcel is developed ("APN 1-0488-400-0002-001"). Sidewalks and street lights can be installed when that vacant parcel is developed.
- 27. A ten-foot public utility easement adjacent to the Reata Road frontage shall be provided on the face of the final plat.

28. Sidewalks shall be installed along all public right-of-way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, HOA tracts, etc.).
29. The developer and his engineer shall demonstrate on the construction plans that all future driveways, sidewalks and pedestrian ramps will meet City and ADA requirements, and also provide at least 5-feet of separation between driveway and/or pedestrian ramp transitions.
30. Pedestrian ramps shall be designed to current City standard details and A.D.A. standards. Adequate right-of-way shall be provided at corners to allow for at least 1-foot of ROW behind the ped. ramp landing. Crosswalks between pedestrian ramps shall be designed to City standards. Crosswalks at stop-controlled intersections shall have cross-slopes less than 2%. Crosswalks crossing thru-streets shall have cross-slopes less than 5%. The road profile shall be designed to accommodate this.
31. The vision-clearance triangle shall be shown on all corner lots (including access easements that serve multiple homes) on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in or within 500-feet of a curve, it will have to be evaluated per AASHTO guidelines. The assumed speeds for sight triangle evaluation are 35 mph for Major Collectors, 30 mph for Minor Collectors and 25 mph for local streets. This information shall be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
32. All private roads (alleys) shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
33. The proposed "alley" road section shall be a private access which is for the use and benefit of the homeowners that abut it, and are to be maintained by the adjacent property owners and/or the HOA. The City of Richland accepts no maintenance responsibility for these rear alley easements.
34. All intersections of private shared driveways and alleys with City streets shall be standard commercial driveway drops constructed to City standards.
35. Street signs indicating any restricted parking areas shall be installed prior to final platting at the developer's expense. The restricted parking areas shall be indicated on the construction plans and the final plat. All signage will be installed by the developer prior to final platting.
36. All roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements. Homes whose sole access is the proposed "rear alley" road section may have to place their garbage cans at locations acceptable to City solid waste collection vehicles.
37. 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 turnarounds built at the end of them. If the temporary turnaround is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water

38. Any grading operations that take place near or over the top of the existing domestic water main shall ensure that adequate cover remains over the water main so as to protect it from breakage or freezing. It shall be the responsibility

- of the developer to re-install any water mains that have too little (or too much) cover over them as a result of grading operations, or that will result in this water main being in a building lot. This water main needs to be within the roadway whenever possible. The existing main shall be exposed and surveyed at multiple locations as part of the grading permit application.
39. The proposed preliminary plat is located within the "Tapteal IV" water pressure zone. It shall be the responsibility of the developer to extend a watermain to and through this property to serve domestic water at the time of plat construction. The water system shall be sized to adequately supply domestic water and fire flows to the proposed development. These water mains shall be extended to the boundaries of the pre-plat.
 40. If the homes within this preliminary plat are required to install residential fire sprinkler systems the sprinkler systems shall be the flow-through type in compliance with the City's cross connection control program.
 41. The fire hydrant layout shall be approved by the City Fire Marshal.
 42. In accordance with Richland Municipal Code Chapter 18.16.080, 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.

Sanitary Sewer

43. 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.
44. This preliminary plat may receive City sanitary sewer service only after completion of a new sewer pump station and required improvements to the existing Dallas Road sewer pump station are completed. The developer shall complete the sewer system design and construction required to serve this project. If the developer constructs capacity beyond the needs of this project it will be eligible for a latecomer agreement per Richland Municipal Code.
45. 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.
46. Sanitary sewer shall be extended to the adjoining properties adjacent to the preliminary plat, where appropriate and where grade allows.

Stormwater

47. 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. The Developer shall be responsible for compliance with the permit conditions. 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. 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.
48. All public storm drainage systems shall have their flow rate and storage capacity designed by a professional engineer following the core elements defined in the latest editions of the Stormwater Management Manual for Eastern Washington, the current Richland municipal codes, the Phase II Municipal Stormwater Permit, and the City's "Public Infrastructure Construction Plan Requirements and Design Guidelines". The storm water calculations shall be stamped by a professional engineer and shall include a profile of the storm system showing the hydraulic grade line. The calculations should include an accurate delineation of the contributing drainage area to accurately size the stormwater facilities. Passing the storm water downhill to an existing storm system will require an analysis of the downstream storm system to determine its capability of accepting the storm water without being overwhelmed. The applicant's design shall provide runoff protection to downstream property owners.
 49. 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.
 50. 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").
 51. Any proposed storm drainage retention facilities within the boundary of the proposed preliminary plat shall not adversely affect neighboring properties.
 52. 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 72 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 percolate within 72 hours.
 53. As per RMC chapter 24.20.070 and the City of Richland's Comprehensive Stormwater Management Plan, the storm drainage system installed as part of this plat may need to be oversized in order to handle the additional flow from future developments in the vicinity. The storm drainage system for this development, both its conveyance and retention / infiltration components, shall

- be designed to effectively manage runoff from upstream properties that can be anticipated to convey stormwater onto this property because of a pre-development runoff condition, or as a result of flows discharged that are in excess of the design storm from the upstream property. Additionally, as this property is upslope of developed properties the stormwater system shall include provisions for possible discharge of runoff onto downslope properties from storms in excess of the design storm as described above. Those provisions may be required to include off-site downslope conveyance facilities and/or flowage easements allowing for the conveyance of stormwater to and across downslope properties.
54. The amount of post-development storm runoff from the proposed site shall be in compliance with RMC Chapter 16.06.
 55. Stormwater collection pipes shall be extended to the adjoining properties adjacent to the plat, where appropriate and where grade allows.
 56. The parcel occupied by the stormwater basin shall be identified as a separate parcel or tract on the final plat and shall be dedicated to the City stormwater utility. The design of the basin shall include access features meeting the city's needs for maintenance.
 57. The developer shall consider the long-term appearance of the storm basin, particularly if it will occupy a prominent location in the development. The City's typical storm pond maintenance practices consist of semi-annual vegetation trimming and silt and debris removal. If the pond location is deemed by City staff as being in a prominent location the developer shall design and install fencing and/or landscaping to mitigate the pond's visible character for the surrounding properties. If the City requires this type of treatment to the pond site the developer may propose landscaping treatments consistent with the development and establish maintenance responsibilities to remain with the development. These maintenance responsibilities shall be noted on the final plat. Basins designed as detention and evaporative basins need to include plantings that will tolerate or thrive in standing water. Planting designs for areas not routinely exposed to water shall include plants that will thrive without irrigation unless the developer intends to maintain an irrigated pond site. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above.
 58. The developer shall be responsible for landscaping the storm pond and for its maintenance and the plantings through the one-year infrastructure warranty period. At 11 months after the final acceptance date the developer shall clean the storm system and basin of all accumulated oil, sediment, and debris. After this maintenance is completed and inspected the City will begin routine maintenance of the system and basin. The developer shall replace any plantings that have failed to survive the warranty period. The developer shall also perform trimmings required to control weeds in excess of 18-inches in height for the 12-months following the date of final plat acceptance.

Final Platting / Project Acceptance Requirements

59. 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. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
60. 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 or right-of-ways 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 final platting.
 61. 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.
 62. Ten-foot wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.
 63. 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.
 64. 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 proposed rear alley easements shall be private roadways which are for the use and benefit of the homeowners that abut said roads, and are to be maintained by the adjacent property owners or the HOA. The City of Richland accepts no maintenance responsibility for rear alley easements"*.
 65. A note shall be added to the face of the plat that states: "The private rear alley easements within this plat are fire lanes and parking is restricted. The required no-parking signs shall be installed by the developer where applicable."
 66. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the property owners to maintain.
 67. A one-foot "No access / screening easement" will be required along the Reata Road, Gage Blvd., Grapeview St., and the Southgate Way Right of Ways.
 68. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
 69. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.
 70. Any restricted parking areas shall be indicated on the final plats.

PLANNING CONDITIONS

71. Ownership and maintenance of privately held open space/park, and other common areas should be included in specific covenants, conditions, and restrictions for the subdivision, sometimes called CC&Rs or CCRs.

EXHIBIT LIST

1. Application Materials
2. S2021-104 Master Agreement Consistency Recommendation [MACR]
3. S2021-104 Hearing Examiner Decision [Packet]
4. Master Agreement Consistency Determination [MACD]
5. Planned Action Consistency Determination [PACD]
6. Traffic Impact Analysis Letter
7. Traffic Impact Analysis Report
8. Public Notice and Affidavits
9. Agency Comments
10. Public Comments



Exhibit I

Application Materials



Plat Amendment Application

☒ Major

☐ Minor

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION

☒ Contact Person

Owner: **Badger Communities, LLC**

Address: **P.O. Box 1307, Gig Harbor, WA 98335**

Phone: **253-677-3402**

Email: **thefourcs@comcast.net**

APPLICANT/CONTRACTOR INFORMATION (if different)

☐ Contact Person

Company:

UBI#:

Contact:

Address:

Phone:

Email:

SURVEYOR INFORMATION

Contact: **Rogers Surveying, Inc.**

Address: **1455 Columbia Park Trail, Suite 201, Richland, WA 99352**

Phone: **509-783-4141**

Email: **ContactUs@rogerssurveying.com**

ENGINEER INFORMATION

Contact: **Barghuasen Consulting Engineers, Inc.**

Address: **18215 72nd Avenue South, Kent, WA 98032**

Phone: **425-251-6222**

Email: **cvisintainer@barghausen.com**

PROPERTY INFORMATION

Parcel #: **See Sheet 1 of the attached plat map**

Zoning: **Badger Mountain South Area**

Legal Description:

See Sheet 4 of the attached plat map

Preliminary Plat Name: **BMS-South Orchard**

☐ Changing

Gross Plat Acreage: **174.37**

Number of Lots: **549**

Smallest Lot Size: **4,581 sf**

Net Lot Area Acreage: **132.62**

Avg. Lot Size: **10,523 sf**

Largest Lot Size: **341,293 sf**

Domestic Water Supply: ☒ City ☐ Private Well

Sewage Disposal: ☒ City ☐ Septic

Irrigation Source: ☐ City ☐ Private Well ☐ Columbia Irrig. District ☐ Kennewick Irrig. District ☒ Other

SEPA Checklist Submitted? ☐ Yes ☒ No

Title Report (Subdivision Guarantee) Submitted? ☐ Yes ☒ No

DESCRIPTION OF ALTERATION

Alterations are lot count with an increase of 64 lots (single family) from the previously entitled 471. Total lot count (including tract, multi-family, single family) is now 549.

APPLICATION MUST INCLUDE

1. Completed application and filing fee
2. Refer to RMC 24.24.055

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: Darrin Sweeney

Applicant Signature: _____ Date _____

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

LEGEND

	EXISTING	PROPOSED
CURB AND GUTTER		
CONCRETE		
ASPHALT		
GRAVEL		
RIPRAP		
PAINT STRIPING		
DIRECTIONAL ARROW		
SIGN		
CONTOURS		
WATER LINE		
FIRE HYDRANT		
WATER METER		
WATER VALVE		
IRRIGATION LINE		
IRRIGATION METER		
STORM LINE		
CATCH BASIN TYPE 1		
CATCH BASIN TYPE 2		
SANITARY SEWER LINE		
SANITARY SEWER FORCE MAIN		
SANITARY SEWER MANHOLE		
SANITARY SEWER CLEANOUT		
POWER OVERHEAD LINE		
POWER UNDERGROUND LINE		
POWER VAULTS		
UTILITY POLE		
FIBER LINE		
FIBER VAULT		
RIGHT-OF-WAY LINE		
PROPERTY LINE		
EASEMENT LINE		

CIVIL SHEET INDEX

1	OF 18	COVER SHEET
2	OF 18	ROAD SECTIONS
3	OF 18	ROAD SECTIONS
4	OF 18	LEGAL DESCRIPTIONS
5	OF 18	BMS DISTRICTS AND GREEN SPACE CALCS
6	OF 18	LOT LAYOUT
7	OF 18	LOT LAYOUT
8	OF 18	LOT LAYOUT
9	OF 18	LOT LAYOUT
10	OF 18	LOT TABLES
11	OF 18	GRADING AND DRAINAGE PLAN
12	OF 18	GRADING AND DRAINAGE PLAN
13	OF 18	GRADING AND DRAINAGE PLAN
14	OF 18	GRADING AND DRAINAGE PLAN
15	OF 18	UTILITY PLAN
16	OF 18	UTILITY PLAN
17	OF 18	UTILITY PLAN
18	OF 18	UTILITY PLAN

TOPOGRAPHIC NOTE

THE EXISTING CULTURAL AND TOPOGRAPHIC DATA SHOWN ON THESE DRAWINGS HAS BEEN PREPARED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, BARGHAUSEN CONSULTING ENGINEERS, INC. CANNOT ENSURE ACCURACY AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THAT INFORMATION OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THESE DRAWINGS AS A RESULT.

PHASING LEGEND

PHASE	LOTS	UNITS	TRACTS
1	167	325	6
2	123	123	4
3	130	130	1
4	117	117	1

*DOES NOT INCLUDE PARCELS 104-884-0000-02001 AND 104-884-0000-02002

LAND USE TABLE

	ENTITLED	AMENDED
TOTAL SITE AREA	194.54 ACRES	174.37 ACRES**
TOTAL LOTS	475	549**
SINGLE FAMILY LOTS	471	535
MULTI-FAMILY LOTS	2	2
CIVIC LOTS	2	2***
TRACTS	29	12
MIN. SINGLE FAMILY LOT AREA	4,581 SF (LOT 118)	4,581 SF (LOT 118)
MAX SINGLE FAMILY LOT AREA	29,627 SF (LOT 167)	29,627 SF (LOT 167)
AVERAGE SINGLE FAMILY LOT AREA	9,177 SF	8,066 SF
PARK AREA (CIVIC)	286,505 SF	286,505 SF
SCHOOL AREA (CIVIC)	610,678 SF	597,465 SF
MULTI-FAMILY AREA	359,681 SF	356,956 SF
SINGLE-FAMILY AREA	4,315,286 SF	4,315,286 SF
TRACT AREA	30.59 ACRES	25.36 ACRES
ROW AREA	35.65 ACRES	41.75 ACRES
**DOES NOT INCLUDE PARCELS 104-884-0000-02001 AND 104-884-0000-02002		
***EXISTING CIVIC PARCELS 104-884-0000-02001 AND 104-884-0000-02002		

LUDR NOTES

- ALL RESIDENTIAL STRUCTURES LOCATED WITHIN THIS PLAT SHALL CONFORM TO THE BUILDING STANDARDS CONTAINED IN SECTIONS 2 AND 3 OF THE LAND USE AND DEVELOPMENT REGULATIONS FOR BADGER MOUNTAIN SOUTH COMMUNITY (LUDR).
- ALL RESIDENTIAL STRUCTURES LOCATED WITHIN THIS PLAT SHALL CONFORM TO THE SUSTAINABILITY STANDARDS CONTAINED IN SECTION 12 OF THE LUDR.
- THE LOT SIZES SHOWN DO NOT REFLECT THE ALLOWED MINIMUM OR MAXIMUM SIZES PERMITTED WITHIN BADGER MOUNTAIN SOUTH. SMALLER OR LARGER LOTS THAT MEET CODE MAY BE PRESENT AT THE TIME OF FINAL PLAT.
- ALL TRACTS SHOWN WILL BE OWNED AND MAINTAINED BY A HOMEOWNER'S ASSOCIATION INSTITUTED BY THE DEVELOPER AND SHALL CONFORM TO THE USES DESIGNATED AT THE TIME OF FINAL PLAT.

VERTICAL DATUM

NAVD 88
BENCHMARK 1 - ELEVATION = 801.875' PER CITY OF RICHLAND SURVEY DEPARTMENT.
SOUTHWEST CORNER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN.
BRASS DISK WITH "X" IN CASE, CENTERLINE OF DALLAS ROAD, APPROXIMATELY 0.75 MILES NORTH OF INTERSTATE 82, EXIT 104.
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION.
ALSO DESIGNATED AS "ERIE AZI", POINT IDENTIFICATION NUMBER 2668.
BRASS DISK STAMPED "ERIE" SET AT GROUND LEVEL, ATOP FIRST SADDLE EASTERLY OF RADIO TOWERS AT THE PEAK OF BADGER MOUNTAIN, APPROXIMATELY 10 FEET NORTH OF THE GRAVEL ACCESS ROAD.

BASIS OF BEARING

DATUM - NAD 83/91
BASIS OF BEARING - NORTH 77°19'12" EAST ALONG A LINE BETWEEN THE FOLLOWING TWO POINTS:
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, MONUMENT DESIGNATED AS "ERIE AZI", POINT IDENTIFICATION NUMBER 2668. BRASS DISK STAMPED "ERIE" SET AT GROUND LEVEL, ATOP FIRST SADDLE EASTERLY OF RADIO TOWERS AT THE PEAK OF BADGER MOUNTAIN, APPROXIMATELY 10 FEET NORTH OF THE GRAVEL ACCESS ROAD.
N = 330320.261'
E = 1940161.471'

CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"

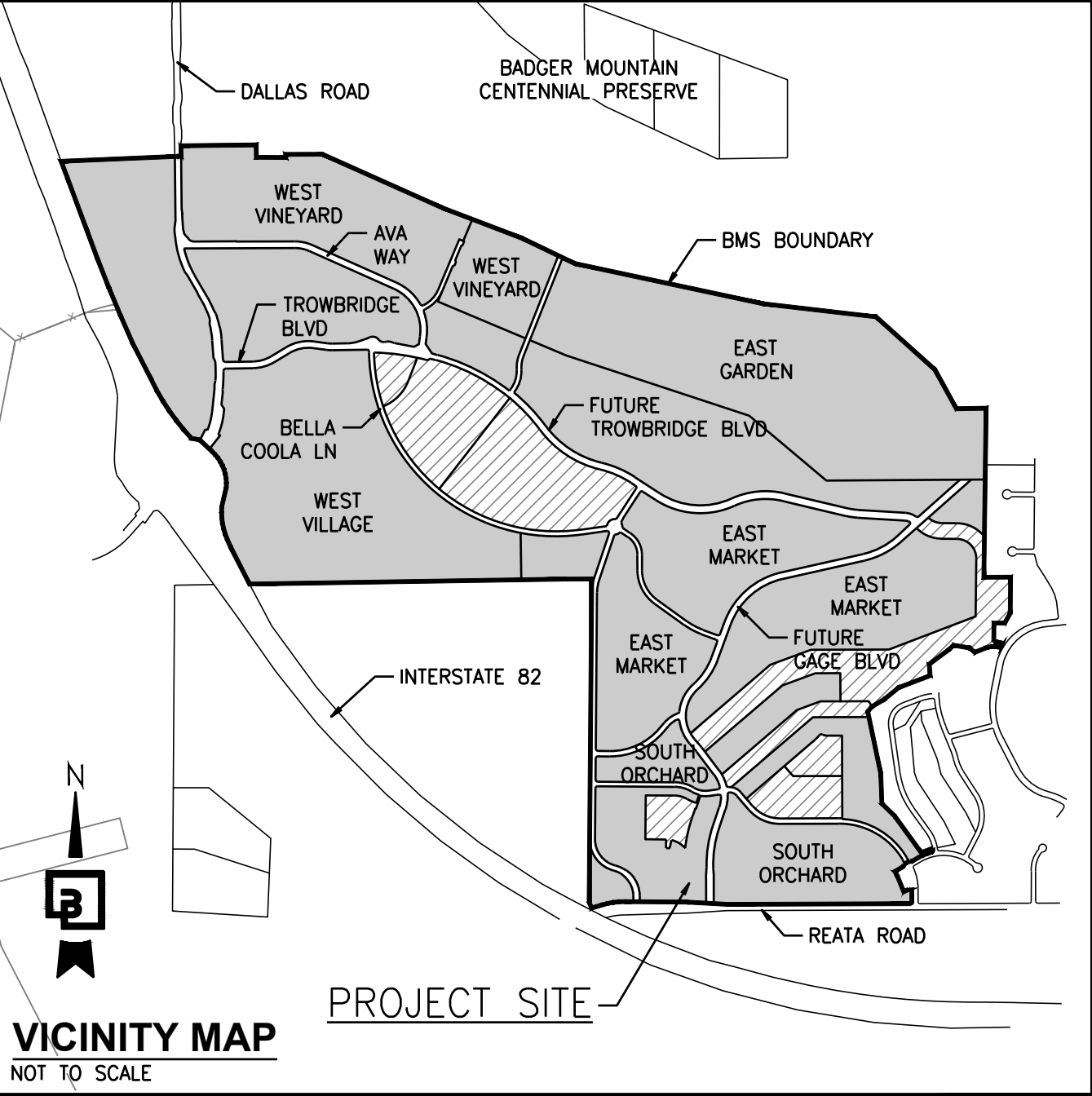
UTILITY CONFLICT NOTE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATIONS, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS NOR NOT BY POTHOLES THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-424-5555 AND THEN POTHOLES ALL OF THE EXISTING UTILITIES AT LOCATION OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

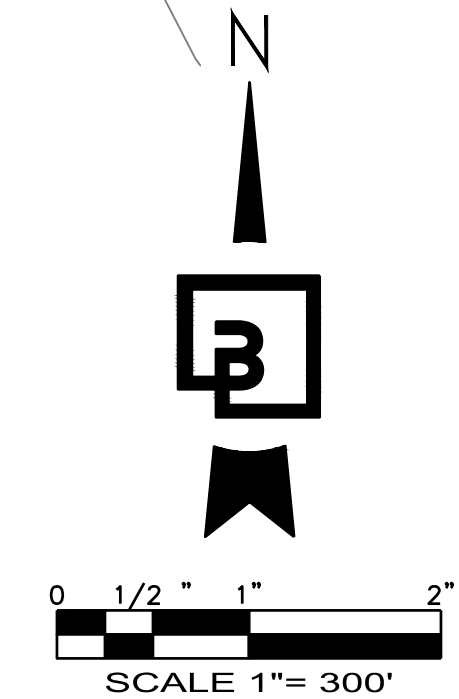
CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR OBTAINING PERMITS FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES FOR REMOVING AND REPLACING ALL SURVEY MONUMENTATION THAT MAY BE AFFECTED BY CONSTRUCTION ACTIVITY, PURSUANT TO WAC 332-120. APPLICATIONS MUST BE COMPLETED BY A REGISTERED LAND SURVEYOR. APPLICATIONS FOR PERMITS TO REMOVE MONUMENTS MAY BE OBTAINED FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES, OR BY CONTACTING THEIR OFFICE BY TELEPHONE AT (206) 902-1190.

WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES
PUBLIC LAND SURVEY OFFICE
1111 WASHINGTON STREET S.E.
P.O. BOX 47060
OLYMPIA, WASHINGTON 98504-7060

UPON COMPLETION OF CONSTRUCTION, ALL MONUMENTS DISPLACED, REMOVED OR DESTROYED SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE COST AND AT THE DIRECTION OF THE CONTRACTOR, PURSUANT TO THESE REGULATIONS. THE APPROPRIATE FORMS FOR REPLACEMENT OF SAID MONUMENTATION SHALL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR.



VICINITY MAP
NOT TO SCALE



APPLICANT

BADGER COMMUNITIES, LLC.
P.O. BOX 1307
GIG HARBOR, WA 98335
(253) 677-3402
CONTACT: GEOFF CLARK

ENGINEER

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE SOUTH
KENT, WA 98032
(425) 251-6222
CONTACT: CARA VISINTAINER, PE

LAND SURVEYOR

ROGERS SURVEYING, INC.
1455 COLUMBIA PARK TRAIL, SUITE 201
RICHLAND, WA 99352
(509) 783-4141
CONTACT: DAVE BAALMAN, PLS

SITE ADDRESS

UNDETERMINED
RICHLAND, WA 99352

PARCEL NUMBER

104-882-0000-03000
104-882-0000-04000
104-882-0000-05000
104-882-0000-06000

UTILITIES

WATER: CITY OF RICHLAND
SEWER: CITY OF RICHLAND
IRRIGATION: BADGER MOUNTAIN IRRIGATION DISTRICT
TELEPHONE: CHARTER / ZIPLY
POWER: RICHLAND ENERGY SERVICES
GAS: CASCADE NATURAL GAS CORPORATION

Revision
No. Date By Cld. Appr.
Title:
COVER SHEET
FOR
BADGER MOUNTAIN SOUTH
SOUTH ORCHARD MAJOR AMENDMENT

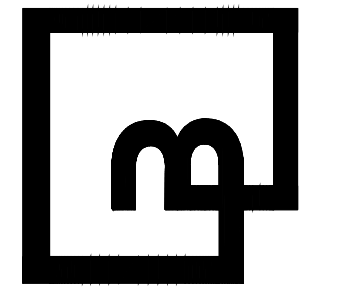
For:
BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335



Scale:
Horizontal 1" = 300'
Vertical N/A

Designed KDM
Drawn KDM
Checked CW
Approved CW
Date 5/8/23

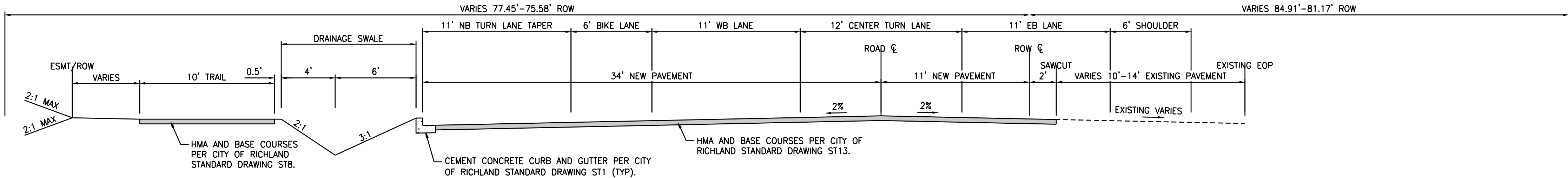
Barghausen
Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com



Job Number
22467.6
Sheet
1 of 18

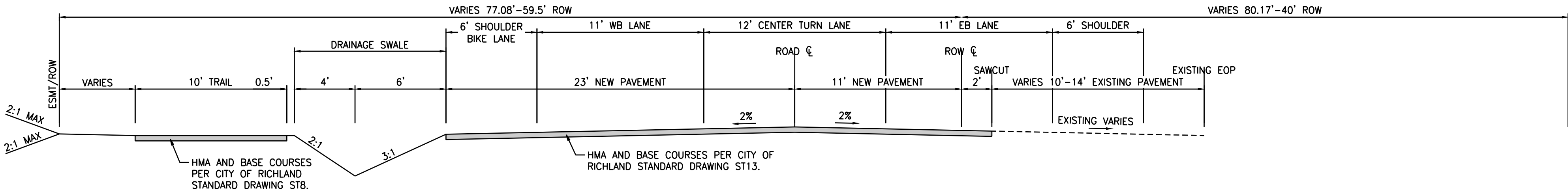
BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



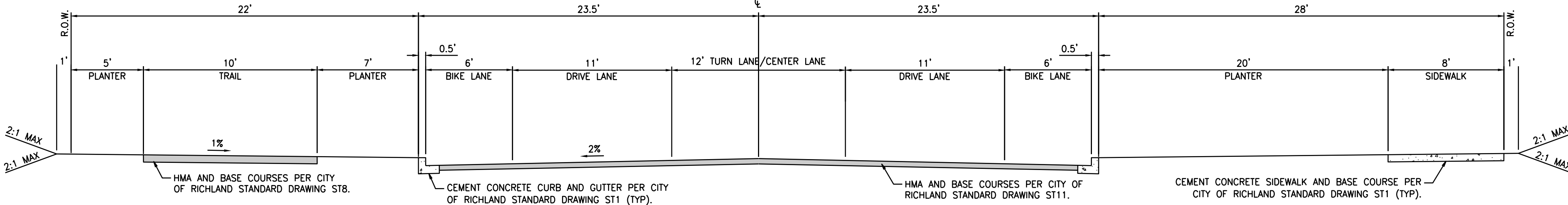
1 REATA ROAD TURN LANE SECTION

2 SCALE: NOT TO SCALE (REATA ROAD)



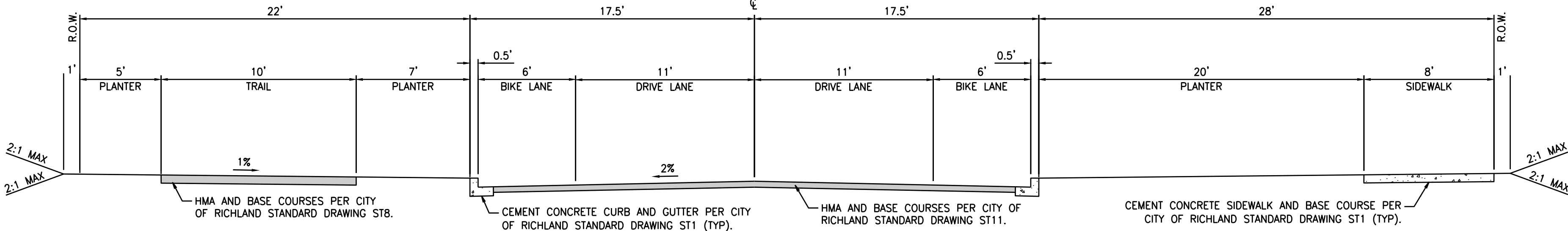
2 REATA ROAD SECTION

2 SCALE: NOT TO SCALE (REATA ROAD)



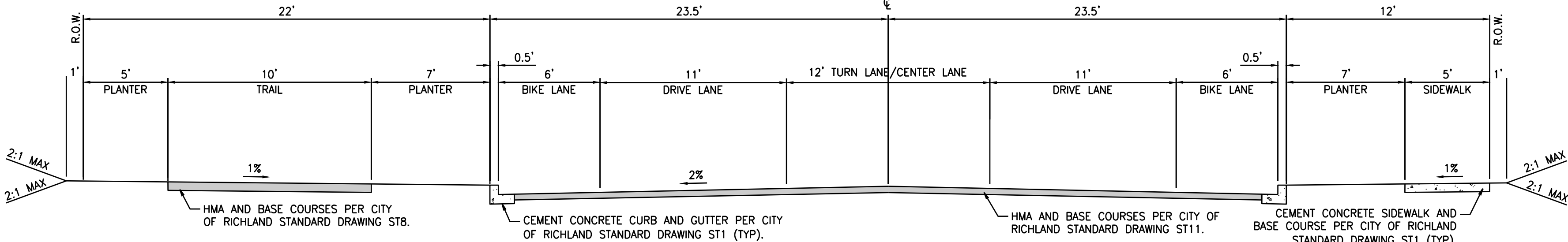
3 MAJOR COLLECTOR 3 LANE EDGE TYPE B

2 SCALE: NOT TO SCALE (GAGE BLVD)



4 MAJOR COLLECTOR 2 LANE EDGE TYPE B

2 SCALE: NOT TO SCALE (GAGE BLVD)



5 MAJOR COLLECTOR 3 LANE EDGE TYPE A AND B

2 SCALE: NOT TO SCALE (ROAD A)

CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"

UTILITY CONFLICT NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POTHOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-424-5555 AND THEN POTHOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

No.	Date	By	Chd.	Appr.	Revision
Title:					
ROAD SECTIONS					
FOR					
BADGER MOUNTAIN SOUTH					
SOUTH ORCHARD MAJOR AMENDMENT					

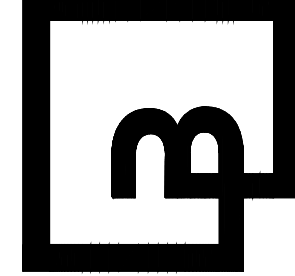
For: BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335



Scale: Horizontal N/A Vertical N/A

KDM	KDM	CW	CW	Date
Designed	Drawn	Checked	Approved	5/8/23

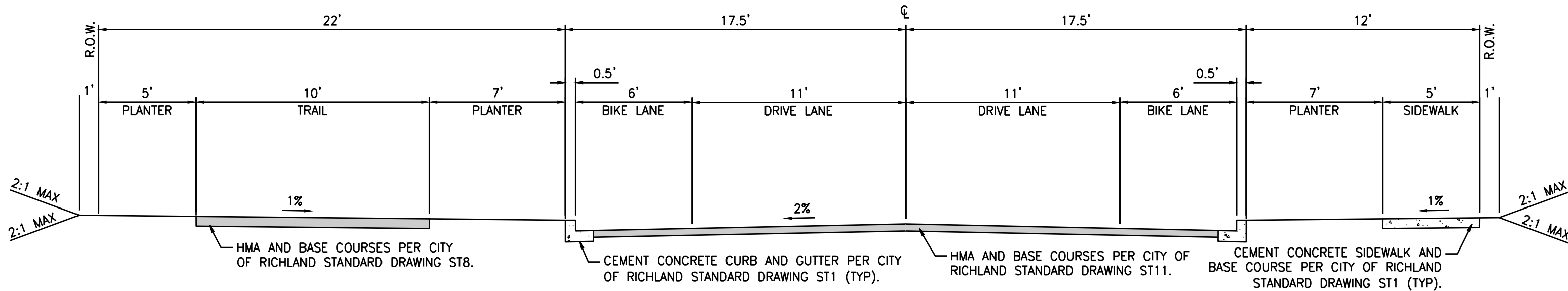
Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com



Job Number	22467.6
Sheet	2 of 18

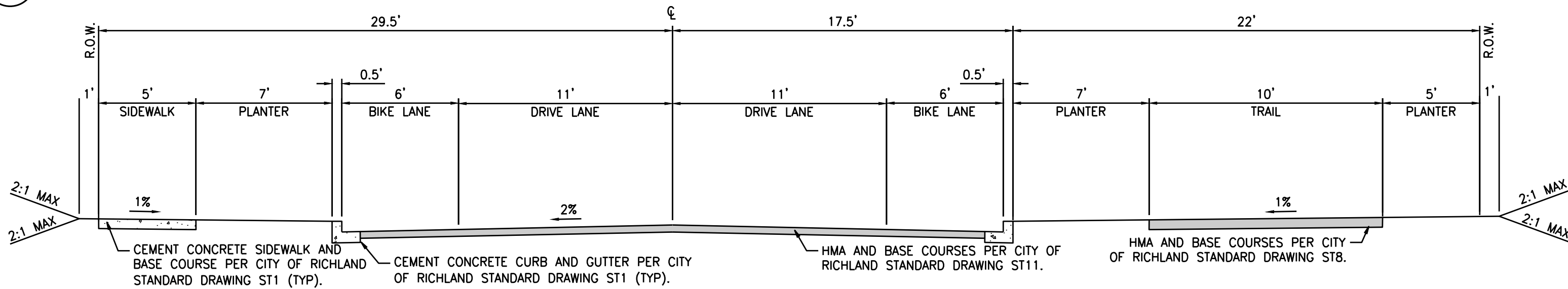
BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



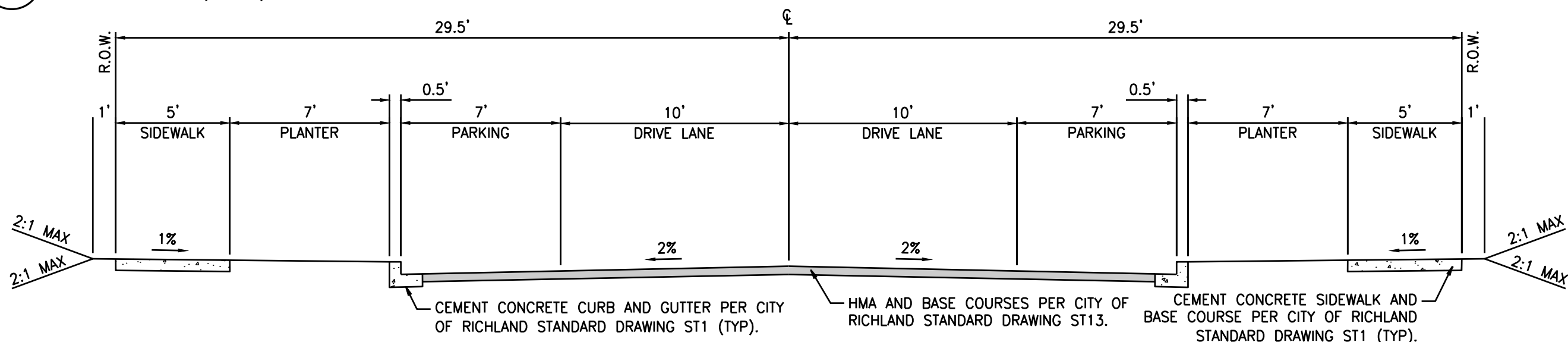
6 MAJOR COLLECTOR 2 LANE EDGE TYPE A AND B

3 SCALE: NOT TO SCALE (ROAD A)



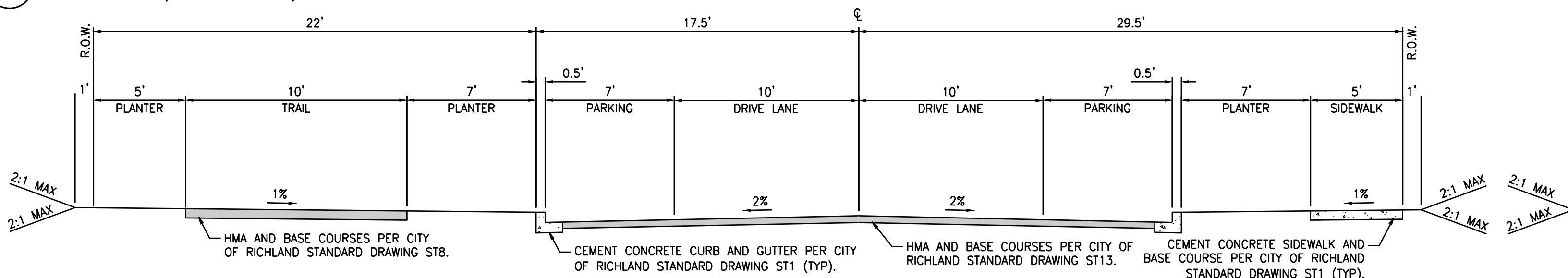
7 MAJOR COLLECTOR 2 LANE EDGE TYPE B AND A

3 SCALE: NOT TO SCALE (ROAD N)



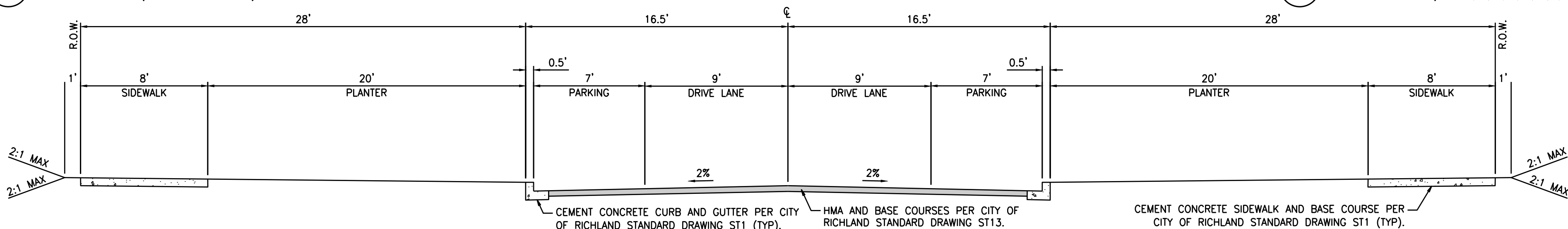
8 MINOR COLLECTOR EDGE TYPE A

3 SCALE: NOT TO SCALE (MORNINGSIDE PARKWAY)



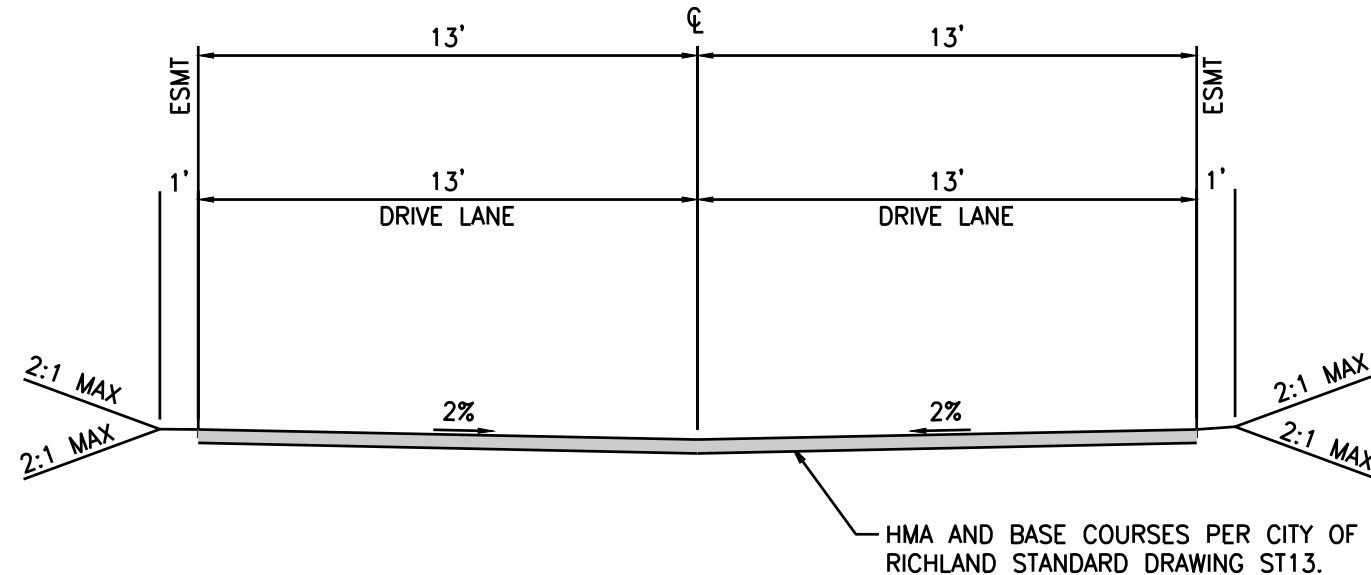
9 MINOR COLLECTOR EDGE TYPE B AND A

3 SCALE: NOT TO SCALE (MORNINGSIDE PARKWAY)



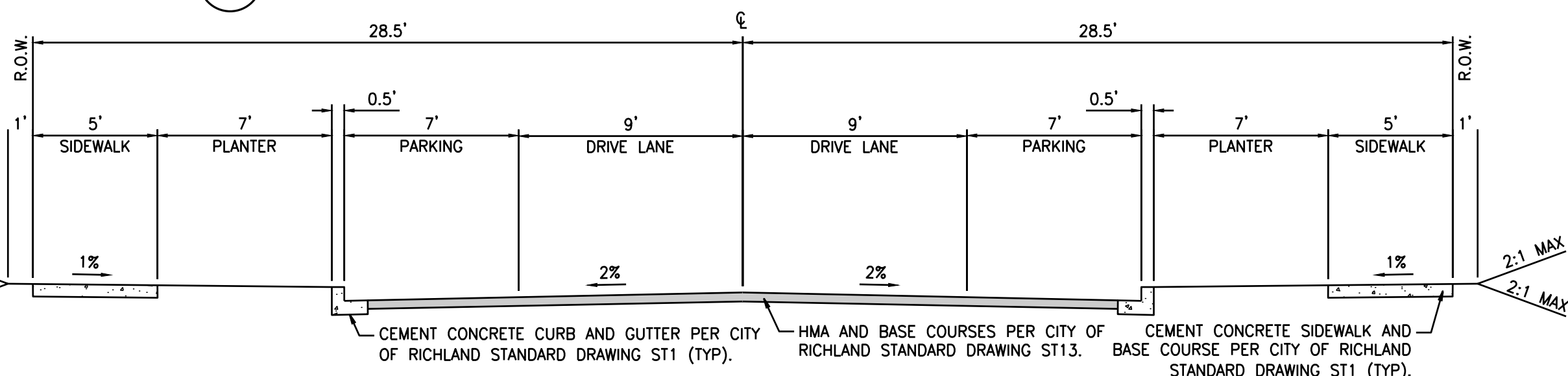
11 LOCAL ACCESS EDGE TYPE B

3 SCALE: NOT TO SCALE (ROAD E)



12 ALLEY SECTION

3 SCALE: NOT TO SCALE



10 LOCAL ACCESS EDGE TYPE A

3 SCALE: NOT TO SCALE (ROAD B, C, D, F, G, H, I, J, K, L, M, O, ALLISON WAY)

CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"

UTILITY CONFLICT NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POTHOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-424-5555 AND THEN POTHOLES ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

Revision	No.	Date	By	Chd.	Appr.

Title: ROAD SECTIONS FOR BADGER MOUNTAIN SOUTH SOUTH ORCHARD MAJOR AMENDMENT

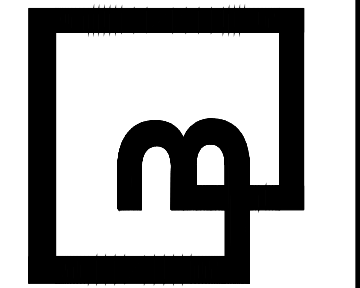
For: BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335



Scale:	Horizontal	Vertical
	N/A	N/A

Designed	KDM	Drawn	KDM	Checked	CW	Approved	CW	Date	5/8/23
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Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com



Job Number	22467.6
Sheet	3 of 18

EXISTING PARCEL LEGAL DESCRIPTIONS

PARCEL 104-882-0000-03000
THAT PORTION OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 28 EAST WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 4; THENCE SOUTH 0°27'45" WEST 68.76 FEET TO THE SOUTHWEST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN DEED RECORDED UNDER AUDITOR'S FILE NUMBER 2009-012090, RECORDS OF BENTON COUNTY AND THE POINT OF BEGINNING; THENCE NORTH 89°44'48" EAST 80.06 FEET ALONG THE SOUTH LINE OF SAID PARCEL C TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 470.50 FEET (THE LONG CHORD OF SAID CURVE BEARS SOUTH 6°41'05" WEST 101.99 FEET); THENCE LEAVING THE SOUTH LINE OF SAID PARCEL C SOUTHWESTERLY 102.19 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°26'41"; THENCE SOUTH 0°27'45" WEST 2002.26 FEET PARALLEL WITH AND 60.00 FEET EASTERLY OF THE WEST LINE OF SAID SECTION 4 TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHEASTERLY 39.27 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°59'57"; THENCE SOUTH 89°32'12" EAST 156.17 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 820.50 FEET; THENCE NORTHEASTERLY 713.20 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°48'10"; THENCE NORTH 40°39'38" EAST 102.85 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 404.50 FEET; THENCE NORTHEASTERLY 213.10 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 30°11'06" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 25.00 FEET; THENCE NORTHEASTERLY 28.45 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 65°11'48"; THENCE SOUTH 84°21'03" EAST 85.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 454.50 FEET (THE LONG CHORD OF SAID CURVE BEARS SOUTH 17°47'35" EAST 361.62 FEET); THENCE SOUTHEASTERLY 371.91 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 46°53'03"; THENCE SOUTH 41°14'06" EAST 100.48 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 511.50 FEET; THENCE SOUTHEASTERLY 37.11 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 4°09'27"; THENCE SOUTH 37°04'40" EAST 366.99 FEET; THENCE NORTH 49°26'25" EAST 1264.93 FEET; THENCE NORTH 69°37'16" EAST 318.90 FEET; THENCE NORTH 89°48'08" EAST 618.96 FEET; THENCE SOUTH 29°04'39" EAST 79.80 FEET TO THE NORTHERLY MOST CORNER OF LOT 7 OF THE PLAT OF REATA RIDGE-PHASE 1A OF BADGER MOUNTAIN GOLF AND COUNTRY CLUB ACCORDING TO THE SURVEY THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 389, RECORDS OF BENTON COUNTY; THENCE SOUTH 40°22'10" WEST 81.35 FEET ALONG THE WESTERLY BOUNDARY OF SAID PLAT; THENCE SOUTH 11°52'29" EAST 144.08 FEET ALONG THE WESTERLY BOUNDARY OF SAID PLAT; THENCE SOUTH 46°43'03" WEST 299.01 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 121.50 FEET; THENCE SOUTHWESTERLY 100.55 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°25'07" (THE LONG CHORD OF SAID CURVE BEARS NORTH 66°29'19" WEST 97.71 FEET) THENCE SOUTH 89°48'08" WEST 50.80 FEET TO THE NORTHEAST CORNER OF THAT PARCEL DESCRIBED IN DEED RECORDED UNDER AUDITOR'S FILE NUMBER 2010-005611, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE SOUTH 89°48'22" WEST 192.13 FEET ALONG THE NORTH BOUNDARY OF SAID PARCEL TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 125.00 FEET; THENCE NORTHWESTERLY 37.82 FEET ALONG THE ARC OF SAID CURVE AND ALONG THE NORTH LINE OF SAID PARCEL THROUGH A CENTRAL ANGLE OF 17°20'02"; THENCE NORTH 72°51'37" WEST 52.28 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 289.00 FEET; THENCE SOUTHWESTERLY 87.07 FEET ALONG THE ARC OF SAID CURVE AND ALONG THE NORTHWESTERLY BOUNDARY OF SAID PARCEL THROUGH A CENTRAL ANGLE OF 17°15'47" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 40°48'46" WEST 86.75 FEET) THENCE SOUTH 49°26'39" WEST 117.27 FEET ALONG THE NORTHWESTERLY BOUNDARY OF SAID PARCEL; THENCE SOUTH 40°33'21" EAST 26.81 FEET ALONG THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL; THENCE SOUTH 49°26'25" WEST 59.95 FEET; THENCE NORTH 40°33'35" WEST 132.19 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 120.50 FEET; THENCE NORTHWESTERLY 104.64 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°45'21" TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 40.06 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°49'06" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE WEST HAVING A RADIUS OF 545.50 FEET; THENCE SOUTHERLY 121.27 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°44'15"; THENCE NORTH 79°23'48" WEST 85.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE WEST HAVING A RADIUS OF 460.50 FEET; THENCE NORTHERLY 78.62 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 09°46'55" (THE LONG CHORD OF SAID CURVE BEARS NORTH 05°42'45" EAST 78.52 FEET) TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 25.00 FEET; THENCE NORTHWESTERLY 42.99 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 98°31'02"; THENCE SOUTH 82°18'16" WEST 67.89 FEET;
TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 34.87 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 79°55'10" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE WEST HAVING A RADIUS OF 343.50 FEET; THENCE SOUTHERLY 21.25 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°32'42"; THENCE NORTH 84°04'12" WEST 57.00 FEET; TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 25.00 FEET; THENCE NORTHWESTERLY 42.06 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 96°23'52" (THE LONG CHORD OF SAID CURVE BEARS NORTH 42°16'08" WEST 37.27 FEET) TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 339.50 FEET; THENCE NORTHWESTERLY 82.33 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°53'38"; THENCE SOUTH 18°45'13" WEST 100.84 FEET; TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 440.00 FEET; THENCE NORTHWESTERLY 127.50 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°36'10" (THE LONG CHORD OF SAID CURVE BEARS NORTH 67°03'12" WEST 127.05 FEET) TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 310.00 FEET; THENCE NORTHWESTERLY 166.56 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 30°47'05"; THENCE NORTH 89°32'12" WEST 370.39 FEET; THENCE SOUTH 00°27'48" WEST 560.00 FEET; THENCE NORTH 89°32'12" WEST 5.00 FEET; THENCE SOUTH 00°27'48" WEST 111.50 FEET; THENCE SOUTH 89°31'54" EAST 2.64 FEET; THENCE SOUTH 00°27'54" WEST 178.50 FEET;
THENCE NORTH 89°32'12" WEST 315.00 FEET; THENCE SOUTH 55°44'11" WEST 84.41 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 345.50 FEET; THENCE SOUTHEASTERLY 6.76 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°07'15" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 75°11'26" EAST 6.76 FEET) TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 404.50 FEET; THENCE SOUTHEASTERLY 105.37 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°55'33"; THENCE SOUTH 60°49'31" EAST 37.04 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 293.19 FEET; THENCE SOUTHEASTERLY 94.18 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°24'15" TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 410.50 FEET; THENCE SOUTHEASTERLY 99.90 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°56'36" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHEASTERLY 33.90 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 77°41'59" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 328.50 FEET; THENCE NORTHEASTERLY 13.01 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°16'08"; THENCE SOUTH 13°54'32" EAST 57.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 39.43 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°22'18" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 30°54'19" WEST 35.47 FEET) TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 410.50 FEET; THENCE SOUTHWESTERLY 100.92 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°05'12"; THENCE SOUTH 00°11'38" EAST 70.13 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY MARGIN OF REATA ROAD; THENCE NORTH 89°29'23" WEST 187.22 FEET ALONG SAID NORTHERLY RIGHT OF WAY MARGIN TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1080.00 FEET; THENCE SOUTHWESTERLY 317.85 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID NORTHERLY RIGHT OF WAY MARGIN THROUGH A CENTRAL ANGLE OF 16°51'45" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 81°21'52" WEST 316.70 FEET) THENCE SOUTH 73°10'53" WEST 121.42 FEET ALONG SAID NORTHERLY RIGHT OF WAY MARGIN TO THE EASTERLY BOUNDARY OF LOT 1 OF THE RIDGE AT REATA WEST PHASE 1, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 452, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE NORTH 21°44'10" WEST 83.86 FEET ALONG THE EASTERLY BOUNDARY OF SAID LOT 1; THENCE NORTH 00°27'45" EAST 4057.12 FEET ALONG THE EASTERLY BOUNDARY OF SAID LOT 1 TO THE POINT OF BEGINNING.

CONTAINS 72.34 ACRES, MORE OR LESS

PARCEL 104-882-0000-04000
THAT PORTION OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 28 EAST WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:
COMMENCING AT THE WESTERLY MOST CORNER OF THAT PARCEL DESCRIBED IN DEED RECORDED UNDER AUDITOR'S FILE NUMBER 2010-005611, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE SOUTH 40°33'21" EAST 26.81 FEET ALONG THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 40°33'21" EAST 99.03 FEET ALONG SAID SOUTHWESTERLY BOUNDARY TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 462.50 FEET; THENCE SOUTHEASTERLY 162.63 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID SOUTHWESTERLY BOUNDARY THROUGH A CENTRAL ANGLE OF 20°08'47"; THENCE SOUTH 29°25'41" WEST 60.36 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 36.82 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 84°23'14" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 77°14'04" WEST 33.58 FEET) THENCE SOUTH 35°02'27" WEST 59.00 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 39.17 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°45'40"; THENCE SOUTH 35°16'47" WEST 57.02 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE WESTERLY 38.93 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°12'59" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 79°38'57" WEST 35.11 FEET) THENCE SOUTH 35°02'27" WEST 49.41 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 646.50 FEET; THENCE SOUTHWESTERLY 358.28 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°45'09" TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 40.79 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 93°28'57"; THENCE SOUTH 00°11'38" EAST 57.00 FEET; THENCE SOUTH 89°48'22" WEST 1.15 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 39.27 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00"; THENCE SOUTH 00°11'38" EAST 57.00 FEET; THENCE SOUTH 89°48'22" WEST 29.50 FEET; THENCE SOUTH 00°11'54" EAST 195.62 FEET TO THE NORTHERLY RIGHT OF WAY MARGIN OF REATA ROAD; THENCE SOUTH 89°48'18" WEST 138.58 FEET ALONG SAID NORTHERLY RIGHT OF WAY MARGIN; THENCE NORTH 86°46'14" WEST 500.91 FEET ALONG SAID NORTHERLY RIGHT OF WAY MARGIN; THENCE NORTH 89°29'23" WEST 614.62 FEET ALONG SAID NORTHERLY RIGHT OF WAY MARGIN; THENCE NORTH 00°11'38" WEST 70.13 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 410.50 FEET; THENCE NORTHWESTERLY 100.92 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°05'12" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE NORTHEASTERLY 39.43 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°22'18"; THENCE NORTH 13°54'32" WEST 57.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 328.50 FEET; THENCE SOUTHWESTERLY 13.01 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°16'08" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 74°57'24" WEST 13.01 FEET) TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE NORTHWESTERLY 33.90 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 77°41'59" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 410.50 FEET; THENCE NORTHWESTERLY 99.90 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°56'36" TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 293.19 FEET; THENCE NORTHWESTERLY 94.18 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°24'15"; THENCE NORTH 60°49'31" WEST 37.04 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 404.50 FEET; THENCE NORTHWESTERLY 105.37 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°55'33" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 345.50 FEET; THENCE NORTHWESTERLY 82.33 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°53'38" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 83°31'15" EAST 82.12 FEET) TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHEASTERLY 42.06 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 96°23'52"; THENCE SOUTH 84°04'12" EAST 57.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE WEST HAVING A RADIUS OF 343.50 FEET; THENCE NORTHERLY 21.25 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°32'42" (THE LONG CHORD OF SAID CURVE BEARS NORTH 04°09'27" EAST 21.25 FEET) TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE NORTHEASTERLY 34.87 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 79°55'10"; THENCE NORTH 82°18'16" EAST 67.89 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHEASTERLY 42.99 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 98°31'02" TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 460.50 FEET; THENCE SOUTHERLY 78.62 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 09°46'55"; THENCE SOUTH 79°23'48" EAST 85.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE WEST HAVING A RADIUS OF 545.50 FEET; THENCE NORTHERLY 121.27 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°44'15" (THE LONG CHORD OF SAID CURVE BEARS NORTH 04°14'05" EAST 121.02 FEET) TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE NORTHEASTERLY 40.06 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°49'06" TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 120.50 FEET; THENCE SOUTHEASTERLY 104.64 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°45'21"; THENCE SOUTH 40°33'35" EAST 132.19 FEET; THENCE NORTH 49°26'25" EAST 59.95 FEET TO THE POINT OF BEGINNING.

CONTAINS 40.89 ACRES, MORE OR LESS

PARCEL 104-882-0000-05000
THAT PORTION OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 28 EAST WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:
COMMENCING AT THE WESTERLY MOST CORNER OF THAT PARCEL DESCRIBED IN DEED RECORDED UNDER AUDITOR'S FILE NUMBER 2010-005611, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE SOUTH 40°33'21" EAST 125.84 FEET ALONG THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 462.50 FEET; THENCE SOUTHEASTERLY 162.63 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID SOUTHWESTERLY BOUNDARY THROUGH A CENTRAL ANGLE OF 20°08'47" TO THE POINT OF BEGINNING; THENCE SOUTH 29°25'41" WEST 60.36 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 36.82 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 84°23'14" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 77°14'04" WEST 33.58 FEET) THENCE SOUTH 35°02'27" WEST 59.00 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 39.17 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°45'40"; THENCE SOUTH 35°16'47" WEST 57.02 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE WESTERLY 38.93 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°12'59" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 79°38'57" WEST 35.11 FEET) THENCE SOUTH 35°02'27" WEST 49.41 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 646.50 FEET; THENCE SOUTHWESTERLY 358.28 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°45'09" TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 40.79 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 93°28'57"; THENCE SOUTH 00°11'38" EAST 57.00 FEET; THENCE SOUTH 89°48'22" WEST 1.15 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY 39.27 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00"; THENCE SOUTH 00°11'38" EAST 57.00 FEET; THENCE SOUTH 89°48'22" WEST 29.50 FEET; THENCE SOUTH 00°11'54" EAST 195.62 FEET TO THE NORTHERLY RIGHT OF WAY MARGIN OF REATA ROAD; THENCE NORTH 89°48'18" EST 1349.99 FEET ALONG SAID NORTHERLY RIGHT OF WAY; THENCE NORTH 0°11'38" WEST 195.60 FEET; THENCE NORTH 89°48'22" EAST 13.68 FEET; THENCE NORTH 0°11'38" WEST 296.58 FEET; THENCE SOUTH 89°48'22" WEST 25.00 FEET; THENCE NORTH 0°11'38" WEST 353.55 FEET; THENCE SOUTH 89°48'22" WEST 15.00 FEET; THENCE NORTH 0°11'38" WEST 178.33 FEET; THENCE SOUTH 88°07'05" EAST 11.07 FEET; THENCE NORTH 1°46'15" EAST 61.58 FEET TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN DEED RECORDED UNDER SAID AUDITOR'S FILE NUMBER 2010-005611; THENCE SOUTH 89°48'25" WEST 799.34 FEET ALONG THE SOUTHERLY BOUNDARY OF SAID PARCEL TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 462.50 FEET; THENCE NORTHWESTERLY 238.05 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID SOUTHERLY BOUNDARY THROUGH A CENTRAL ANGLE OF 29°29'27" TO THE POINT OF BEGINNING.

CONTAINS 32.38 ACRES, MORE OR LESS

PARCEL 104-882-0000-06000
THAT PORTION OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 28 EAST WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN DEED RECORDED UNDER AUDITOR'S FILE NUMBER 2010-005611, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE NORTH 00°11'38" WEST 1065.50 FEET ALONG THE EASTERLY BOUNDARY OF SAID PARCEL; THENCE NORTH 89°48'08" EAST 50.80 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 121.50 FEET; THENCE SOUTHEASTERLY 100.55 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°25'07"; THENCE NORTH 46°43'03" EAST 299.01 FEET TO A POINT ON THE WESTERLY BOUNDARY OF THE PLAT OF REATA RIDGE PHASE 1A OF THE BADGER MOUNTAIN GOLF & COUNTRY CLUB, ACCORDING TO THE SURVEY THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 389, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE THE FOLLOWING 26 COURSES ALONG THE WESTERLY BOUNDARY OF SAID PLAT: THENCE SOUTH 11°52'29" EAST 195.19 FEET; THENCE SOUTH 11°50'59" EAST 60.17 FEET; THENCE SOUTH 11°52'13" EAST 410.41 FEET; THENCE SOUTH 02°05'01" EAST 29.09 FEET; THENCE SOUTH 02°06'25" EAST 115.72 FEET; THENCE SOUTH 02°13'29" EAST 124.96 FEET; THENCE SOUTH 01°59'32" EAST 112.74 FEET; THENCE SOUTH 45°21'47" EAST 18.17 FEET; THENCE SOUTH 45°26'02" EAST 213.10 FEET; THENCE SOUTH 35°57'02" EAST 33.87 FEET; THENCE SOUTH 35°57'43" EAST 424.08 FEET; THENCE SOUTH 36°00'59" EAST 116.35 FEET; THENCE NORTH 69°52'33" EAST 155.89 FEET; THENCE SOUTH 09°17'26" EAST 25.86 FEET; TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHWESTERLY 29.86 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 85°32'52" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 33°30'13" WEST 27.16 FEET) TO THE BEGINNING OF A NON-TANGENT REVERSE CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 630.00 FEET; THENCE SOUTHWESTERLY 184.72 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°47'59" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 67°53'46" WEST 184.06 FEET) THENCE SOUTH 59°29'40" WEST 100.06 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 20.00 FEET; THENCE NORTHWESTERLY 30.24 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 86°38'43" (THE LONG CHORD OF SAID CURVE BEARS NORTH 77°10'07" WEST 27.44 FEET); THENCE SOUTH 61°19'45" WEST 80.12 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHERLY 32.81 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 93°59'55" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 12°28'48" WEST 29.25 FEET) THENCE SOUTH 59°29'40" WEST 130.71 FEET; THENCE SOUTH 30°30'20" EAST 59.99 FEET; THENCE SOUTH 22°08'48" EAST 222.82 FEET; THENCE NORTH 65°53'43" EAST 113.01 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 560.00 FEET; THENCE SOUTHEASTERLY 8.89 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°54'34" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 00°37'29" EAST 8.89 FEET) THENCE SOUTH 00°11'54" EAST 170.35 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHWESTERLY 31.41 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°59'23" (THE LONG CHORD OF SAID CURVE BEARS SOUTH 44°48'06" WEST 28.28 FEET) TO THE NORTHERLY RIGHT OF WAY MARGIN OF REATA ROAD; THENCE SOUTH 89°48'18" WEST 851.93 FEET ALONG SAID NORTHERLY RIGHT OF WAY MARGIN; THENCE NORTH 00°11'38" WEST 195.60 FEET; THENCE NORTH 89°48'22" EAST 13.68 FEET; THENCE NORTH 00°11'38" WEST 296.58 FEET; THENCE SOUTH 89°48'22" WEST 25.00 FEET; THENCE NORTH 00°11'38" WEST 353.55 FEET; THENCE SOUTH 89°48'22" WEST 15.00 FEET; THENCE NORTH 00°11'38" WEST 178.33 FEET; THENCE SOUTH 88°07'05" EAST 11.07 FEET; THENCE NORTH 01°46'15" EAST 61.58 FEET TO THE POINT OF BEGINNING.

CONTAINS 33.05 ACRES, MORE OR LESS

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

Revision

LEGAL DESCRIPTIONS

FOR

SOUTH ORCHARD MAJOR AMENDMENT

Badger Mountain South

22467.6

4 of 18

Sheet

Job Number

For:

BADGER COMMUNITIES, LLC

P.O. BOX 1307

GIG HARBOR, WA 98335

CASA VISITANTE

STATE OF WASHINGTON

4284

REGISTERED PROFESSIONAL ENGINEER

5/8/23

Scale:

Horizontal

N/A

Vertical

N/A

KDM

Designed

KDM

Drawn

CW

Checked

CW

Approved

5/8/23

Date

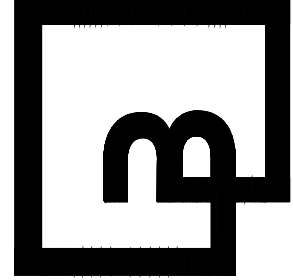
Barghausen Consulting Engineers, Inc.

18215 72nd Avenue South

Kent, WA 98032

425.251.6222

barghausen.com



BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



LUDR DISTRICT LEGEND

DISTRICT		LUDR SECTION	
BMS-NC	NEIGHBORHOOD COLLECTOR	3.C	
BMS-NG	NEIGHBORHOOD GENERAL	3.D	
BMS-NE	NEIGHBORHOOD EDGE	3.E	
BMS-CIVIC		3.F	
OVERLAY	SPECIAL DESIGNATION "P" OVERLAY DISTRICT		

TRAIL LEGEND

CLASSIFICATION	
CITY PRIMARY	
PRIMARY	
SECONDARY	

SOUTH ORCHARD OPEN SPACE

ORCHARD GREEN		
SOUTH ORCHARD AREA	858,373 S.F.	19.71 ACRES

TRAIL FACTORS	
EQUIVALENT TRAIL LENGTHS SHALL BE APPLIED TO THE ACTUAL LENGTH OR TRAIL CONSTRUCTED MULTIPLIED BY THE APPROPRIATE TRAIL FACTOR BELOW:	
CITY PRIMARY TRAIL	1.0
PRIMARY TRAIL	1.0
SECONDARY TRAIL	0.6
EQUESTRIAN TRAIL	0.8 (WHERE SHOWN ON LUDR TRAIL PLAN)
URBAN TRAIL	1.0

TRAIL LOCATIONS								
TRAIL	TRACTS	TYPE	ACTUAL LENGTH	FACTOR	EQ LENGTH	L.F. / RU	RU	
REATA ROAD TRAIL	ROW	SECONDARY	3,945 L.F.	0.6	2,367.0 L.F.	16	147.9	
GREEN BELT TRAIL	548, 542	SECONDARY	825 L.F.	0.6	495.0 L.F.	16	30.9	
ORCHARD GREEN TRAIL	545, 547	SECONDARY	1,573 L.F.	0.6	943.8 L.F.	16	59.0	
ROAD N TRAIL	ROW	PRIMARY	1,610 L.F.	1.0	1,610.0 L.F.	16	100.6	
MORNINGSIDE PARKWAY TRAIL	ROW	PRIMARY	1,840 L.F.	1.0	1,840.0 L.F.	16	115.0	
ROAD A TRAIL	ROW	PRIMARY	4,380 L.F.	1.0	4,380.0 L.F.	16	273.8	
ORCHARD GREEN TRAIL	541, 543	CITY PRIMARY	3,720 L.F.	1.0	3,720.0 L.F.	16	232.5	
GAGE BOULEVARD TRAIL	ROW	CITY PRIMARY	2,580 L.F.	1.0	2,580.0 L.F.	16	161.3	
TOTAL			20,473 L.F.		17,935.8 L.F.		1,121.0	

PARKS				
CITY PARK (PARCEL 104-884-0000-02002)	286,505 S.F.	6.58 ACRES	S.F. / RU	RU
TOTAL	286,505 S.F.	6.58 ACRES	650	440.8

TOTAL ALLOWABLE RESIDENTIAL UNITS (RU)		
TRAILS		1,121.0 RU
PARKS		440.8 RU
TOTAL		1,561.8 RU

MISCELLANEOUS OPEN SPACE

TRACT	USE	AREA S.F.	ACRES
538	GREEN BELT	38,149	0.88
542	LANDSCAPE / TRAIL	7,180	0.16
544	GREEN BELT	43,306	0.99
545	LANDSCAPE / TRAIL	97,032	2.23
546	LANDSCAPE	24,850	0.57
548	LANDSCAPE / TRAIL	13,292	0.31
549	GREEN BELT	22,552	0.52
TOTAL		246,361	5.66

CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"

UTILITY CONFLICT NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POTHOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-424-5555 AND THEN POTHOLES ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

Revision
No. Date By Ckd. I Appr.
Title:
BMS DISTRICTS AND GREEN SPACE CALCS
FOR
BADGER MOUNTAIN SOUTH
SOUTH ORCHARD MAJOR AMENDMENT

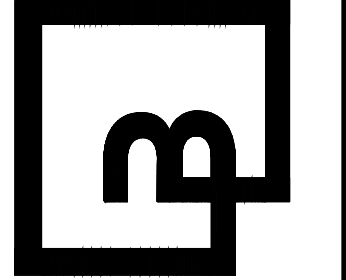
For:
BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335



Scale:
Horizontal
1" = 300'
Vertical
N/A

KDM
Designed
Drawn
Checked
Approved
Date
5/8/23

Barghausen
Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

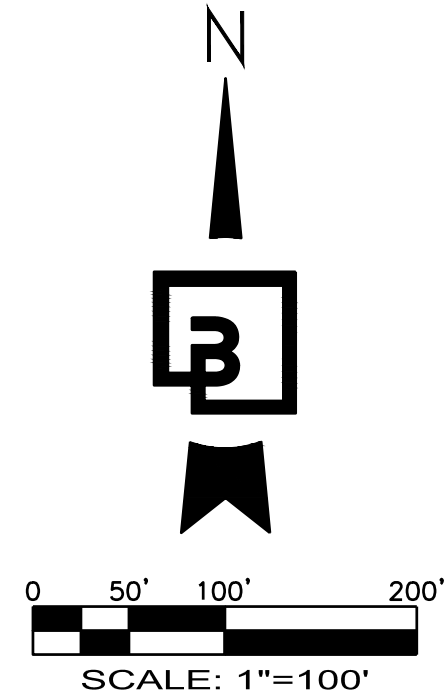
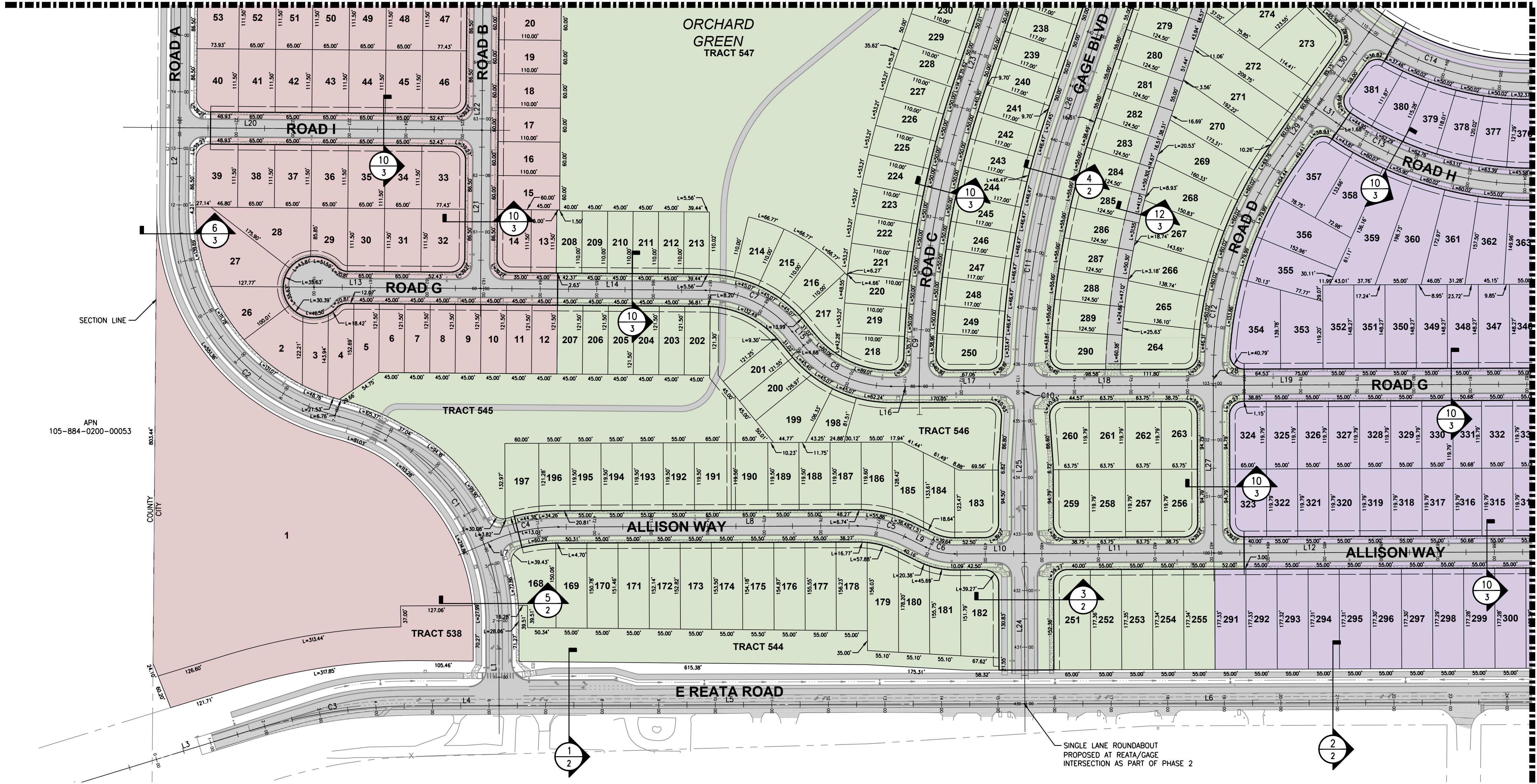


Job Number
22467.6
Sheet
5 of 18

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

MATCHLINE - SEE SHEET 8 AND 9



PHASING LEGEND				
PHASE	LOTS	UNITS	TRACTS	
1	167	325	6	
2	123	123	4	
3	130	130	1	
4	117	117	1	

*DOES NOT INCLUDE PARCELS 104-884-0000-02001 AND 104-884-0000-02002

ALIGNMENT LINE TABLE				
LINE #	DISTANCE	BEARING	START STATION	END STATION
L1	148.95	N0° 11' 38.32"W	0+50.00	1+98.95
L2	144.21	N0° 27' 47.75"E	1+92.29	13+36.50
L3	365.47	N72° 56' 16.87"E	-1+92.97	1+72.50
L4	150.94	N89° 47' 58.87"E	4+66.81	6+17.75
L5	929.65	N89° 47' 58.87"E	6+17.75	15+47.40
L6	2621.37	N89° 47' 58.87"E	15+47.40	41+68.78
L7	14.63	N66° 36' 58.39"E	470+00.00	470+14.63
L8	529.07	N89° 48' 21.68"E	471+36.05	476+65.12
L9	40.16	S63° 37' 44.14"E	477+52.98	477+93.14
L10	123.09	N89° 48' 21.68"E	478+46.00	479+69.08
L11	335.00	N89° 48' 21.68"E	479+69.08	483+04.08
L12	968.68	N89° 48' 21.68"E	483+04.08	492+72.76
L13	294.74	S89° 32' 12.25"E	160+00.00	162+94.74
L14	397.94	S89° 32' 12.25"E	162+94.74	166+92.68
L15	31.02	S39° 25' 37.21"E	168+67.60	168+98.61
L16	49.78	N89° 48' 21.68"E	170+75.82	171+25.60

ALIGNMENT LINE TABLE				
LINE #	DISTANCE	BEARING	START STATION	END STATION
L17	185.01	N89° 48' 21.68"E	171+25.60	173+10.61
L18	334.93	N89° 48' 21.68"E	173+10.61	176+45.54
L19	968.68	N89° 48' 21.68"E	176+45.54	186+14.22
L20	534.37	S89° 32' 12.25"E	220+00.00	225+34.37
L21	280.00	N0° 27' 47.75"E	60+00.00	62+80.00
L22	280.00	N0° 27' 47.75"E	62+80.00	65+60.00
L23	240.61	N18° 45' 13.10"E	85+43.25	87+83.86
L24	265.37	N0° 11' 38.32"W	430+00.00	432+65.37
L25	282.60	N0° 11' 38.32"W	432+65.37	435+47.97
L26	240.61	N18° 45' 13.10"E	440+44.02	442+84.63
L27	296.58	N0° 11' 38.32"W	100+00.00	102+96.58
L28	15.75	N0° 11' 38.32"W	102+96.58	103+12.33
L29	102.90	N35° 02' 27.40"E	107+27.43	108+30.33
L30	164.39	N35° 02' 27.40"E	108+30.33	109+94.72
L31	43.81	S54° 53' 13.12"E	200+00.00	200+43.81
L32	403.12	N89° 48' 21.68"E	204+13.54	208+16.67

ALIGNMENT CURVE TABLE					
CURVE #	RADIUS	CHORD LENGTH	CHORD BEARING	START STATION	END STATION
C1	375.00	459.46	N37° 58' 21.16"W	1+98.95	6+93.47
C2	375.00	462.85	N37° 38' 38.13"W	6+93.47	11+92.29
C3	1000.00	293.25	N81° 22' 06.37"E	1+72.50	4+66.81
C4	300.00	120.59	N78° 12' 40.04"E	470+14.63	471+36.05
C5	189.50	87.08	S76° 54' 41.23"E	476+65.12	477+52.98
C6	114.00	52.38	S76° 54' 41.23"E	477+93.14	478+46.00
C7	200.00	169.39	S64° 28' 54.73"E	166+92.68	168+67.60
C8	200.00	171.47	S64° 48' 37.76"E	168+98.61	170+75.82
C9	1685.00	540.90	N9° 31' 03.00"E	80+00.00	85+43.25
C10	1500.00	13.98	N0° 04' 22.82"E	435+47.97	435+61.95
C11	1500.00	480.00	N9° 32' 48.53"E	435+61.95	440+44.02
C12	675.00	408.59	N17° 25' 24.54"E	103+12.33	107+27.43
C13	600.00	363.91	S72° 32' 25.72"E	200+43.81	204+13.54
C14	492.50	298.15	S72° 34' 41.61"E	392+50.38	395+53.28

CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"

UTILITY CONFLICT NOTE:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POT-HOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-424-5555 AND THEN POT-HOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

Revision

No.

Date

By

Chd.

Appr.

Title:

LOT LAYOUT
FOR
BADGER MOUNTAIN SOUTH
SOUTH ORCHARD MAJOR AMENDMENT

For:

BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335

CASA VISITANTE
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER
4284
5/8/23

Scale:

Horizontal
1" = 100'

Vertical
N/A

KDM

Designed

KDM

Drawn

CW

Checked

CW

Approved

5/8/23

Date

Barghausen
Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number

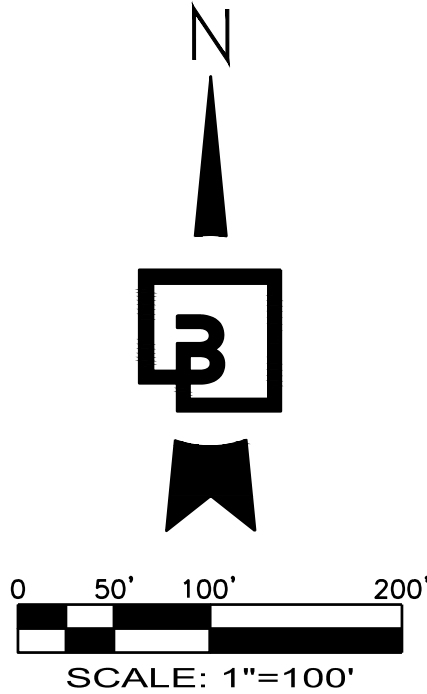
22467.6

Sheet

6 of 18

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



PHASING LEGEND

PHASE	LOTS	UNITS	TRACTS
1	167	325	6
2	123	123	4
3	130	130	1
4	117	117	1

*DOES NOT INCLUDE PARCELS 104-884-0000-02001 AND 104-884-0000-02002

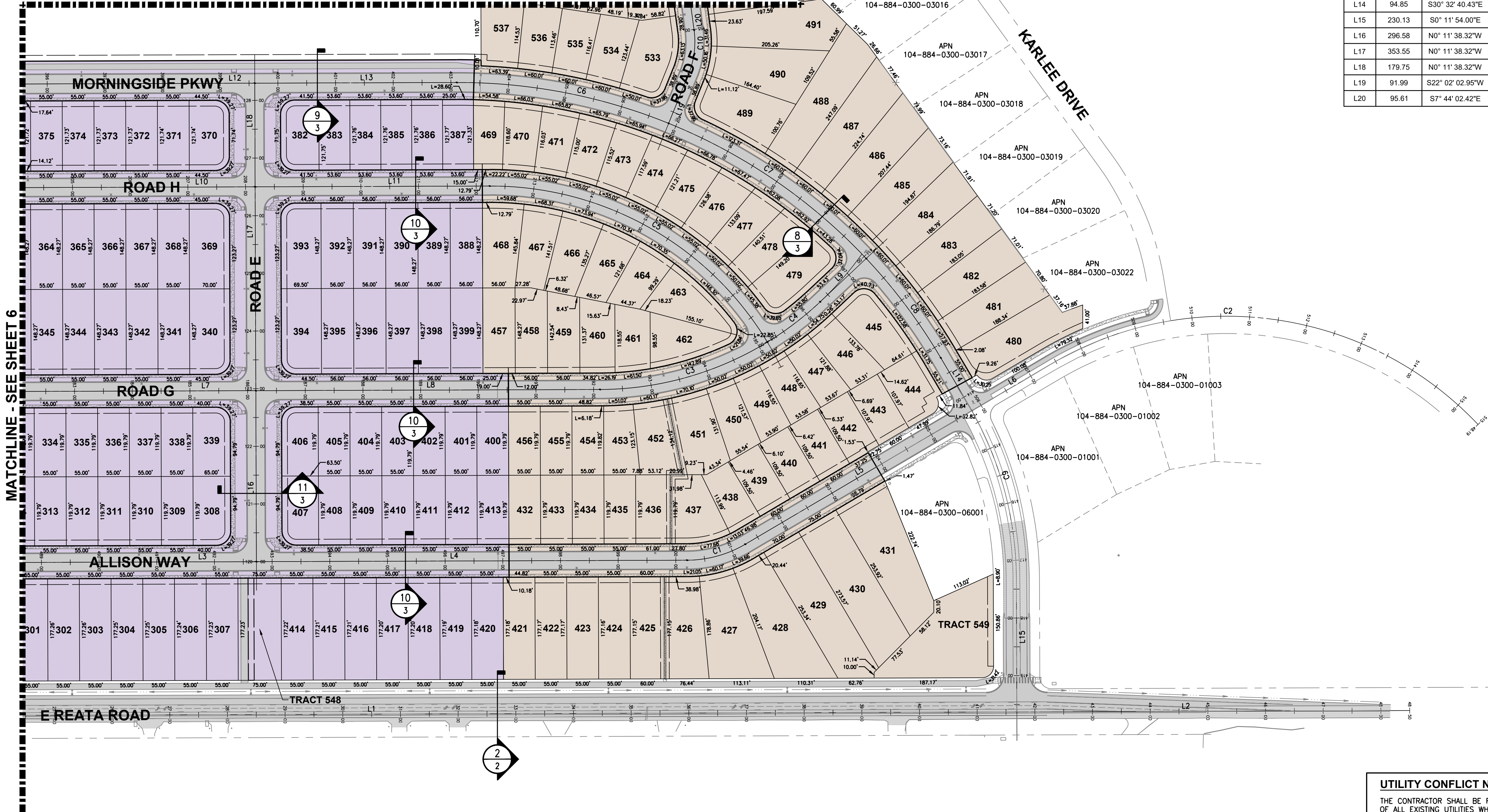
ALIGNMENT CURVE TABLE

CURVE #	RADIUS	CHORD LENGTH	CHORD BEARING	START STATION	END STATION
C1	200.00	104.63	N74° 38' 31.80"E	500+19.56	501+25.42
C2	600.00	748.09	S81° 39' 23.28"E	507+40.48	515+48.19
C3	560.00	301.58	N74° 11' 07.82"E	192+11.04	195+16.39
C4	560.00	115.32	N52° 39' 18.38"E	195+16.39	196+31.91
C5	560.00	552.29	S60° 38' 54.15"E	212+23.45	218+01.00
C6	970.00	374.02	S79° 04' 53.92"E	403+10.32	406+86.69
C7	970.00	415.12	S55° 36' 37.12"E	406+86.69	411+05.04
C8	970.00	214.74	S36° 53' 58.59"E	411+05.04	413+20.22
C9	600.00	314.08	S15° 22' 17.21"E	414+15.07	417+32.86
C10	150.00	77.06	S7° 09' 00.27"W	155+01.24	155+79.17

ALIGNMENT LINE TABLE

LINE #	DISTANCE	BEARING	START STATION	END STATION
L1	2621.37	N89° 47' 58.87"E	15+47.40	41+68.78
L2	681.22	N89° 47' 58.87"E	41+68.78	48+50.00
L3	968.68	N89° 48' 21.68"E	483+04.08	492+72.76
L4	746.80	N89° 48' 21.68"E	492+72.76	500+19.56
L5	456.21	N59° 28' 41.93"E	501+25.42	505+81.63
L6	158.85	N59° 28' 41.93"E	505+81.63	507+40.48
L7	968.68	N89° 48' 21.68"E	176+45.54	186+14.22
L8	596.82	N89° 48' 21.68"E	186+14.22	192+11.04
L9	109.49	N46° 44' 42.80"E	196+31.91	197+41.40
L10	403.12	N89° 48' 21.68"E	204+13.54	208+16.67
L11	406.79	N89° 48' 21.68"E	208+16.67	212+23.45
L12	406.64	N89° 48' 09.22"E	395+53.28	399+59.92
L13	350.40	N89° 48' 09.22"E	399+59.92	403+10.32
L14	94.85	S30° 32' 40.43"E	413+20.22	414+15.07
L15	230.13	S0° 11' 54.00"E	417+32.86	419+62.99
L16	296.58	N0° 11' 38.32"W	120+00.00	122+96.58
L17	353.55	N0° 11' 38.32"W	122+96.58	126+50.13
L18	179.75	N0° 11' 38.32"W	126+50.13	128+29.87
L19	91.99	S22° 02' 02.95"W	155+79.17	156+71.16
L20	95.61	S7° 44' 02.42"E	154+05.63	155+01.24

MATCHLINE - SEE SHEET 8



CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"

UTILITY CONFLICT NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POTHOLES THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-424-5555 AND THEN POTHOLES ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

Revision
No. Date By Cld. Appr.
Title:
LOT LAYOUT
FOR
BADGER MOUNTAIN SOUTH
SOUTH ORCHARD MAJOR AMENDMENT

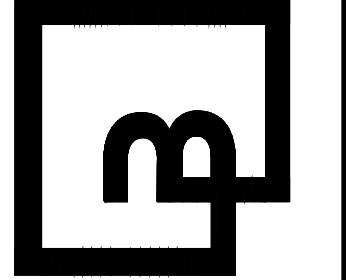
For:
BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335



Scale:
Horizontal
1" = 100'
Vertical
N/A

Designed	KDM
Drawn	KDM
Checked	CW
Approved	CW
Date	5/8/23

Barghausen
Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

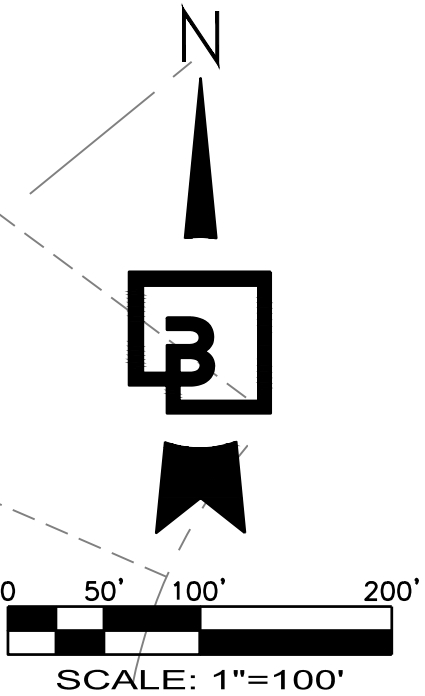


Job Number
22467.6
Sheet
7 of 18

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

ALIGNMENT CHORD TABLE					
CURVE #	RADIUS	CHORD LENGTH	CHORD BEARING	START STATION	END STATION
C17	300.00	122.46	S23° 59' 32.38"E	145+76.48	146+99.80
C18	500.00	90.64	S7° 00' 54.69"E	149+59.38	150+50.15
C19	150.00	15.49	S4° 46' 27.63"E	153+90.13	154+05.63

CURVE #	RADIUS	CHORD LENGTH	CHORD BEARING	START STATION	END STATION
C17	300.00	122.46	S23° 59' 32.38"E	145+76.48	146+99.80
C18	500.00	90.64	S7° 00' 54.69"E	149+59.38	150+50.15
C19	150.00	15.49	S4° 46' 27.63"E	153+90.13	154+05.63



ALIGNMENT LINE TABLE				
LINE #	DISTANCE	BEARING	START STATION	END STATION
L13	59.73	S64° 38' 16.01"E	140+00.00	140+59.73
L14	242.06	N89° 48' 07.86"E	141+03.00	143+45.66
L15	68.44	S43° 21' 57.71"E	144+68.26	145+36.70
L16	225.32	S12° 12' 56.55"E	146+99.80	149+25.13
L17	34.26	S12° 12' 56.55"E	149+25.13	149+59.38
L18	243.93	S1° 48' 52.84"E	150+50.15	152+94.07
L19	96.06	S1° 48' 52.84"E	152+94.07	153+90.13
L20	95.61	S7° 44' 02.42"E	154+05.63	155+01.24
L21	244.36	N77° 47' 03.45"E	289+30.00	291+74.36
L22	271.59	N88° 11' 07.16"E	279+30.00	282+01.59

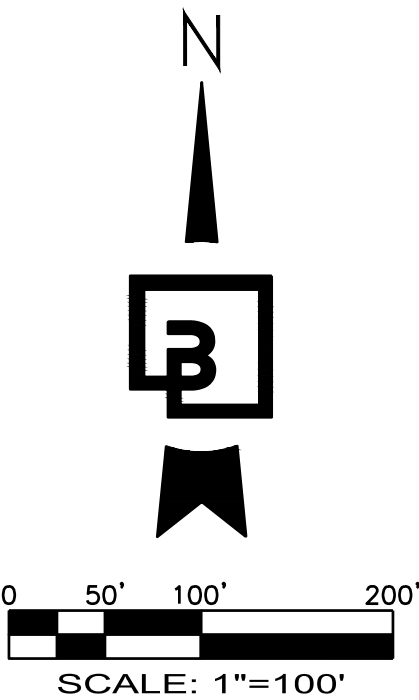
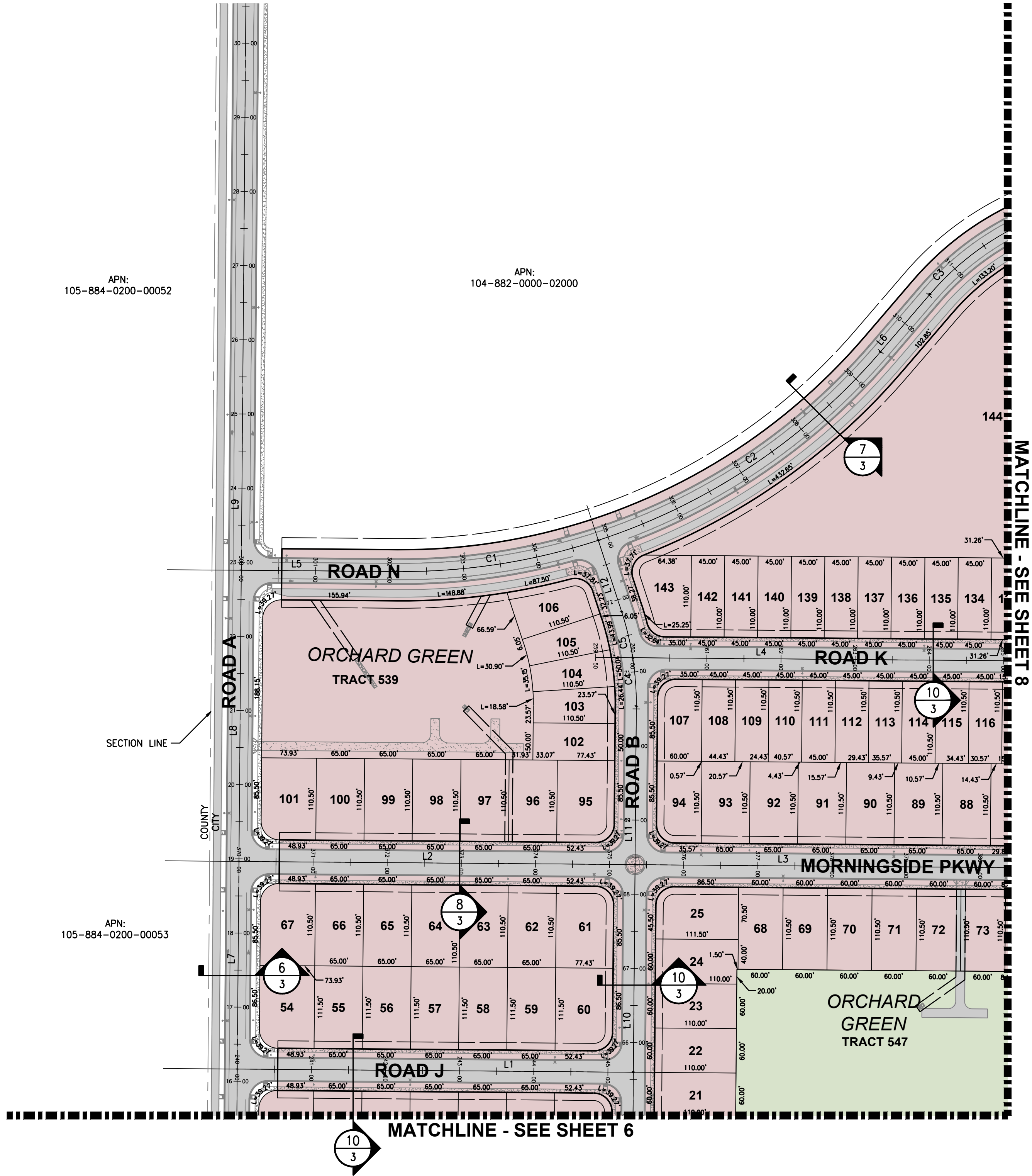
**CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"**

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Sheet

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



PHASING LEGEND				
PHASE	LOTS	UNITS	TRACTS	
1	167	325	6	
2	123	123	4	
3	130	130	1	
4	117	117	1	

*DOES NOT INCLUDE PARCELS 104-884-0000-02001 AND 104-884-0000-02002

ALIGNMENT LINE TABLE				
LINE #	DISTANCE	BEARING	START STATION	END STATION
L1	534.37	S89° 32' 12.25"E	240+00.00	245+34.37
L2	534.37	S89° 32' 12.25"E	370+00.00	375+34.37
L3	508.89	S89° 32' 12.25"E	375+34.37	380+43.26
L4	514.27	S89° 32' 12.25"E	260+00.00	265+14.27
L5	210.44	S89° 32' 12.25"E	300+00.00	302+10.44
L6	102.85	N40° 39' 38.22"E	309+49.28	310+52.13
L7	280.00	N0° 27' 47.75"E	16+16.50	18+96.50
L8	392.65	N0° 27' 47.75"E	18+96.50	22+89.15
L9	854.06	N0° 27' 47.75"E	22+89.15	31+43.21
L10	280.00	N0° 27' 47.75"E	65+60.00	68+40.00
L11	213.57	N0° 27' 47.75"E	68+40.00	70+53.57
L12	101.21	N18° 07' 00.44"W	71+83.28	72+84.49

ALIGNMENT CURVE TABLE					
CURVE #	RADIUS	CHORD LENGTH	CHORD BEARING	START STATION	END STATION
C1	850.00	274.43	N81° 10' 23.65"E	302+10.44	304+86.08
C2	850.00	457.49	N56° 16' 18.89"E	304+86.08	309+49.28
C3	375.00	239.18	N59° 15' 28.03"E	310+52.13	312+95.56
C4	400.00	65.65	N4° 14' 38.55"W	70+53.57	71+19.30
C5	400.00	63.92	N13° 32' 02.65"W	71+19.30	71+83.28

Revision

No.

Date

By

Chd.

Appr.

Title:

LOT LAYOUT
FOR
BADGER MOUNTAIN SOUTH
SOUTH ORCHARD MAJOR AMENDMENT

For:

BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335

Scale:

Horizontal
1" = 100'

Vertical
N/A

Designed

Drawn

Checked

Approved

Date

KDM

KDM

CW

CW

5/8/23

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

22467.6

Sheet

9 of 18

CALL BEFORE YOU DIG:
1-800-424-5555 OR "811"

UTILITY CONFLICT NOTE:

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BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

LOT TABLE

LOT	AREA (SF)
1	209,820
2	8,261
3	5,868
4	7,108
5	6,169
6	5,468
7	5,468
8	5,468
9	5,468
10	5,468
11	5,468
12	5,468
13	5,017
14	6,556
15	6,600
16	6,600
17	6,600
18	6,600
19	6,600
20	6,600
21	6,600
22	6,600
23	6,600
24	6,660
25	7,727
26	7,929
27	14,412
28	10,916
29	6,214
30	7,247
31	7,247
32	8,500
33	8,500
34	7,248
35	7,248
36	7,248
37	7,248
38	7,248
39	8,110
40	8,110
41	7,247
42	7,247
43	7,247
44	7,247
45	7,247
46	8,500
47	8,500
48	7,248
49	7,248
50	7,248
51	7,248
52	7,248
53	8,110
54	8,110
55	7,247
56	7,247
57	7,247
58	7,247
59	7,247
60	8,500

LOT	AREA (SF)
61	8,422
62	7,183
63	7,183
64	7,183
65	7,183
66	7,183
67	8,036
68	6,630
69	6,630
70	6,630
71	6,630
72	6,630
73	6,630
74	7,344
75	7,217
76	7,217
77	7,436
78	6,213
79	8,897
80	8,162
81	6,628
82	6,628
83	8,276
84	7,391
85	7,391
86	7,391
87	7,012
88	7,183
89	7,182
90	7,182
91	7,182
92	7,182
93	7,182
94	6,558
95	8,422
96	7,182
97	7,182
98	7,182
99	7,182
100	7,182
101	8,036
102	5,525
103	5,092
104	4,707
105	4,806
106	6,532
107	6,496
108	4,973
109	4,973
110	4,973
111	4,973
112	4,973
113	4,972
114	4,973
115	4,972
116	4,973
117	4,715
118	4,581
119	4,581
120	4,581

LOT	AREA (SF)
121	4,581
122	6,136
123	6,185
124	6,185
125	10,386
126	5,265
127	4,869
128	4,853
129	5,310
130	5,310
131	5,310
132	5,310
133	5,060
134	4,950
135	4,950
136	4,950
137	4,950
138	4,950
139	4,950
140	4,950
141	4,950
142	4,950
143	7,506
144	147,136
145	18,174
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147	13,821
148	13,822
149	13,822
150	13,822
151	13,821
152	13,822
153	13,822
154	13,821
155	13,821
156	13,821
157	13,822
158	13,821
159	12,537
160	11,763
161	10,872
162	15,021
163	12,565
164	12,565
165	11,247
166	22,723
167	29,627
168	9,689
169	8,274
170	8,312
171	8,349
172	8,386
173	8,424
174	8,461
175	8,576
176	8,536
177	8,574
178	8,606
179	10,280
180	9,129

LOT	AREA (SF)
181	8,365
182	10,248
183	9,143
184	7,215
185	7,314
186	6,754
187	6,573
188	6,572
189	6,572
190	7,767
191	7,767
192	6,572
193	6,572
194	6,572
195	6,572
196	6,593
197	7,579
198	5,022
199	8,886
200	5,558
201	5,467
202	5,467
203	5,468
204	5,468
205	5,468
206	5,468
207	5,468
208	4,957
209	4,950
210	4,950
211	4,950
212	4,950
213	4,950
214	6,151
215	6,151
216	6,151
217	6,246
218	6,121
219	5,677
220	5,677
221	5,677
222	5,677
223	5,677
224	5,677
225	5,677
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227	5,677
228	5,551
229	5,500
230	5,501
231	6,000
232	6,080
233	5,714
234	7,344
235	6,852
236	6,231
237	5,850
238	5,850
239	5,850
240	5,850

LOT	AREA (SF)
241	5,684
242	5,644
243	5,644
244	5,644
245	5,644
246	5,644
247	5,644
248	5,644
249	5,644
250	6,893
251	11,394
252	9,754
253	9,754
254	9,754
255	9,753
256	7,503
257	7,637
258	7,637
259	7,503
260	7,906
261	7,637
262	7,637
263	7,503
264	10,468
265	9,040
266	9,311
267	9,748
268	10,356
269	11,163
270	12,113
271	12,059
272	13,111
273	11,389
274	9,539
275	11,698
276	15,985
277	8,128
278	7,635
279	6,848
280	6,847
281	6,847
282	6,848
283	6,643
284	6,555
285	6,555
286	6,555
287	6,555
288	6,555
289	6,555
290	7,969
291	9,753
292	9,753
293	9,752
294	9,752
295	9,752
296	9,751
297	9,751
298	9,751
299	9,750
300	9,750

LOT	AREA (SF)
301	9,750
302	9,749
303	9,749
304	9,749
305	9,748
306	9,748
307	9,748
308	7,652
309	6,588
310	6,588
311	6,588
312	6,588
313	6,588
314	6,588
315	6,588
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318	6,588
319	6,588
320	6,588
321	6,588
322	6,588
323	7,652
324	7,652
325	6,588
326	6,588
327	6,588
328	6,588
329	6,588
330	6,588
331	6,071
332	6,588
333	6,588
334	6,588
335	6,588
336	6,588
337	6,588
338	6,588
339	7,652
340	10,245
341	8,155
342	8,155
343	8,155
344	8,155
345	8,155
346	8,155
347	8,155
348	8,155
349	8,155
350	8,155
351	8,155
352	8,155
353	9,712
354	12,277
355	10,478
356	10,789
357	10,107
358	8,932
359	13,801
360	12,672

LOT	AREA (SF)
361	11,173
362	9,458
363	8,910
364	8,155
365	8,155
366	8,155
367	8,155
368	8,155
369	10,245
370	8,193
371	6,696
372	6,695
373	6,695
374	6,695
375	6,695
376	6,670
377	6,845
378	6,735
379	6,577
380	6,374
381	6,890
382	7,828
383	6,526
384	6,526
385	6,526
386	6,527
387	6,523
388	8,303
389	8,303
390	8,303
391	8,303
392	8,303
393	10,171
394	10,171
395	8,303
396	8,303
397	8,303
398	8,303
399	8,303
400	6,588
401	6,588
402	6,588
403	6,588
404	6,588
405	6,588
406	7,473
407	7,473
408	6,588
409	6,588
410	6,588
411	6,588
412	6,588
413	6,588
414	9,747
415	9,747
416	9,746
417	9,746
418	9,746
419	9,745
420	9,745

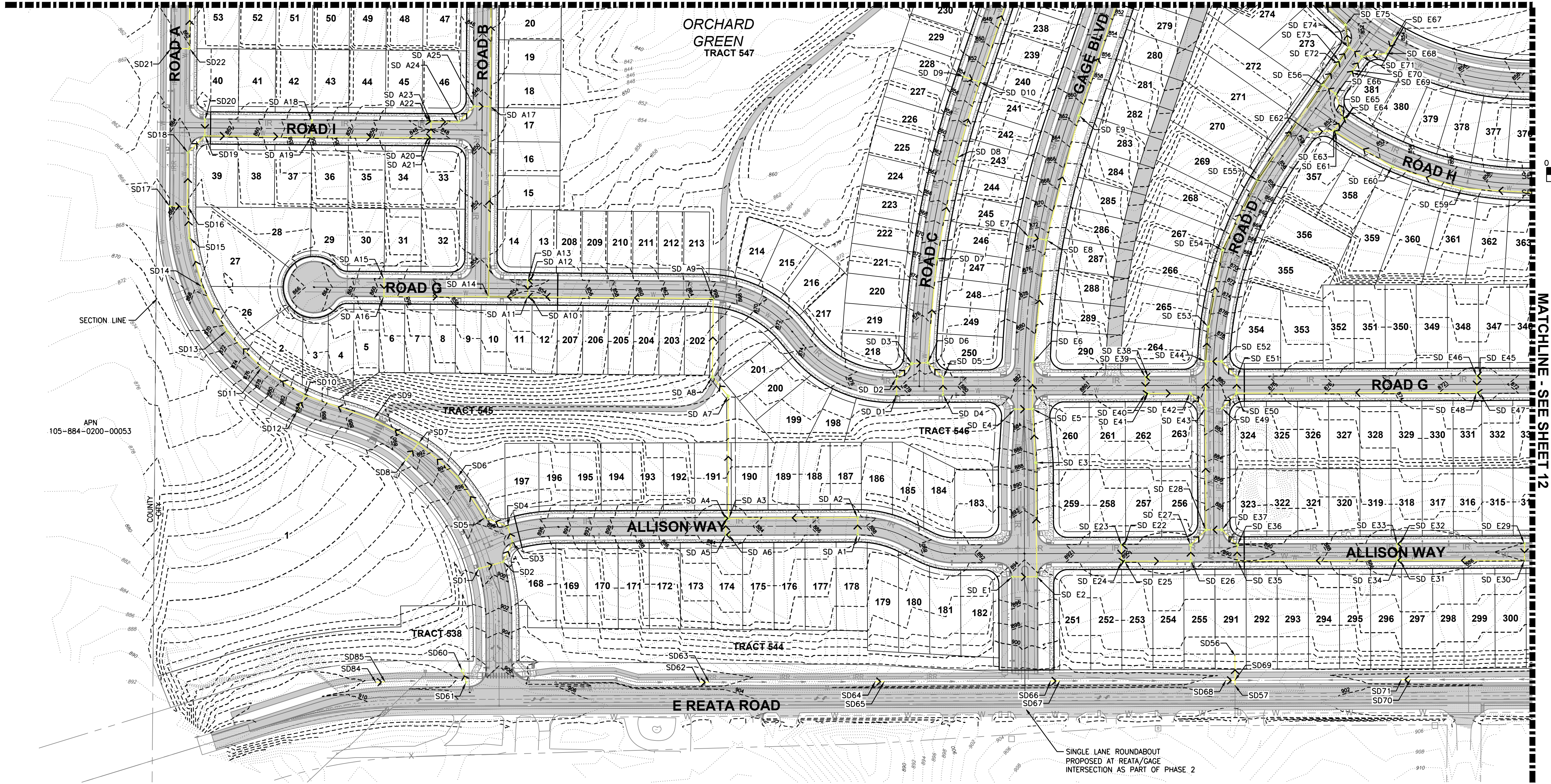
LOT	AREA (SF)
421	9,745
422	9,744
423	9,744
424	9,744
425	10,629
426	12,099
427	16,066
428	18,087
429	18,963
430	19,781
431	19,821
432	6,588
433	6,588
434	6,588
435	6,588
436	7,307
437	9,340
438	6,133
439	6,570
440	6,570
441	6,570
442	6,535
443	6,478
444	8,271
445	10,227
446	7,756
447	6,544
448	6,384
449	6,531
450	6,994
451	10,802
452	8,539
453	6,886
454	6,589
455	6,588
456	6,588
457	8,303
458	8,221
459	7,670
460	7,637
461	6,698
462	8,684
463	9,415
464	7,007
465	7,980
466	8,936
467	8,454
468	9,476
469	6,276
470	7,089
471	6,971
472	6,954
473	7,040
474	7,228
475	7,519
476	7,916
477	7,631
478	8,130
479	10,834
480	15,033

LOT	AREA (SF)
481	12,124
482	11,984
483	12,098
484	12,518
485	13,259
486	14,340
487	15,797
488	17,447
489	13,056
490	13,771
491	16,190
492	10,463
493	10,145
494	10,140
495	10,107
496	10,158
497	10,098
498	10,128
499	9,552
500	10,148
501	10,025
502	10,158
503	10,223
504	12,528
505	13,496
506	6,496
507	7,496
508	6,636
509	6,749
510	15,116
511	8,024
512	8,582
513	5,740
514	6,586
515	5,249
516	6,389
517	5,719
518	5,202
519	7,579
520	9,753
521	5,995
522	5,830
523	8,243
524	5,631
525	10,655
526	9,933
527	12,837
528	14,150
529	13,455
530	10,638
531	10,133
532	11,781
533	10,305
534	7,605
535	7,271
536	7,208
537	8,151

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

MATCHLINE - SEE SHEET 13 AND 14



GRADING NOTES

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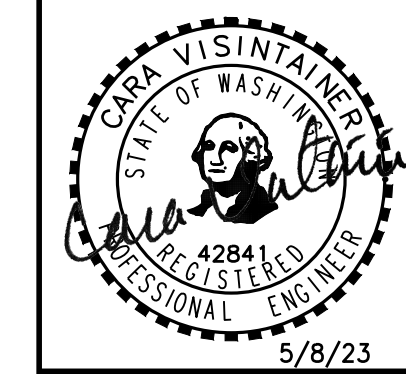
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Revision	No.	Date	By	Chd.	Appr.

Title: GRADING AND DRAINAGE PLAN
FOR
BADGER MOUNTAIN SOUTH
SOUTH ORCHARD MAJOR AMENDMENT

For: BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335



Scale:	Horizontal 1" = 100'	Vertical N/A
KDM	KDM	KDM
Designed	Drawn	Checked
		Approved
		Date

Barghausen
Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com



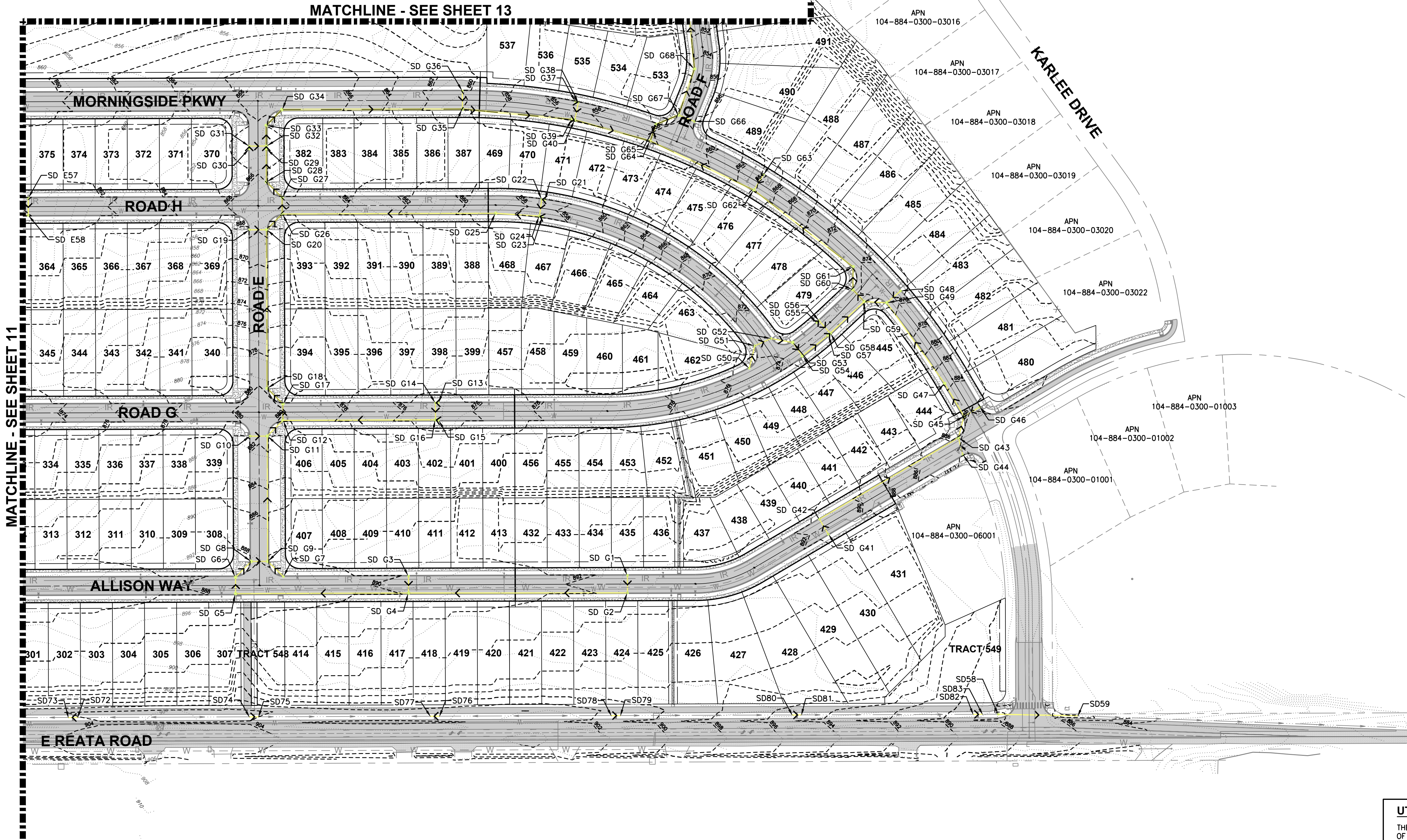
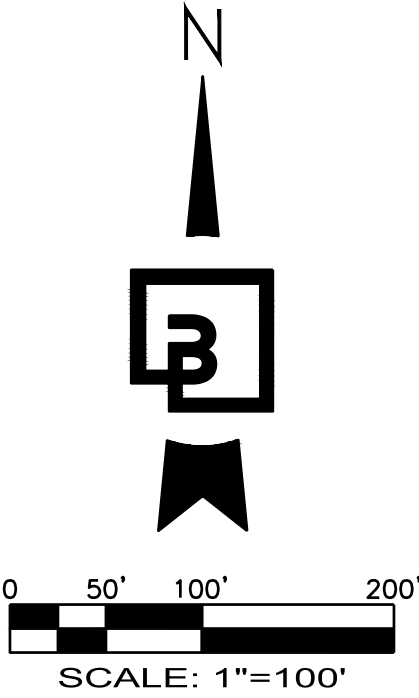
Job Number 22467.6	Sheet 11 of 18
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BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

GRADING NOTES

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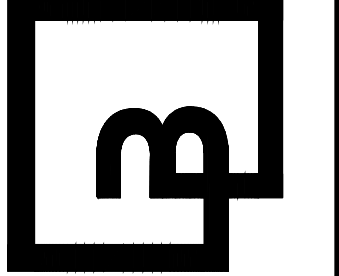
No.	Date	By	Chd.	Appr.	Revision
Title: GRADING AND DRAINAGE PLAN FOR BADGER MOUNTAIN SOUTH SOUTH ORCHARD MAJOR AMENDMENT					

For: BADGER COMMUNITIES, LLC
P.O. BOX 1307
GIG HARBOR, WA 98335



Scale:	Horizontal 1" = 100'	Vertical N/A
KDM Designed	KDM Drawn	CW Checked
		CW Approved
		Date 5/8/23

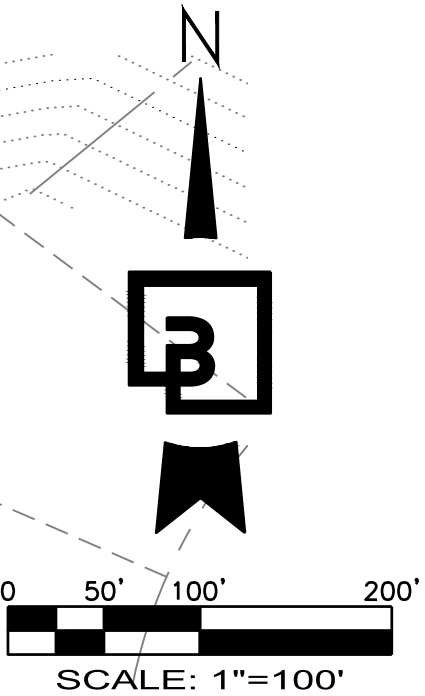
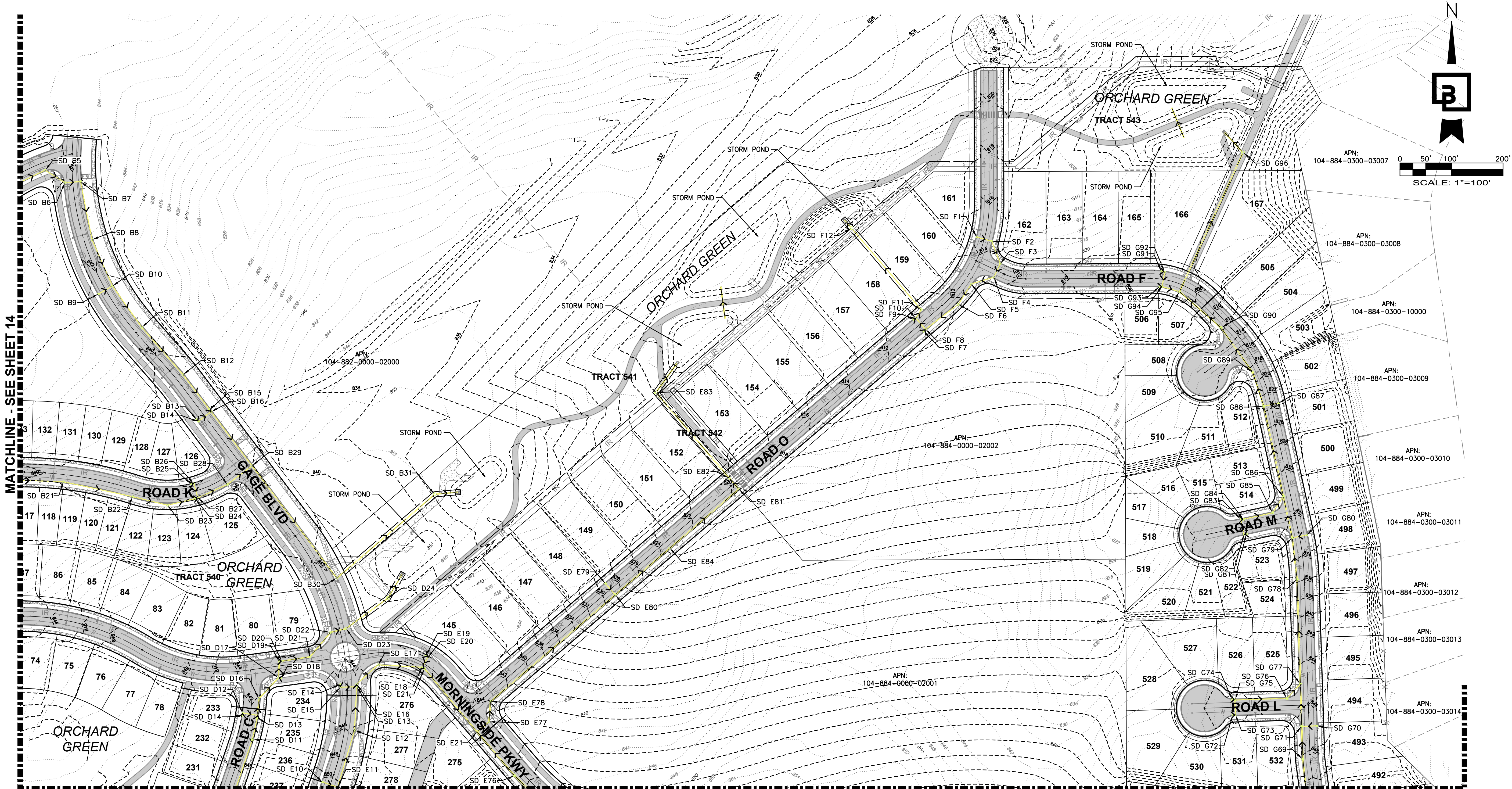
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18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com



Job Number 22467.6	Sheet 12 of 18
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BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



GRADING NOTES
ROUGH FINISHED GRADE CONTOURS SHOWN
FOR PRELIMINARY PLATTING PURPOSES ONLY.
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SHOWN.

MATCHLINE - SEE SHEET 11 AND 12

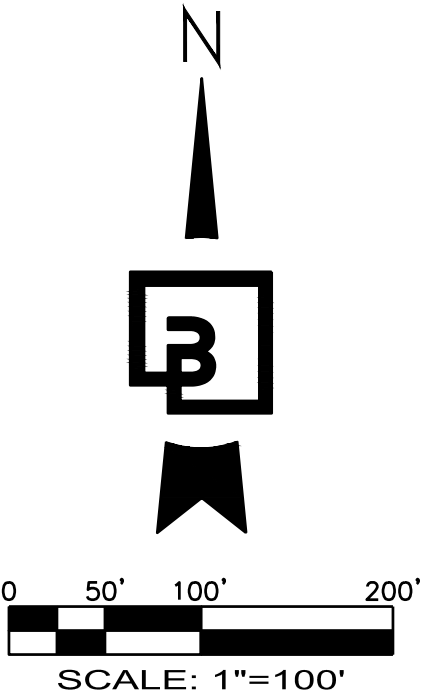
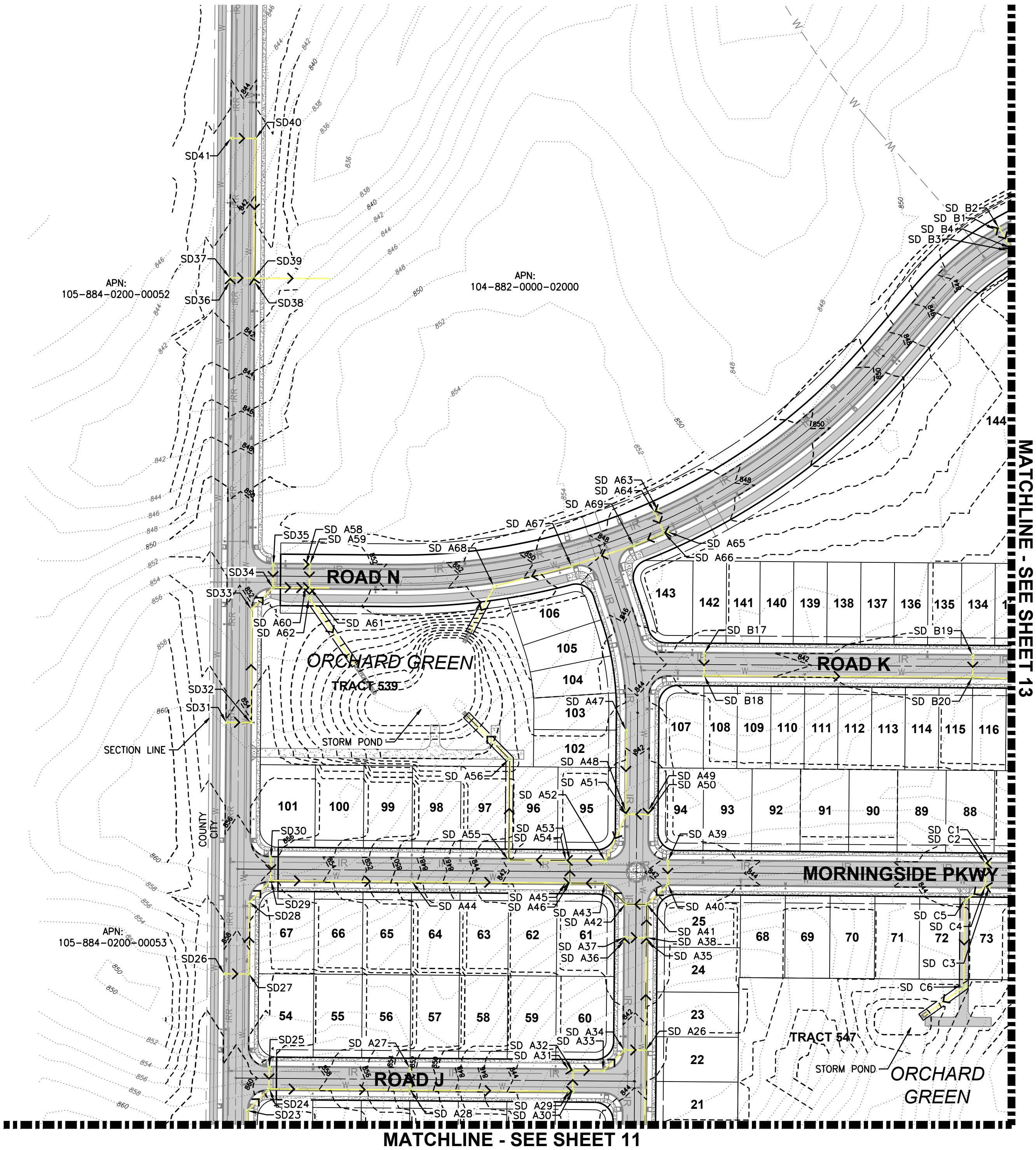
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No.	Date	By	Appr.
For: BADGER COMMUNITIES, LLC P.O. BOX 1307 GIG HARBOR, WA 98335			
Scale:		Horizontal 1" = 100' Vertical N/A	
KDM	Designed	KDM	Drawn
KDM	Checked	CW	Checked
KDM	Approved	CW	Approved
Date 5/8/23		Date 5/8/23	
Barghausen Consulting Engineers, Inc. 18215 72nd Avenue South Kent, WA 98032 425.251.6222 barghausen.com			
Job Number 22467.6	Sheet 13 of 18		

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



GRADING NOTES

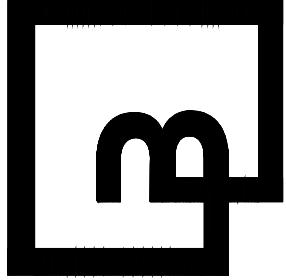
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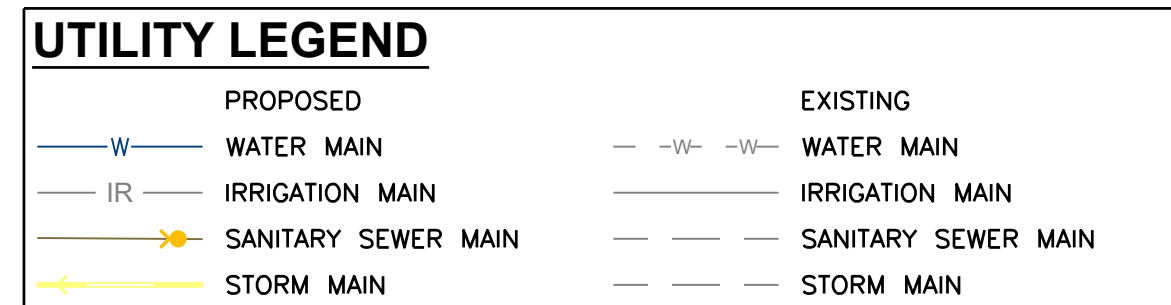
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Revision No. Date By Ckd. Appr.	
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For: BADGER COMMUNITIES, LLC P.O. BOX 1307 GIG HARBOR, WA 98335	
Scale: Horizontal: 1" = 100' Vertical: N/A	
KDM Designed Drawn Checked Approved Date	5/8/23 5/8/23 5/8/23 5/8/23 5/8/23
Barghausen Consulting Engineers, Inc. 18215 72nd Avenue South Kent, WA 98032 425.251.6222 barghausen.com	
Job Number 22467.6	Sheet 14 of 18



A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA

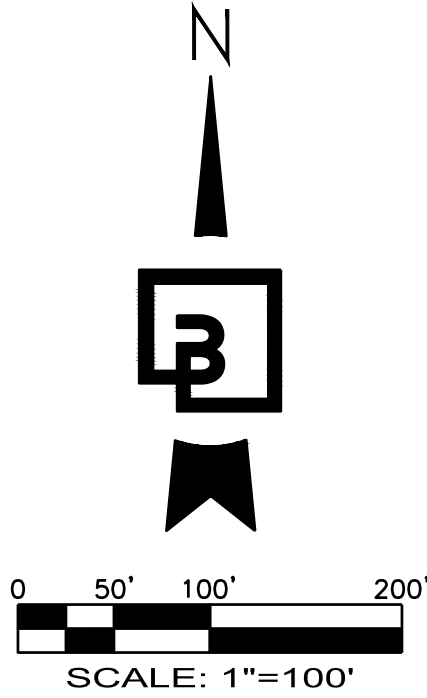


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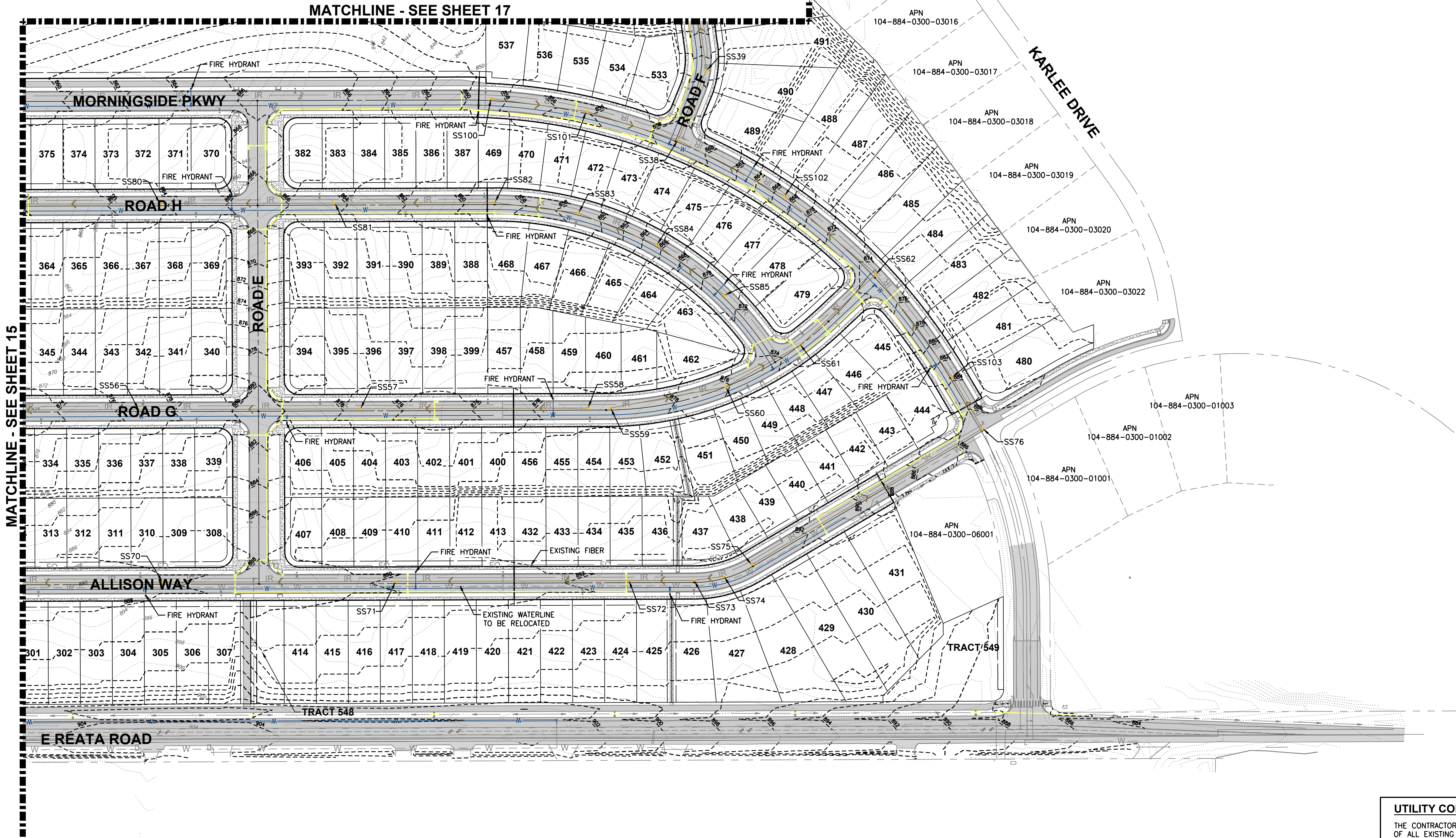
22467.6
Sheet
15 of 18

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



UTILITY LEGEND	
PROPOSED	EXISTING
W WATER MAIN	-W- -W- WATER MAIN
IR IRRIGATION MAIN	--- IRRIGATION MAIN
SANITARY SEWER MAIN	--- SANITARY SEWER MAIN
STORM MAIN	--- STORM MAIN



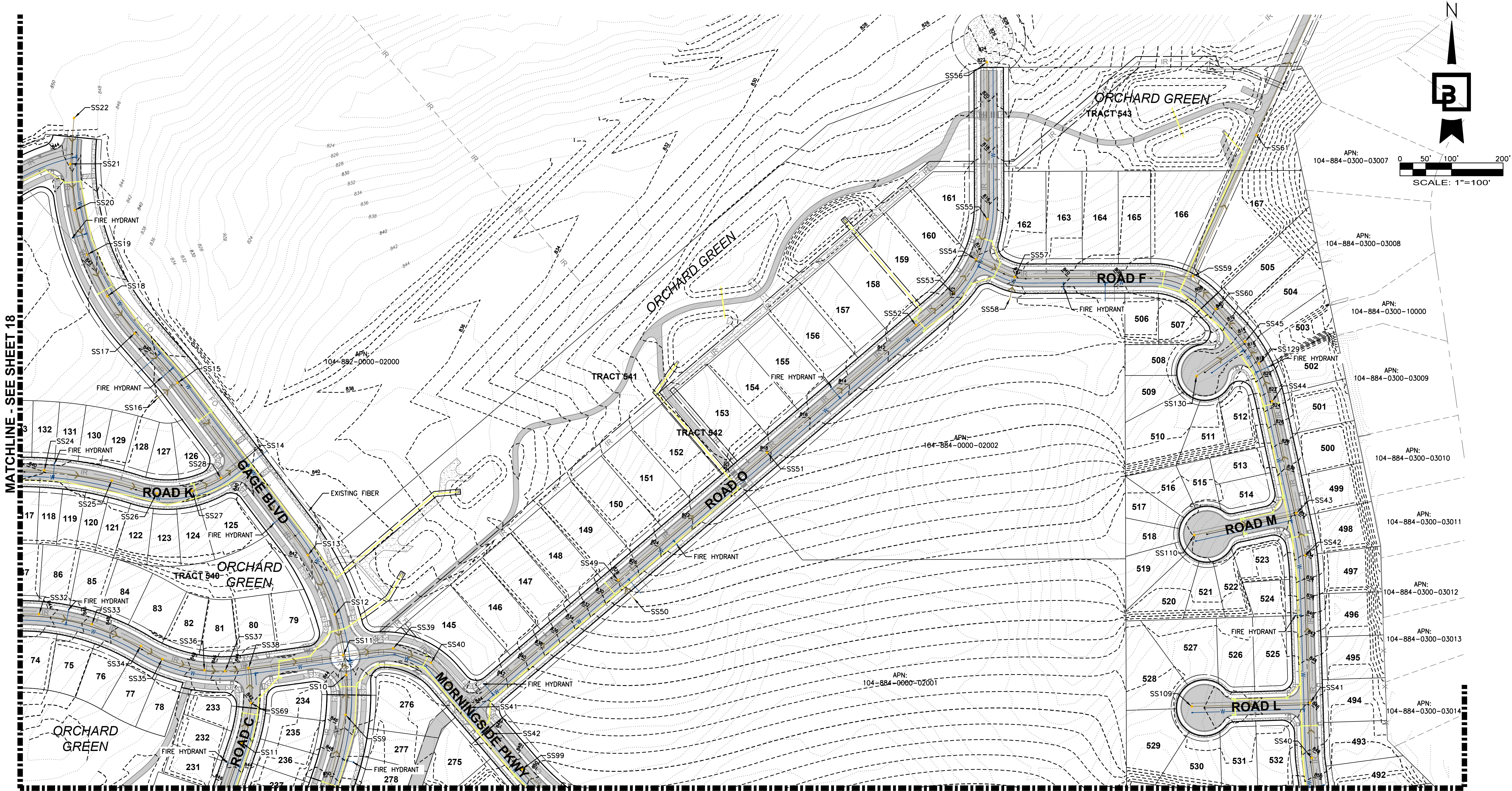
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No.	Date	By	Appr.
For: BADGER COMMUNITIES, LLC P.O. BOX 1307 GIG HARBOR, WA 98335			
Scale: Horizontal 1" = 100' Vertical N/A			
KDM Designed	KDM Drawn	CW Checked	CW Approved
Date 5/8/23		Date 5/8/23	
Barghausen Consulting Engineers, Inc. 18215 72nd Avenue South Kent, WA 98032 425.251.6222 barghausen.com			
Job Number 22467.6	Sheet 16 of 18		

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



MATCHLINE - SEE SHEET 18

MATCHLINE - SEE SHEET 15 AND 16

UTILITY LEGEND			
PROPOSED		EXISTING	
	WATER MAIN		WATER MAIN
	IRRIGATION MAIN		IRRIGATION MAIN
	SANITARY SEWER MAIN		SANITARY SEWER MAIN
	STORM MAIN		STORM MAIN

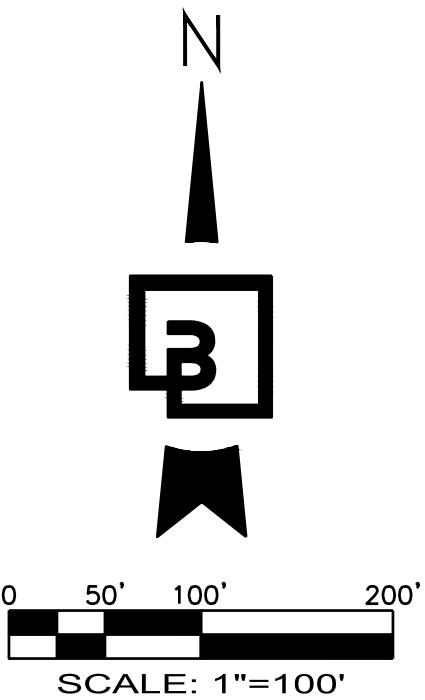
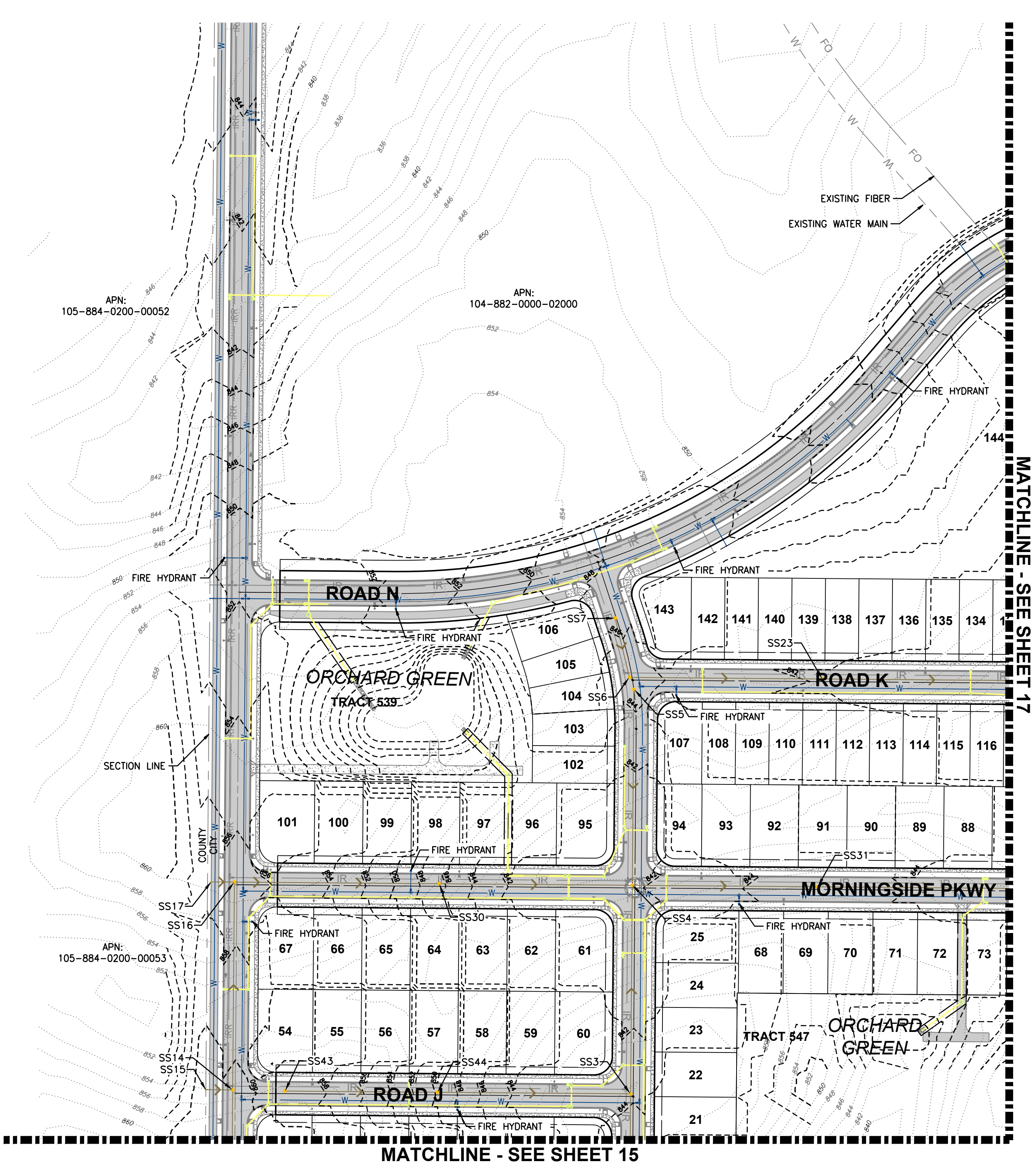
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Job Number 22467.6		Sheet 17 of 18	
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Scale: Horizontal 1" = 100' Vertical N/A		KDM Designed KDM Drawn CWM Checked CWM Approved Date 5/8/23	
P:\22000a\22467\Engineering_South Orchard Major Amendment\22467.6-u3.dwg 5/5/2023 10:09 AM KMAPSTEAD			

BMS SOUTH ORCHARD - MAJOR AMENDMENT

A PORTION OF SEC. 4, T 8 N, R 28 E, W.M., CITY OF RICHLAND, WA



UTILITY LEGEND			
PROPOSED		EXISTING	
	WATER MAIN		WATER MAIN
	IRRIGATION MAIN		IRRIGATION MAIN
	SANITARY SEWER MAIN		SANITARY SEWER MAIN
	STORM MAIN		STORM MAIN

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Designed		Drawn		Checked		Approved	
Date		Date		Date		Date	
5/8/23		5/8/23		5/8/23		5/8/23	
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Job Number 22467.6		Sheet 18 of 18					



May 8, 2023

Mike Stevens
Planning Manager
City of Richland
625 Swift Blvd
Richland, WA 99354

RE: MACR Update for South Orchard Plat for Major Amendment application dated 5-3-2023

Dear Mr. Stevens,

This letter serves as an update to the MACR Supplement to the Preliminary Plat for South Orchard.

Badger Communities, LLC is requesting a major amendment to the plat conditions for South Orchard. As part of this request, Badger Communities, LLC approached me as the Associate Master Plan Administrator to update the MACR for review.

I have reviewed the City of Richland's plat conditions and the original MACR. From the documents I received from Badger Developers, LLC, it appears the applicant is only requesting to add 64 additional residential lots dispersed in Phases 2-4. As such, I support the proposal to add additional lots to the project after considering the following:

1. The additional lots do not significantly impact the layout of the roads and utilities as previously submitted.
2. There will be no impact to the first phase of the project which is currently permitted and under construction.
3. I was initially concerned about exceeding the density targets (LUDR 7.C) for South Orchard, but upon further review, the approved preliminary plat of South Orchard included land that was shown as East Market (LUDR 7.D) on the original neighborhood map. The maps in the LUDR are considered as illustrative (LUDR 7.D heading) so adjusting the boundaries for the preliminary plat was completely within the allowances in the LUDR. The increase in the overall density target for South Orchard will be taken into account for East Market in the future. The following is a breakdown of the proposed total residential lot increase per phase:
 - a. Phase 1: approved-325; proposed-0
 - b. Phase 2: approved-101; proposed-123 (22 residential lot increase)
 - c. Phase 3: approved-101; proposed-130 (29 residential lot increase)
 - d. Phase 4: approved-104; proposed-117 (13 residential lot increase)
4. The City of Richland City Council has asked staff to work with developers to try to find ways to make housing more attainable. By increasing the total lot count by reducing larger lot sizes, the costs associated with development will be spread over more lots and will reduce the price of lots in South Orchard. This will help reduce the overall cost of housing and make it more attainable.

5. The applicant is still exceeding the trail and green space requirements from the LUDR. The original MACR review showed 1,534 allowed RU based on the amount of trail and green space that is being provided in South Orchard. This is obviously well above the required amount for the 695 RU being proposed by this amendment.

I want to make sure that this proposal does not change or remove any of the recommendations/requirements from the original MACR. Additionally, I don't support any request to change or remove any of the original plat conditions from the City of Richland with the exception of adding additional lots and tracts as requested. If any requests to change the original MACR or the original City of Richland plat conditions are made, we reserve the right to review those changes and make a MACR determination.

Thank you,

Darrin Sweeney

Darrin Sweeney
Badger Mountain South
Associate Master Plan Administrator



Exhibit 2

S2021-104 Master Agreement Consistency Recommendation [MACR]

Badger Mountain South

Master Agreement Consistency Recommendation (MACR) Supplement to the Preliminary Plat Application for South Orchard

Executive Summary

The successful development of the Badger Mountain South Master Plan Community requires close attention to the detailed planning and standards created in the adopted Master Agreement, specifically to the Land Use and Development Regulations as found in Exhibit C of the Master Agreement, commonly identified as the LUDR (Land Use and Development Regulations). The LUDR standards are designed to go beyond the more typical City requirements or standards because they are seen by the Master Developer as building blocks to creating a walkable and sustainable community.

The LUDR establishes a process for the review of development applications that is intended to integrate into the existing City application processes, and yet provide the close attention to LUDR standards without adding significant review time by City staff. This is accomplished by requiring each development application to meet all City code submittal requirements and, at the same time, undergo a review for consistency with the standards of the LUDR. This latter review is completed by the Badger Mountain South Master Plan Administrator who makes a written recommendation of consistency to the City's Development Services Manager. A final "Master Agreement Consistency Determination" is issued by the City after the Manager's review.

The document that follows is the Master Plan Administrator's recommendation for a determination of consistency for this application. It includes a review of all relevant standards found in the LUDR related to a preliminary plat application. The standards are cited and the specific responses are provided for this application. The document concludes with references to other relevant Master Agreement provisions that are met with this application.

The applicant has stated that this plat will be finalized in one phase. The conditions of the approved Preliminary Plat, the Master Agreement, and specifically, the LUDR must be met before it will be finalized.

Badger Mountain South
Master Agreement Consistency Recommendation (MACR)
Supplement to the Preliminary Plat Application for
South Orchard

Date: October 21, 2021

The purpose of completing the MACR is to ensure that the applicant has met the special requirements for Badger Mountain South, as found in the Land Use and Development Regulations (LUDR). It also allows City staff to be assured that the Master Developer is meeting the terms and obligations of the approved Master Agreement, as it applies to each development activity in Badger Mountain South.

The MACR will be completed by the Master Plan Administrator in conjunction with the Applicant and submitted with other Preliminary Plat materials, as required in Richland Municipal Code (RMC) Chapter 24.12.

1. Applicant name, address and contact information:

South Richland Communities
PO Box 1307
Gig Harbor, WA 98335
Contact: Geoff Clark
253-677-3402

2. Project name:

South Orchard

3. Project description including site size in acres:

A subdivision of 194.54 acres total area; 475 total lots including 471 Residential Lots, 29 Tracts, 2 Civic Lots, and 2 Multi-Family Lots created all within Badger Mountain South, lying adjacent to and North of Reata Road.

4. Is phasing proposed? Please explain:

The project will be designed and permitted in one effort. Phasing for final plat approval will be done per the phase lines on the plans.

5. Regulating Plan District(s) (see LUDR p. 2-2):

See Sheet C005 for BMS Districts within South Orchard

- *BMS-NC (Neighborhood Collector-LUDR Section 3.C)*
- *BMS-NG (Neighborhood General-LUDR Section 3.D)*
- *BMS-NE (Neighborhood Edge-LUDR Section 3.E)*
- *BMS-Civic*
- *Special Designation "P" Overlay District (See land use table 2.C for "P" designation)*

6. What is the name of the neighborhood? (See LUDR pp. 7-1 through 7-3).

Neighborhoods: South Orchard (LUDR Illustrative Plan 7.D on page 7-3)

7. What is proposed use? See Allowable Use Table (see LUDR p. 2-3).

- *BMS-NC- Single Family Residential and Multi Family as allowed in LUDR table 2.C note 2 & 3*
- *BMS-NG- Single Family Residential with the potential of Multi Family as allowed in LUDR table*

2.c note 3

- BMS-NE- Single Family Residential
- BMS-Civic- Orchard Green open space, City of Richland Park, Kennewick School Site, Trail System as shown on plat

8. What building types are likely to be developed here? (See LUDR p. 2-4):

Single Family Residences, Multi-Family (including Stacked unit buildings in BMS-NC) and Duplex/Row Houses in BMS-NC and BMS-NG per LUDR Table 2.D.

Kennewick School District in BMS-Civic (Tract 477)

Misc Park Structures for City of Richland Park (Tract 476)

LUDR COMPLIANCE

LUDR Section 1

This is the introduction and administration section of the LUDAR and thus it is not applicable to this review.

LUDR Section 2

This section identifies the Regulating Plan Districts and permitted land uses.

Please define the District for this application:

District Type:

- BMS-NC (Neighborhood Collector-LUDR Section 3.C)
- BMS-NG (Neighborhood General-LUDR Section 3.D)
- BMS-NE (Neighborhood Edge-LUDR Section 3.E)
- BMS-Civic
- Special Designation "P" Overlay District (See land use table 2.C for "P" designation)

Does the requested use meet the requirements outlined in 2.C Land Use?

Yes

Does the requested use meet the Building Type requirements outlined in 2.D Building Type?

Yes

LUDR Section 3

This section identifies the district development standards for five of the districts in Badger Mountain South. For this review, the District Intent will be reviewed. The specific building placement, profile, height, frontage type, and parking requirements will be reviewed as part of the MACR 2.

Does the requested use meet the District Intent as outlined in Section 3?

- BMS-NC (Neighborhood Collector-LUDR Section 3.C)- **Yes see LUDR 3-4, 3-5**
- BMS-NG (Neighborhood General-LUDR Section 3.D)- **Yes see LUDR 3-6**
- BMS-NE (Neighborhood Edge-LUDR Section 3.E)- **Yes see LUDR 3-7**
- BMS-Civic- **Yes see LUDR 3-8**
- Special Designation "P" Overlay District (See land use table 2.C for "P" designation)- **Yes see table 2.C for special overlay designation**

LUDR Section 4

This section identifies the special district development standards. There are no special district development areas proposed in South Orchard so it is not applicable to this review.

LUDR Section 5

This section identifies the open space, trails, and community facilities that will be constructed in Badger Mountain South.

Badger Mountain South - MA Section 25.3

"As part of the Master Plan Consistency Determination described in Paragraph 23, the City, shall consult with the Master Agreement Administrator, and the applicant in determining the appropriate share of infrastructure and mitigation costs that shall be borne by the proposed development and how that development's share of infrastructure and mitigation relates to the overall infrastructure and mitigation that is required for buildout of Badger Mountain South."

Does the number of residential lots trigger additional MA Exhibit D, Green Infrastructure Improvements?

Yes X No

Please explain:

Green Infrastructure Improvements are required and as found in the Master Agreement Exhibit D, are linked to the numbers of residential units (RU) developed.

In the case of The South Orchard Preliminary Plat, there are a total of 631 RU. With the improvements identified below, this Preliminary Plat meets the requirements of the Master Agreement, Exhibit D.

For planning purposes, it is assumed that the Green Infrastructure requirements of a minimum of 631 RU will be provided in the following manner:

TRAILS/PARK/GREEN SPACE REQUIREMENT

SEE SHEET C004

Trail Type and Park Calculation Factor (Trail lengths and Park SF shall be applied to the length of trail constructed and SF of Parks constructed and multiplied by the following trail factor):

- Primary Trail 1 RU per foot
- City Primary Trail 1 RU per foot
- Secondary Trail .6 RU per Foot
- Urban Trail 1 RU per Foot
- Park 1 RU per 650 SF

Total Trail to be constructed- 20,052 feet; **Total credit based on trail type- 17,497.2 or 1,093.6 RU Credit**

Total SF of Park to be constructed is 286,505; **Total credit based on park SF- 440.8 RU Credit**

TOTAL ALLOWED RU IN SOUTH ORCHARD FOR TRAIL AND PARK IS 1,534.4 RU (exceeds requirement)

This calculation does not factor in the Kennewick School District Parks and Open Space on Tract 477 as allowed in 5.F of the LUDR. This space will be calculated as the Kennewick school design progresses.

Other Comments:

There is an active comprehensive traffic impact study currently under final review with the City of Richland. After reviewing the initial remand from the Hearing Examiner and working with the City of Richland Public Works staff and TENW (the traffic engineer for the updated TIA), the applicant has provided a letter of explanation along with a letter from TENW that outlines the importance of the new TIA to the entire Badger Mountain Subarea and the traffic mitigations outlined in the new TIA and the codified City of Richland Traffic Impact Fee Program. These mitigations are supported by the City of Richland Public Works department even as the final details of the expanded TIA are being reviewed.

LUDR Section 6

This section identifies the street layout for the arterial collectors, the proposed layout for the internal collector streets, and the right-of-way standards for each street type in the Badger Mountain South Development.

Is a public street to be constructed?

Yes ☒ No ☐

Provide separate sheet with street type and edge type(s) indicated.

See the proposed preliminary plat pages COO2 and C003 for street type and edge type

LUDR Section 7

This section establishes the framework for creating the pedestrian-scaled, walkable community of Badger Mountain South by outlining the process for using Block Standards to subdivide land.

LUDR 7.B.2 identifies the Block Size and Configuration should meet the following Block Dimension Standards: Block length= 1000' max., except in VMU District= 400' max. Identify the following for the smallest and largest blocks:

Block length: Smallest: 290 ft.; Largest: 985 ft

Road O between intersections of Road F and Morningside Parkway has a length of 1,220 feet between roadways; however, several locations along its length have been given way for trail access to Orchard Green open space as well as a mid-block crossing between the proposed school and City of Richland Park parcel. Considering the trail access to green space, school site, and park site, the MPA recommends the block length is acceptable.

The original MACR for South Orchard had the following condition:

“Alison Way between tract 497 (trail access) and Morningside Parkway is 1,250 feet between roadways and a mid-block crossing. The MPA will require a mid-block crossing between lots 374 and 375 to comply with the requirements of this section.”

As part of this submittal, the mid-block crossing has been added to the preliminary plat

LUDR 7.B.4 addresses alleys and front facing blocks. Please answer the following: Does the proposal include only blocks to be constructed with alleys?

Yes ☐ No ☒

If yes, skip to LUDAR 7.B.5.a below; otherwise please select response:

Do those blocks with direct street access lots (i.e., without alleys) meet the following criteria:

1. Non-alley load lots do not front onto a Collector Street, except in single-loaded, perimeter location; or, are located in the NE District; or, where located in an area where two districts abut (NG to NE District).

Yes No X

The City of Richland has classified Morningside Parkway as a “minor collector” which is provisioned for front loading driveway access

2. Non-alley load lots are not across from a Civic District space.

Yes No X

The NE District lots along Road O are positioned across from a future park and school parcel

Per the LUDR 3.E.1, in the NE District houses are typically accessed by streets. Per LUDR 7.B.4.d(1), direct street access lots are permitted onto a Collector Street when they are (i) located in the BMS-NG District; (ii) when they are in the BMS-NG District and are located along the perimeter of the BMS project boundary; or (iii) when they are located in the BMS-NG District where that district abuts the BMS-NE District.

Does this preliminary plat include any areas where the NE and NG districts abut?

Yes X No

LUDR 7.B.5.a Other Block Requirements -In the Village Mixed Use (VMU), Neighborhood Collector (NC), and Neighborhood General (NG) Districts, two (2) building types required on each block; see Section 2.D. for Building Type Table. Identify Building Types proposed if known or enter N/A:

N/A

LUDR 7.B.4 Dead-end alleys greater than 150' ft. are not permitted; are dead end alleys greater than 150' proposed?

Yes No X

LUDR Section 8

This section identifies the design standards for each of the Building Types allowed within the Districts.

LUDR 8.B - 8.P Lot Size by District and Proposed Building Type. In LUDAR 7.B.5.a (above), proposed Building Types were identified for this project. Do the proposed lot size(s) meet the proposed Building Types lot standards?

Yes X No

Please describe:

Lot dimensions vary, but all can meet one or more Building Type Requirements and related standards

Recommendation of Consistency:

It is my opinion as the Master Plan Administrator that the application as submitted is consistent with the intent and the purpose of the Master Agreement relative to this plat dated 04/01/2021 and the approved LUDAR.

Signature: 

Date: October 21, 2021



Exhibit 3

S2021-104 Hearing Examiner Decision [Packet]



NOTICE OF DECISION

PURSUANT TO RICHLAND MUNICIPAL CODE SECTION 19.60.080, NOTICE IS HEREBY GIVEN THAT ON DECEMBER 16, 2021 THE CITY OF RICHLAND HEARING EXAMINER ISSUED A DECISION APPROVING THE PRELIMINARY PLAT OF SOUTH ORCHARD (CITY FILE NO. S2021-104):

**DESCRIPTION
OF ACTION:**

The preliminary plat of "South Orchard" proposing to subdivide 194.5-acres into 475 lots and twenty-nine (29) tracts for residential, commercial, civic and open-space development, has been approved.

SEPA REVIEW:

The probable significant adverse environmental impacts of the proposed project have been adequately addressed in the Planned Action Ordinance [RMC 19.50.030 (B)].

APPROVED:

The subdivision application has been approved.

PROJECT LOCATION:

The project site is located along the north side of Reata Road, west of Morningside Parkway in the Badger Mountain South master planned community (APN 1-04882000001000)

Shane O'Neill,
Senior Planner

December 17, 2021
Date

A full text of the Hearing Examiner's recommendation report can be viewed at:
<https://www.ci.richland.wa.us/departments/development-services/planning/land-use>

An appeal of the Hearing Examiner's decision regarding this preliminary plat application shall be final, subject to judicial appeal in the time and manner as provided in RMC 19.70.060 and Ch. 36.70C RCW.



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

**FINDINGS, CONCLUSIONS AND
DECISION APPROVING
“SOUTH ORCHARD” PRELIMINARY PLAT**

FILE NUMBER: S2021-104

APPLICANT/OWNER: NOR AM INVESTMENTS, LLC

APPLICATION: TO SUBDIVIDE 194.5 ACRES INTO 475 LOTS, ALLOWING FOR RESIDENTIAL, COMMERCIAL, CIVIC, AND OPEN-SPACE DEVELOPMENT

LOCATION: PART OF THE BADGER MOUNTAIN SOUTH SUB-AREA, IN THE BADGER MOUNTAIN MASTER PLANNED COMMUNITY, ON THE WEST END OF THE SOUTHERNMOST PART OF THE BMS COMMUNITY, NORTH OF REATA ROAD

PARCEL NUMBERS: 1-0488-200-0001-000 (PARENT PARCEL)

REVIEW PROCESS: TYPE III, PRELIMINARY PLAT,
HEARING EXAMINER DECISION

SUMMARY OF DECISION: *APPROVAL*, SUBJECT TO CONDITIONS

DATE OF DECISION: DECEMBER 16, 2021

I. CONTENTS OF RECORD.

Copies of all materials in the record and a digital audio recording of the open-record hearing conducted for this application are maintained by the City and may be requested by using the City's Public Records online portal or other methods for requesting records as described in the City's Public Records Disclosure Policy No. 0260.

Exhibits: *Final Staff Report.* City of Richland Development Services Division Staff Report and recommendation of approval to the Hearing Examiner regarding the "South Orchard" Preliminary Plat, File No. S2021-104, transmitted to the Examiner on Nov. 12th, dated November 17, 2021, issued following Remand, with 11 attached exhibits, as identified and numbered on page 34 of such report (*80 pages in .pdf file of materials, with report on pages 1-34*);

Remand Order. Issued by the Hearing Examiner in September of 2021, based on issues that prevented approval at such time (six pages);

Initial Staff Report. City of Richland Development Services Division Staff Report to the Hearing Examiner detailing numerous issues regarding the "South Orchard" Preliminary Plat and recommending Remand of such application for revisions, File No. S2021-104, dated July 12, 2021, with 9 Exhibits as identified and numbered on page 33 of such report (*91 pages in .pdf file of materials*);

Applicant's Response to Initial Staff Report. Email correspondence from Applicant Representative, Mr. Sweeney, to City Staff, dated July 9, 2021, with multiple attachments, all transmitted to the Examiner from Staff on July 12, 2021;

Amended Staff Report, for initial public hearing in July. Staff memo amending Initial Staff Report, dated July 8, 2021, with several exhibits attached thereto, including an additional *Exhibit 7A*, an email comment from the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program (CRPP) dated July 7, 2021, which reads as follows:

"[CTUIR] has reviewed the materials regarding the BMS South Orchard project. The project area is in close proximity to three historic properties of religious and cultural significance, Piyuušmaamí uštáy ('hills of the snakes'), usipamá ('for horses'), and Wišpúšya ('Beaver') to the CTUIR. Given that the project area is in close proximity to these traditional use areas and that the project will reach native soils, the likelihood of encountering cultural resources is high. Therefore, we recommend a cultural resource survey with subsurface testing."

Primary Exhibits Relied upon in issuing this Decision – all provided with the Final Staff Report, with updated drawings, comments, and recommendations, based on revisions made to the proposal in response to the Remand Order:

1. Application, REVISED, dated October 21, 2021 (.pdf pages 35-36);
2. Preliminary Plat Maps, Road Sections, Grading and Drainage Plans, Utility and other plan sheets, including 10 pages of REVISED plan sheets dated 10.21.2021 (begins on .pdf page 37);
3. Applicant's Response to the Remand Order, undated (begins on .pdf page 55);
4. TENW memo dated October 18, 2021, re: ongoing review of BMS Traffic Impact Analysis (TIA) (begins on .pdf page 57);
5. Master Agreement Consistency Recommendation (MACR), revised, dated October 21, 2021 (.pdf page 58);
6. Master Agreement Consistency Determination (MACD), revised, dated Nov. 3, 2021 (.pdf page 64);
7. Planned Action Consistency Determination (PACD), revised, dated November 3, 2021 (.pdf page 65);
8. BMS Master Agreement, page D-6 (.pdf page 67);
9. Site Photos (.pdf page 68);
10. Public Notices and affidavits confirming same (.pdf page 72);
11. Written Comments received after Remand, before final hearing, including two items, one a letter dated Nov. 8, 2021 from the City of West Richland, and another dated Nov. 10, 2021 from WSDOT (these comments are marked as Exhibit 12 in .pdf file of materials, beginning on .pdf page 78).
12. (Added into the Record during the final night of hearing) Public Works Department memo dated November 9, 2021, detailing specific transportation improvement projects funded by Traffic Impact Fees collected in Traffic Impact Zone 3, where the proposed plat and other parts of the BMS community are located. Previously included as Exhibit 16 in the Goose Ridge II Decision. Submitted and discussed during Mr. O'Neill's testimony.
13. Applicant Response to Final Staff Report, undated, forwarded to the Examiner on November 18th.

14. Post-hearing Supplement to Final Staff Report, including additional conditions of approval, mistakenly omitted from the Staff Report, with attached emails by/between staff and applicant representatives, indicating acceptance with such proposed conditions.
15. Richland City Council packet item for its Nov. 16th meeting, with coversheet, proposed Interlocal Agreement, drawing, and other materials, updated to include signed copy of Richland City Council Resolution No. 139-21, adopted on November 16, 2021, authorizing an agreement with Benton County to revise the City of Richland's corporate boundary to include the Reata Road right-of-way where it runs below the BMS/South Orchard development project, discussed during the public hearing, as a way to resolve questions regarding frontage improvements and the like that will be required along such right-of-way if it is in the County or the City. *(signed copy transmitted to the Examiner on November 19th).*
16. BMS Master Agreement, from October 2015, complete copy added to the record by the Examiner for reference by interested parties.
17. Master Declaration of Covenants, Conditions, and Restrictions for Badger Mountain South, added to the record by the Examiner for reference by interested parties. *(Benton County Auditor's Office, Recording No. 2012-027520 COV, recorded on 09/07/2012 (30 pages)).*

Testimony/Comments: The following persons were sworn and provided testimony under oath during the open-record hearing on November 17th for the revised application:

1. Shane O'Neill, Senior Planner, for the City of Richland;
2. Pete Rogalski, P.E., Public Works Director for the City of Richland, explained his professional judgement and opinions that support wider streets than some shown in application materials, that traffic safety and general drivability would be reduced if narrower streets are used in some instances, and that the City's transportation impact fees collected for each building permit in the proposed plat will be sufficient to proportionally fund transportation system improvements needed to mitigate impacts of this project, and that the pending TIA will be used to refresh the list of transportation improvements needed for the BMS community, which is all located in a specific impact fee area, known as "zone 3";
3. Darren Sweeney, Applicant's representative, summarized written comments included in the record as Ex. 13, which included concurrence with a possible condition of approval to withhold final plat approval until the TIA is accepted ("We are working with City staff to make sure the new TIA is accepted and approved before the final plat of the first phase of South Orchard is approved. We would be

amenable to a preliminary plat condition to make that a requirement of the final plat”), spoke to the merits of the revised South Orchard preliminary plat application;

4. Kaleb Mapstead, P.E., with AHBL Inc., Engineer of record for the project applicant, summarized portions of plan sheets that he believes to show compliance with various requirements and standards for the proposal merits of application and responded to questions; clarified that final plat design would not include narrower (32 foot) road widths on streets that are considered “Major” collectors, noting Major collectors would be at least 34 feet;

For this application, the Examiner takes official notice of sworn testimony provided by Mr. Rogalski and Carlo D’Alessandro, PE, Transportation and Development Manager for the City of Richland Public Works Department, during the public hearing held on November 8, 2021 before the Hearing Examiner for the Goose Ridge II preliminary plat application (File No. S2021-107), which is also located in the BMS community and included comments from the City of West Richland similar to those found in Ex. 11 for this South Orchard project. During their testimony, Mr. Rogalski and Mr. D’Alessandro offered credible and un rebutted evidence that trip counts used to determine if transportation improvements are “triggered” so construction should move forward are based upon building permits issued, not lots approved in final subdivisions, so the 1,000 unit threshold and others referenced in some comments have not been or will not be met until such time as 1,000 building permits are issued for new homes in the BMS community.

II. APPLICABLE LAW.

Under applicable provisions of the Richland Municipal Code (RMC), a preliminary plat 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 final written Decision. 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 determine whether the preliminary plat is in accordance with the comprehensive plan and other applicable code requirements and shall either make a decision of approval or disapproval. The same provision of the city’s code (RMC 24.12.050(A)) provides that any approval of the preliminary plat shall not be given by the hearing examiner without the prior review and approval of the city manager or their 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.

The City's decision criteria for preliminary plat approval are substantially similar to state subdivision mandates found in RCW 58.17.110(2)¹ and reads as follows:

Richland Municipal Code 24.12.053 Preliminary plat – Required findings.

The hearing examiner shall not approve 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

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

¹ "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).

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. (emphasis added).

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.

The burden of proof rests with the applicant, and any decision to approve or deny a preliminary plat must be supported by a preponderance of evidence. *RMC 19.60.060 and Hearing Examiner Rules of Procedure, Sec. 3.08.* 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.

The hearing examiner’s decision regarding this preliminary plat application shall be final, subject to judicial appeal in the time and manner as provided in RMC 19.70.060 and Ch. 36.70C RCW *(The city’s final decision on land use application may be appealed by a party of record with standing to file a land use petition in Benton County Superior Court. Such petition must be filed within 21 days of issuance of the decision).* See RMC 24.12.050(B).

III. ISSUE PRESENTED.

Whether a preponderance of evidence demonstrates that the applicant has satisfied their burden of proof to satisfy the criteria for preliminary plat approval?

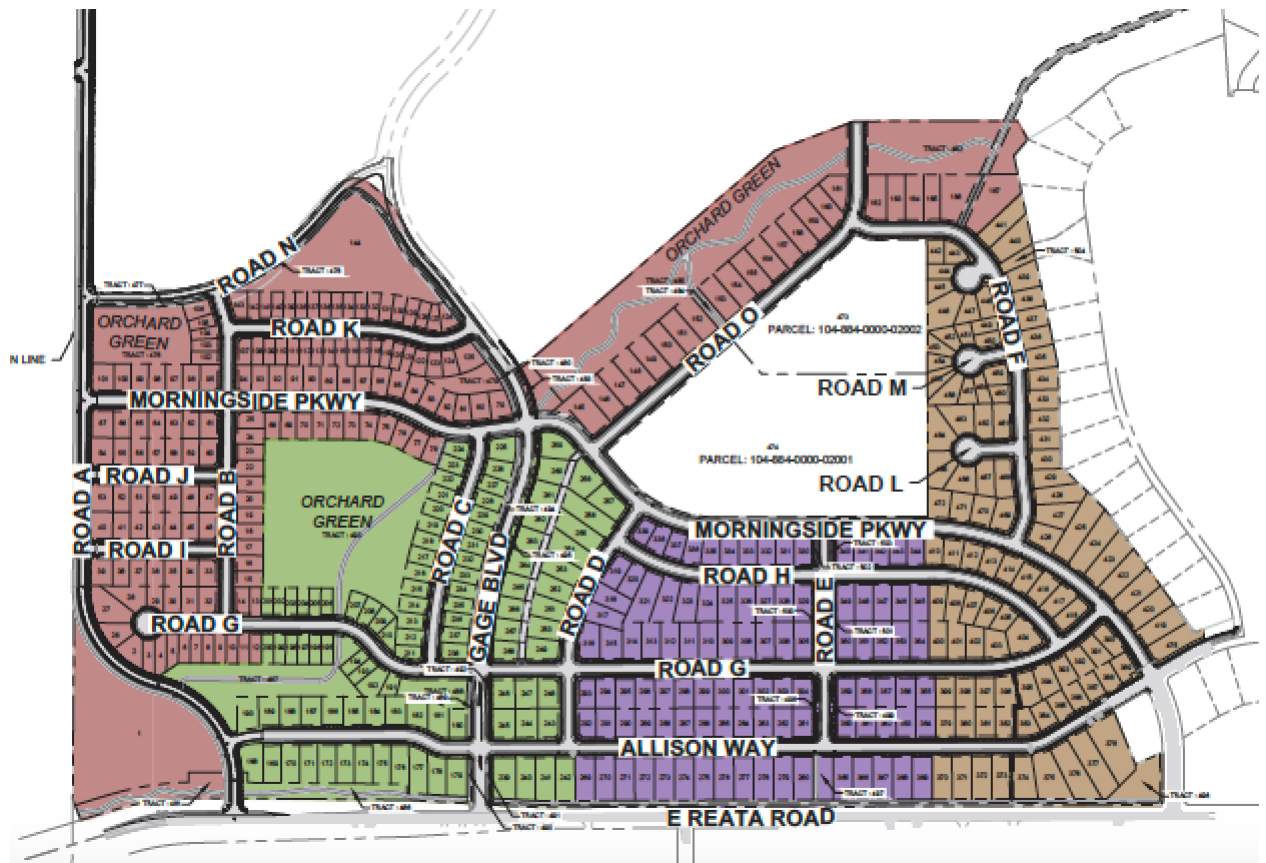
Short Answer: Yes, but only if the proposed plat is developed in compliance with specific conditions.

IV. FINDINGS OF FACT.

1. Upon consideration of the Staff Report, exhibits, public hearing testimony, follow-up research and review of applicable codes, plans, policies, controlling legal instruments, including without limitation the Badger Mountain South LUDR provisions, this Decision is now in order. Based on all the evidence, testimony, codes, policies, regulations, and other information contained in the Record, the Examiner issues the following findings, conclusions and Decision to approve the preliminary plat as set forth below.
2. Any statements in previous or following sections of this document that are deemed findings are hereby adopted as such. Captions should not be construed to modify the language of any finding, as they are only provided to identify some of the key topics at issue in this application.
3. Nor Am Investment, LLC, is the applicant and owner of the parcel(s) of property addressed in this revised preliminary plat application. *(Final Staff Report, pages 1-2; Exhibit 1, revised application; Ex. 2, revised plat drawings).*

4. The project site is part of the larger Badger Mountain South master planned community and is subject to review and compliance with applicable provisions of city development regulations as well as the Land Use and Development Regulations (LUDR) for the Badger Mountain South master planned community.
5. The Badger Mountain South master planned community is intended to be a “walkable and sustainable community” with a range of housing types, mixed-use neighborhoods, up to 5,000 dwelling units, businesses and other commercial activities, all subject to specially adopted Land Use and Development Regulations (LUDR) for the area. (*LUDR, 1.A, Intent, and 1.B, Purpose*). The property addressed in this application is located in the “South Orchard” portion of of the BMS community. (*LUDR, Sec. 1.E*).
6. Earlier this year, the city received a new application for a Preliminary Plat known as South Orchard, assigned File No. S2021-104. Testimony at the initial public hearing for this matter, on July 12th, explained that a previously approved preliminary subdivision for the same area expired at some point this year and is of no legal effect in this new application.
7. Based upon the record established at the initial public hearing, the Hearing Examiner found that the proposal could not be approved because it failed to meet applicable city requirements and LUDR provisions and remanded the application for additional information and revisions needed to satisfy relevant standards and approval criteria. (*Remand Order, dated September 29, 2021*).
8. On or about October 21, 2021, the Applicant submitted revised plat application materials, included as *Exhibits 1-4* in the Final Staff Report. Following review of the revised application materials, city staff deemed the materials complete for purposes of further review and acceptance on or about the same date it mailed, posted, and published Notices of the revised Application and Public Hearing for the matter on November 3 and 5, 2021. (*Final Staff Report, page 11; Ex. 10, copies of notices and confirmation materials*). All written comments received prior to the final public hearing from members of the public or interested agencies are included in the record as part of *Exhibit 11*. Copies of public comments received before the initial public hearing were also reviewed and considered in issuing this Decision. The applicant and City staff adequately addressed most of those comments and major concerns in revisions made to the application, and/or in new information included in the record following the Remand Order. The same is true for most all of the sworn testimony from the initial public hearing, which was considered in reaching this Decision, but was not of special relevance given that the application has been revised and additional evidence has been included in the record to clarify various issues.
9. This revised South Orchard preliminary plat application would divide 194.54 acres into a development site with 475 total lots, including 471 residential lots, 2 multi-family lots, 2 civic/open space lots, and 29 tracts. (*Final Staff Report, page 2; Ex. 2, Revised Preliminary Plat illustrations, dated October 21, 2021, Sheet C001, Land Use Table*).

10. For the reader's convenience, a screen shot of the revised Preliminary Plat of South Orchard illustration is provided below:



(Portion of revised plat drawing, included as part of Ex. 2, 'Revised Preliminary Plat' illustration, dated October 21, 2021, Sheet C001).

11. The application seeks approval to develop the proposed plat in 4 (four) phases, as depicted using different colors for each phase as shown above and on the more detailed plan sheets included in *Exhibit 2*.
12. The LUDR specifies various “districts” that are applied to properties in the BMS community. For this plat, most of the land area is located in the BMS-NG (Neighborhood General) District, with large portions in the BMS-NE (Neighborhood Edge) District, the BMS-NC (Neighborhood Connector) District, the BMS-NC District with an overlay, and the BMS-Civic District (*See Staff Report, discussion on pages 5 and 6; Ex. 2, revised preliminary plat plan sheet C005, labeled “BMS Districts”*).
13. Block standards are mandated in the LUDR at Section 7.B, including without limitation: a restriction on block lengths to no more than 1,000 feet (*see LUDR Sec. 7.B(2), which is satisfied by this application through use of trail connections, a midblock crossing, and the like to interrupt otherwise lengthy road-segments along blocks as explained on page 9 of the*

Staff Report, subject to a correction that the longest, uninterrupted block length for this revised plat appears to be 985 feet instead of 1,045-feet as stated in the Final Staff Report², see further discussion of the topic in Ex. 5, the updated MACR for this revised application, on .pdf page 62); and requirements for a minimum number of at least 2 (two) Building Types per block in portions of this proposed plat that are in the BMS-NC and BMS-NG districts (see Sec. 7.B(5)(a).

14. Section 2.D of the LUDR specifies all of the Building Types that are allowed in each District.
15. Conditions of approval must be enforced that require the applicant to identify all Building Types that will be allowed on each lot included in this plat, to ensure compliance with the Building Type, the minimum number of Building Types per block mandates, density, and other requirements. *(See discussion in Staff Report; Comments in Ex. 13, Applicant's response to Final Staff Report, providing additional information showing how proposal satisfies LUDR density requirements, and need to revise either LUDR or Master Agreement to be consistent with one another).*
16. Consistent with LUDR Sec. 1.G(5) and 7.B(5)(a)(2 and 3), the face of the final plat documents must identify the building type(s) that will be allowed on each lot, and demonstrate that there will be two building types per block for all blocks of the proposed plat that are within the BMS-NC and BMS-ND Districts. *(See proposed Condition of Approval No. 78, on page 34 of Final Staff Report).*
17. The Regulating Plan and purpose section for the various districts in the BMS community is found in the LUDR at Sec. 1.F.1(c), which reads in part as follows: *"No house in the BMS-NG District is intended to be farther than three blocks from any park, mini park or other type of open space."* *(LUDR, page 1-3, Sec. 1.F.1(c)).* While this LUDR provision did not come up during public testimony for this application, it has been a significant issue in other preliminary plats considered in the BMS community, especially the recent Goose Ridge II matter. While a cursory review of the revised plat design shown in Ex. 2 for this South Orchard subdivision appears to include genuine park, mini park, and open spaces, so that no house in the NG District areas will be further than three blocks from such amenities, all final plat reviews for each phase of this plat must ensure that Sec. 1.F.1(c) and all other LUDR provisions are satisfied. (NOTE: The "3-block" proximity rule in Sec. 1.F.1 of the LUDR should probably be included in future reviews and recommendation forms used by the Master Plan Administrator and City staff).
18. If not already, as determined by the Planning Manager and the City Attorney, Conditions addressing ownership and maintenance of privately held open space/park, and other common

² The higher figure showing the largest block size to be greater than 1,000 feet appears to be a typographical error, as a possible "carry-over" number first used in the initial staff report, because the revised and initial Master Agreement Consistency Recommendation both indicate that the longest block length (without interruptions) is just 985 feet. In any event, the MACR clearly evidences concurrence that the LUDR mandates a 1,000 foot limit on block-lengths, and the Examiner finds and concludes that the block-interruption strategies used in this revised plat are appropriate means to accomplish such objective.

areas should be included in specific covenants, conditions, and restrictions for the subdivision, sometimes called CC&Rs or CCRs.

19. The Examiner takes official notice of a recorded legal instrument that applies to properties located in the BMS master planned community³, specifically The Master Declaration of CC&R's for Badger Mountain South, which includes a section that reads as follows:

8.1 Applicability. The following use standards, conditions and restrictions shall apply to all residential lots within BMS. The CCRs for any Phase may contain more restrictive but not less restrictive standards, conditions and restrictions. In the event any architectural, design, construction, use, or maintenance standard, condition or restriction for a Phase is more restrictive than provided in this Article 8, the more restrictive standard, condition or restriction shall control.

20. Based upon the record, the Examiner finds and concludes that it is necessary to include requirements for additional CCRs that clarify spaces that are required for Park/Open Space purposes in this proposed plat, how such space is to be landscaped, the amenities required in such space, the function any Park or Open Space is intended to provide, and the like, as well as language recognizing that the City is not responsible for enforcing provisions in any CCR, but that it rests with the specific HOA for a particular subdivision.

Transportation Concurrency.

21. RMC 19.60.095(D) mandates that a projects like this preliminary plat proposal may 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. (emphasis added).*”
22. One of the primary reasons for the Remand Order was based upon testimony and evidence showing that transportation concurrency requirements could not be satisfied until a final, updated Transportation study for the BMS community was approved by the City of Richland. Before the remand, there was no clarity on precisely what “yardstick” the City was using to

³ This document was not included in the application materials or the Staff Report but was provided to the Examiner during post-hearing research to obtain access to relevant legal instruments addressing many of the topics raised by BMS residents in connection with other BMS project applications before the Examiner. Given the substance of comments that were not adequately addressed in testimony or written materials already in the record, the Examiner found good cause to reopen and supplement the record at the end of last week, to include a copy of the CC&Rs and a copy of the entire BMS Master Agreement, which includes provisions that resolve some unanswered questions at the time of the Remand Order. The record is now closed, and this Decision is in order. (See H.Ex. Rule 1.14(d) re: official notice of records; and Rule 1.17, reopening to supplement record; new Exhibits 16 and 17).

determine if and when various road improvements will be required. Following the Remand, the City's Public Works Director and Transportation Engineer offered credible, un rebutted evidence and sworn testimony as part of the Goose Ridge II hearing process, establishing that "Building Permits issued" instead of "approved lots" are used as the yardstick to determine if and when various transportation improvement requirements are triggered for projects in the BMS community.

23. Having reviewed and considered the entire record, including the entire BMS Master Agreement that has been added to the record by the Examiner as *Exhibit 16*, and prior sworn testimony from City Public Works staff responsible for transportation system improvement issues, the Examiner finds and concludes that the "yardstick" used by the City to count units for purposes of triggering various transportation improvements is actual building permits issued by the City in the BMS community, and not the number of lots approved in final plats issued for properties that are located in the BMS community. (*Testimony of Mr. Rogalsky during this hearing as well as during the Goose Ridge II hearing; Testimony of Mr. D'Alessandro during the Goose Ridge II hearing; Ex. 12, Public Works Department memo detailing specific transportation improvement projects funded by Traffic Impact Fees collected in Traffic Impact Zone 3, where the proposed plat is located*).
24. Mr. Rogalsky provided credible and reassuring testimony, within the scope of his professional expertise, and provided written materials explaining that this proposal will be required to pay transportation impact fees that are used to fund a long list of specific transportation improvements needed to mitigate impacts associated with this proposed plat. (*Ex. 12; Testimony of Mr. Rogalsky*).
25. Based upon the testimony of Mr. Rogalsky, *Exhibit 12*, and the mitigation measures included in the Planned Action Consistency Determination issued on November 3, 2021 (*Ex. 7*), the Examiner expressly finds and concludes that a specific list of required transportation system improvements or strategies are or will be in place at the time of occupancy of this project, or the impact fee revenues to be collected for each building permit issued for homes in the new plat will serve as an adequate financial commitment to complete the required improvements within six years of final plat approval for this plat. However, if at the time of final plat approval for any phase of this plat, City officials determine that impact fees and other resources (including additional contributions from or work performed by private developers) have been or will be inadequate to complete transportation projects required as conditions to mitigate the impacts of this plat, then the final plat could be denied. (*See RMC 19.60.095(D), concurrency requirements for preliminary plats; RMC 24.12.110, Final Plat approval requirements*).
26. In response to public comments from local residents in the BMS community in other preliminary plat hearings, or from surrounding jurisdictions like the City of West Richland, expressing concerns that the timing of some transportation projects may have been changed from dates given in the Master Agreement, the Examiner directs attention to Section 19.4 of the BMS Master Agreement, which reads as follows: "The timing for the construction of

Transportation Improvements is set forth in Exhibit B⁴. The City and Nor Am may agree to change the timing of construction of road improvements if deemed to be in the public interest.” Mr. Rogalsky and Mr. D’Alessandro have offered credible testimony in public hearings summarizing some of the projects where timing has been changed, as they deemed to be in the public interest. Moving forward, periodic written reports or updates from the Public Works Director on the City’s website pages summarizing BMS community information may be helpful to keep the public and neighboring jurisdictions (like West Richland) better informed, and to maintain public confidence that transportation system requirements are appropriately monitored and enforced, all as the Public Works Director might deem to be in the public interest. An additional condition of approval has been included as part of this Decision, specifying that changes in the timing of road improvements required as part of this project shall be considered “Minor Revisions” to the approved preliminary plat, subject to a Type I approval process that includes public notice of such decisions and possible appeals to the Examiner, noting that any review of such revision requests will require substantial deference to any determination made by the Public Works Director. (See RMC 19.20.010 and .030; See Condition of Approval, General **Condition J**).

27. While the issue may have already been resolved through discussions between state and city officials, the applicant and City staff should be fully advised that no phase of final plat approval should move forward until concerns expressed by WSDOT are adequately addressed. See *Ex. 11*, the WSDOT Comment letter dated November 10, 2021, from Region Planning Engineer, Paul Gonseth, P.E., found on page 80 in the .pdf file for the Final Staff Report materials, which reads in relevant part as follows:

“The subject property is in the vicinity of Interstate 82 (I-82) and the Dallas Road (Exit 104) interchange and within the Badger Mountain South (BMS) subarea. I-82, including the interchanges, is a fully controlled limited access facility, Highway of Statewide Significance (HSS), and part of the National Highway System (NHS). We are not opposed to this proposal, or any previous proposals within the BMS subarea; however, we are concerned with the cumulative impact development of the subarea is having on I-82, specifically the Exit 104 interchange. Exit 104 currently operates within acceptable safety and operational thresholds and it is to the benefit of the city, county and state to preserve this interchange’s safety and efficiency. The additional vehicle trips generated by this project will cause the total subarea trip level to exceed all mitigation triggers described in exhibit B of the BMS master agreement. To date, no effort to mitigate subarea impacts to I-82 and Exit 104 has been made. The latest analysis, the draft BMS Traffic Impact Analysis (TIA) dated May 14, 2021, states the eastbound and westbound ramp terminals at Exit 104 are projected to fail in 2025. The TIA also recommends the developer only contribute towards a portion of the cost to mitigate these impacts and doesn’t clearly identify a complete funding strategy. It is our position that the BMS subarea is the sole driver creating the need for improvements to Exit 104, and the developer and city are responsible for ensuring these impacts are mitigated prior to the year 2025.

Therefore, as a condition of plat approval, the city and developer must amend the BMS master agreement to include fully funded mitigation strategies and updated timelines to preserve the safety and efficiency of the I-82 Exit 104 interchange. [...]”. (*Ex. 11, Comment Letter dated November 10, 2021, from WSDOT Region Planning Engineer, Paul Gonseth, P.E., included as part of documents erroneously marked Exhibit 12, provided with the Final Staff Report package, found on page 80 of 80 in the .pdf file*).

⁴ Included as *Ex. 16* in this record for the South Orchard application.

SEPA Compliance.

28. The City of Richland's Planned Action Ordinance adopted in or about 2010 for the Badger Mountain master planned community covers development within the Badger Mountain South Subarea. The Supplemental Final Environmental Impact Statement issued in 2010 for the Planned Action Ordinance covers the site of this proposed plat. (*Final Staff Report, page 11*). Accordingly, standard SEPA review is not required, so long as the project is consistent with the master plan and mitigation measures adopted and identified in applicable SEPA documentation for the master planned area. (*Final Staff Report discussion on page 11; and Ex. 7, Planned Action Consistency Determination*). With such documentation, and so long as the project is developed in a manner that meets the conditions of approval imposed as part of this Decision, which mandates compliance with the LUDR provisions applicable to the BMS master planned community, the pending application satisfies(ies) applicable SEPA review requirements.
29. The applicant objected to Staff's proposed Condition in the Initial Staff Report that would have mandated a professional archaeological survey of the site prior to ground disturbing activities, based on a letter from the Department of Archaeology and Historic Preservation. (*See .pdf page 74 of Initial Staff Report file materials, where a DAHP official explains that: "Our statewide predictive model indicates that there is a moderate probability of encountering cultural resources within the proposed project area."; Initial Staff Report; Testimony of applicant representatives at the July hearing*).
30. There is no evidence in this record to show that DAHP's predictive model mapping was ever included as part of the record reviewed or considered at the time the original environmental review occurred for the BMS community in the late 2000s or whenever it occurred.
31. Similarly, there is no evidence in the record showing that information included in a written comment submitted by the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) was ever included as part of the environmental information reviewed or considered when the BMS environmental reviews took place in the late 2000s. (*See Exhibit 7A, a written comment from the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program (CRPP) dated July 7, 2021, which reads in part as follows:*

"[CTUIR] has reviewed the materials regarding the BMS South Orchard project. The project area is in close proximity to three historic properties of religious and cultural significance, Piyyuŝmaamí uŝtáy ('hills of the snakes'), usipamá ('for horses'), and Wiŝpúuŝya ('Beaver') to the CTUIR. Given that the project area is in close proximity to these traditional use areas and that the project will reach native soils, the likelihood of encountering cultural resources is high. Therefore, we recommend a cultural resource survey with subsurface testing."
32. The Final Staff Report modifies the initial recommendation for a full cultural resource survey, omitting a recommended condition to this effect, and makes reference to RCW

43.21C.440.3(b), regarding no requirement for additional environmental review if a proposal is consistent with the development described in the planned action ordinance. (*Final Staff Report, page 20, item 28*).

33. In any event, the Examiner finds and concludes that there is a clear preponderance of un rebutted evidence establishing that cultural resource concerns must be taken into account as this project moves forward. Accordingly, the applicant must confer with DAHP and CTUIR officials, to generate an Inadvertent Discovery Plan, to be onsite throughout ground disturbance work on the site, independent of substantive SEPA authority, but to be consistent with other state statutes addressing cultural resource protections, including without limitation RCW 68.50.645, RCW 27.44.055, and RCW 68.60.055.

Public Hearing.

34. The open-record public hearing for this revised application occurred on November 17, 2021, wherein the undersigned Examiner presided, and all persons wishing to provide comments were heard, providing testimony under oath. Brief summaries of key topics raised during public testimony is provided in other parts of this Decision. The hearing was conducted using the Zoom online hearing platform, coordinated by City Staff, all in accord with proclamations and public health measures in effect at this time. The Examiner has visited the site of the proposed project on multiple occasions, and public roads leading to and from the vicinity of the proposed plat, and is familiar with the larger Badger Mountain South area from previous visits in connection with other applications over the last few years.
35. The Final Staff Report and recommendation of approval includes a number of specific findings and conditions that partially establish how the underlying plat application, as conditioned, can satisfy provisions of applicable law, be consistent with the city's Comprehensive Plan, and designed or conditioned to comply with applicable development standards and guidelines. It points out some requirements found in the LUDR that must be satisfied before any phase can be granted final plat approval.
36. Additional conditions of approval have been added by the Examiner to ensure that all staff and future developer representatives fully understand and appreciate that the burden is on the applicant to show compliance with applicable provisions of the LUDR and the Richland Municipal Code at every stage of development, whether or not such provisions are enumerated or referenced in the approved preliminary plat plans, in the staff report, or in this Decision.

Compliance with city development regulations achieves consistency with the Comprehensive Plan

37. RMC 24.04.020 explains that the purpose of the City's platting and subdivision codes is "*in furtherance of the comprehensive plan of the city*" and that such regulations contained in the city's platting and subdivision codes "*are necessary for the protection and preservation of the public health, safety, morals and the general welfare, and are designed, among other*

things, to encourage the most appropriate use of land throughout the municipality; to lessen traffic congestion and accidents; to secure safety from fire; to provide adequate light and air; to prevent overcrowding of land; to avoid undue concentration of population; to promote the coordinated development of unbuilt areas; to secure an appropriate allotment of land area in new developments for all the requirements of community life; to conserve and restore natural beauty and other natural resources; and to facilitate the adequate provision of transportation, water, sewerage and other public uses and requirements.” The effect of this provision boils down to this: compliance with the City’s Comprehensive Plan can be established, or at least partially established, through compliance with the city’s platting and subdivision regulations found in Title 24 of the Richland Municipal Code. In this matter, a preponderance of evidence in the record establishes compliance by the proposed plat (as conditioned herein) with the city’s land platting regulations that are applicable to this project, including without limitation those reflected in the LUDR for Badger Mountain South, thus implementing and complying with the City’s Comprehensive Plan. *(See Staff Report, all Findings)*. Obviously, if the proposed plat is not designed and/or conditioned to demonstrate compliance with all applicable LUDR provisions, then the application would NOT be compliant with the city’s comprehensive plan.

As Conditioned, and if developed in compliance with requirements in applicable LUDR provisions, the proposed plat will provide public benefits

38. The applicant’s submittals established that some aspects of the new subdivision will provide a public benefit, including without limitation, new housing inventory and options fulfilling the city’s goals and policies set forth in the Comprehensive Plan, construction of new roads, sidewalks, an attractive street system to serve the new plat, and other features that will serve to promote health benefits of a walkable, pedestrian-friendly community.

A preponderance of evidence in the record demonstrates the proposed project, as conditioned, satisfies approval criteria.

39. The record contains a preponderance of evidence to demonstrate that, as conditioned, the proposed plat makes appropriate provisions for:
- A. The public health, safety, and general welfare: *See Final Staff Report; all Findings above; Conditions of Approval; Ex. 7, Planned Action Consistency Determination, mitigation measures; Testimony of Public Works Director re: Transportation System improvement issues.*
 - B. Open Spaces: *Findings above, Conditions of approval; Final Staff Report, including discussion on bottom of page 14.*
 - C. Drainage Ways: the project will be consistent with all applicable standards for stormwater system design, including without limitation the Department of Ecology Stormwater Management Manual for Eastern Washington. *Final Staff Report, recommended Storm Water conditions; Ex. 7, mitigation measures.*

- D. Streets or roads, alleys, other public ways: the proposed plat has been reviewed by the City for compliance with applicable street system design requirements, and has been deemed consistent with all applicable LUDR and city standards for city roads, streets, driveways, access, circulation, transportation concurrency and the like. *Final Staff Report, proposed conditions; Testimony of Public Works Director; Ex. 12, list of transportation projects funded by impact fees to be collected in connection with this project; Ex. 7, mitigation measures; Conditions of Approval, including addressing Traffic and Streets.*
- E. Transit stops: To the extent transit stops are or may be located nearby to serve residents of the proposed plat, or Richland residents generally, the subdivision design, access and internal circulation patterns, as conditioned, are appropriate to allow for pedestrians and vehicles to access arterials and other routes that could direct users to existing or future transit stops and facilities. The proposed plat is within the Ben Franklin Transit service area, though no bus service is currently provided for the neighborhood. The transit agency was given lawful notice of the proposed plat and did not provide any comments or feedback for consideration as part of the record in this matter. *Staff Report, page 15.*
- F. Potable water supplies: The new subdivision will receive its domestic water supply from the City of Richland. Staff confirms that adequate capacity is available within the city's water supply system to provide domestic water. Irrigation water will continue to be available within the plat, as provided by the Badger Mountain Irrigation District. *Staff Report, pages 10 and 25; TAC recommended Domestic Water conditions on pages 18 and 19 of the Staff Report.*
- G. Sanitary systems: The City's sewer system has capacity to serve the proposed plat, and will do so. *Staff Report, at page 12 and 15, recommended Sanitary Sewer Conditions of Approval.*
- H. Parks and recreation, playgrounds, schools: The Staff Report and site plans show that the project includes provisions for new trails, green space, some park like amenities, advancing the Badger Mountain South vision with homes in close proximity to recreational venues throughout the master planned community. The Staff Report explains that the park mitigation fees will be paid for each dwelling unit constructed within the plat. School needs for future residents are adequately addressed in the LUDR for the Badger Mountain South master planned community. *Staff Report, page 15. Conditions of approval require compliance with LUDR provisions, including the 3-block proximity to parks/open space standard for homes in the NG districts, LUDR 1.F.1(c).*
- I. Planning features to assure safe walking conditions for students: The proposed plat includes walking paths and sidewalks that will adequately provide safe walking routes and conditions for school children. *Ex. 2, revised preliminary plat plans showing sidewalks and trails in the new plat.*

40. Except as modified in this Decision, all Findings, and statements of fact contained in the Final Staff Report are incorporated herein by reference as Findings of the undersigned hearing examiner.⁵

41. Based on all evidence, exhibits and testimony in the record, the undersigned Examiner specifically finds that the proposed plat, as conditioned below, makes appropriate provisions for the considerations detailed in applicable law, including without limitation RMC 24.12.050, .053, 19.60.095, and the LUDR provisions applicable to the Badger Mountain South area, and that the public use and interest will be served by the proposed plat and associated dedications and improvements.

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⁵ For purposes of brevity, only certain Findings from the Department's Recommendation are highlighted for discussion in this Decision, and others are summarized, but any mention or omission of particular findings should not be viewed to diminish their full meaning and effect, except as modified herein.

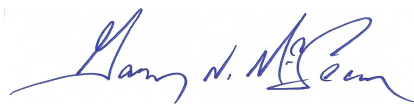
V. CONCLUSIONS OF LAW.

1. Based on the Findings as summarized above, the undersigned examiner concludes that the proposed plat, as conditioned below, conforms to all applicable zoning and land use requirements and appropriately mitigates adverse environmental impacts. Upon reaching such findings and conclusions as noted above, the preliminary plat meets the standards necessary to obtain approval by the City.
2. The proposed conditions of approval as set forth in the Staff Report and as modified by the Examiner in this Decision, are reasonable, supported by the evidence, and capable of accomplishment. Additional conditions have been added to ensure that provisions of the LUDR are followed as the project moves forward.
3. Any Finding or other statements in previous or following sections of this document that are deemed Conclusions are hereby adopted as such.

VI. DECISION.

Based upon the preceding Findings of Fact and Conclusions of Law, evidence presented through the course of the open record hearing, all materials contained in the contents of the record, and the Examiner's site visits through the BMS community, **the undersigned Examiner APPROVES the "South Orchard" Preliminary Plat** application, subject to the Conditions of Approval set forth below and adopted herein as part of this Decision.

Decision issued: December 16, 2021.



Gary N. McLean
Hearing Examiner for the City of Richland

**CONDITIONS OF APPROVAL
FOR THE
PRELIMINARY PLAT OF SOUTH ORCHARD
FILE NO. S2021-104**

In accord with authority granted in the Richland Municipal Code, the hearing examiner grants the above-referenced preliminary plat application subject to conditions, modifications and restrictions set forth below, all found necessary to make the application compatible with the environment, and carry out applicable state laws and regulations, and the regulations, policies, objectives and goals of the city's comprehensive plan, zoning code, subdivision code, and other ordinances, policies and objectives of the city.

General Conditions:

- A. Development of the plat shall be substantially consistent with drawings provided in the Preliminary Plat maps included as part of the revised application materials (*Ex. 2*), subject to modifications necessary to comply with these conditions of approval.
- B. Preliminary Plat approval shall be null and void if any condition enumerated herein is not satisfied.
- C. No construction or site development activities related to the plat may be undertaken until required city approvals become effective, and the City and other regulatory authorities with jurisdiction issue applicable permits.
- D. The applicant shall comply with all professional report conclusions and recommendations submitted in connection with the preliminary plat and engineering reviews, as approved and/or amended by the City.
- E. Applicant shall be responsible for consulting with state and federal agencies, and tribal entities with jurisdiction (if any) for applicable permit or other regulatory requirements. Approval of a preliminary plat does not limit the applicant's responsibility to obtain any required permit, license or approval from a state, federal, or other regulatory body. Any conditions of regulatory agency permits, licenses, or approvals shall be considered conditions for this project.
- F. The final engineering plans and submittals necessary to obtain final approvals for each phase of the plat shall conform to all applicable provisions of the Richland Municipal Code and the Conditions of Approval herein.
- G. The preliminary plat shall comply with all applicable provisions of the Richland Municipal Code, and LUDR provisions for the Badger Mountain South community where this plat is located, whether or not such provisions are enumerated or referenced in the approved preliminary plat plans, in the staff report or in this Decision; provided adjustments to road widths, sidewalk and trail dimensions shall be in accord with final reviews and determinations by the City's Public Works Director, who is authorized to exercise sound engineering judgment in such matters, and that some adjustments may constitute Minor or Major Revisions to the Preliminary Plat, as explained in Condition J, below. The burden is on the applicant to show compliance with these conditions and applicable provisions of the City's code and LUDR provisions at every stage of development, including without limitation the 1,000 foot limit on uninterrupted block lengths, and the "3-Block" proximity to a park, mini park, or other type of open space standard for houses in the BMS-NG District. (*LUDR Sec. 7.B.2 and Sec. 1.F.1(c)*).

- H. The preliminary plat can be developed in 4 (four) phases, as identified in the application materials and depicted on revised plan sheets included in Ex. 2, subject to compliance with all final conditions herein.
- I. Final Covenants, Conditions and Restrictions (CCRs) for each phase of this plat shall be submitted with the final plat application for each phase, and shall be recorded prior to the final plat. The CCRs are subject to review and approval of the Planning Manager and City Attorney to ascertain if the documents are sufficient to assure compliance with these Conditions of Approval, SEPA Mitigation measures, and LUDR provisions. At a minimum, the CCRs shall include provisions for repair, maintenance and performance guarantee of any tracts, private parks or open space, landscaping, facilities, utilities or amenities which are private and commonly owned by the homeowners of the plat, and clearly explaining that the City of Richland is not responsible for enforcement of private CCRs. Language shall also be included in the CCRs that require notification to the City of Richland Planning Manager of any amendments to the CCRs, and that the City shall have the authority to object to any modification that is inconsistent with any condition lawfully placed upon the subdivision by the City of Richland.
- J. ***Process for Review of Potential Minor or Major Revisions to this Preliminary Plat.*** Revisions to an approved preliminary plat are reviewed under RMC 19.20.010, with minor revisions reviewed as a Type I application (see RMC 19.20.010(A)(5)), which requires approval by the Director; and major revisions reviewed as a Type III application requiring approval by the Hearing Examiner (See RMC 19.20.010(C)(1)).

As provided in RMC 19.20.030, a Type I application does not require public notice, but public notice must be issued regarding any decision to approve a Type I application, which is then subject to appeal before the Hearing Examiner; and all Type III applications require full public notice of such application, an open record hearing, and a decision by the Hearing Examiner.

Because this application and others in the BMS community have generated significant public comments generally expressing concerns that some requirements, conditions, or expectations for prior BMS developments were modified or abandoned, or the timing of some requirements has been changed, it is in the public interest for this preliminary plat approval and future BMS projects to provide a clear condition explaining the sorts of revisions that will require a Type I or Type III review and approval, subject to application fees and filing requirements as determined by the Director or his/her designee.

For this preliminary plat, “Major Revisions” shall include proposed changes in primary access points or increase in the number of peak hour vehicle trips, expansion of site area, increase in the number of lots, elimination of or substantial change to a required transportation system improvement, substantial expansions of environmental impacts, or substantive changes to any finding of fact or condition of approval in the Decision approving the preliminary plat.

“Minor Revision” shall include proposed changes that the Director determines to be minor but still within the scope of the original preliminary plat approval. Minor revisions can include, without limitation: changes to the boundaries and lots within phases of the preliminary plat; changes in the timing of construction of road improvements mandated in the BMS Master Agreement, the LUDR, or these Conditions of Approval, if deemed to be in the public interest by the Public Works Director; technical engineering items and details, unless the proposed detail modifies or eliminates features specifically required as an element of approval; minor changes in lot or tract lines or dimensions, with no change in density; minor changes to street alignment or utility design; minor changes to street, sidewalk, or trail dimensions, based on site conditions, sound engineering judgement, or public safety considerations; reduction in the number of lots approved, as long as the modification meets any minimum density requirement; minor changes to clarify notations on the face of the plat; a change to a condition of approval that does not modify the intent of the original condition; and reconfiguration of

any designated park, trail, open space, or recreation areas, provided, that no reduction in overall area occurs.

- K. ***Right of Way Permit for Construction Traffic.*** Based on compelling testimony and evidence contained in the record for projects in the BMS master planned community that demonstrated a need for specific conditions to reduce the impacts of construction-related traffic that will move through surrounding neighborhood streets as the new plat is developed and homes are constructed therein, and under authority granted in development regulations found in the Richland Municipal Code, including without limitation RMC Chapter 12.08 (Right of Way Permits) and the purpose and intent of erosion, dust, traffic, pedestrian-safety and water-pollution control regulations set forth in other provisions of the RMC, the following Condition shall be satisfied prior to issuance of any clearing and grading, building, demolition, or other construction permit associated with development of or within the new plat that the Public Works Director determines is likely to have a material impact on any segment(s) of the city's existing public street network that will be used to obtain access to and from the plat-development site(s):

The applicant is required to apply for a Right of Way Permit before the issuance of any grading, building, demolition, or other construction permit associated with development of or within the new plat that the Public Works Director determines is likely to have a material impact on any segment(s) of the city's existing public street network that will be used to obtain access to and from the plat-development site(s). In some cases, more than one Right of Way Permit may be required, such as one for hauling and one for construction work within the right of way. A Right of Way Permit issued under this Condition is intended to regulate activity within the city right of way, and is required of any person who performs construction-related work within existing or proposed city rights-of-way, easements, or on city-owned infrastructure, including without limitation the following:

- a) Designated truck hauling routes.
- b) Truck loading and unloading activities.
- c) Hours of construction and hauling.
- d) Continuity of pedestrian facilities.
- e) Temporary traffic control and pedestrian detour routing for construction activities.
- f) Street sweeping and maintenance during excavation and construction.
- g) Location of construction fences.
- h) Parking for construction workers.
- i) Construction vehicles, equipment, and materials in the right of way.
- j) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval by the Public Works Director a plan for providing pedestrian access on existing public streets that are impacted during construction of this project (if any). Access on such existing public streets shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access along streets, sidewalks or other portions of the city street system surrounding the new plat.

- L. ***Inadvertent Discovery Plan Required.*** Based on unrebutted comment letters from DAHP and the Confederated Tribes of the Umatilla Indian Reservation, before commencement of any ground disturbing activities in connection with development of this proposed plat, the applicant shall submit a proposed Inadvertent Discovery Plan (IDP) for review and approval by the Planning Manager, which

shall be consistent with state codes and regulations regarding cultural resources. The proposed IDP should be developed in consultation with DAHP and tribal officials who provided comments in the record for this matter. A copy of an approved IDP, subject to updates and additional provisions or mandatory contacts that may be imposed by the City's Planning Manager, including current names and contact numbers, must be provided to all contractors and be available on-site for reference throughout all phases of the development process that might involve ground disturbance work. If ground-disturbing activities uncover or reveal objects that might appear to be protected resources during the course of construction, then all activity will cease that could cause further disturbance to such items, until notifications are made to appropriate parties, as detailed in the approved IDP and as may be mandated by the City's Planning Manager. This Condition may be satisfied with an IDP that is consistent with DAHP guidance on the topic, but must include current names and contact numbers. For instance, in an effort to standardize language and to be consistent with state law, the Department of Archaeology and Historic Preservation offers the following text relating to the inadvertent discovery of human skeletal remains to be used in the development of inadvertent discovery protocols⁶:

**Inadvertent Discovery of Human Skeletal Remains on
Non-Federal and Non-Tribal Land in the State of Washington
(See RCW 68.50.645, RCW 27.44.055, and RCW 68.60.055)**

"If ground disturbing activities encounter human skeletal remains during the course of construction, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance until the State provides notice to proceed. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to the Department of Archaeology and Historic Preservation (DAHP) who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains."

M. Whether restated or discussed elsewhere in these Conditions of Approval or this Decision, each and every of the mitigation conditions provided in Ex. 7, the Planned Action Consistency Determination issued for this revised application on November 3, 2021, are incorporated herein by reference as individual Conditions of Approval adopted by the Hearing Examiner for this preliminary plat.

Conditions Derived from the Final Staff Report:

1. Street names are not reviewed or vested until construction plans are submitted for review. The street names included on the pre-plat may not be approved or available during the construction plan review process.

⁶ Available on the DAHP website, at: <https://dahp.wa.gov/archaeology/human-remains/recommended-inadvertent-human-remains-discovery-language>

2. If any of the small tracts have the potential to one day become building lots, utility stubs should be provided to them to avoid the need to cut new streets.
3. Any future storm drainage tracts will be dedicated to the city for ownership. The “Tract Note” on sheet C001 of the pre-plat should be amended to include this.
4. All final, approved 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 full size (and electronic) format. Electronic copies of the construction plans are required prior to the pre-con meeting along with the multiple sets of paper drawings. When construction of the public infrastructure has been substantially completed, the applicant shall provide paper and electronic record drawings in accordance with the City’s “Record Drawing Requirements”. The electronic record drawings shall be submitted in an AutoCAD format compatible with the City’s standard CAD software. The final record drawings 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. 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. 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. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way construction permit prior to beginning work, per RMC Chapter 12.08. The applicant shall pay a plan review fee based on a cost-per-sheet of engineering infrastructure plans. This public infrastructure plan review fee shall apply each time a project is submitted for review. This fee will be different for commercial projects versus subdivision projects. Please visit the Public Works Private Development page on the City’s webpage to find the current per-sheet fee. A permit fee in the amount equal to 3% of the construction costs of the work within the right-of-way or easement will be collected at the time the construction 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 approved plan submittal.
7. 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 final plat acceptance.
8. 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.
9. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.

10. 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:

11. 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, Public Infrastructure Design Guidelines 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) Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
- c) All utilities shall be extended to the adjacent property (properties) at the time of construction.
- d) 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.
- e) 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.
- f) All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
- g) All public streets shall meet design requirements for sight distance (horizontal, vertical and intersectional).
- h) 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 mailboxes. All electrical appurtenances such as transformers, vaults, conduit routes, and streetlights (including their circuit) need to be shown in the plan view.
- i) The contractor shall be responsible for all public infrastructure construction deficiencies for a period of one year from the date of the letter of acceptance by the City of Richland.
- j) 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.

12. 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:

- 2-inches compacted gravel, minimum (temp. SEVA only).
- 2% cross-slope, maximum.
- 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal.
- Be 20-feet in width.
- Have radii that are accommodating with those needed for City Fire apparatus.

13. 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.

Survey Monument Destruction:

14. 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)).
 - d. 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.
 - e. 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:

15. The South Orchard preliminary plat is subject to the City’s traffic impact fee program (RMC 12.03), subject to payment of all such impact fees in an amount as established by the City of Richland at the time of each building permit application. The program includes street and intersection improvements sufficient to mitigate the off-site impacts of this project. The developer of this proposed project may receive credit for construction of the improvements listed in RMC 12.03.
16. Projects either completed and occupied or approved for future development within Badger Mountain South have resulted in traffic generation that requires an update to the Badger Mountain South Traffic Impact Analysis as identified in Exhibit B, Section 5.3 of the Master Development Agreement. **Final plat approval will not be granted for ANY phase of this project until the Badger Mountain South Traffic Impact Analysis is updated and accepted by the Public Works Director and other necessary approvals are accomplished to effectuate, amend, or mandate compliance with the approved TIA, as determined by the City Attorney (i.e., possible amendment to portions of the BMS Master Agreement, the LUDR, or other legal instruments).**
17. This project will create impacts to three intersections that **shall be mitigated** with intersection improvements.
- a. The Gage/Reata intersection improvements shall include the construction of a roundabout designed for the 2040 anticipated full build-out traffic volumes. This intersection should be completed with the phase of construction that connects Gage Boulevard to Reata Road.

- b. The Gage/Morningside intersection improvements shall include a roundabout or mini roundabout to account for both on-site and planned off-site future peak traffic volumes related to development traffic from the west. These intersection improvements shall be completed along with the phase that constructs the Gage/Morningside intersection.
 - c. The Road A/Reata Road intersection improvements shall include a westbound right turn lane from Reata onto Road A, and a southbound right turn lane from Road A onto Reata. These intersection improvements shall be completed along with the phase that constructs the Road A/Reata Road intersection.
- 18. The Gage Blvd./Road N intersection is anticipated as needing a roundabout when future development continues the extension of Gage Blvd. to the north. Adequate right-of-way shall be provided at this intersection for the anticipated roundabout.
 - 19. The developer shall conduct a preliminary design of Gage Blvd. and Road A (horizontal and vertical alignment) to a point at least 500-feet offsite to the north, or to its next northerly intersection, whichever is further, to confirm the most appropriate alignment. These designs shall be completed concurrent with phase 1.
 - 20. Gage Blvd., Road A and Road N will be classified as “Major Collectors”.
 - 21. On-street parking and driveway accesses for single family lots will not be permitted onto Major Collector streets.
 - 22. Morningside Parkway as designed on this proposed pre-plat will be classified as a Minor Collector.
 - 23. The curves at the south end of Road A need to be designed with a centerline radius compliant with a major collector, per AASHTO design guidelines. The applicable street section for Road A shall include a separated pathway for the full length of Road A, as detailed in the LUDR for a 2-lane arterial collector.
 - 24. Sheet C002 identifies a road section with a median, however it is not clearly identified where that road section is intended to be within the pre-plat. Medians shall not interfere with left-turning movements at intersections. The developer shall obtain approval from the City’s Traffic Engineer for all median designs.
 - 25. Lots fronting on Gage Blvd. shall take access from a rear alley easement. Single family residential driveway access to Gage Blvd. will not be permitted.
 - 26. The City anticipates an update to the LUDR in the near future that will revise the standard street cross sections throughout Badger Mountain South. The developer is requested to consult with Public Works regarding the anticipated cross section changes and to utilize them in anticipation of the LUDR update being completed. Alternatively, this project shall utilize street cross section designs in the LUDR as it exists at the time of infrastructure permitting.
 - 27. Road “A” shall be constructed full-width at the time that the phase which constructs the lots adjacent to Road A is developed. The full road section (curb, gutter, sidewalk, and pathway) shall be constructed on both sides at that time.
 - 28. Reata Road is currently a Benton County road in this area. Staff at the City and Benton County have begun a process to transfer this right of way to City jurisdiction. If this process is not completed all intersections with Reata Road must be reviewed and approved by Benton County. If the process is

completed as proposed by City and County staff, the intersection designs will be reviewed and approved by the City.

29. A note will be included on the face of the final plat stating that no driveways will be allowed directly onto Reata Road with the exception of Lot 1. Proposed driveways from Lot 1 onto Reata Road will need to be approved by the City of Richland Traffic Engineer and Benton County Public Works.
30. A ten-foot public utility easement adjacent to the Reata Road frontage shall be provided on the face of the final plat.
31. Sidewalks shall be installed along all public right-of-way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, HOA tracts, etc.).
32. The developer and his engineer shall demonstrate on the construction plans that all future driveways, sidewalks and pedestrian ramps will meet City and ADA requirements, and also provide at least 5-foot of separation between driveway and/or pedestrian ramp transitions.
33. Pedestrian ramps shall be designed to current City standard details and A.D.A. standards. Adequate right-of-way shall be provided at corners to allow for at least 1-foot of ROW behind the ped. ramp landing. Crosswalks between pedestrian ramps shall be designed to City standards. Crosswalks at stop-controlled intersections shall have cross-slopes less than 2%. Crosswalks crossing thru-streets shall have cross-slopes less than 5%. The road profile shall be designed to accommodate this.
34. The vision-clearance triangle shall be shown on all corner lots (including access easements that serve multiple homes) on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in or within 500-feet of a curve, it will have to be evaluated per AASHTO guidelines. The assumed speeds for sight triangle evaluation are 35 mph for Major Collectors, 30 mph for Minor Collectors and 25 mph for local streets. This information shall be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
35. All private roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
36. The proposed 18-foot “rear alley” easements shall be private access ways which are for the use and benefit of the homeowners that abut said roads and are to be maintained by the adjacent property owners and/or the HOA. The City of Richland accepts no maintenance responsibility for these rear alley easements.
37. All intersections of private shared driveways and alleys with City streets shall be standard commercial driveway drops constructed to City standards.
38. Street signs indicating any restricted parking areas shall be installed prior to final platting at the developer’s expense. The restricted parking areas shall be indicated on the construction plans and the final plat. All signage will be installed by the developer prior to final platting.
39. All roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements. Homes whose sole access is the proposed “rear alley easement” road section may have to place their garbage cans at locations acceptable to City solid waste collection vehicles.

40. 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 turnarounds built at the end of them. If the temporary turnaround is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water:

41. Any grading operations that take place near or over the top of the existing domestic water main shall ensure that adequate cover remains over the water main to protect it from breakage or freezing. It shall be the responsibility of the developer to re-install any water mains that have too little (or too much) cover over them as a result of grading operations, or that will result in this water main being in a building lot. This water main needs to be within the roadway whenever possible. The existing main shall be exposed and surveyed at multiple locations as part of the grading permit application.

42. In accordance with municipal code, domestic water mains shall be extended to the adjoining properties adjacent to the preliminary plat, provided they are in the correct pressure zone.
43. If the homes within this preliminary plat are required to install residential fire sprinkler systems, the sprinkler systems shall be the flow-through type in compliance with the City's cross connection control program.
44. 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.
45. The fire hydrant layout shall be approved by the City Fire Marshal.
46. Domestic water mains shall be extended to adjoining properties adjacent to the preliminary plat, where appropriate.
47. In accordance with Richland Municipal Code Chapter 18.16.080, 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.

Sanitary Sewer:

48. 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.
49. This preliminary plat may receive City sanitary sewer service only after completion of a new sewer pump station and required improvements to the existing Dallas Road sewer pump station are completed. The developer shall update the Badger South subarea sewer service plan to reflect current planning assumptions for the development and complete the sewer system design and construction required to

serve this project. If the developer constructs capacity beyond the needs of this project it will be eligible for a latecomer agreement per Richland Municipal Code.

50. 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.
51. Sanitary sewer shall be extended to the adjoining properties adjacent to the preliminary plat, where appropriate and where grade allows.

Storm Water:

52. 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. The Developer shall be responsible for compliance with the permit conditions. 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. The City has adopted revised standards affecting the construction of new stormwater facilities 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.
53. All public storm drainage systems shall have their flow rate and storage capacity designed by a professional engineer following the core elements defined in the latest editions of the Stormwater Management Manual for Eastern Washington, the current Richland municipal codes, the Phase II Municipal Stormwater Permit, and the City's "Public Infrastructure Construction Plan Requirements and Design Guidelines". The storm water calculations shall be stamped by a professional engineer and shall include a profile of the storm system showing the hydraulic grade line. The calculations should include an accurate delineation of the contributing drainage area to accurately size the stormwater facilities. Passing the storm water downhill to an existing storm system will require an analysis of the downstream storm system to determine its capability of accepting the storm water without being overwhelmed. The applicant's design shall provide runoff protection to downstream property owners.
54. 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.
55. 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").
56. Any proposed storm drainage retention facilities within the boundary of the proposed preliminary plat shall not adversely affect neighboring properties.
57. 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 72 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 percolate within 72 hours.

58. As per RMC chapter 24.20.070 and the City of Richland's Comprehensive Stormwater Management Plan, the storm drainage system installed as part of this plat may need to be oversized to handle the additional flow from future developments in the vicinity. The storm drainage system for this development, both its conveyance and retention / infiltration components, shall be designed to effectively manage runoff from upstream properties that can be anticipated to convey stormwater onto this property because of a pre-development runoff condition, or as a result of flows discharged that are in excess of the design storm from the upstream property. Additionally, as this property is upslope of developed properties the stormwater system shall include provisions for possible discharge of runoff onto downslope properties from storms in excess of the design storm as described above. Those provisions may be required to include off-site downslope conveyance facilities and/or flowage easements allowing for the conveyance of stormwater to and across downslope properties.
59. The amount of post-development storm runoff from the proposed site shall comply with RMC Chapter 16.06.
60. Stormwater collection pipes shall be extended to the adjoining properties adjacent to the plat, where appropriate and where grade allows.
61. The parcel occupied by the stormwater basin shall be identified as a separate parcel or tract on the final plat and shall be dedicated to the City stormwater utility. The design of the basin shall include access features meeting the city's needs for maintenance.
62. The developer shall consider the long-term appearance of the storm basin, particularly if it will occupy a prominent location in the development. The City's typical storm pond maintenance practices consist of semi-annual vegetation trimming and silt and debris removal. If the pond location is deemed by City staff as being in a prominent location the developer shall design and install fencing and/or landscaping to mitigate the pond's visible character for the surrounding properties. If the City requires this type of treatment to the pond site, the developer may propose landscaping treatments consistent with the development and establish maintenance responsibilities to remain with the development. These maintenance responsibilities shall be noted on the final plat. Basins designed as detention and evaporative basins need to include plantings that will tolerate or thrive in standing water. Planting designs for areas not routinely exposed to water shall include plants that will thrive without irrigation unless the developer intends to maintain an irrigated pond site. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above.
63. The developer shall be responsible for landscaping the storm pond and for its maintenance and the plantings through the one-year infrastructure warranty period. At 11 months after the final acceptance date the developer shall clean the storm system and basin of all accumulated oil, sediment, and debris. After this maintenance is completed and inspected the City will begin routine maintenance of the system and basin. The developer shall replace any plantings that have failed to survive the warranty period. The developer shall also perform trimmings required to control weeds in excess of 18-inches in height for the 12-months following the date of final plat acceptance.

Final Platting / Project Acceptance Requirements:

64. 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. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.

65. 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 or rights-of-way 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 final platting.
66. 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.
67. Ten-foot-wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.
68. 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.
69. 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 homeowner’s association. A note shall be added to the face of the final plat that states: “The proposed rear alley easements shall be private roadways which are for the use and benefit of the homeowners that abut said roads and are to be maintained by the adjacent property owners or the HOA. The City of Richland accepts no maintenance responsibility for rear alley easements”.
70. A note shall be added to the face of the plat that states: “The private rear alley easements within this plat are fire lanes and parking is restricted. The required no-parking signs shall be installed by the developer where applicable.”
71. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the property owners to maintain.
72. A one foot “No access / screening easement” will be required along the Reata Road, Gage Blvd., and “Road A” Right of Ways.
73. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
74. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.
75. Any restricted parking areas shall be indicated on the final plats.
76. Future construction shall meet the sustainability standards contained in Section 12 of the LUDR and with the design requirements established within Sections 3 and 8 of the LUDR.

77. Note #3, as shown on sheet C001 of Exhibit 2, is not valid and shall not appear on any subsequent final plat(s). All lots shall be designed to meet setback requirements of the applicable BMS zoning district(s).
78. *Building Types.* Consistent with LUDR Sec. 1.G(5), and Sec. 7.B(5)(a)(2 and 3), the face of the final plat documents for all phases of the project must identify the building type(s) that will be allowed on each lot, and demonstrate that there will be two building types per block for all blocks of the proposed plat that are within the BMS-NC and BMS-NG Districts.
79. This project shall utilize street cross-section designs as proposed in the LUDR amendments (CA2021-108) by NorAm and their engineer in a separate code amendment application, so long as such amendments are recommended by the Planning Manager and the Public Works Director.
80. Street names will be reviewed when construction drawings are submitted to the Public Works Department. When construction drawings are submitted, please include two (2) street name options for each of the new street segments and the City will review to determine acceptable street names.
81. Final plats shall include addressing [brackets] placed on all lots and tracts adjacent to all public road frontages.
82. Pursuant to LUDR Section 1.G(5), final plats shall identify housing types allowed on each lot.
83. All rights-of-way shall include public pedestrian facilities and edge-type features as shown in Section 6 of the LUDR.

NOTE – In the event of a need for clarification regarding the application or interpretation of any term or condition of approval set forth above, either the applicant or the city can invoke the jurisdiction of the Hearing Examiner to issue a written clarification of a particular term or condition, through a written request detailing the matter, and the basis for such request. Such request shall be made as a Request for Reconsideration, submitted within seven (7) calendar days of the date this Decision is issued.

Notice of Rights to Request Reconsideration or Appeal This Decision

Reconsideration –

Sec. 2.22(a) of the Richland Hearing Examiner Rules of Procedure reads as follows:

(a) The Hearing Examiner may reconsider a decision or recommendation on an application, if it is filed in writing within 7 calendar days of the date of issuance. Only parties of record have standing to seek reconsideration. Any request for reconsideration shall be served on all parties of record and to any party's designated representative or legal counsel on the same day as the request is delivered to the Hearing Examiner. The Examiner will seek to accept or reject any request for reconsideration within 3 business days of receipt. If the Examiner decides to reconsider a decision, the appeal period will be tolled (placed on hold) until the reconsideration process is complete and a new decision is issued. If the Examiner decides to reconsider a recommendation made to the City Council, the transmittal to the City Council shall be withheld until the reconsideration process is complete and a new recommendation is issued. If the Examiner decides to reconsider a decision or recommendation, all parties of record shall be notified. The Examiner shall set a schedule for other parties to respond in writing to the reconsideration request and shall issue a decision no later than 10 business days following the submittal of written responses. A new appeal period shall run from the date of the Hearing Examiner's Order on Reconsideration.

Appeal –

The hearing examiner's decision regarding this preliminary plat application shall be final, subject to judicial appeal in the time and manner as provided in RMC 19.70.060 and Ch. 36.70C RCW (*The city's final decision on land use application may be appealed by a party of record with standing to file a land use petition in Benton County Superior Court. Such petition must be filed within 21 days of issuance of the decision*). See RMC 24.12.050(B).

NOTE: The Notice provided on this page is only a short summary, and is not a complete explanation of fees, deadlines, and other filing requirements applicable reconsideration or appeals. Individuals should confer with advisors of their choosing and review all relevant codes, including without limitation the city code provisions referenced above and the Land Use Petition Act (Chapter 36.70C RCW) for additional information and details that may apply.



Exhibit 4

Master Agreement Consistency Determination [MACD]



May 30, 2023

MASTER AGREEMENT CONSISTENCY DETERMINATION

For: Preliminary Plat Major Amendment Application for South Orchard, a Badger Mountain South Development (SA2023-102)

Applicant: Darrin Sweeney on behalf of Badger Communities, LLC

Project Description: Request to amend prior preliminary plat to now place 535, single-family residential lots, 2 multi-family lots, and 12 public amenity tracts on 174.37 acres.

Consistency Determination Type: Level 1

Master Agreement Consistency Recommendation: The Richland Planning Department received a revised master agreement consistency recommendation (MACR) from the Badger Mountain South Master Program Administrator [MPA] on May 8th, 2023.

After completing a review of the preliminary plat major amendment application of South Orchard, evaluating it against the standards contained in the adopted Land Use and Development Regulations (LUDR) for the Badger Mountain South Community and the Master Agreement between the City of Richland and Nor Am Investments, LLC, and, after reviewing the recommendation of the Badger Mountain South Master Program Administrator, I find that the application is consistent with the Master Agreement and the LUDR and hereby issue this Master Agreement Consistency Determination.

Sincerely,

Matthew Howie
Senior Planner



Exhibit 5

Planned Action Consistency Determination [PACD]



May 30, 2023

PLANNED ACTION CONSISTENCY DETERMINATION

For: Preliminary Plat Major Amendment Application for South Orchard, a Badger Mountain South Development (SA2023-102)

Applicant: Darrin Sweeney on behalf of Badger Communities, LLC

Project Description: Request to amend prior preliminary plat to now place 535, single-family residential lots, 2 multi-family lots, and 12 public amenity tracts on 174.37 acres.

Master Agreement Consistency Determination: Issued May 30, 2023.

After completing the review of the preliminary plat application of South Orchard and evaluating it considering the mitigating conditions established in the Final Supplemental Environmental Impact Statement prepared for the Badger Mountain South Subarea Plan and as delineated as Exhibit B in the Master Agreement between the City of Richland and Nor Am Investments, LLC, the City finds the following:

1. Following the major amendment, the South Orchard preliminary plat meets the description for a planned action as defined in City code and that as conditioned, the project will implement applicable conditions or mitigation measures identified in RMC 19.50 (Consistency with Development Regulations and SEPA); and
2. The South Orchard preliminary plat is consistent with the City of Richland Comprehensive Plan and the Badger Mountain Subarea Plan; and
3. The South Orchard preliminary plat is consistent with the Master Agreement between the City and Nor Am Development, LLC regarding development of Badger Mountain South, as evidenced by the Master Agreement Consistency Determination issued by the City on May 30, 2023; and
4. The probable significant adverse environmental impacts of the proposed project have been adequately addressed in the Planned Action Ordinance [RMC 19.50.030 (B)] and as described in the Badger Mountain South Planned Action Consistency Determination for South Orchard preliminary plat; and
5. The South Orchard preliminary plat is not an essential public facility, as defined in RCW 36.70A.200; and
6. Based on the foregoing, a SEPA threshold determination or EIS is not required; and
7. The following environmental mitigation conditions shall apply to the South Orchard preliminary plat:

- a. Erosion control measures as required by City of Richland shall be implemented; vegetative cover on exposed soils shall be provided as soon as practicable following clearing and grading activities; water of exposed soils shall be performed in accordance with Benton Clean Air Authority requirements; soils shall be compacted at densities appropriate for planned uses.
- b. The applicant shall submit a dust control plan to the Benton County Clean Air Authority for their review and approval. All construction work shall be performed in accordance with the provisions of the approved dust control plan.
- c. The applicant shall submit an erosion control plan to the City of Richland Public Works Department for their review and approval based on the Washington State Department of Ecology Stormwater Management Manual for Eastern Washington. All construction work shall be performed in accordance with the provisions of the approved erosion control plan which shall be consistent with City standards.
- d. The applicants shall conform to City noise standards.
- e. Transportation mitigation measures shall be applied pursuant to the most recent traffic impact analysis prior to recording any phase of South Orchard.
- f. Potable water systems shall be designed and constructed in accordance with City standards.
- g. Sewer systems shall be designed and constructed in accordance with City standards.
- h. All residential dwelling units shall be constructed with a residential fire sprinkler system.
- i. Energy conservation measures and sustainability standards as established in the LUDR shall apply to new construction within the proposed project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mike Stevens', is written over a horizontal line.

Mike Stevens, Planning Manager



Exhibit 6

Traffic Impact Analysis Letter



5/26/2023

Darrin Sweeney
NorAm

RE: Acceptance of Badger Mountain South Updated Traffic Impact Analysis dated February 16, 2022 with City Amendments

In accordance with Exhibit B to Master Agreement Environmental Conditions subsection 5.3, once the 1000 trips threshold has been reached, a Traffic Impact Analysis (TIA) shall be provided by the developer at every point the when the 500 p.m. peak hour trips are generated from Badger Mountain South. The scope of this study was very large as the City had identified substantial deficiencies in the study used to set the project's environmental mitigation conditions. Pursuant to the City's direction regarding the scope of the study the Developer and their traffic consultant TENW produced a draft traffic study dated May 14, 2021, which was subsequently returned with comments from the City. The developer and their traffic consultant TENW produced a second draft of traffic study dated February 16, 2022, which was subsequently supplemented by TENW with replacement pages to correct identified errors. On May 23, 2022, the City of Richland Public Works Department sent a review comment letter in response to the February 16, 2022 draft. The TIA and replacement pages are attached as Appendix B. The purpose of the City's review was to develop a plan for the City's concurrency with the findings for the proposed mitigation within the TIA and provide guidance to the developer to updated the TIA to a product the City could approve. The Developer and TENW have not subsequently provided an updated study document.. This letter serves as the City's proposed acceptance of the TIA and conditions under which the City will consider Nor Am to have fulfilled the requirements of Exhibit B to Master Agreement Environmental Conditions subsection 5.3.

Funding and Coordination with Outside Agencies

For projects within the footprint of Badger Mountain South (onsite) and within the City's Traffic Impact Fee (TIF) zone boundary, we suggest our recommended improvement scope to that proposed by the TIA even if it exceeds the overall LOS D or better requirement. Designing the internal system to operate well for all approaches is in all our best interests and the City will incorporate these changes into the TIF program to raise funds and reimburse the developer (NorAm) for building the recommended improvements.

For projects outside of the footprint of Badger Mountain South (offsite) and inside the City limits, three situations arose from our review. (1) The TIA analysis satisfies an overall average LOS of D or better at the intersection and we agree with the proposed mitigation; (2) The TIA analysis satisfies an overall average LOS of D or better at the intersection, but intersection approaches fail and the City provides recommended changes to lane configurations to ensure the intersection will operate without exorbitantly long delays and queues; and (3) The City disagrees with pro-rata share or proposed mitigation.

For projects outside of both the Badger Mountain South and the City limits, we reviewed the TIA analysis to ensure it satisfies the overall average LOS of D or better. Offsite intersections not within City of Richland limits were subject to consultation with The City of West Richland and Benton County. The City developed interlocal agreements with those agencies and incorporated the improvement projects into the City's TIF to reimburse those agencies for improvements they make to their transportation system.

The collection of TIF also applies to the I-82/Dallas Road ramp terminal intersections operated by the Washington Department of Transportation. The responsibilities for planning the improvements to the ramps rest with the developer in coordination with WSDOT who manages the relevant right-of-way. Early consultation with WSDOT is encouraged due to the potential for state requirements for additional study of intersection type and design.

Amendment to TIA Recommendations

The following tables represents the City's acceptable amendments to the TIA. These recommendations shall function as the basis for future traffic conditions for Badger Mountain South. Appendix A provides figures with the recommended intersection configurations.

Onsite Intersections

In general, the City concurs with trip distribution, as well as present and future intersection level of service computations. Below is the City's recommendation based on the analysis provided.

Study Intersection Number	Study Intersection	TIA Proposed Mitigation	City Recommended Mitigation	Reason for Difference
A	Bella Coola Lane / Trowbridge Boulevard	Roundabout or signal	Roundabout	Already installed to needed configuration.

Study Intersection Number	Study Intersection	TIA Proposed Mitigation	City Recommended Mitigation	Reason for Difference
B	Ava Way / Trowbridge Boulevard	Roundabout or signal	Roundabout	Already installed to needed configuration.
C	Sol Duc Avenue / Trowbridge Boulevard	Two-way stop control - Sol Duc Approaches	Two-way stop control - Sol Duc Approaches with left-turn lane on Trowbridge	Left-turns needed at Sol Duc due to thru and LT volumes on Trowbridge.
D	Unnamed N/S Road / Trowbridge Boulevard	Roundabout or signal	Single lane roundabout with additional EBRT and NBLT lanes.	Address queuing on approaches and better LOS.
E	Gage Boulevard / Corvina Street	Two-way stop control - Corvina Approaches	Add turn lanes on all Gage approaches.	Meet need for volumes on Gage.
F	Gage Boulevard / Trowbridge Boulevard	Roundabout or signal	Single lane roundabout	Roundabout is preference.
G	Gage Boulevard / Bella Coola Lane	Two-way stop control - Bella Coola Approach	Add turn lanes on all Gage approaches.	Meet need for volumes on Gage.
H	Gage Boulevard / Unnamed E/W Road	Two-way stop control - Unnamed E/W Approach	Add turn lanes on all Gage approaches.	Meet need for volumes on Gage.
I	Gage Boulevard / Morningside Parkway	Two-way stop control - Morningside Parkway Approach	Single lane mini-roundabout	Per South Orchard plat conditions.
J	Unnamed N/S Road (aka Southgate) /	Two-way stop control - Unnamed	Agree	Future consideration for school reserved.

Study Intersection Number	Study Intersection	TIA Proposed Mitigation	City Recommended Mitigation	Reason for Difference
	Unnamed E/W Road	E/W Approach		
K	Unnamed N/S Road (aka Southgate)/ Bella Coola Lane	Roundabout or all-way stop	Single lane roundabout	Roundabout is preference.
L	Clark Ridge Drive / Bella Coola Lane	Two-way stop control - Clark Ridge Approach	Agree	Future consideration for school reserved.

Offsite Intersections (in City)

In general, the City concurs with trip distribution, as well as present and future intersection level of service computations. Below is the City's recommendation based on the analysis provided.

#	Study Intersection	TIA Proposed Mitigation	City Recommended Mitigation	Reason for Difference
3	Dallas Road / Trowbridge Road	Roundabout	Roundabout with additional NB lane (configuration is NB thru/left, NB thru/right, NB right slip lane and EB lane (configuration is EB thru/left and EB right)).	Continuation of Dallas 4-5 lane section.
4	Dallas Road / Ava Way	Roundabout or signal	Roundabout with additional NB lane (configuration is NB thru/left and NB thru/right).	Continuation of Dallas 4-5 lane section.
10	Duportail Street / Keene Road	None - Meets LOS standard	Agree	N/A
11	Duportail Street / Kennedy Road	None - Meets LOS standard	Agree	N/A

#	Study Intersection	TIA Proposed Mitigation	City Recommended Mitigation	Reason for Difference
12	Duportail Street / Queensgate Drive	Monitor	Additional SB left turn lane. Doing so effectively means that the WB ramp terminal on Queensgate would need modifications. Additional SB right turn. 10% Pro-rata share. 2030 Improvement year.	Intersection fails and requires mitigation. Identify pro-rata share and improvement year.
13	Queensgate Drive / I-182 WB Ramps	None - Meets LOS standard	Agree	N/A
14	Queensgate Drive / I-182 EB Ramps	None - Meets LOS standard	Agree	N/A
15	Keene Road / Queensgate Drive	None - Meets LOS standard	Agree	N/A
16	Gage Boulevard / Queensgate Drive / Bermuda Road	Roundabout	Roundabout with additional SB right turn lane.	Resolves approach failure.
17	Keene Road / Gage Boulevard	None - Meets LOS standard	Agree	N/A
18	Leslie Road / Gage Boulevard	Monitor	WB+EB right-turn, add SB thru, and NB dual left turn. 6% Pro-rata share. 2030 Improvement year.	Intersection fails and requires mitigation. Identify pro-rata share and improvement year.
19	Leslie Road / Reata Road	Roundabout or signal	Roundabout with additional right-turn lane on EB Reata and elimination of SB Leslie right slip lane in favor of a second SB lane (configuration is SB thru-right)	This solution addresses AM Reata approach failure and eliminates slip lane to thus being more cost effective while providing adequate LOS.

#	Study Intersection	TIA Proposed Mitigation	City Recommended Mitigation	Reason for Difference
20	Badger Road / Clearwater Avenue / Leslie Road	Monitor	SB Approach - Additional SB right-turn lane and WB receiving lane to extend west over RR tracks. WB Approach - Reconfigure to allow two thru movements (configuration is WB thru-left and thru-right). EB Approach - additional right turn lane and modification to south island for dual EB lefts (configuration is EB left-turn lane, left-turn/thru/right-turn lane, and right-turn lane. 20% Pro-rata share. 2030 Improvement year.	Intersection fails and requires mitigation. Identify pro-rata share. SB approach - necessary to address PM approach failure. WB approach - necessary to address AM approach failure. EB approach - necessary to address AM failure and queuing over 500 ft. Address if this recommendation is part of recent RR required study.
24	Morningside Parkway / Reata Road	TIP/Frontage	Stop control on Morningside approach and TWLTL and right-turn lane onto Morningside.	3-lane design per design standard for this road and EB right-turn lane per WSDOT guidance.
25	Gage Boulevard / Reata Road	TIP/Frontage	Roundabout - single lane	Per South Orchard plat conditions, meets need for roundabout.
26	Unnamed N/S (aka Southgate) / Reata Road	TIP/Frontage	Stop control on Unnamed N/S (Road A) approach and TWLTL and right-turn lane on Reata.	Per South Orchard plat conditions.

Offsite Intersections (outside of City limits)

In general, the City concurs with trip distribution, as well as present and future intersection level of service computations. As mentioned above, through consultation with the City of West Richland and Benton County, the City developed interlocal agreements with those agencies and incorporated the improvement projects into the

City's TIF to reimburse those agencies for improvements they make to their transportation system. The following table is for information purposes:

#	Study Intersection	Responsible Party	TIA Proposed Mitigation	Recommended Mitigation	Reason for Difference
1	Dallas Road / I-82 EB Ramps	Developer in coordination with Benton County / WSDOT	Roundabout or Signal	Roundabout, but may change upon consultation with WSDOT.	Access Revision Report and Intersection Control Evaluation required by WSDOT
2	Dallas Road / I-82 WB Ramps	Developer in coordination with Benton County / WSDOT	Roundabout or Signal	Roundabout, but may change upon consultation with WSDOT.	Access Revision Report and Intersection Control Evaluation required by WSDOT
5	Dallas Road / Arena Road	West Richland	Cul-de-sac	Partial closure eliminating EB movement at intersection and WB right-out only.	Maintains some access and accomplishes reduction in cut-through.
6	Bombing Range Road / Kennedy Road	West Richland	Roundabout or signal	Signal and NB right turn lane. 41% Pro-rata share.	Disagree with pro-rata share due to change in traffic volumes with partial closure of Arena. Additional lane needed to resolve approach failure.
7	Bombing Range Road	West Richland	None - Meets LOS standard	Remove roundabout, install traffic	Project already started by West Richland, but

#	Study Intersection	Responsible Party	TIA Proposed Mitigation	Recommended Mitigation	Reason for Difference
	/ Keene Road			signal and reconfigure lanes. 8% Pro-rata share.	accounting for BMS additional traffic.
8	Kennedy Road / Arena Road	West Richland	Cul-de-sac	Partial closure at Dallas Rd eliminating EB movement at intersection and WB right-out only.	Maintains full access at Kennedy and accomplishes reduction in cut-through.
9	Kennedy Road / Keene Road	West Richland	NB+SB right-turn overlap phases	Phase 1 – upgrade signal to add NB/SB right turn arrows. Phase 2 - Add exclusive left turn lanes for Kennedy Road and improve signal operations. 11% Pro-rata share.	Phase 1 – resolves immediate need as per TIA. Phase 2 - resolves approach failures for left turn phases at final build out of BMS.
21	Badger Road / I-82 WB Ramps	Benton County / WSDOT	None - Meets LOS standard	Agree	N/A
22	Badger Road / I-82 EB Ramps	Benton County / WSDOT	None - Meets LOS standard	Agree	N/A
23	Bermuda Road / Reata Road	Benton County	Roundabout or signal	Roundabout - single lane.	Roundabout preferred due to impracticality of signal.

Master Agreement Mitigation Measures, Updates to Improvement Timeline and Progress of Development

The BMS Master Agreement, Section 19 and Exhibit B requires that after the Phase 1 threshold has been reached (1000 trips), and the Phase 1 improvements constructed, a Traffic Impact Analysis (TIA) will be provided to the city by the master developer at

every point when 500 p.m. peak trips are generated. The improvements intended for Phase 1 traffic mitigation measures are not complete at the time of this letter. It is the intent of the City of Richland to utilize the TIA, its amendments, and its subsequent updates as a basis for recommending that the triggers identified in the Phase 1 traffic mitigation measures be replaced with the amended TIA as the basis for future traffic mitigation triggers. The City takes this position because the TIA has satisfactorily documented that the development has not resulted in traffic impacts as anticipated by the original analysis and master agreement and that the TIA satisfactorily identifies and programs all necessary traffic mitigation projects for the development.

The key weakness of the TIA is that it does not identify thresholds or triggers for needed traffic mitigations based on p.m. peak hour trips generated. However, the TIA establishes the recommendations based on an anticipated development timeline and years that the mitigation is proposed based on that timeline. To compensate for this weakness, the City will require, as provided for in the master agreement that at every 500 p.m. peak hour trips beyond 1000 trips generated the developer shall update its traffic impact analysis. These updates shall, at a minimum, include:

- Trips generated since development began,
- Future development timeline,
- Road network constructed,
- Land use and roadway assumptions planned with future phases, and
- Any new/changed recommendations for mitigation type and timeline.

In addition, a sensitivity analysis of select intersections may be required to determine the phase of development in which improvements are needed if phases are constructed at a different timeline than assumed in the TIA.

The City tracks p.m. peak hour trips generated by the BMS site by tracking approved building permits. The City will identify when the trip threshold is reached and communicate such to the developer.

The City also tracks the mitigations conditioned upon developments, mitigations completed by the developer, and identifies the developer's obligations to agencies outside of the City. The City will condition developments with traffic mitigation measures identified in the amended TIA based on the year identified in the TIA, but also development progression, trip generation, roadway network constructed, and any sensitivity analysis completed.

As stated above this letter provides the City's proposed acceptance of Nor Am's updated TIA, completed to comply with Exhibit B to Master Agreement Environmental Conditions subsection 5.3. If Nor Am wishes to contest the City's proposal I ask that Nor Am provide a written response to this letter within the next thirty days stating your objections to the City's proposal and the technical basis of your objection. If Nor Am

5/26/2023

Page 10

does not contest the City's proposal the City will proceed to administer the development on the basis of this proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Pete Rogalsky', is written over the printed name and title.

Pete Rogalsky, PE
Public Works Director

Enclosure: Appendix A: City Recommended Intersection Layouts
Appendix B: February 16, 2022 Badger Mountain South Traffic Impact
Analysis as amended by replacement pages



Exhibit 7

Traffic Impact Analysis Report

Badger Mountain South

Richland, WA

Updated Transportation Impact Analysis
February 16, 2022

Prepared for:

Nor Am Investment, LLC
4405 71st Avenue Court NW
Gig Harbor, WA 98335

Prepared by:



Transportation Engineering NorthWest

11400 SE 8th Street, Suite 200
Bellevue, WA 98004
(425) 889-6747

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INTRODUCTION

This updated transportation impact analysis (TIA) has been prepared for the Badger Mountain South development located on the north side of I-82 and east of Dallas Road in Richland, WA. This study has been updated based on comments received from the City of Richland dated August 26, 2021, in response to review of the initial TIA dated May 14, 2021.

Project Description

Badger Mountain South (BMS) is a large mixed-use, multi-phased development on approximately 1,500 acres located in the Badger Mountain Subarea of Richland, WA. The BMS site is located north of I-82 and east of Dallas Road and is generally divided into six neighborhoods (BMS Station, West Village, West Vineyard, East Garden, East Market and South Orchard) as shown in the **Figure 1** vicinity map. As of November 2020, Phase 1 (approximately 700 dwelling units and 22,000 square feet of commercial use) had been constructed. Full project buildout is expected by 2040 and is anticipated to include a total of approximately 4,600 residential dwelling units (both single family and multifamily) and approximately 1,017,000 square feet of commercial development.

Vehicular access to/from the BMS site is currently provided via Dallas Road only. With full buildout of the development by 2040, vehicular access to the BMS site will be provided from Dallas Road, Reata Road, and via the future planned extension of Gage Blvd to/from the east. A preliminary site plan illustrating the anticipated buildout of the BMS site over the next 20 years is shown in **Figure 2**.

History and Purpose

Transportation impacts associated with the development of BMS were evaluated in the 2010 Badger Mountain South Final Supplemental EIS (FSEIS). The subsequent Badger Mountain South Subarea Plan and approved Master Agreement (2015) were based on the FSEIS analysis. Exhibit B of the 2015 Master Agreement (conditions of approval) outlines several traffic mitigation measures to be completed with the first 1,000 PM peak hour trips generated by Badger Mountain South (referred to as Phase 1). Exhibit B of the Master Agreement also documents the need for a TIA to be provided to the City for every 500 trips generated after the BMS Phase 1 threshold has been reached in order to identify potential off-site improvements beyond Phase 1 of BMS.

This Transportation Impact Analysis (TIA) was prepared to meet the requirement of the Master Agreement condition of approval for evaluation of traffic impacts beyond the development of BMS Phase 1. The analysis included in this TIA is intended to evaluate traffic impacts of an additional 500 PM peak hour project trips as well as full buildout of the BMS development; and to develop a mitigation strategy to address future roadway and intersection deficiencies as a result of buildout of BMS and growth in background traffic to the year 2040.

Project Approach and Study Scope

The detailed scope of work for this TIA was established through correspondence with the City of Richland, and their subsequent coordination with other local jurisdictions. A total of 26 off-site study intersections and 12 on-site study intersections were identified for evaluation during both the AM and PM peak hours. Additionally, the City required evaluation of four future development years (2025, 2030, 2035 and 2040) in order to assist with identifying the future development phases of BMS for which transportation mitigation will be needed.

The scope of work for this TIA is significantly different and more extensive than the traffic analysis included in 2010 FSEIS which analyzed a total of 11 off-site study intersections and 4 on-site study intersections for the PM peak hour only.

To analyze the transportation impacts from buildout of the Badger Mountain South development, the following tasks were undertaken:

- Assessed existing conditions through field reconnaissance and reviewed existing planning documents.
- Described existing roads, pedestrian facilities, and transit facilities in the project vicinity.
- Documented existing (2021) traffic volumes and intersection level of service (LOS) at 22 off-site study intersections during the weekday AM and PM peak hours.
- Documented planned roadway improvements in the project vicinity.
- Developed weekday daily, AM peak hour, and PM peak hour trip generation estimates for four future development years (2025, 2030, 2035, and 2040).
- Summarized traffic modeling information obtained from BFCG to determine the project trip distribution.
- Documented trip distribution and assignment of AM and PM peak hour project trips.
- Documented AM and PM peak hour traffic forecasts and assumptions for year 2040 conditions with full buildout of Badger Mountain South.
- Analyzed weekday AM and PM peak hour LOS for future year 2040 conditions with full project buildout at 26 off-site study intersections.
- Analyzed weekday AM and PM peak hour LOS for future year 2040 full buildout conditions at 12 on-site intersections and identified preliminary traffic control and channelization.
- Documented preliminary roadway functional classifications for internal roadways within BMS.
- Evaluated and documented potential mitigation measures at off-site intersections forecast to operate at LOS E or LOS F in 2040; note LOS D is acceptable per City of Richland.

Primary Data and Information Sources

- Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th edition, 2017.
- Peak Hour traffic counts by IDAX, November 2020.
- Peak Hour traffic counts by City of Richland, 2019 and 2021.
- *Highway Capacity Manual (HCM)*, 6th Edition, TRB.
- City of Richland *2022-2027 Six Year Transportation Improvement Program (TIP)*.
- City of West Richland *2022-2027 Six Year Transportation Improvement Program (TIP)*.
- *Benton Franklin Council of Governments 2021-2024 Transportation Improvement Program (TIP)*
- WSDOT *2022-2025 Statewide Transportation Improvement Program (STIP)*.

- City of Richland *Comprehensive Plan*, 2017.
- Badger Mountain South Sub Area Plan, 2010.
- Badger Mountain South Final Supplemental EIS, 2010.
- Benton Franklin Council of Governments traffic modeling.
- Ben Franklin Transit webpage, www.bft.org, February 2022.

Report Organization

This TIA report is organized to first describe Existing Conditions in the study area of the BMS development, which includes AM and PM peak hour traffic volumes and intersection operations. Then future year conditions are described in year 2040 to reflect full buildout of the BMS development and anticipated growth in background traffic.

Evaluation of existing and future conditions applies intersection level of service (LOS) to identify locations where future transportation improvements are necessary to maintain acceptable LOS operations by 2040.

Finally, a Mitigation section provides a description of transportation roadway and intersection improvements needed to accommodate buildout of BMS while also accounting for growth in background traffic. The Mitigation section is intended to provide a list of improvements to be used to monitor and identify road and intersection improvements as buildout of BMS occurs over the next 18 years.

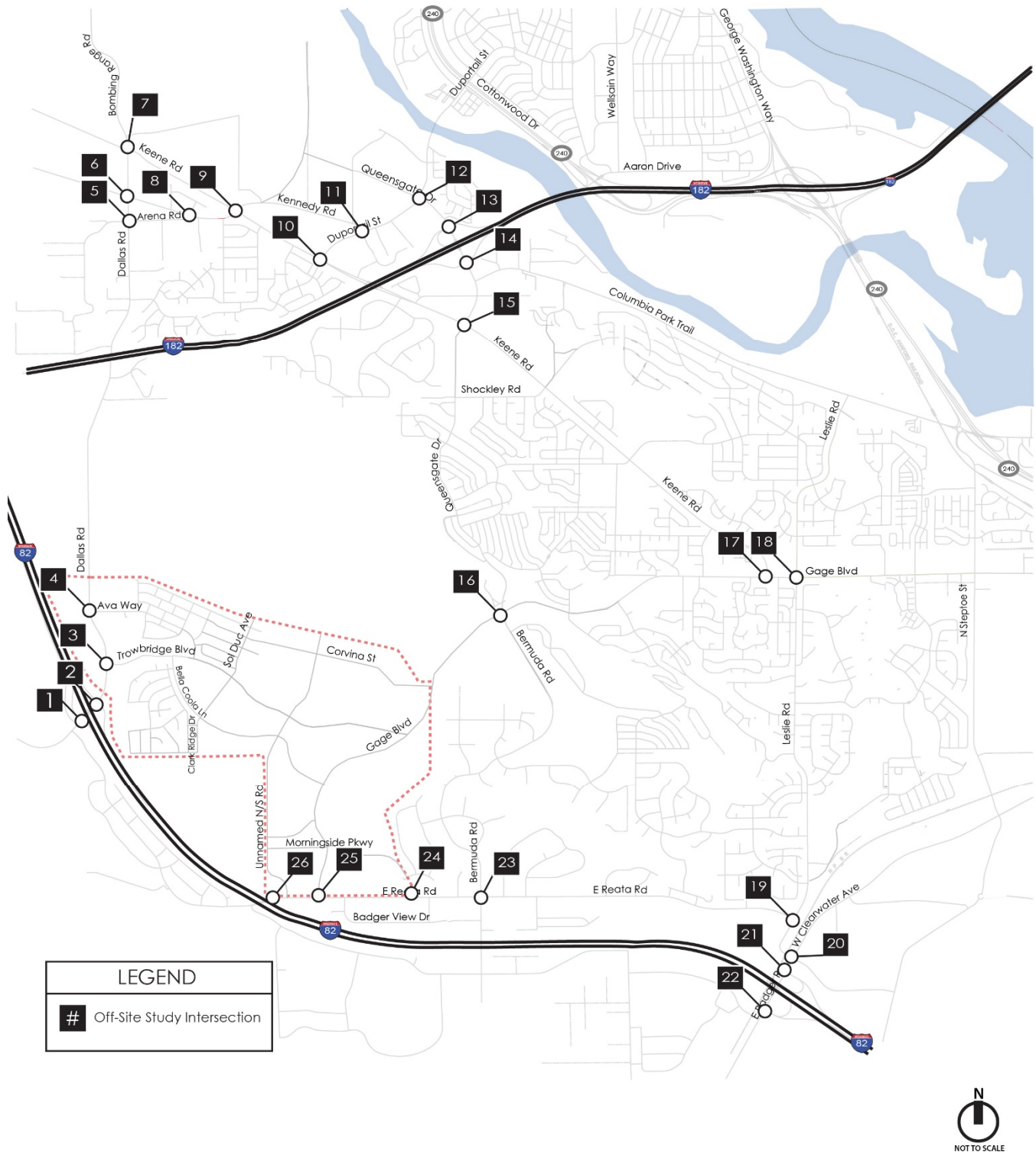


Figure 1: Project Site Vicinity and Off-Site Study Intersections

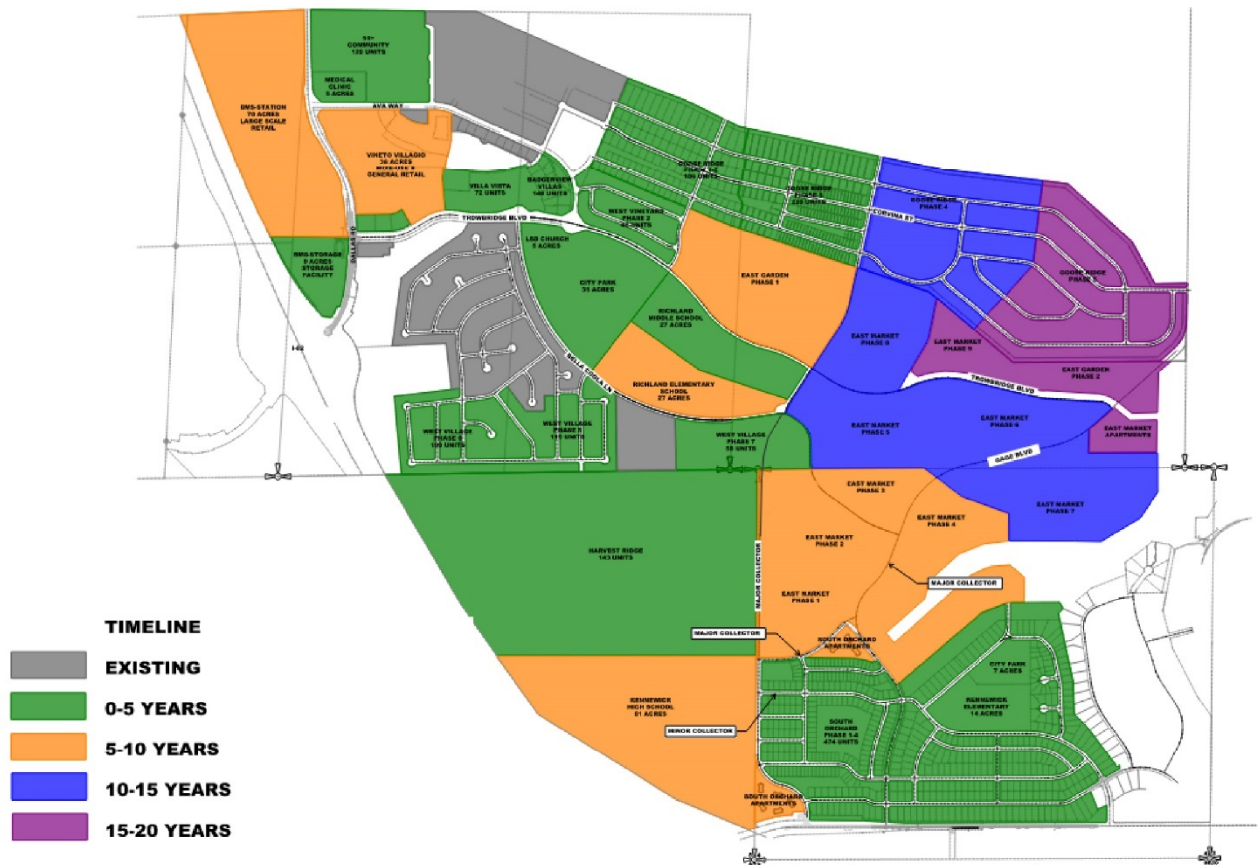


Figure 2: Preliminary Site Plan for Full Buildout of BMS

EXISTING CONDITIONS

Study Area

The existing transportation study area and roadway network providing access to the Badger Mountain South site is shown on **Figure 1**. The off-site study intersections evaluated in this transportation analysis were identified and agreed upon by the City of Richland. The 26 off-site study intersections and their corresponding jurisdiction are as follows (see also **Figure 1**):

1. Dallas Road / I-82 Eastbound Ramps (WSDOT/Richland)
2. Dallas Road / I-82 Westbound Ramps (WSDOT/Richland)
3. Dallas Road / Trowbridge Blvd (Richland)
4. Dallas Road / Ava Way (Richland)
5. Dallas Road / Arena Road (West Richland)
6. Bombing Range Road / Kennedy Road (West Richland)
7. Bombing Range Road / Keene Road (West Richland)
8. Arena Road / Kennedy Road (West Richland)
9. Kennedy Road / Keene Road (West Richland)
10. Duportail Street / Keene Road (Richland)
11. Duportail Street / Kennedy Road (Richland)
12. Duportail Street / Queensgate Drive (Richland)
13. Queensgate Drive / I-182 Westbound Ramps (WSDOT)
14. Queensgate Drive / I-182 Eastbound Ramps (WSDOT)
15. Queensgate Drive / Keene Road (Richland)
16. Gage Blvd / Queensgate Drive / Bermuda Road (Richland) – *Future Intersection*
17. Keene Road / Gage Blvd (Richland)
18. Leslie Road / Gage Blvd (Richland)
19. Leslie Road / Reata Road (Richland)
20. Leslie Road / Badger Road / Clearwater Avenue (Richland)
21. Badger Road / I-82 Westbound Ramps (WSDOT/Richland)
22. Badger Road / I-82 Eastbound Ramps (WSDOT/Richland)
23. Bermuda Road / Reata Road (Benton County/Richland)
24. Morningside Parkway / Reata Road (Benton County/Richland)
25. Gage Blvd / Reata Road (Benton County/Richland) – *Future Intersection*
26. Unnamed Road / Reata Road (Benton County/Richland) – *Future Intersection*

In addition to the 26 off-site study intersections, a total of 12 on-site (internal) study intersections were identified by the City of Richland as shown in **Figure 3**:

- A. Bella Coola Lane / Trowbridge Blvd
- B. Ava Way / Trowbridge Blvd
- C. Sol Duc Ave / Trowbridge Blvd
- D. Unnamed N/S Road / Trowbridge Blvd
- E. Gage Blvd / Trowbridge Blvd
- F. Gage Blvd / Corvina Street
- G. Gage Blvd / Bella Coola Lane
- H. Gage Blvd / Unnamed E/W Road
- I. Gage Blvd / Morningside Parkway
- J. Unnamed N/S Road / Unnamed E/W Road
- K. Unnamed N/S Road / Bella Coola Lane
- L. Clark Ridge Dr / Bella Coola Lane

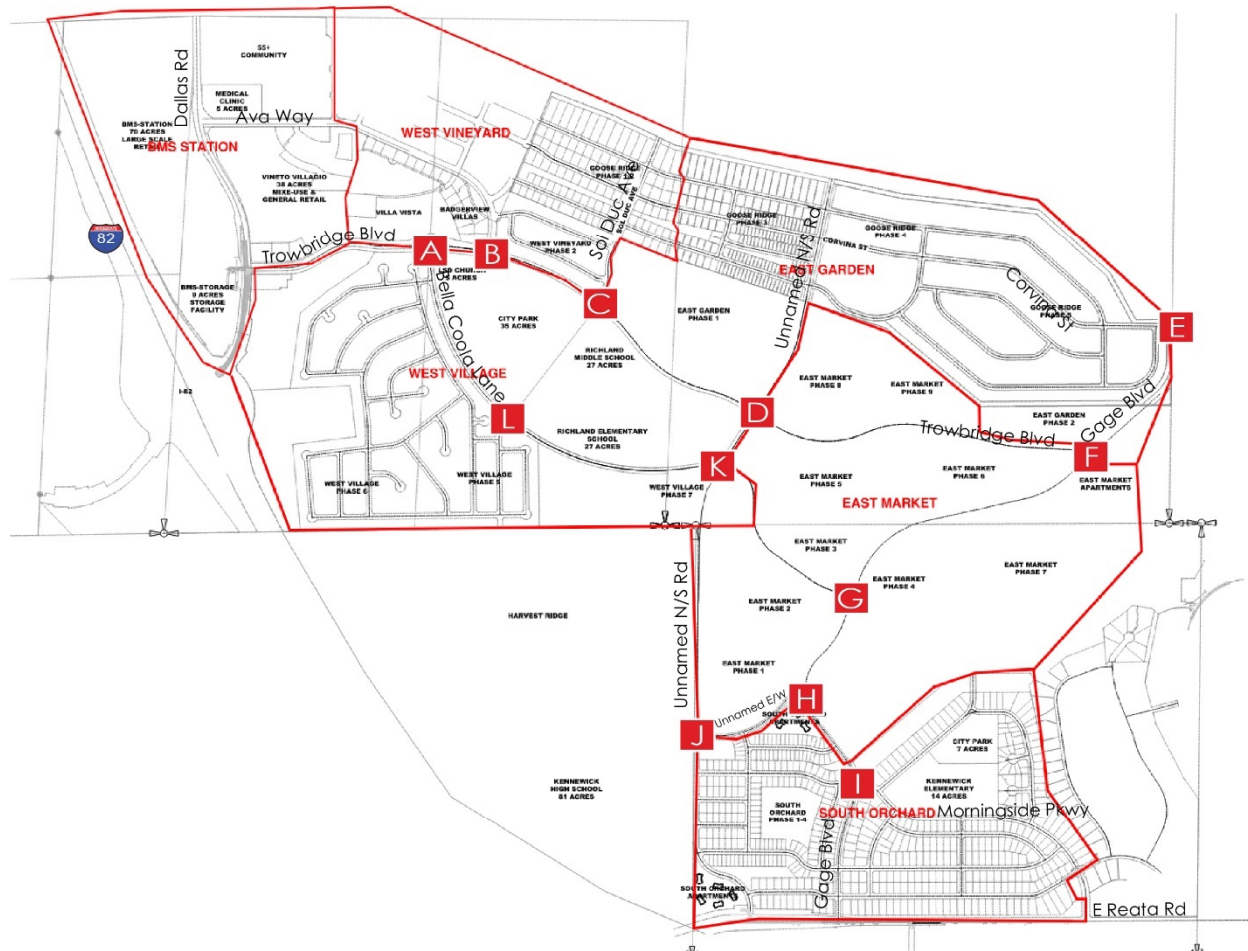


Figure 3: On-Site Study Intersections

Roadway Network

Table 1 describes the existing characteristics of the streets used as primary routes to and from the BMS site. Roadway characteristics are described in terms of directional orientation, arterial classification, number of lanes, posted speed limits, parking, pedestrian facilities, and bicycle facilities. The relationship of these roadways to the project site is shown in **Figure 1**. An aerial view of the transportation network in the site vicinity is shown on the next page.

Table 1
Existing Study Area Roadway Network

Roadway	Orientation	Existing Functional Classification	# of Travel Lanes	Posted Speed Limit (mph)	Parking	Sidewalks	Bicycle Facilities
Interstate 82 (I-82)	EW	Interstate	4	70	No	No	None
Interstate 182 (I-182)	E/W	Interstate	4	70	No	No	None
Dallas Rd	N/S	Minor Arterial	2	35/50	No	No	None
Trowbridge Blvd	E/W	Minor Arterial	2-4	30	No	Intermittent	None
Ava Way	E/W	Major Collector	2	25	No	Intermittent	None
Bombing Range Rd	N/S	Minor Arterial	2+	35	No	Both Sides	None
Kennedy Rd	E/W	Major Collector	2	40	No	Intermittent	None
Keene Rd	NW/SE	Principal Arterial	4+	30/45	No	Intermittent	Bike Lanes on Both Sides and Shared Use Path on North Side
Duportail St	N/S	Principal Arterial	4+	30	No	Both Sides	Bike Lanes on Both Sides
Queensgate Dr	N/S	Principal Arterial	4+	35	No	Both Sides	Bike Lanes on Both Sides and Shared Use Path on East Side from Keene to I-182
Gage Blvd	E/W	Minor Arterial	2-5	30-40	No	Intermittent	Bike Lanes on Both Sides east of Leslie
Leslie Rd	N/S	Minor Arterial	2+	35	No	Intermittent	Bike Lanes on Both Sides
Reata Rd	E/W	Major Collector	2	40	No	No	None

+ includes center two-way left-turn lane (TWLTL)

The following describes the primary roads providing access to the BMS area in more detail.

Interstate 82 (I-82) is an east-west limited access freeway that connects I-90 in central Washington to I-84 in Oregon. In the project vicinity, I-82 consists of two travel lanes in each direction with a posted speed limit of 70 mph (60 mph for trucks). Paved shoulders exist on both sides of the highway.

In the vicinity of Badger Mountain there is an interchange with I-82 at E Badger Road (Exit 109), an interchange with I-82 at Dallas Road (Exit 104) and an interchange with I-82 at I-182 (Exit 102). The I-82 interchange at Dallas Road provides primary access to the project site.

Interstate 182 (I-182) / US 12 is an east-west interstate freeway that connects the Tri Cities area between I-82 and the City of Walla Walla. In the project vicinity, I-182 consists of two travel lanes in each direction with a posted speed limit of 70 mph (60 mph for trucks). Paved shoulders exist on both sides of the highway. In the vicinity of the project site, there is an interchange with I-182 at I-82 (Exit 102) and an interchange with I-182 at Queensgate Drive (Exit 3). The I-182 interchange at Queensgate Drive provides primary access to West Richland to the northwest and the City of Kennewick to the southeast.

Dallas Road is a north-south major collector consisting of two lanes (one in each direction) and posted speed limits ranging from 35 to 50 mph. Dallas Road provides access to the BMS project site from its interchange with I-82. Paved shoulders exist on both sides of the roadway.

Gage Blvd is an east-west minor arterial consisting of two lanes in each direction with a center two way left turn lane. Gage Blvd connects the commercial area of Kennewick to residential Richland. The posted speed is 30 mph and sidewalks exist on both sides of the roadway east of Keene Road. A future planned road extension will connect Gage Blvd to Reata Road through the BMS site.

Reata Road is an east-west major collector consisting of two lanes (one in each direction) and a posted speed limit of 40 mph. Gravel shoulders exist on both sides of the roadway. Reata Road provides a connection between Dallas Road and Leslie Road along the southern boundary of the BMS site.

Nonmotorized Transportation Facilities

Pedestrian facilities in the immediate project vicinity include intermittent sidewalks on the north side of Ava Way, a paved pedestrian path on the southern side of Ava Way, and a paved pedestrian path on the south side of Trowbridge Blvd. The Badger Mountain Trailhead Park Loop, Canyon Trail, Langdon Trail, Sagebrush Trail and Skyline Trail are located directly north of the project site and are protected trails for pedestrians and bicycles. Other pedestrian facilities include curb ramps and crosswalks at the majority of the study intersections. There are no designated bicycle lanes in the immediate vicinity of the site.

Transit Service

Transit service to and from the project vicinity is provided by Ben Franklin Transit (BFT). There is no existing transit service in the vicinity of the BMS project site.

Existing Traffic Volumes

Year 2021 existing weekday AM and PM peak hour traffic volumes at the off-site study intersections were based on counts conducted in 2019, 2020, and 2021. The AM peak hour represents the highest one-hour time period between 7:00 and 9:00 AM and the PM peak hour represents the highest one-hour time period between 4:00 and 6:00 PM (standard ITE-defined peak period).

To calculate the impact of COVID-19 on existing peak hour traffic volumes collected in 2020 and 2021, the peak hour traffic volumes were compared to available historical peak hour traffic volumes provided by the City of Richland, the Benton Franklin Council of Governments (BFCG), and other

traffic studies in the project vicinity. An estimated 1.2 percent growth rate was applied to the 2017 and 2019 historical volumes to estimate existing 2021 “normal” conditions. The 1.2% annual growth rate was calculated based on a comparison of link traffic volumes at the off-site study intersections from the future year 2025 and year 2040 baseline (without BMS project traffic) traffic modeling provided by BFCG.

Based on the results of this volume comparison, to estimate “normal” 2020 existing traffic volumes for non-COVID conditions, the traffic counts collected in November 2020 were increased by 25 percent during the AM peak hour and 15 percent during the PM peak hour. All counts used in this updated TIA were conducted in November 2020 with exception to the following:

- **#7 Bombing Range Road / Keene Road** – December 2021 counts were used at this intersection for the AM peak hour; April 2019 counts were used at this intersection for the PM peak hour
- **#10 Duportail Street / Keene Road** – March 2021 counts were used at this intersection for the AM and PM peak hours
- **#11 Duportail Street / Kennedy Road** – August 2021 counts were used at this intersection for the AM peak hour; March 2021 counts were used at this intersection for the PM peak hour
- **#12 Duportail Street / Queensgate Drive** – March 2021 counts were used at this intersection for the AM and PM peak hours
- **#15 Keene Road / Queensgate Drive** – March 2021 counts were used at this intersection for the AM and PM peak hours
- **#24 Morning Side Parkway / Reata Road** – December 2021 counts were used at this intersection for the AM and PM peak hours

Traffic counts collected in March and August 2021 were increased by 15 percent during the AM peak hour and 5 percent during the PM peak hour to estimate “normal” 2021 existing traffic volumes. A COVID adjustment was not applied to counts conducted in December 2021 because the volume comparison showed that the December 2021 counts were higher than historical peak hour traffic volumes with an estimated growth rate of 1.2 percent applied, indicating that the December 2021 volumes reflect existing “normal” conditions.

It should be noted that the counts used in the previous BMS TIA at the intersection of Bombing Range Road / Keene Road (#7) were not used in this updated TIA due to concerns regarding the intersection’s proximity to several schools and schools being conducted remotely at the time counts were collected in November 2020. Therefore, this updated TIA uses counts with schools operating normally (December 2021 counts during the AM peak hour and April 2019 counts with an applied growth rate during the PM peak hour). Additionally, minor adjustments were made to the volumes at the Kennedy Road / Keene Road intersection (#9) to balance with the traffic volumes at Bombing Range Road / Keene Road.

The 2021 “normal” weekday AM and PM peak hour traffic volumes at the 23 off-site study intersections are illustrated in Error! Reference source not found. and Error! Reference source not found., respectively. It should be noted that three of the 26 off-site study intersections are not existing intersections but will be future intersections with the development of BMS and analyzed under future 2040 conditions). Detailed traffic count data sheets are included in **Appendix A**.

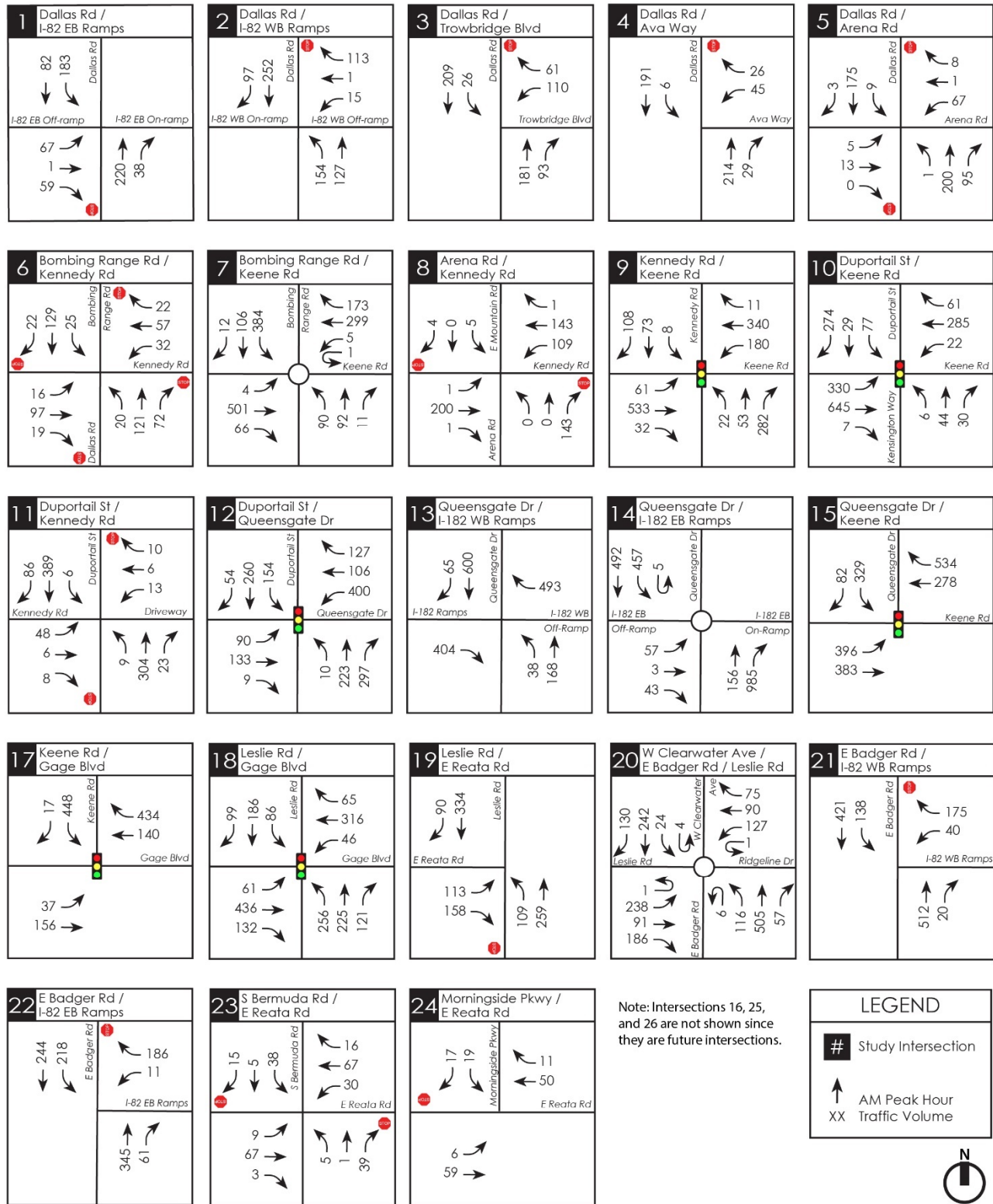


Figure 4: 2021 Existing Weekday AM Peak Hour Traffic Volumes

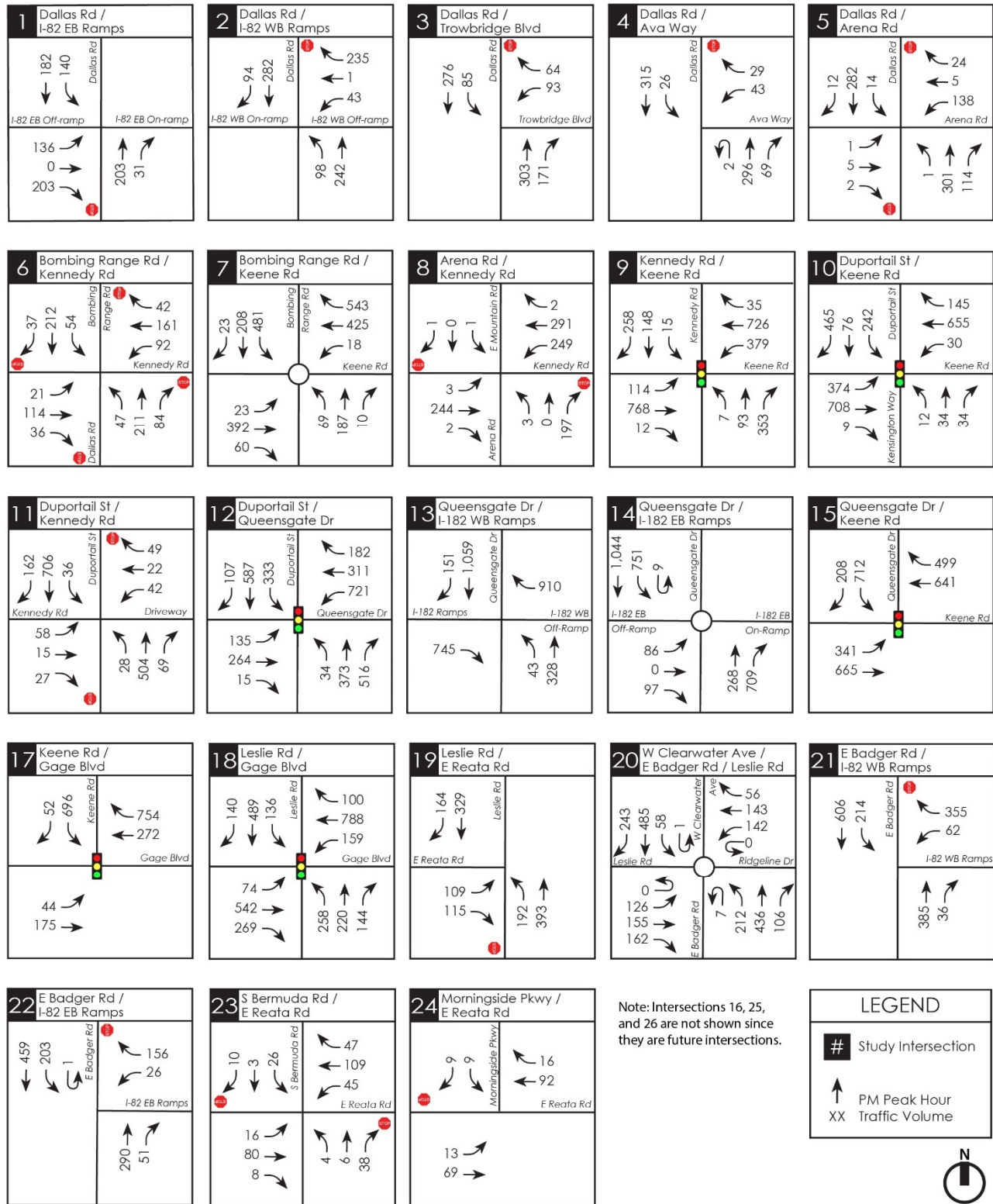


Figure 5: 2021 Existing Weekday PM Peak Hour Traffic Volumes

Existing Level of Service

Based on extensive scoping discussions with the City of Richland, existing weekday AM and PM peak hour level of service (LOS) analyses were conducted at 23 existing off-site study intersections (note that 3 of the 26 identified off-site study intersections are not existing intersections but will be future intersections with the development of BMS).

LOS generally refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes intersection LOS. At signalized intersections, LOS A represents free-flow conditions (motorists experience little or no delays), and LOS F represents forced-flow conditions where motorists experience an average delay in excess of 80 seconds per vehicle.

The LOS reported for signalized intersections represents the average control delay (sec/veh) and can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only).

The LOS reported at stop-controlled intersections is based on the average control delay and can be reported for each controlled minor approach, controlled minor lane group, and controlled major-street movement (and for the overall intersection at all-way stop controlled intersections. Additional v/c ratio criteria apply to lane group or movement LOS only).

Table 2 outlines the current HCM 6th Edition LOS criteria for signalized and stop-controlled intersections based on these methodologies.

Table 2
LOS Criteria for Signalized and Stop Controlled Intersections

SIGNALIZED INTERSECTIONS			UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/veh)	LOS by Volume-to Capacity (V/C) Ratio ¹		Control Delay (sec/veh)	LOS by Volume-to Capacity (V/C) Ratio ²	
	≤ 1.0	> 1.0		≤ 1.0	> 1.0
≤ 10	A	F	≤ 10	A	F
> 10 to ≤ 20	B	F	> 10 to ≤ 15	B	F
> 20 to ≤ 35	C	F	> 15 to ≤ 25	C	F
> 35 to ≤ 55	D	F	> 25 to ≤ 35	D	F
> 55 to ≤ 80	E	F	> 35 to ≤ 50	E	F
> 80	F	F	> 50	F	F

Source: Highway Capacity Manual, Transportation Research Board, 6th Edition, 2016.

¹ For approach-based and intersection-wide assessments at signals, LOS is defined solely by control delay.

² For two-way stop-controlled intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole at two-way stop-controlled intersections. For approach-based and intersection-wide assessments at all-way stop controlled intersections and roundabouts, LOS is solely defined by control delay.

LOS calculations were based on methodology and procedures outlined in the 6th Edition of the *Highway Capacity Manual* using *Synchro 10* and *SIDRA 9* traffic analysis software. Existing signal timing at the signalized study intersections was provided by the City of Richland.

The 2021 existing AM and PM peak hour LOS analysis results at the existing off-site study intersections are summarized in **Table 3** (for signals and roundabouts) and **Table 4** (for stop-controlled). The LOS worksheets are included in **Appendix B**. It should be noted that study intersection #13 (Queensgate

Dr / I-182 WB Ramps) is not included in Table 3 or Table 4 because all movements at the intersection are uncontrolled and thus do not have any vehicular delay associated with them.

Table 3
2021 Existing Peak Hour LOS Summary at Off-Site Study Intersections (signals and roundabouts)

Study Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
<u>Signalized Intersections</u>				
9. Kennedy Road / Keene Road	C	22.5	C	27.3
10. Duportail Street / Keene Road	C	27.3	C	26.3
12. Duportail Street / Queensgate Drive	B	17.9	C	27.3
15. Queensgate Drive / Keene Road	B	18.8	C	24.4
17. Keene Road / Gage Blvd	B	14	B	14.1
18. Leslie Road / Gage Blvd	C	28.4	D	53.4
<u>Roundabout Intersections</u>				
7. Bombing Range Road / Keene Road	D	27.3	C	24.6
14. Queensgate Drive / I-182 EB Ramps	A	5.9	A	6.4
20. Badger Road / Clearwater Ave / Leslie Road	A	8.2	A	9.5

Table 4
2021 Existing Peak Hour LOS Summary at Off-Site Study Intersections (stop-controlled)

Study Intersection / Movement	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
<u>All-Way Stop Controlled Intersection</u>				
6. Bombing Range Road / Kennedy Road	A	9.7	C	15.9
<u>Two-Way Stop Controlled Intersections</u>				
1. Dallas Road / I-82 EB Ramps				
Eastbound Approach	C	21.5	E	41.1
Southbound Left-Turn	A	8.5	A	8.1
2. Dallas Road / I-82 WB Ramps				
Westbound Approach	B	11.2	C	16.9
Northbound Left-Turn	A	8.8	A	8.7
3. Dallas Road / Trowbridge Blvd				
Westbound Approach	B	14.3	C	22.2
Southbound Left-Turn	A	8.1	A	8.8
4. Dallas Road / Ava Way				
Westbound Approach	B	11.7	C	15.8
Southbound Left-Turn	A	8.0	A	8.2

Table 4 continued
2021 Existing Peak Hour LOS Summary at Off-Site Study Intersections (stop-controlled)

Study Intersection / Movement	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
5. Dallas Road / Arena Road				
Eastbound Approach	B	13.7	C	15.7
Westbound Approach	C	15.7	E	41.8
Northbound Left-Turn	A	7.6	A	7.9
Southbound Left-Turn	A	7.9	A	8.3
8. Arena Road / Kennedy Road				
Eastbound Left-Turn	A	7.5	A	7.8
Westbound Left-Turn	A	8.0	A	8.4
Northbound Approach	B	10.7	B	11.7
Southbound Approach	C	15.4	D	25.5
11. Duportail Street / Kennedy Road				
Eastbound Left-Turn	B	13.8	D	25.8
Eastbound Thru-Right	B	11.5	C	15.8
Westbound Left-Turn	B	11.3	C	17.3
Westbound Thru-Right	B	10.8	B	14.5
Northbound Left-Turn	A	8.5	B	10.1
Southbound Left-Turn	A	7.6	A	8.1
19. Leslie Road / Reata Road				
Eastbound Left-Turn	C	17.5	C	24.7
Eastbound Right-Turn	B	12.1	B	11.3
Northbound Left-Turn	A	8.8	A	9.3
21. Badger Road / I-82 WB Ramps				
Westbound Shared Left-Right	D	27.1	F	58.0
Southbound Left-Turn	A	9.7	A	9.0
22. Badger Road / I-82 EB Ramps				
Westbound Approach	C	16.5	C	15.1
Southbound Left-Turn	A	9.3	A	8.7
23. Bermuda Road / Reata Road				
Eastbound Left-Turn	A	7.5	A	7.6
Westbound Left-Turn	A	7.5	A	7.5
Northbound Approach	A	9.2	A	9.9
Southbound Approach	B	10.7	B	12.0
24. Morningside Parkway / Reata Road				
Eastbound Left-Turn	A	7.4	A	7.5
Westbound Right-Turn	A	0	A	0
Southbound Left-Turn	A	9.4	A	9.7
Southbound Right-Turn	A	8.7	A	8.8

AM Peak Hour

As shown in LOS **Table 3**, all signalized and roundabout study intersections are currently operating at LOS D or better during the AM peak hour.

As shown in LOS **Table 4**, the all-way stop controlled study intersection and all individual lane groups at the stop-controlled study intersections are currently operating at LOS D or better during the AM peak hour.

PM Peak Hour

As shown in **Table 3**, all signalized and roundabout study intersections are currently operating at LOS D or better during the PM peak hour.

As shown in **Table 4**, the all-way stop controlled study intersection and all individual lane groups at the stop-controlled study intersections are currently operating at LOS D or better during the PM peak hour with exception to the following:

- #1 Dallas Road/I-82 EB Ramps – the eastbound approach is currently operating at LOS E
- #5 Dallas Road/Arena Road – the westbound approach is currently operating at LOS E
- #21 Badger Road/I-82 WB Ramps – the westbound approach is currently operating at LOS F

FUTURE TRAFFIC ANALYSIS

This section provides information related to future planned roadway improvements, weekday AM and PM peak hour traffic volumes, and peak hour LOS at study intersections in year 2040. The 2040 traffic conditions account for buildout of the BMS development and growth in background traffic. Level of service (LOS) evaluation during weekday AM and PM peak hours is used to identify locations where future improvements will be necessary to maintain acceptable LOS operations by 2040. Locations where improvements are needed to provide acceptable LOS are then addressed later in the Mitigation Measures section of the report.

Planned Transportation Improvements

This section describes the planned transportation improvements located within the project study area. The following planning documents were reviewed to document planned capacity-related transportation improvements located within the project study area. It should be noted that planned improvements are noted for the next 6-year period; road and intersection improvements beyond 2027 are not identified.

- Benton-Franklin Council of Governments (BFCG) 2021-2024 Transportation Improvement Program (TIP)
- City of Richland 2022-2027 Six-Year Transportation Improvement Program (TIP)
- City of West Richland 2022-2027 Six-Year Transportation Improvement Program (TIP)
- Benton County 2022-2027 Six-Year Transportation Improvement Program (TIP)
- WSDOT 2022-2025 Statewide Transportation Improvement Program (STIP)

BFCG 2021-2024 TIP

No capacity related projects were identified within the project vicinity in the BFCG's 2021-2024 TIP.

City of Richland 2022 – 2027 TIP

Gage Blvd Improvements (Priority #8). Improvements of Gage Blvd from Penny Royal Ave to Morency Drive. The project involves the addition of curbs, gutter, sidewalks, bike lanes, streetlights, and storm drainage. Construction is anticipated to start in 2024. *The funding for this project is not secured.*

Queensgate Drive Extension Phase I (Priority #13). Extension of Queensgate Drive from Shockley Road to Keene Road. The new roadway will have three lanes with curbs, gutter, sidewalks, bike lanes, streetlights, and storm drainage. Construction is anticipated to start in 2025. *This project is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03). The funding for this project is not secured and is anticipated to be constructed with development activity. Therefore, the schedule for this project is dependent on privately initiated development.*

Duportail / Kennedy Intersection Improvements (Priority #15). Reconstruct intersection of Duportail Street/Kennedy Road. Construction is anticipated to start in 2024.

Duportail / Driveway Intersection Improvements (Priority #16). Reconstruct intersection of Duportail Street/Driveway (north of Kennedy Road). Construction is anticipated to start in 2025. *This project is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03).*

Dallas Road / Trowbridge Blvd Intersection Improvements (Priority #18). Improvements of the Dallas Road and Trowbridge Blvd intersection includes the reconstruction of the intersection to provide for added capacity. Construction is anticipated to start in 2025. *This project is currently unfunded but is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03). Thus, this project is anticipated to be constructed with development activity.*

Dallas Road / Ava Way Intersection Improvements (Priority #20). Improvements of the Dallas Road and Ava Way intersection includes the reconstruction of the intersection to provide for added capacity. Construction is anticipated to start in 2024. *This project is currently unfunded but is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03). Thus, this project is anticipated to be constructed with development activity.*

Dallas Road / I-82 WB Ramps Intersection Improvements (Priority #21). Improvements of the Dallas Rd and I-82 WB ramps intersection includes reconstruction of the ramp and intersection to provide for added capacity. Construction is anticipated to start in 2025. *This project is currently unfunded but is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03). Thus, this project is anticipated to be constructed with development activity.*

Dallas Road / I-82 EB Ramps Intersection Improvements (Priority #22). Improvements of the Dallas Rd and I-82 EB ramps intersection includes reconstruction of the ramp and intersection to provide for added capacity. Construction is anticipated to start in 2025. *This project is currently unfunded but is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03). Thus, this project is anticipated to be constructed with development activity.*

Dallas Road Widening (Priority #23). Widening of Dallas Road from city limits to I-82 to have four lanes with curbs, gutter, sidewalks, bike lanes, streetlights, and storm drainage. Construction is anticipated to start in 2026. *This project is currently unfunded but is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03). This project is anticipated to be constructed with a combination of development activity impact fees and City grant funds.*

Gage Blvd Extension (Priority #24). Extension of Gage Blvd from Morency Drive to Queensgate Blvd to include three lanes with curbs, gutter, sidewalks, bike lanes, streetlights, and storm drainage. Based on information provided by the City, construction is anticipated to occur between 2030 and 2035. *This project is currently unfunded but is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03). This project is anticipated to be constructed with a combination of development activity impact fees and City grant funds.*

Shockley Road Extension (Priority #25). Extension of Shockley Road from Keene Rd to south of Badger Valley Way to have two lanes with curbs, gutter, sidewalks, bike lanes, streetlights, and storm drainage. Based on information provided by the City, construction is likely to occur after 2030. *This project is currently unfunded but is part of the City of Richland's Traffic Impact Fee Program (RMC 12.03). Thus, this project is anticipated to be constructed with development activity.*

Trowbridge Blvd – Sol Duc Ave to Gage Blvd (Priority #26). Construction of Trowbridge Blvd between Sol Duc Ave and Gage Blvd to have two lanes with curbs, gutter, sidewalks, bike lanes, streetlights, and storm drainage. Construction is anticipated to start in 2025. *This project is anticipated to be funded and constructed by Badger Mountain South and is eligible for impact fee credit per the City of Richland's Traffic Impact Fee Program (RMC 12.03).*

Bella Coola Lane – Copper Mountain Apartments to Gage Blvd (Priority #27). Construction of Bella Coola Lane from the Copper Mountain Apartments to Gage Blvd to have two lanes with curbs, gutter, sidewalks, bike lanes, streetlights, and storm drainage. Construction is anticipated to start in 2025. *This project is anticipated to be funded and constructed by Badger Mountain South and is eligible for impact fee credit per the City of Richland's Traffic Impact Fee Program (RMC 12.03).*

Gage Blvd / Trowbridge Blvd Intersection Improvements (Priority #28). Construction of the Gage Blvd/Trowbridge Blvd intersection. Construction is anticipated to start in 2026. *This project is anticipated to be funded and constructed by Badger Mountain South and is eligible for impact fee credit per the City of Richland's Traffic Impact Fee Program (RMC 12.03).*

Gage Blvd - Badger Mountain South Improvements (Priority #29). Construction of Gage Blvd from Road B-C to Queensgate Drive to include two lanes with curb, gutter, sidewalk, bike lanes, streetlights, and storm drainage. Construction is anticipated to start in 2026. *This project is anticipated to be funded and constructed by Badger Mountain South and is eligible for impact fee credit per the City of Richland's Traffic Impact Fee Program (RMC 12.03).*

City of West Richland 2022-2027 TIP

Bombing Range Road / Keene Road Intersection Modifications (Priority #2). This project would signalize the intersection and construct associated lane improvements. Construction is anticipated to occur in 2025.

Bombing Range Road / Kennedy Road Intersection Modifications (Priority #16). This project would construct intersection modifications which may include signalization.

Benton County 2022-2027 TIP

Badger Road – I-82 Roundabouts and Pathway (Priority #5). This project would construct four roundabouts along Badger Road, three at the interchange with I-82 and one at Cottonwood Drive. A non-motorized pathway would also be constructed along the north side of the road to remove pedestrians and other non-motorized traffic from the roadway. Construction is anticipated to start in 2026. *This project is anticipated to be constructed by a combination of federal and state funding.*

Reata Road Widening and Pathway (Priority #17). This project would add a twelve-foot pathway on the north side of Reata Road and widen the roadway to accommodate three (3) eleven foot lanes from the I-82 Overpass to Richland City Limits. Construction is anticipated to start in 2026. *This project is currently unfunded.*

Badger Road Pathway (Priority #19). This project would add two six-foot bike lanes along seven miles of Badger Road from the City of Kennewick to Dallas Road. Construction is anticipated to start in 2026. *This project is anticipated to be constructed by County funding.*

WSDOT 2022 – 2025 STIP

No capacity related projects were identified within the project vicinity in WSDOT's 2021-2024 STIP.

Future Year 2040 Roadway Network

The roadway network for the future year 2040 LOS analysis at the 26 off-site study intersections was based on existing conditions except at the following intersections where identified improvements were assumed to be in place by 2040 (note that assumed improvements do not reflect known commitments to improvements):

- **#1 Dallas Road / I-82 Eastbound Ramps** – new southbound left-turn lane as identified in the BMS Master Agreement for Phase 1.
- **#2 Dallas Road / I-82 Westbound Ramps** – new westbound right-turn lane, a northbound left-turn lane, and a southbound right-turn lane as identified in the BMS Master Agreement for Phase 1.
- **#3 Dallas Road / Trowbridge Blvd** – widen Dallas Road to 4 lanes south of Trowbridge Blvd as identified in the BMS Master Agreement for Phase 1; also assumed to be a 4-leg roundabout with the west leg providing access to BMS development on the west side of Dallas Road
- **#4 Dallas Road / Ava Way** – new turn lanes on Dallas Road as identified in the BMS Master Agreement for Phase 1; also assumed to be unsignalized with Dallas Road free flow and Ava Way stop-controlled. A new west leg of the intersection was included at this intersection to account for planned BMS development on the west side of Dallas Road.
- **#7 Bombing Range Road / Keene Road** – reconstruct existing roundabout to a signalized intersection per City of West Richland TIP project. Assumed channelization includes: two eastbound through lanes with separate eastbound right and left-turn lanes; two westbound through lanes with separate westbound right and left-turn lanes; a northbound left-turn lane plus a shared through-right-turn lane; and dual southbound left-turn lanes plus a shared through-right-turn lane.
- **#11 Duportail Street / Kennedy Road** – new signalized intersection per City of Richland TIP project. Existing channelization was assumed at this intersection.
- **#15 Queensgate Drive / Keene Road** – new south leg as part of the Queensgate Drive Extension project identified in the City of Richland's Six-Year TIP. Assumed channelization improvements include the following: two eastbound through lanes with separate right and dual left-turn lanes; two westbound through lanes with separate right and left-turn lanes; dual northbound left-turn lanes plus a through lane and a shared through-right-turn lane; and dual southbound left-turn lanes with separate through and right-turn lanes.
- **#16 Gage Blvd / Queensgate Drive / Bermuda Road** – new intersection as part of the Queensgate Drive Extension Project identified in the City of Richland's Six-Year TIP; also assumed to be a roundabout per City of Richland.
- **#21 Badger Road / I-82 WB Ramps** – new roundabout per Benton County TIP project.
- **#22 Badger Road / I-82 EB Ramps** – new roundabout per Benton County TIP project.
- **#25 Gage Blvd / Reata Road** – new unsignalized intersection with Reata Road a single-lane in each direction with a center two-way left-turn lane; assumes Gage Boulevard is stop-controlled with separate southbound right and left-turn lanes.

- **#26 Unnamed N/S Road / Reata Road** – new unsignalized intersection with Reata Road a single-lane in each direction with a center two-way left-turn lane; assumes Unnamed N/S Road is stop-controlled with separate southbound right and left-turn lanes.
- **#5 Dallas Road / Arena Road** (requested by the City of Richland) – new dead-end cul-de-sac on the west end of Arena Road, east of its existing intersection with Dallas Road. As a result, the Dallas Road / Arena Road intersection would be a three-leg unsignalized intersection with the west leg of Arena Road stop-controlled, and Dallas Road free flow.

Project Land Use Assumptions by Year

Development of the BMS project will occur in phases over the next 18 years with full buildout anticipated to be achieved by 2040. **Table 5** below summarizes the existing BMS development as of November 2020 (when existing traffic volumes were conducted) and the future land use anticipated to be developed by years 2025, 2030, 2035, and 2040. It should be noted that the future land use assumptions by development year and by BMS neighborhood have been provided by the applicant/owner and are based on the best available information from the owner/applicant. However, it should be recognized that the assumptions may be updated or changed as the Badger Mountain South project develops over the next 18 years.

Table 5
Project Land Use Summary by Development Year

Land Use	Total Badger Mountain South Land Use				
	Existing (as of Nov 2020)	Year 2025	Year 2030	Year 2035	Year 2040 (Full Buildout)
<u>Residential</u>					
Single Family	428 DU	1,247 DU	1,617 DU	2,152 DU	2,382 DU
Multifamily	283 DU	808 DU	1,258 DU	1,598 DU	2,058 DU
Senior Adult Housing	--	<u>150 DU</u>	<u>150 DU</u>	<u>150 DU</u>	<u>150 DU</u>
Subtotal Residential	711 DU	2,205 DU	3,025 DU	3,900 DU	4,590 DU
<u>Commercial</u>					
Grocery Store	18,030 sf	18,030 sf	18,030 sf	18,030 sf	18,030 sf
Gas Station w/ Market	3,200 sf	3,200 sf	3,200 sf	3,200 sf	3,200 sf
Fast-Food w/ Drive-Thru	700 sf	700 sf	700 sf	700 sf	700 sf
Shopping Center	--	--	260,000 sf	485,000 sf	500,000 SF
Home Improvement Superstore	--	--	--	130,000 sf	130,000 sf
Sporting Goods Superstore	--	--	--	130,000 sf	130,000 sf
Medical Office	--	40,000 sf	40,000 sf	40,000 sf	40,000 sf
Mini-Warehouse	--	175,000 sf	175,000 sf	175,000 sf	175,000 sf
<u>Other</u>					
Church		20,000 sf	20,000 sf	20,000 sf	20,000 sf

In addition to the BMS land use assumptions summarized in **Table 5**, four schools and a separate single family residential plat anticipated to be constructed within the BMS subarea as follows:

- Elementary School (Kennewick School District) – 650 students (by 2025)
- Middle School (Richland School District) – 800 students (by 2025)

- Elementary School (Richland School District) – 650 students (by 2030)
- High School (Kennewick School District) – 2,000 students (by 2030)
- Harvest Ridge Single Family Residential Plat – 143 dwelling units (by 2025)

Project Trip Generation

Trip generation estimates for development of the BMS site in future years 2025, 2030, 2035 and 2040 (full buildout) were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017). *It should be noted that although trip generation estimates were prepared for four future development years (2025, 2030, 2035, and 2040), the analysis documented in subsequent sections of this TIA focuses on year 2040 conditions with full buildout of the BMS site.*

Reductions to the gross trip generation estimates were made to account for internal and pass-by trips. Internal trips are made by people making multiple stops within a development without generating new trips onto the adjacent street system. The internal trip adjustments for the peak hours were based on methodology established in the ITE *Trip Generation Handbook*, 3rd Edition, 2017 and the internal adjustments for the weekday time period were based on methodology documented in the ITE *Trip Generation Handbook*, 2nd Edition. Pass-by trips are trips that are made by vehicles that are already on the adjacent streets and make intermediate stops at the commercial uses on route to a primary destination (i.e. on the way from work to home). The pass-by trips were based on methodology and studies documented in the ITE *Trip Generation Handbook*, 3rd Edition, 2017.

The resulting net new weekday daily, AM peak hour, and PM peak hour trip generation estimates for full buildout of the BMS site in 2040 are shown in **Table 6**. Detailed trip generation calculations for year 2040 conditions with full buildout are included in **Appendix C**. The detailed peak hour trip generation for future years 2025, 2030, and 2035 are included in **Appendix D**. *It should be noted that the future year 2040 trip generation estimates summarized in **Table 6** and included in **Appendix C** include existing BMS land use that was constructed and occupied as of November 2020.*

Table 6
Project Trip Generation Summary for Project Buildout (Year 2040)

Trip Type	Weekday New Trips Generated								
	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Gross Trips	33,041	33,042	66,083	1,266	2,311	3,577	3,359	2,724	6,083
Less Internal Trips	-4,957	-4,957	-9,914	-63	-63	-126	-539	-539	-1,078
Less Pass-by Trips	<u>-5,079</u>	<u>-5,079</u>	<u>-10,158</u>	<u>-215</u>	<u>-163</u>	<u>-378</u>	<u>-431</u>	<u>-452</u>	<u>-883</u>
New Trips	23,005	23,006	46,011	988	2,085	3,073	2,389	1,733	4,122

As shown in **Table 6**, with full buildout in 2040 the BMS site is estimated to generate a total of 46,011 new weekday daily trips, with 3,073 new trips occurring during the weekday AM peak hour (988 entering, 2,085 exiting), and 4,122 new trips occurring during the weekday PM peak hour (2,389 entering, 1,733 exiting).

A more detailed summary of the total year 2040 (full buildout) BMS project trip generation by neighborhood is also included in **Table 7** next.

Table 7
Project Trip Generation Summary for Project Buildout (Year 2040) by BMS Subarea

BMS Neighborhood	2040 Land Use	Weekday Net New Trips Generated					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
BMS Station	130,000 sf home imp. superstore 130,000 sf sporting goods superstore 445,000 sf shopping center 175,000 sf mini-warehouse 150 DU senior housing 18,030 sf grocery store 40,000 sf medical office	346	208	554	743	683	1,426
West Vineyard	303 single family DU 220 multifamily DU	72	220	292	183	115	298
West Village	542 single family DU 301 multifamily DU 3,200 sf gas station/market 700 sf fast food with drive thru 20,000 sf church	144	386	530	349	221	570
East Garden	305 single family DU 785 multifamily DU 10,000 sf shopping center	128	394	522	329	209	538
East Market	850 single family DU 500 multifamily DU 45,000 sf shopping center	209	608	817	555	358	913
South Orchard	382 single family DU 252 multifamily DU	89	269	358	230	147	377
TOTAL		988	2,085	3,073	2,389	1,733	4,122

Project Trip Distribution and Assignment

The distribution of BMS project trips for year 2040 (full buildout) conditions was based on select zone traffic modeling provided by the Benton Franklin Council of Governments (BFCG). The BFCG traffic model distributed BMS project trips through the off-site study intersections based on specific project land use and trip generation assumptions associated with each of the model's TAZ's within the BMS subarea. The project distribution from the traffic model also assumed future planned roadway improvements (previously outlined) were in place. The total trip generation in and out of the BMS subarea based on the BFCG modeling was then compared to the total estimated BMS trip generation summarized above in **Table 6** and deemed to be comparable for the purposes of estimating the distribution of BMS project trips. Thus, the BFCG select zone modeling was used to develop BMS project trip distribution percentages that were then applied to the trip generation projections shown in **Table 6**. Although the BFCG traffic model is a PM peak hour based model, it was assumed that the general BMS trip distribution for the AM peak hour is similar the PM peak hour. The estimated peak hour BMS project trip distribution for year 2040 conditions is illustrated in **Figure 6**.

The specific distribution and assignment of net new peak hour BMS project trips through the BMS off-site access points and internal (on-site) study intersections was based on the general off-site trip distribution from the model (**Figure 6**), and the specific development assumptions and trip generation estimates for each of the six BMS neighborhood areas (BMS Station, West Village, West Vineyard, East Garden, East Market and South Orchard, as shown in **Figure 3**). The resulting AM and PM peak hour net new project trip assignment at the 26 off-site study intersections is shown in **Figures 7 and 8**, respectively. The resulting AM and PM peak hour net new project trip assignment at the 12 on-site study intersections is shown in **Figures 9 and 10**, respectively.

Internal project trips are typically not assigned as vehicular trips since they are assumed to occur internal to a project site and do not impact the off-site transportation network. However, it was conservatively assumed that all internal project trips would be vehicular trips for the purpose of evaluating traffic impacts. The assignment of peak hour internal vehicular trips through the BMS site was based on the specific origins and destinations of the internal project trips by land use and BMS neighborhood. The resulting AM and PM peak hour internal and pass-by project trip assignment at the 12 on-site study intersections is included in **Appendix E**. The resulting total AM and PM peak hour project trip assignment (net new plus internal plus pass-by trips) at the off-site study intersections is shown in **Figures 11 and 12**. The resulting total AM and PM peak hour project trip assignment (net new plus internal plus pass-by trips) at the on-site study intersections are shown in **Figures 13 and 14**.

Future Year 2040 Traffic Volumes

Future year 2040 AM and PM peak hour traffic volumes with full buildout of BMS were estimated by applying a 1.2 percent annual growth rate to the "normal" existing (year 2021) traffic volumes, adding in project traffic associated with full buildout of Badger Mountain South (see **Figures 13 and 14**), and adding in traffic volumes or estimated traffic volume adjustments associated with approved pipeline projects and planned roadway improvements. The 1.2% annual growth rate was calculated based on a comparison of link traffic volumes at the off-site study intersections from the future year 2025 and year 2040 baseline (without BMS project traffic) traffic modeling provided by BFCG; this approach was approved by the City of Richland in the traffic scoping process.

The pipeline projects and roadway improvement projects that were included in establishing future year 2040 traffic volumes are noted below:

Pipeline Projects

- Harvest Ridge residential plat – 143 single-family dwelling units
- Elementary School (Kennewick School District) – 650 students
- Middle School (Richland School District) – 800 students
- Elementary School (Richland School District) – 650 students
- High School (Kennewick School District) – 2,000 students
- Sienna Hills residential plat – 285 single-family dwelling units
- West Cliffe Heights residential plat – 203 single-family dwelling units
- Monson Property residential plat – 319 single family units and 57 multifamily units
- Queensgate Mixed-Use (QDMU) development

Roadway Improvement Projects

- Duportail Street bridge
- Queensgate Drive road Extension
- Gage Blvd road Extension

It should be noted that the QDMU, Sienna Hills, West Cliffe Heights, and Monson Property pipeline projects were not included in the previous BMS TIA (May 2021), but were included in this updated TIA to respond to City comments expressing concerns that the 2040 forecast volumes at the Queensgate Dr/Keene Road and Gage Blvd/Queensgate Dr/Bermuda Road intersections were too low. These additional pipeline volumes were distributed and assigned throughout the BMS study area, with exception to the QDMU pipeline volumes which were only assigned to 2 off-site study intersections (Queensgate Dr/Keene Road and Gage Blvd/Queensgate Dr/Bermuda Road).

At the time that the existing counts were conducted in November 2020, the Duportail Bridge was still under construction, and not open. Therefore, traffic volume adjustments at the study intersections to account for the Duportail Street bridge improvement project were estimated by comparing November 2020 counts to March 2021 counts with the bridge open. Traffic volume adjustments at the study intersections to account for the future Queensgate Drive Extension and Gage Blvd Extension roadway improvement projects were estimated based on the future year 2040 'baseline' traffic modeling (without BMS site traffic) provided by BFCG.

Additionally, the forecast 2040 traffic volumes at the intersection of Queensgate Drive/Keene Road were updated in this TIA based on review and comparison of Queensgate Drive Extension traffic volume forecasts as documented in the Queensgate Extension Study and as provided by the Queensgate Mixed-Use (QDMU) project.

The future 2040 weekday AM and PM peak hour traffic volumes with full buildout of BMS at the 26 off-site study intersections are shown in **Figure 15 and Figure 16**, respectively. The future 2040 with Full Buildout weekday AM and PM peak hour traffic volumes at the 12 on-site study intersections are shown in **Figure 17 and Figure 18**, respectively.

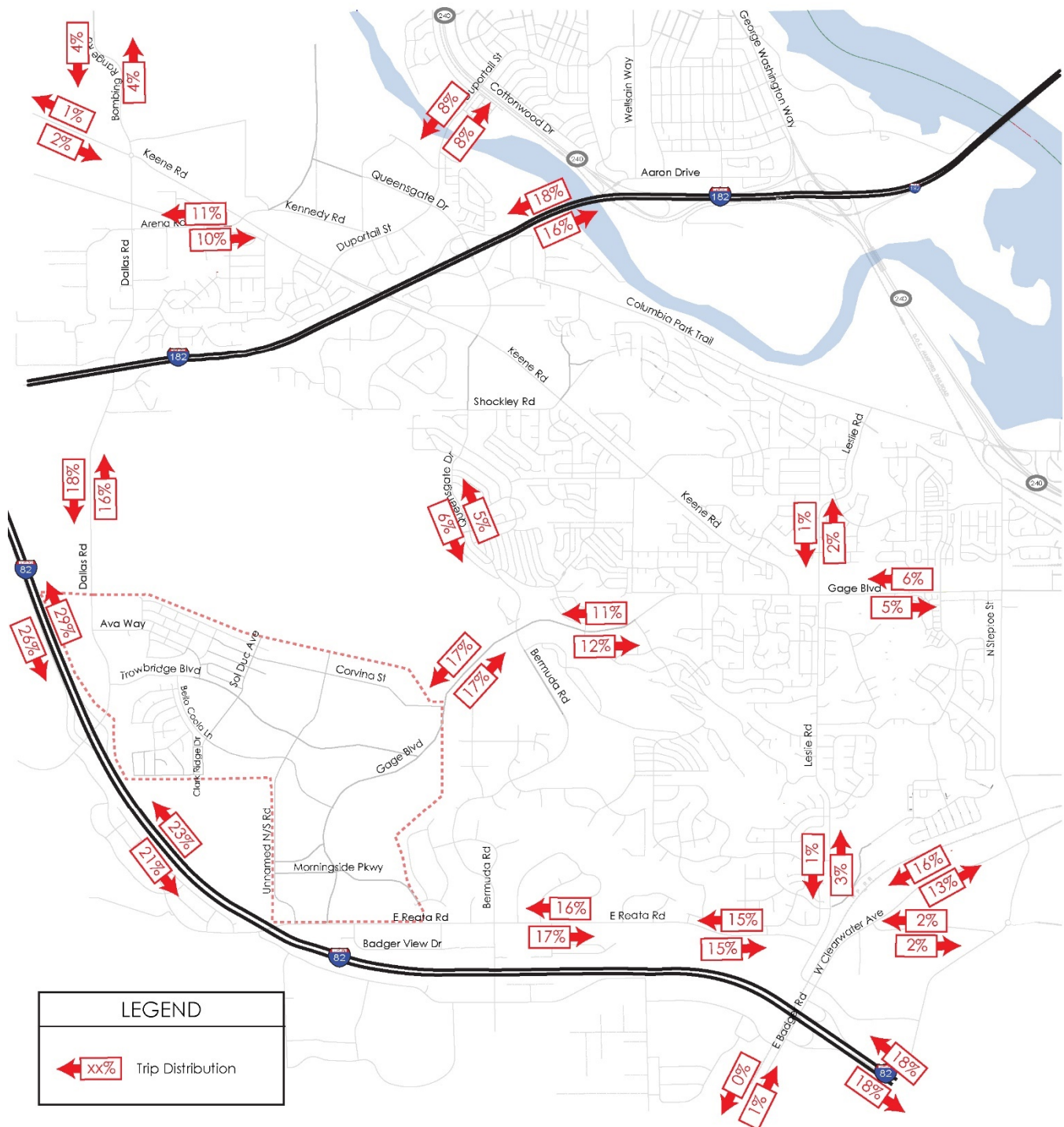


Figure 6: Year 2040 Peak Hour Project Trip Distribution



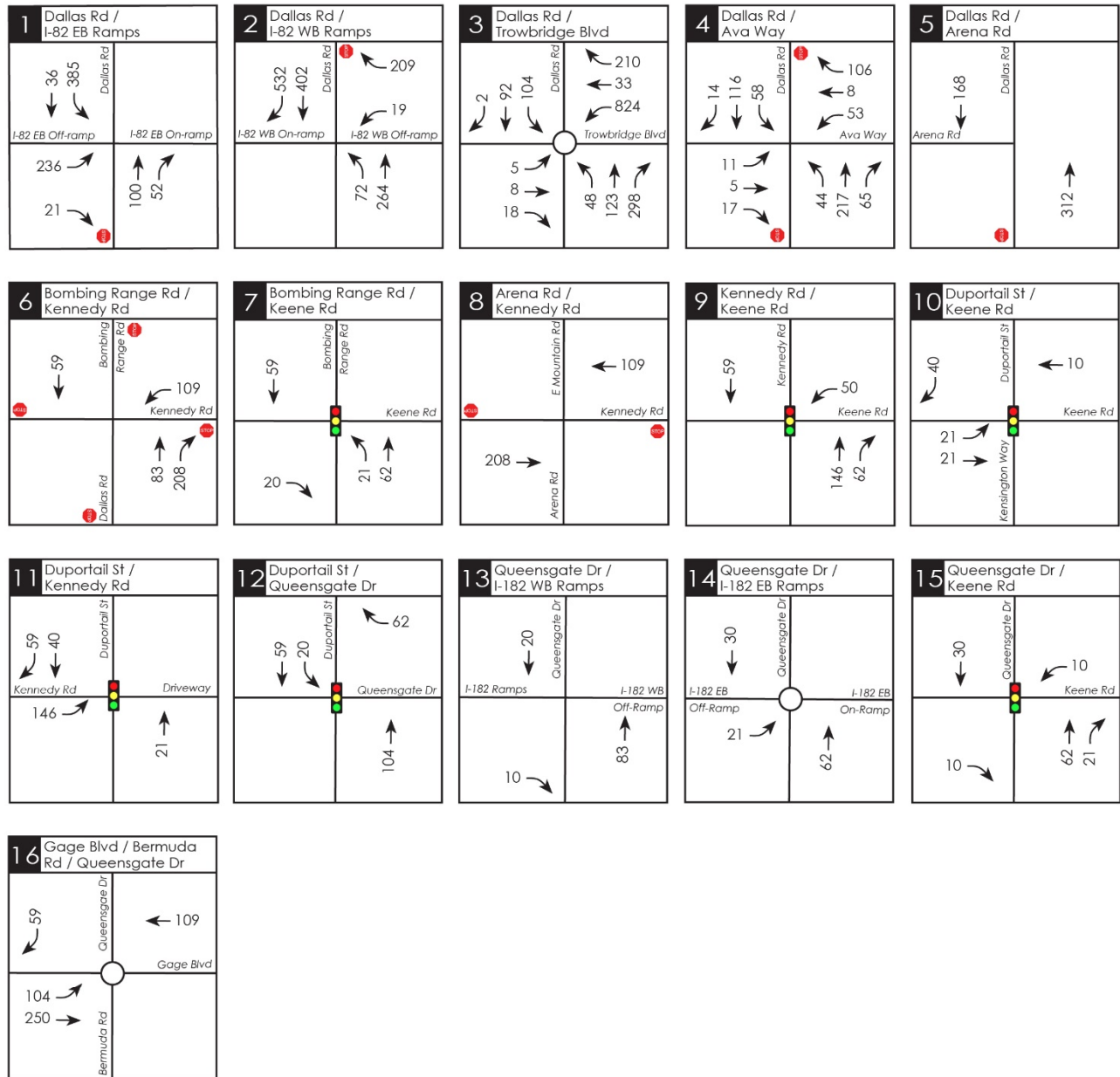


Figure 7a: Year 2040 AM Peak Hour Net New Project Trip Assignment (off-site)

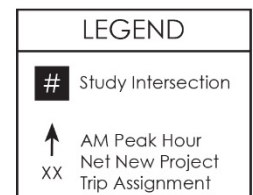
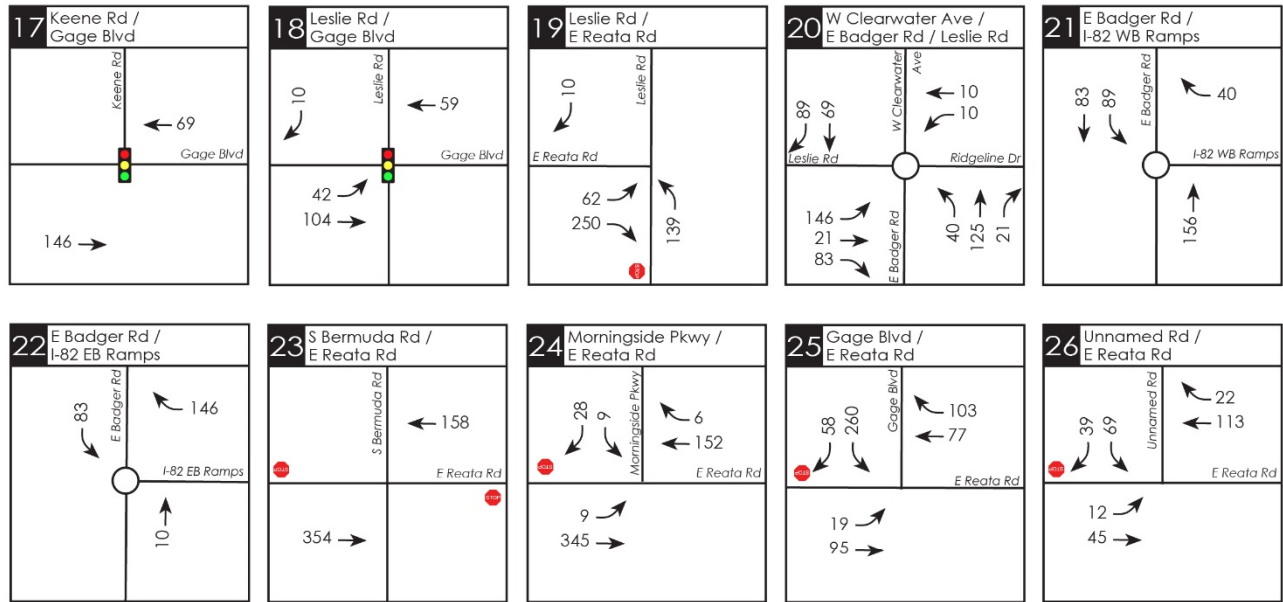


Figure 7b: Year 2040 AM Peak Hour Net New Project Trip Assignment (off-site)

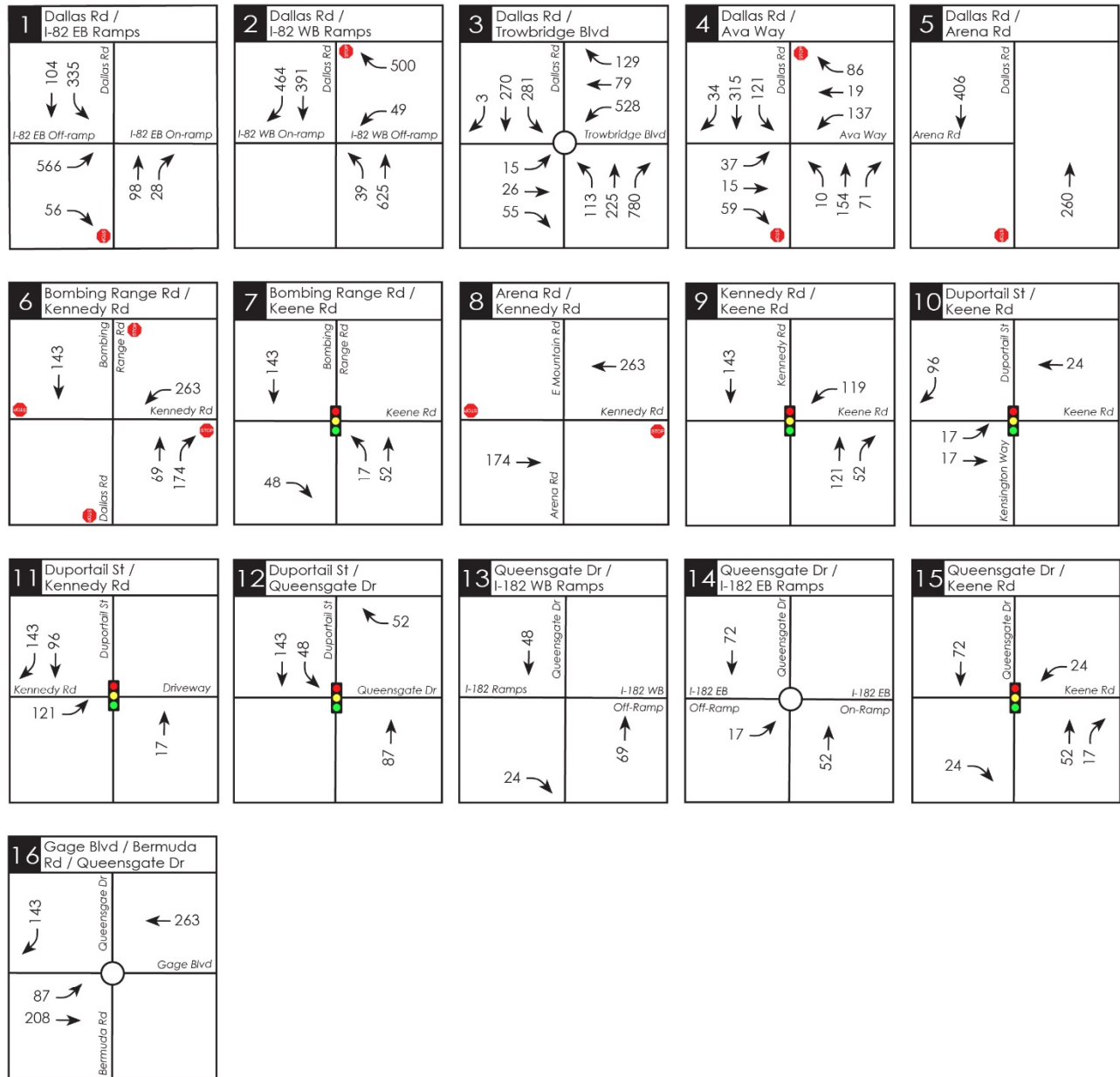


Figure 8a: Year 2040 PM Peak Hour Net New Project Trip Assignment (off-site)

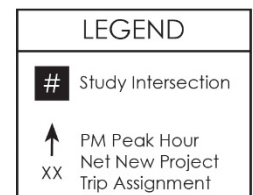
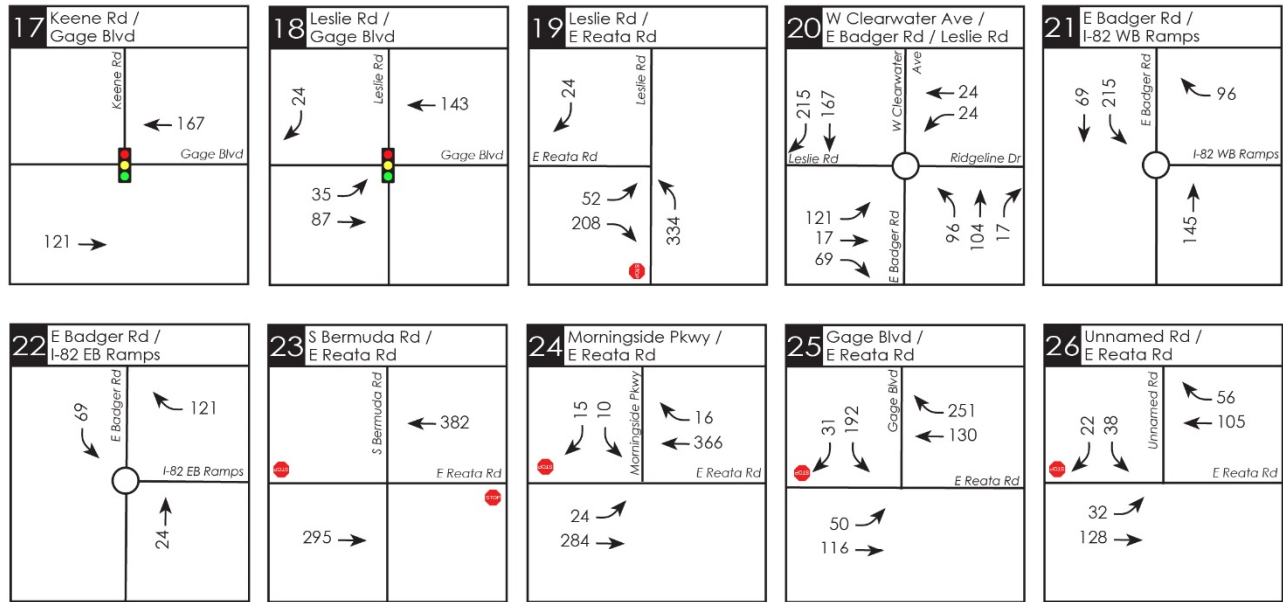


Figure 8b: Year 2040 PM Peak Hour Net New Project Trip Assignment (off-site)

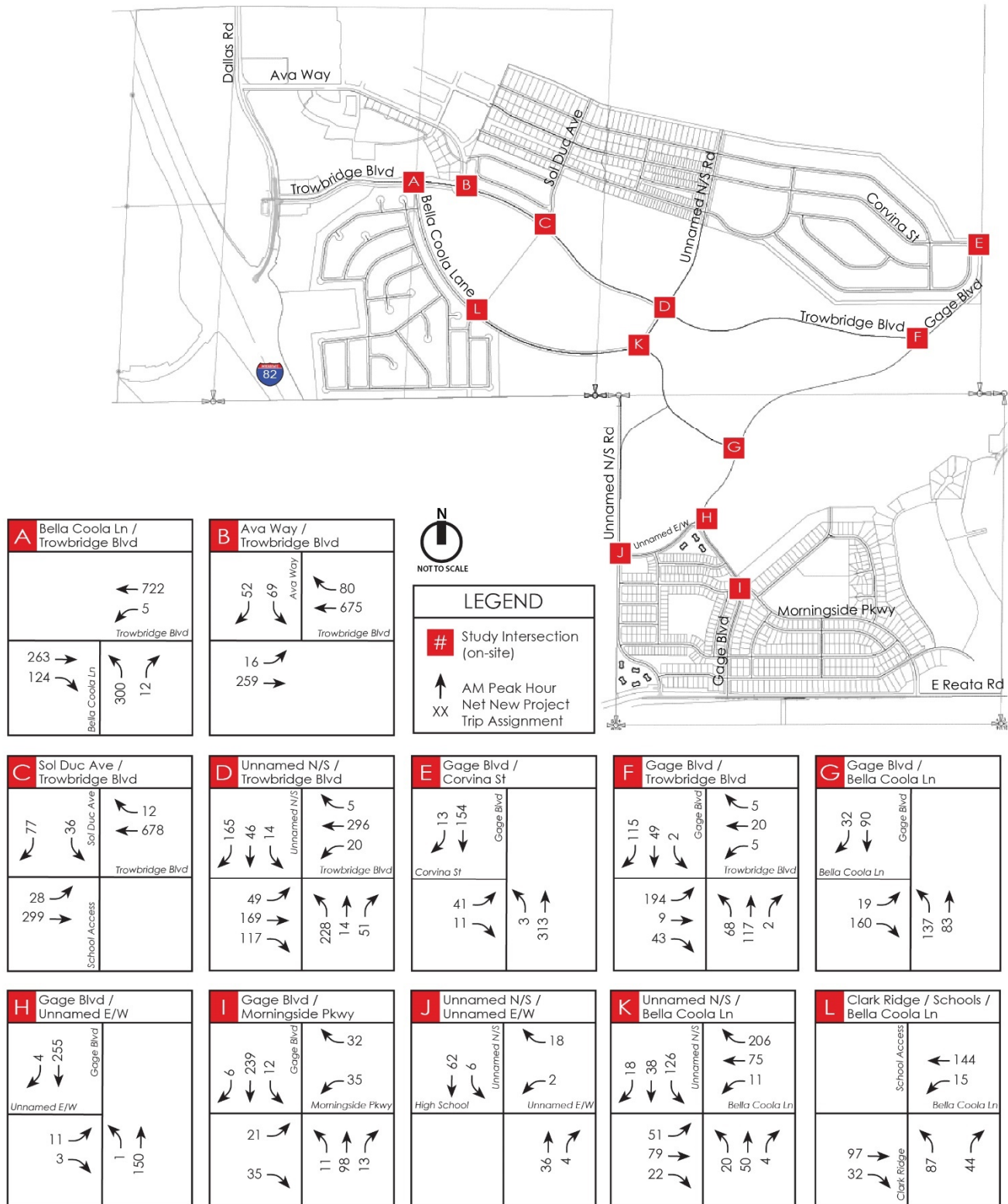


Figure 9: Year 2040 AM Peak Hour Net New Project Trip Assignment (on-site)

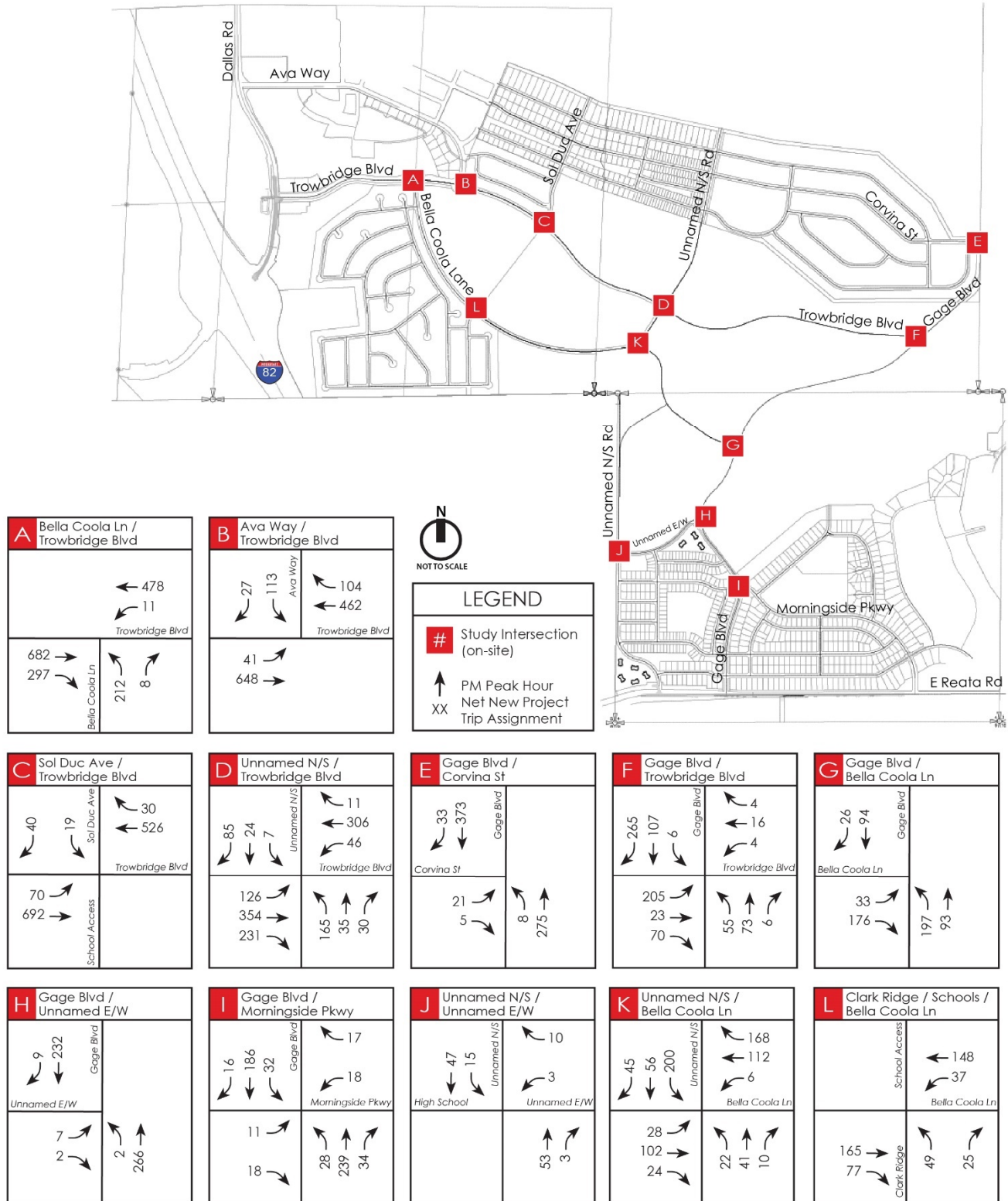


Figure 10: Year 2040 PM Peak Hour Net New Project Trip Assignment (on-site)

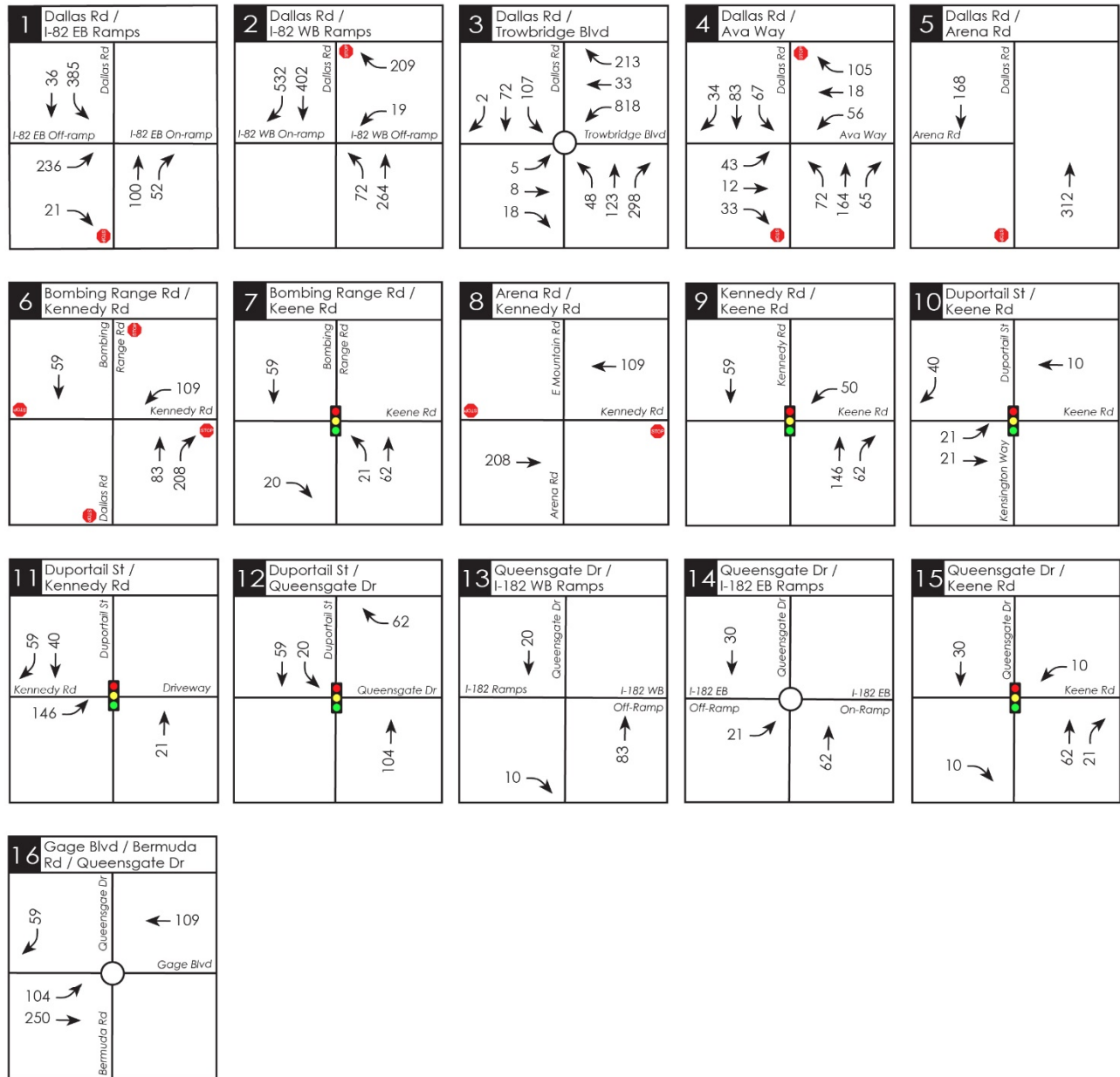


Figure 11a: Year 2040 AM Peak Hour Total Project Trip Assignment (off-site)

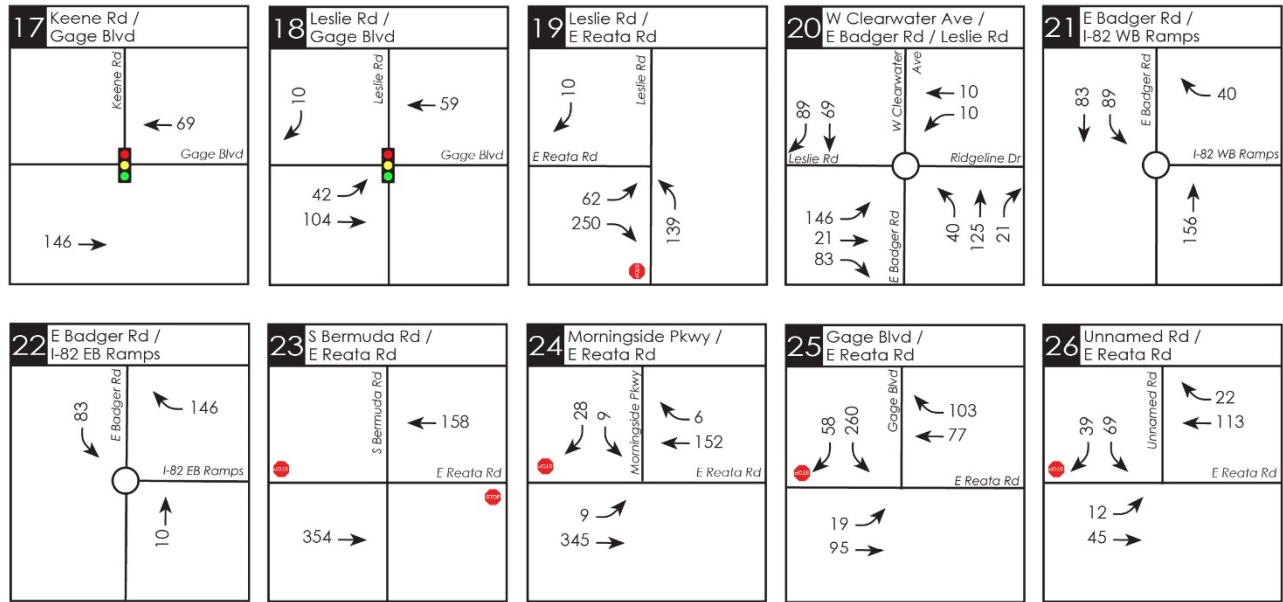


Figure 11b: Year 2040 AM Peak Hour Total Project Trip Assignment (off-site)

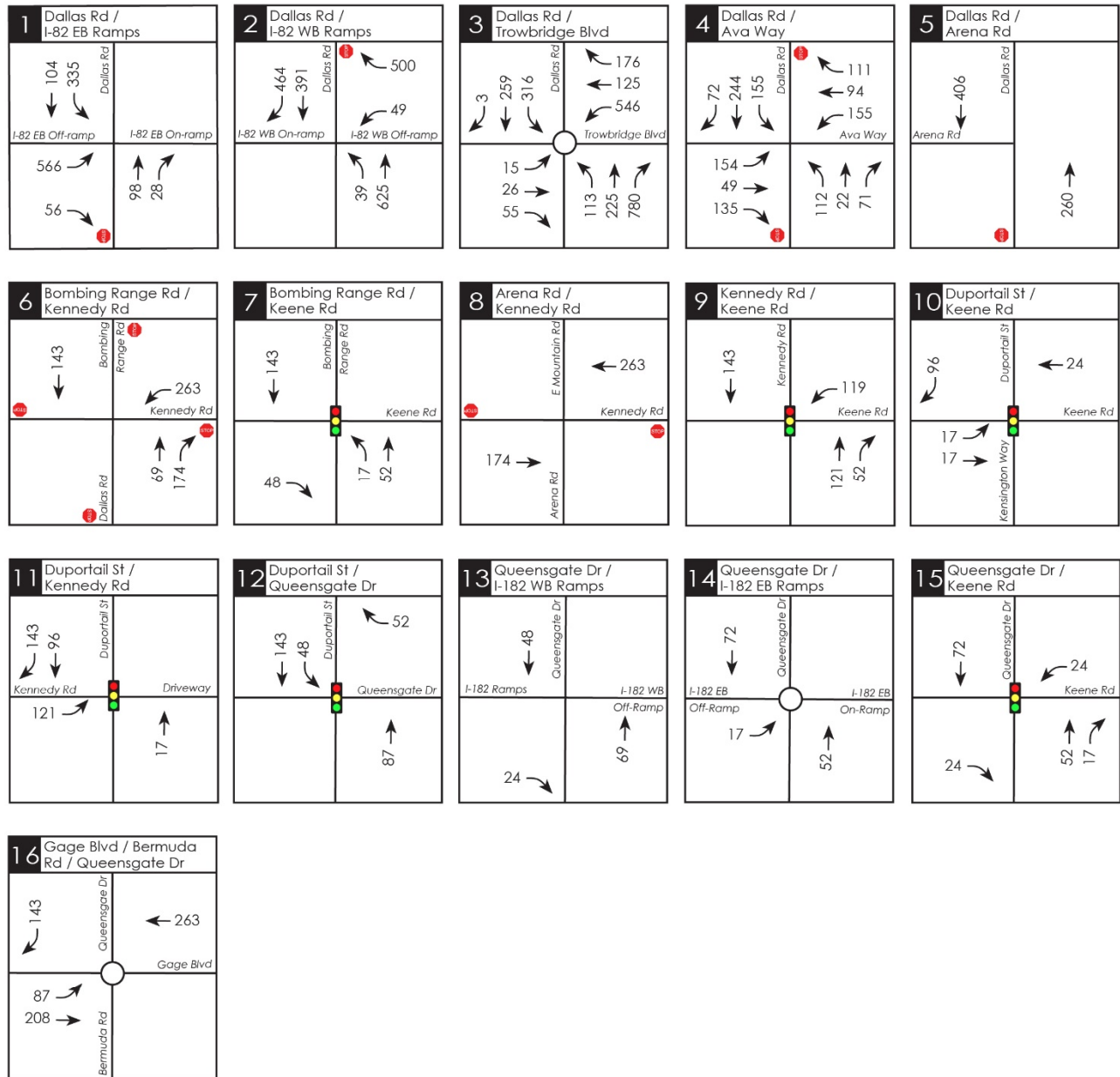


Figure 12a: Year 2040 PM Peak Hour Total Project Trip Assignment (off-site)

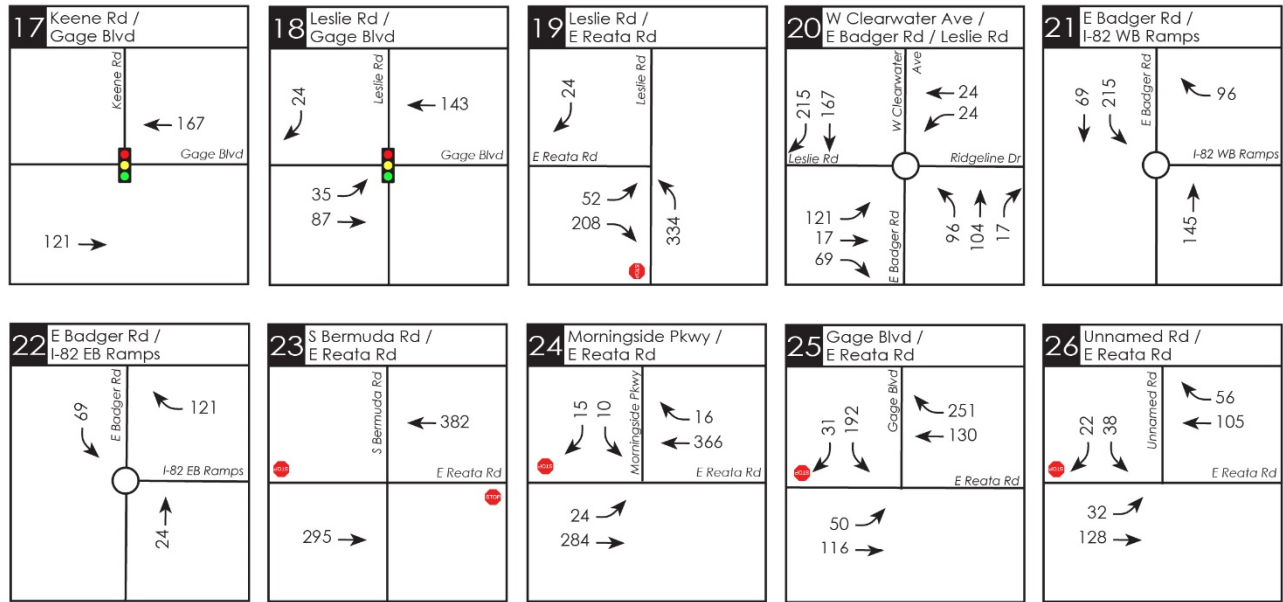


Figure 12b: Year 2040 PM Peak Hour Total Project Trip Assignment (off-site)

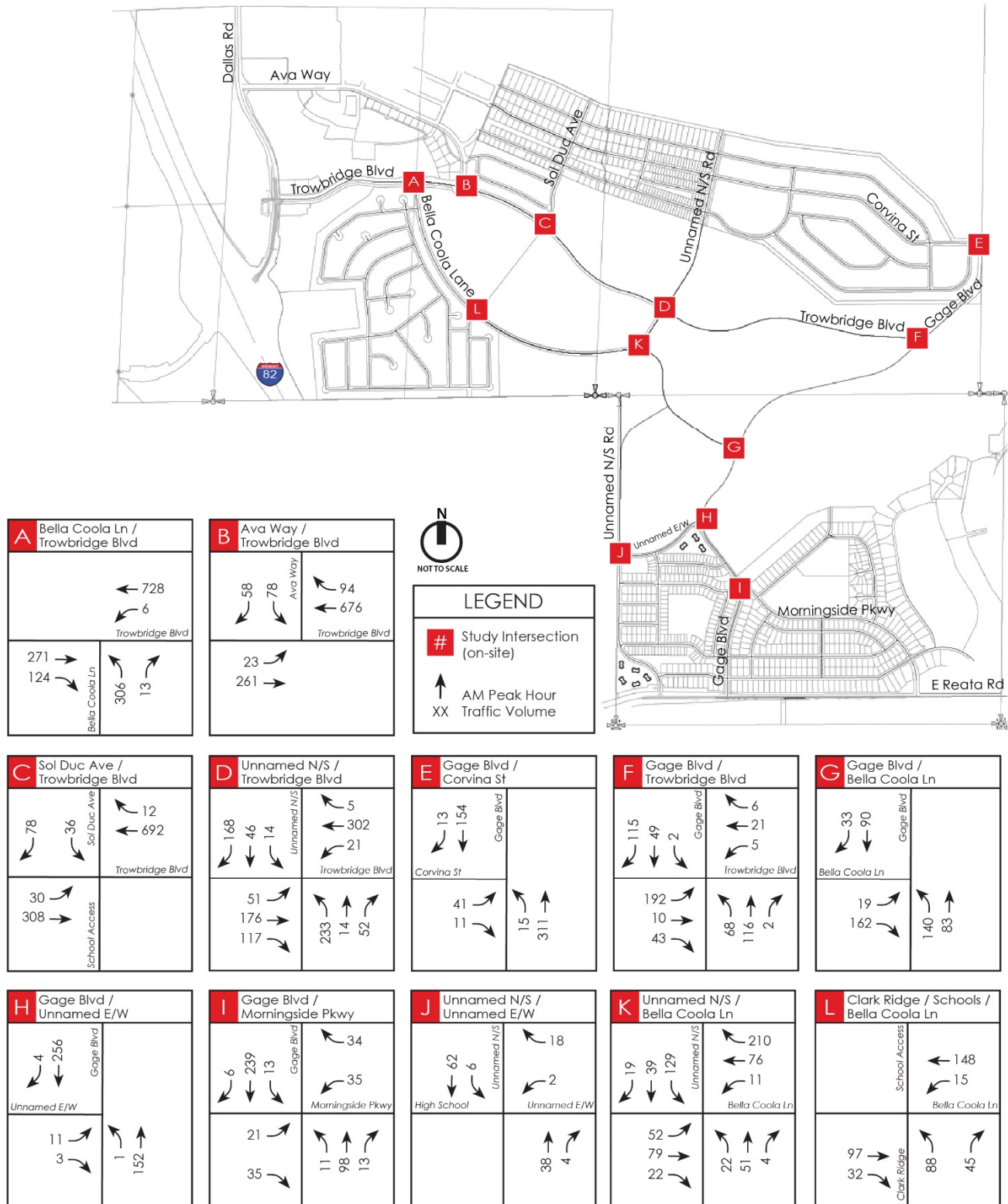


Figure 13: Year 2040 AM Peak Hour Total Project Trip Assignment (on-site)

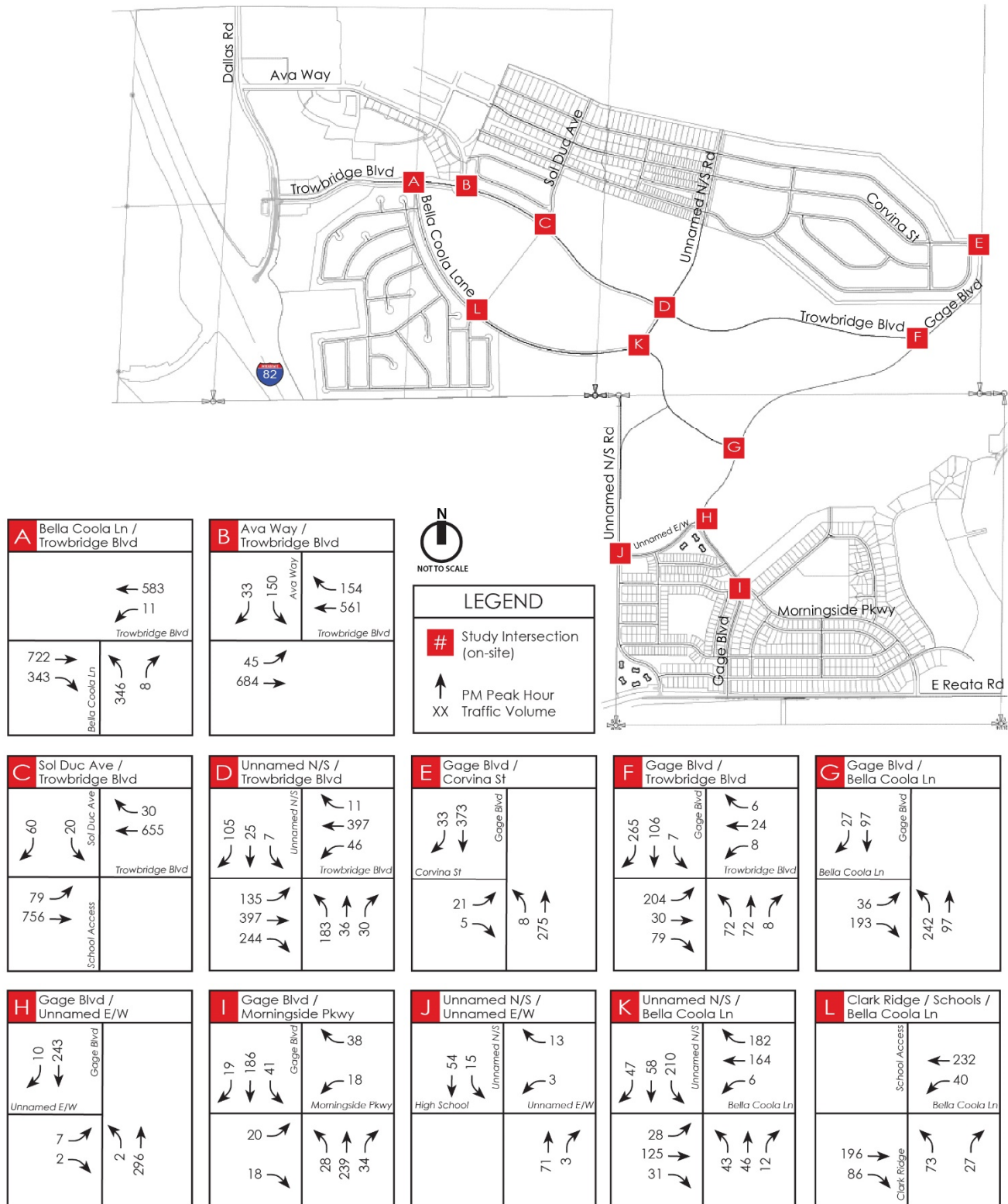


Figure 14: Year 2040 PM Peak Hour Total Project Trip Assignment (on-site)

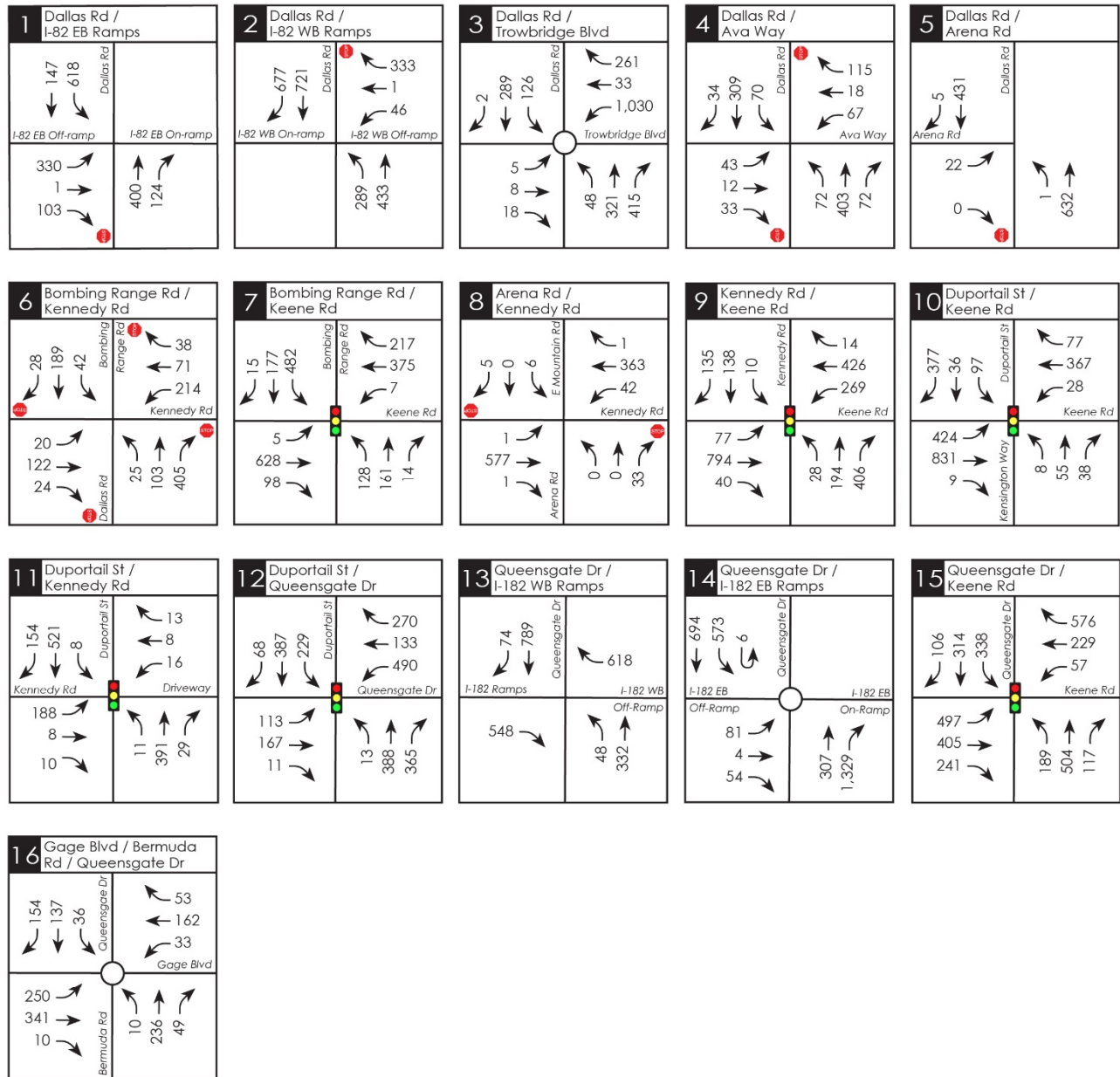


Figure 15a: Year 2040 (With Full BMS Buildout) AM Peak Hour Traffic Volumes (off-site)

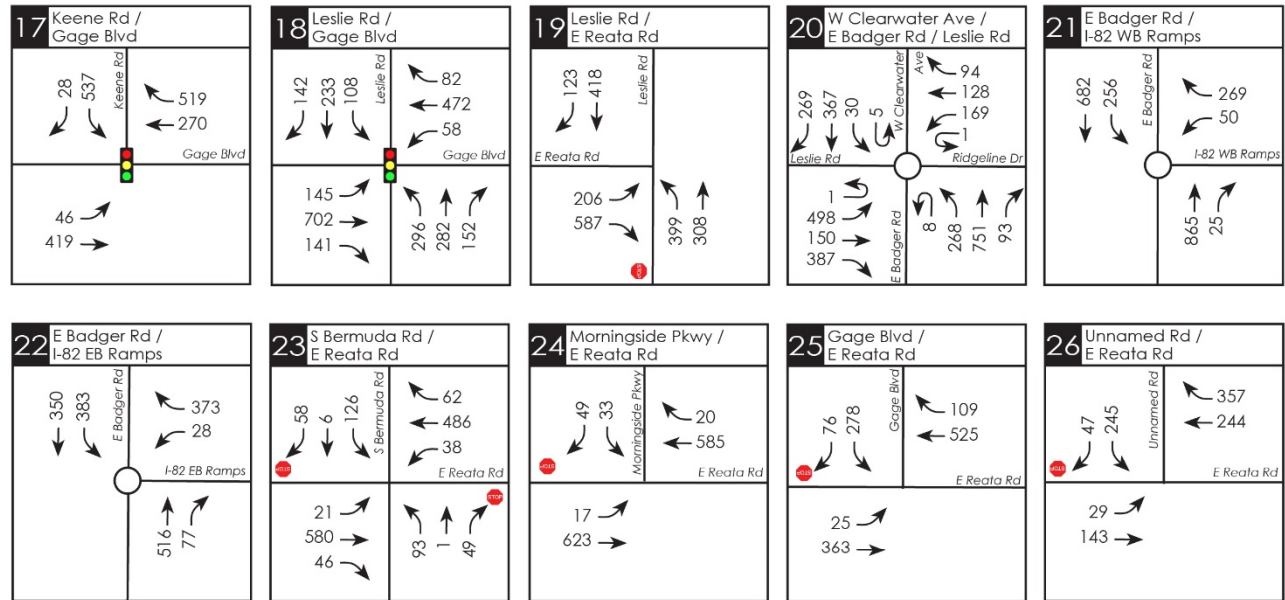


Figure 15b: Year 2040 (With Full BMS Buildout) AM Peak Hour Traffic Volumes (off-site)

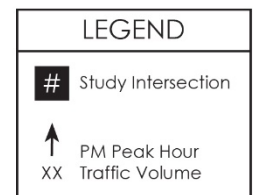
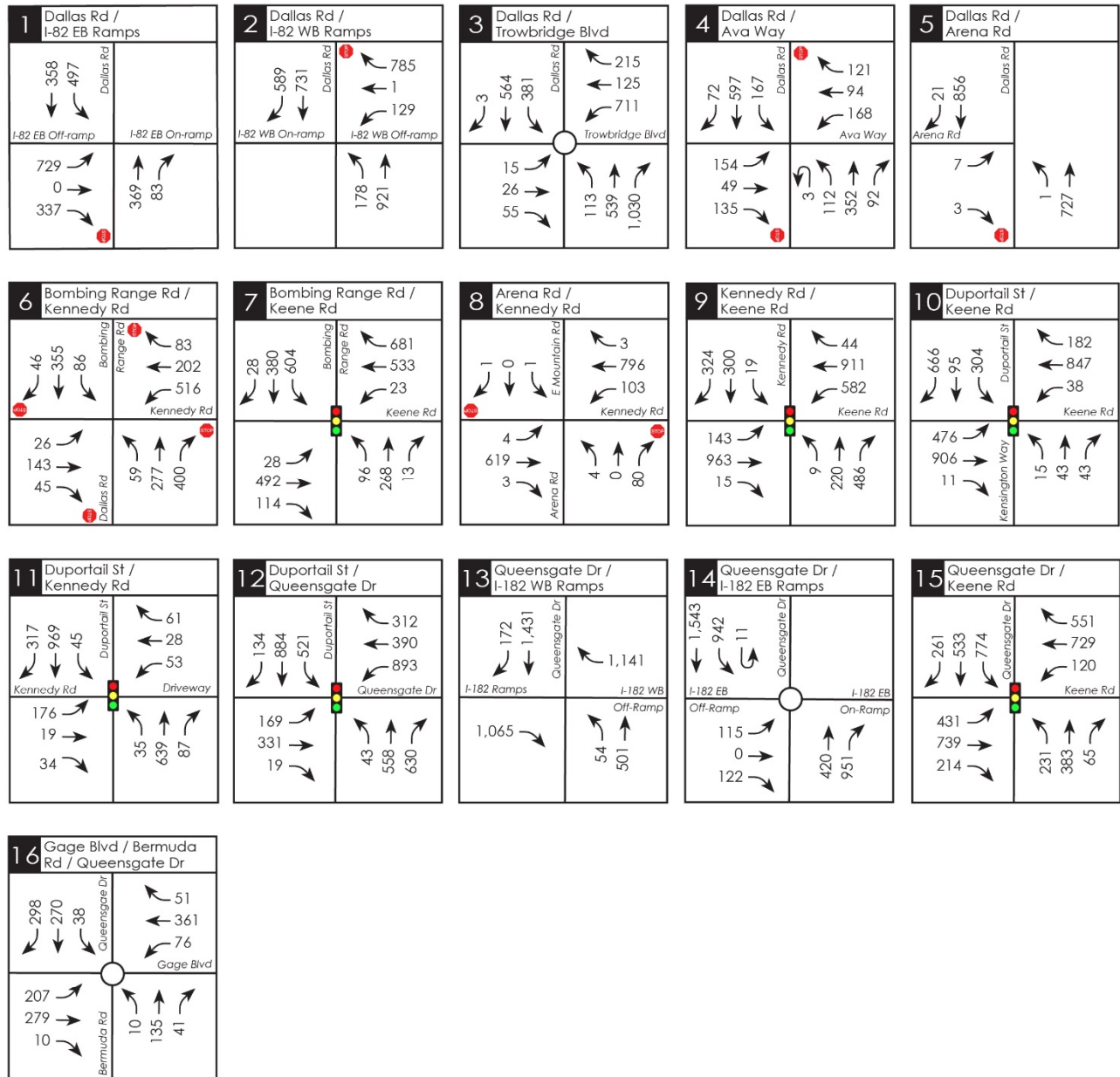


Figure 16a: Year 2040 (With Full BMS Buildout) PM Peak Hour Traffic Volumes (off-site)

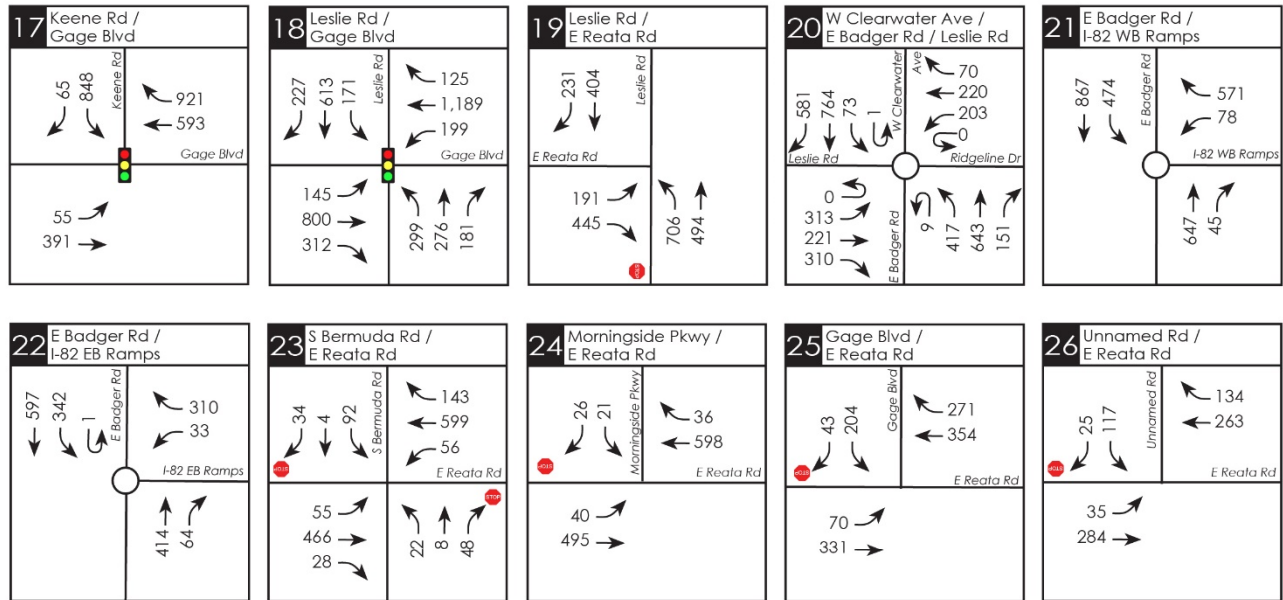


Figure 16b: Year 2040 (With Full BMS Buildout) PM Peak Hour Traffic Volumes (off-site)

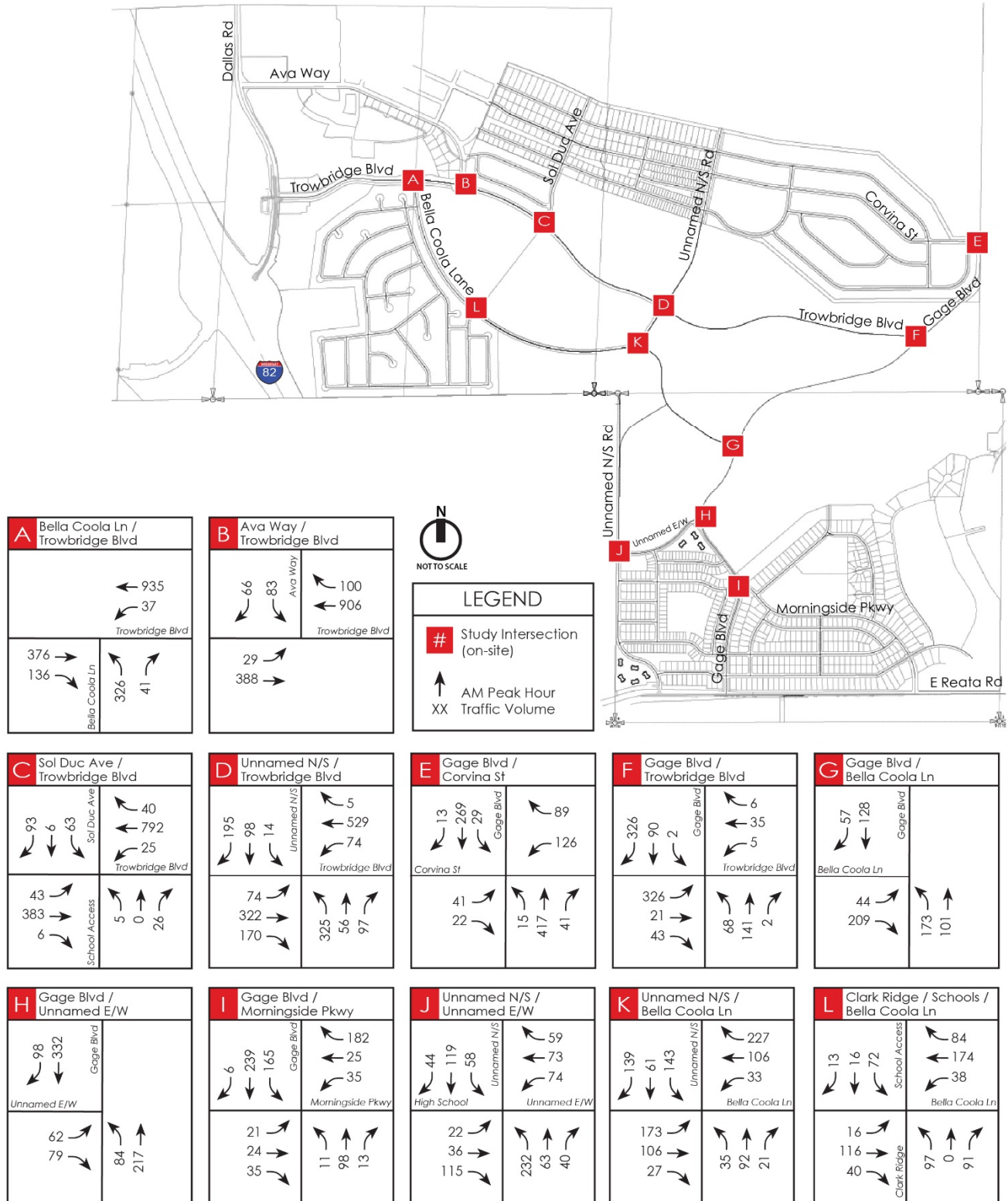


Figure 17: Year 2040 (With Full BMS Buildout) AM Peak Hour Traffic Volumes (on-site)

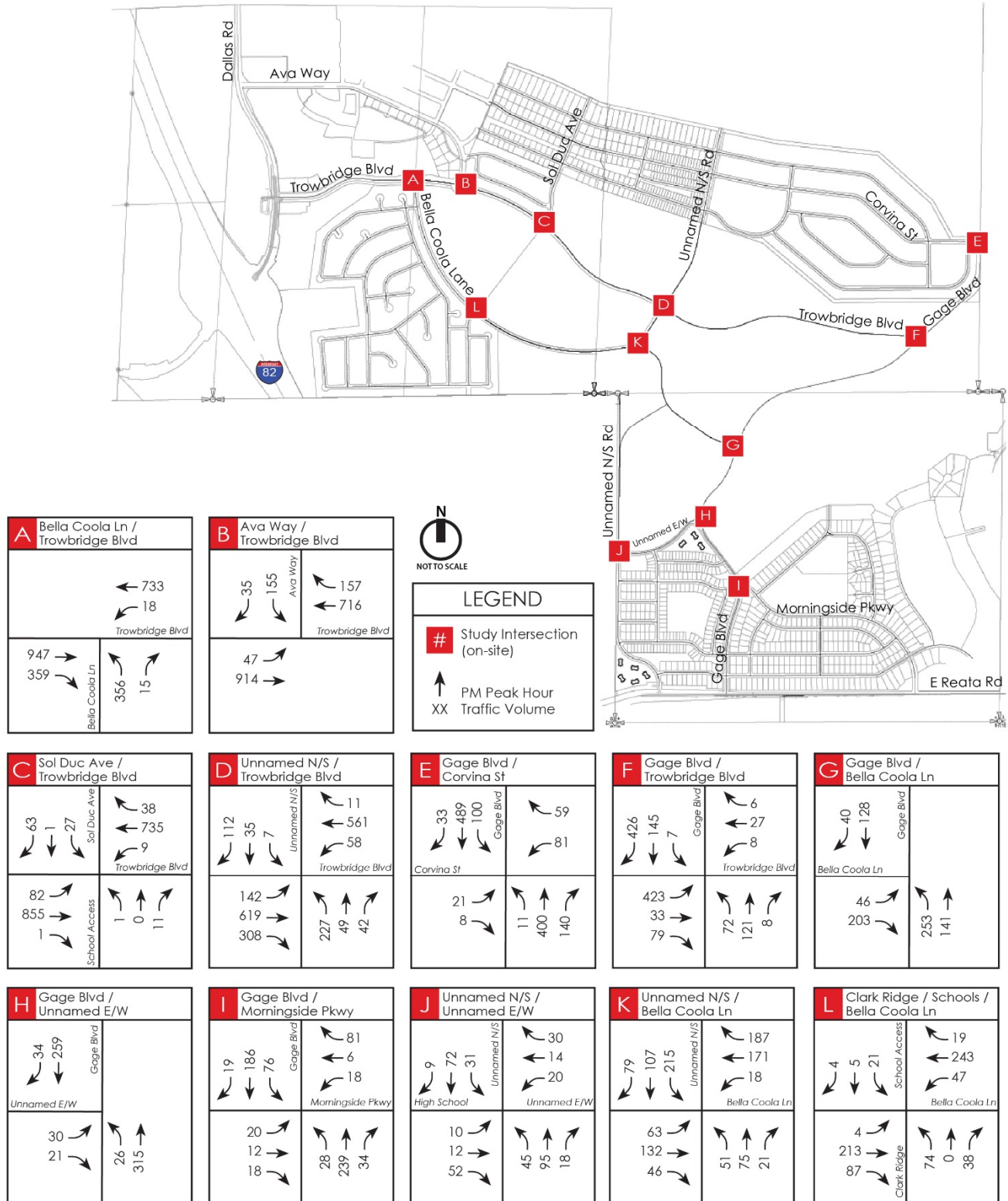


Figure 18: Year 2040 (With Full BMS Buildout) PM Peak Hour Traffic Volumes (on-site)

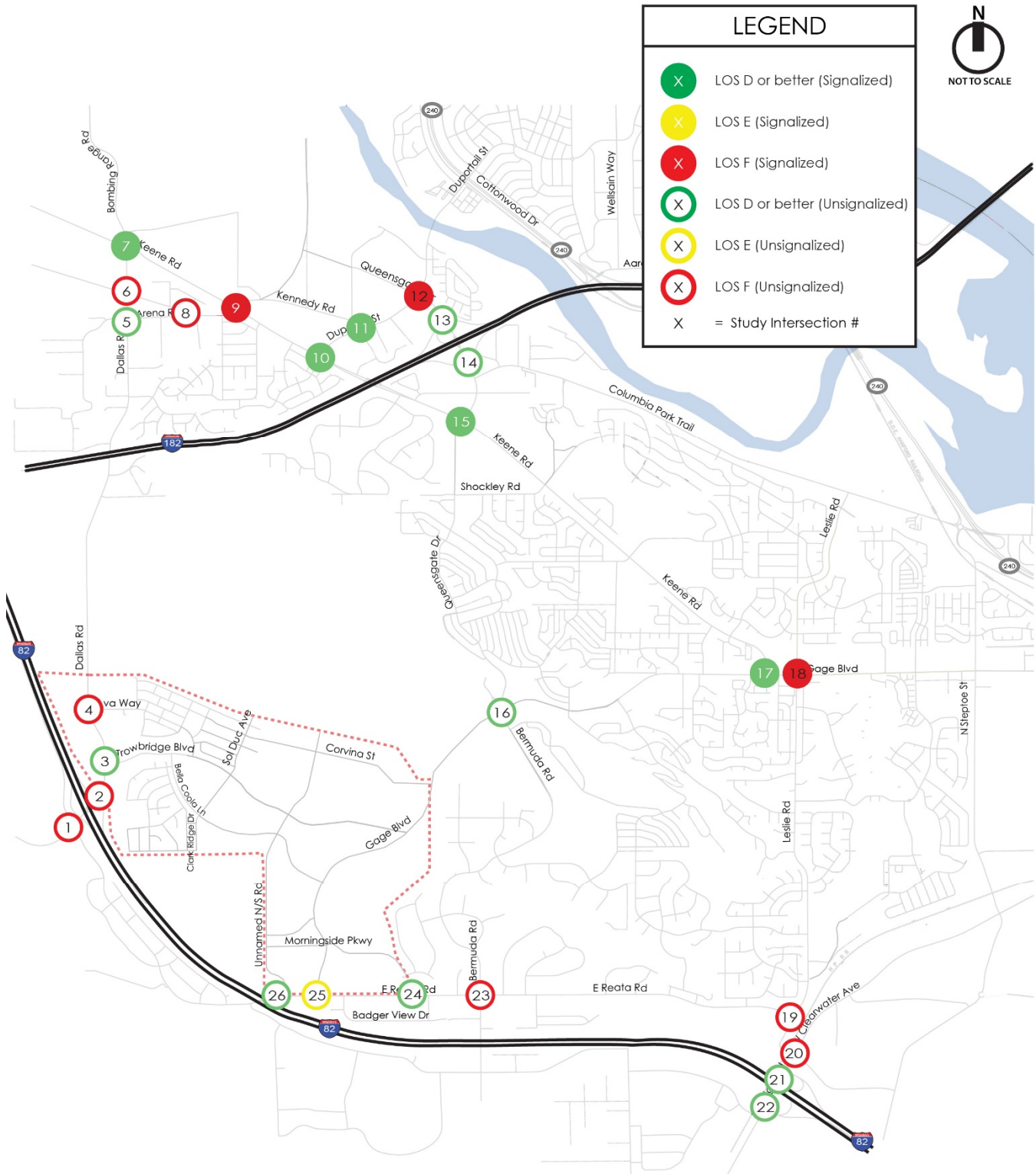


Figure 19: 2040 With Project (Full Build Out) LOS Summary

Future Year 2040 Level of Service at Off-Site Study Intersections

Future year weekday AM and PM peak hour Level of Service (LOS) analyses were conducted at the 26 off-site study intersections for year 2040 with Full Buildout of Badger Mountain South and the 2040 roadway network documented above. Intersection LOS are evaluated based on the methodology and procedures outlined in the 6th Edition of the *Highway Capacity Manual* (HCM) using the *Synchro 10* and *SIDRA 9* software programs. It should be noted that LOS at on-site intersections within the BMS development are described in a later section of this report.

The weekday AM and PM peak hour LOS results at the off-site study intersections for 2040 with Full Buildout conditions are summarized in **Table 8**. The year 2040 LOS results at the off-site intersections are also illustrated in **Figure 19**. The detailed LOS worksheets are included in **Appendix B**.

Table 8
2040 With Full Buildout Peak Hour LOS Summary at Off-Site Study Intersections

Study Intersection	2040 With Full Buildout of BMS			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
<u>Signalized Intersections</u>				
7. Bombing Range Road / Keene Road	D	53.0	D	35.5
9. Kennedy Road / Keene Road	C	35.0	F	84.6
10. Duportail Street / Keene Road	C	21.5	D	39.1
11. Duportail Street / Kennedy Road	B	16.3	B	16.4
12. Duportail Street / Queensgate Drive	C	20.3	F	91.9
15. Queensgate Drive / Keene Road	D	42.4	D	44.7
17. Keene Road / Gage Blvd	C	23.3	C	23.1
18. Leslie Road / Gage Blvd	C	32.8	F	84.3
<u>Roundabout Intersections</u>				
3. Dallas Road / Trowbridge Blvd	B	14.0	D	28.4
14. Queensgate Drive / I-182 EB Ramps	A	6.4	A	7.4
16. Gage Blvd / Queensgate Dr / Bermuda Road	B	10.5	C	16.5
20. Badger Road / Clearwater Ave / Leslie Road	D	35.0	F	83.3
21. Badger Road / I-82 WB Ramps	C	15.6	C	17.1
22. Badger Road / I-82 EB Ramps	B	11.7	B	11.7
<u>All-Way Stop Controlled Intersections</u>				
6. Bombing Range Road / Kennedy Road	F	53.3	F	>100
<u>Two-Way Stop Controlled Intersections</u>				
1. Dallas Road / I-82 EB Ramps				
Eastbound Approach	F	>100	F	>100
Southbound Left-Turn	B	13.4	B	10.9
2. Dallas Road / I-82 WB Ramps				
Westbound Shared Left-Thru	F	>100	F	>100
Westbound Right-Turn	C	15.9	F	>100
Northbound Left-Turn	C	22.7	C	15.5

Table 8 continued
2040 With Full Buildout Peak Hour LOS Summary at Off-Site Study Intersections

Study Intersection / Movement	2040 With Full Buildout of BMS			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
4. Dallas Road / Ava Way				
Eastbound Left-Turn	F	71.5	F	>100
Eastbound Shared Thru-Right	C	16.5	F	>100
Westbound Left-Turn	F	60.8	F	>100
Westbound Shared Thru-Right	C	17.5	F	>100
Northbound Left-Turn	A	8.3	A	9.9
Southbound Left-Turn	A	8.8	A	9.1
5. Dallas Road / Arena Road				
Eastbound Approach	C	16.1	C	20.0
Northbound Left-Turn	A	8.3	B	10.0
8. Arena Road / Kennedy Road				
Eastbound Left-Turn	A	8.1	A	9.5
Westbound Left-Turn	A	9.0	A	9.4
Northbound Approach	B	13.1	C	18.5
Southbound Approach	C	20.8	F	50.0
19. Leslie Road / Reata Road				
Eastbound Left-Turn	F	>100	F	>100
Eastbound Right-Turn	F	79.5	D	27.7
Northbound Left-Turn	B	11.5	D	25.7
23. Bermuda Road / Reata Road				
Eastbound Left-Turn	A	8.8	A	9.8
Westbound Left-Turn	A	9.2	A	8.7
Northbound Approach	E	38.3	C	21.6
Southbound Approach	F	59.9	F	51.0
24. Morningside Parkway / Reata Road				
Eastbound Left-Turn	A	9.0	A	9.2
Southbound Left-Turn	C	18.8	C	17.8
Southbound Right-Turn	B	13.8	B	13.5
25. Gage Blvd / Reata Road				
Eastbound Left-Turn	A	9.2	A	9.4
Southbound Left-Turn	E	49.7	D	29.8
Southbound Right-Turn	B	14.2	B	12.3
26. Unnamed N/S / Reata Road				
Eastbound Left-Turn	A	9.0	A	8.4
Southbound Left-Turn	C	20.9	C	15.3
Southbound Right-Turn	B	11.6	B	10.5

Signalized, Roundabout, and All-Way Stop Controlled Off-Site Study Intersections

As shown in **Table 8**, many of the intersections are anticipated to operate at LOS D or better during the AM and PM peak hours in 2040 with full buildout of BMS. Five study intersections are anticipated to operate at LOS F and would require improvements to improve to LOS D or better by year 2040; those intersections are described next along with a description of the proportionate share of traffic generated by BMS (during weekday AM and PM peak hours).

- **#6 Bombing Range Road / Kennedy Road.** BMS is estimated to add 459 AM peak hour trips (33.2% of total entering traffic) and 649 PM peak hour trips (29.0% of total entering traffic). Potential mitigation could include a roundabout or signal.
- **#9 Kennedy Road / Keene Road.** BMS is estimated to add 435 PM peak hour trips (10.8% of total entering traffic). Potential mitigation could include adding northbound and southbound right-turn overlap phases.
- **#12 Duportail Street / Queensgate Drive.** BMS is estimated to add 330 PM peak hour trips (6.8% of total entering traffic). Recent improvements were constructed at this intersection which generally render the intersection to be built out. However, the following improvements for the City to consider are anticipated to improve LOS: dual northbound right-turn lanes, a signalized northbound right-turn slip lane, and/or dual southbound left-turn lanes. Monitoring and future analysis of this intersection is proposed after BMS project opening to assess traffic volumes and intersection operations based on future conditions to determine if intersection improvements may be necessary to maintain acceptable LOS.
- **#18 Leslie Road / Gage Boulevard.** BMS is estimated to add 289 PM peak hour trips (6.4% of total entering traffic). Recent improvements have been constructed at this intersection which generally render the intersection to be built out. However, the following improvements for the City to consider in the future are anticipated to improve LOS: dual northbound left-turn lanes, dual southbound through lanes, an eastbound right-turn lane, and/or a westbound right-turn lane. The City should also consider adding right-turn overlap phases to any existing or future right-turn lanes. Monitoring and future analysis of this intersection is proposed after BMS project opening to assess traffic volumes and intersection operations based on future conditions to determine if intersection improvements may be necessary to maintain acceptable LOS.
- **#20 Badger Road / Clearwater Ave / Leslie Road.** BMS is estimated to add 854 PM peak hour trips (21.5% of total entering traffic). Potential mitigation at this existing roundabout intersection could include adding a southbound right-turn slip lane and/or an additional eastbound lane. There is an existing railroad crossing located approximately 150 feet west of the roundabout and pedestrian paths located on the northwest and southwest corners of this intersection that would be directly impacted by the addition of a southbound right-turn slip lane and/or additional eastbound lane. Monitoring and future analysis of this intersection is proposed after BMS project opening to assess traffic volumes and intersection operations based on future conditions to determine if intersection improvements may be necessary to maintain acceptable LOS. As traffic volumes increase with future development, consideration should also be given to changing the existing roundabout to a signalized intersection.

Two-Way Stop Controlled Off-Site Study Intersections

As shown in **Table 8**, many individual lane groups at the two-way stop-controlled study intersections are estimated to operate at LOS D or better during the AM and PM peak hours in 2040 with full buildout of BMS. Several of the two-way stop-controlled study intersections have controlled movements that are anticipated to operate at LOS E or LOS F and would require improvements to improve to LOS D or better by year 2040; those intersections are described next along with a description of the proportionate share of traffic generated by BMS.

- **#1 Dallas Road/I-82 EB Ramps** – the stop-controlled eastbound approach (off-ramp) is anticipated to operate at LOS F during the AM and PM peak hours. BMS is estimated to add 830 AM peak hour trips (48.2% of total entering traffic) and 1,187 PM peak hour trips (50.0% of total entering traffic). Potential mitigation could include a roundabout or signal.
- **#2 Dallas Road/I-82 WB Ramps** – the stop-controlled westbound shared left-thru lane on the off-ramp is anticipated to operate at LOS F during the AM and PM peak hours and the westbound right-turn lane is anticipated to operate at LOS F during the PM peak hour. BMS is estimated to add 1,498 AM peak hour trips (59.9% of total entering traffic) and 2,068 PM peak hour trips (62.0% of total entering traffic). Potential mitigation improvements at this intersection could include a roundabout or signal.
- **#4 Dallas Road/Ava Road** – the stop-controlled eastbound and westbound left-turn lanes are anticipated to operate at LOS F during the AM peak hour and the eastbound and westbound approaches (both lanes) are anticipated to operate at LOS F during the PM peak hour. BMS is estimated to add 752 AM peak hour trips (60.3% of total entering traffic) and 1,374 PM peak hour trips (64.9% of total entering traffic). Potential mitigation improvements at this intersection could include a roundabout or signal.
- **#8 Arena Road / Kennedy Road** – the stop-controlled southbound approach is anticipated to operate at LOS F during the PM peak hour. BMS is estimated to add 437 PM peak hour trips (27.1% of total entering traffic). The anticipated LOS F operation at this intersection stems from the delay experienced by two southbound trips exiting a residential driveway. As mentioned previously, the 2040 network assumes a cul-de-sac on the west side of Arena Road, which would eliminate the existing cutthrough traffic and any future cutthrough traffic on Arena Road that would occur as a result of future development. Removing the high volume of traffic traveling from the east on Kennedy Road that would have utilized Arena Road as a cutthrough to travel southbound on Dallas Road improved side-street operations at this intersection significantly. Therefore, no additional mitigation improvements are proposed at this intersection.
- **#19 Leslie Road/Reata Road** – the stop-controlled eastbound left-turn lane is anticipated to operate at LOS F during the AM and PM peak hours and the eastbound right-turn lane is anticipated to operate at LOS F during the AM peak hour. BMS is estimated to add 461 AM peak hour trips (22.6% of total entering traffic) and 618 PM peak hour trips (25.0% of total entering traffic). Potential mitigation improvements at this intersection could include a roundabout or signal.
- **#23 Bermuda Road/Reata Road** – the stop-controlled northbound approach is anticipated to operate at LOS F during the AM peak hour and LOS E during the PM peak hour and the southbound approach is anticipated to operate at LOS F during the

AM and PM peak hours. BMS is estimated to add 512 AM peak hour trips (32.5% of total entering traffic) 677 PM peak hour trips (43.5% of total entering traffic). Potential mitigation improvements at this intersection could include a roundabout or signal.

- **#24 Gage Blvd/Reata Road** – the stop-controlled southbound approach is anticipated to operate at LOS E during the AM peak hour. BMS is estimated to add 612 AM peak hour trips (44.5% of total entering traffic). Potential mitigation improvements at this intersection could include a roundabout or signal.

It should be noted that the PHF at the WSDOT Ramp intersections (#1, 2, 14, 21, and 22) was updated from the original BMS TIA to 1.0 to be consistent with WSDOT Synchro analysis protocol. As a result, the operations at these intersections improved when compared to the previous TIA.

Additionally, the future 2040 roadway network was updated to include the planned transportation projects adopted in Benton County's 2022-2027 TIP which improved 2040 with full buildout of BMS operations at the study intersections along Reata Road west of Leslie Road (#23, 24, 25, and 26) and the study intersections along Badger Road south of Clearwater Ave / Leslie Road at the I-82 ramps (#21 and 22).

At the locations listed above where improvements are necessary to maintain LOS D or better during weekday AM and PM peak hours in 2040, preliminary mitigation or mitigation strategies have been identified. Mitigation and proportionate share contribution of BMS traffic is provided in greater detail in the *Mitigation* section of the report.

Future Year 2040 Level of Service at On-Site Study Intersections

Future year weekday AM and PM peak hour LOS analyses were conducted at the 12 on-site study intersections for year 2040 with full buildout of Badger Mountain South and the preliminary internal roadway layout as shown previously in **Figure 2**. It should be noted that LOS at intersections outside of the BMS development (off-site study intersections) were described in the prior section.

The LOS analyses are based on the methodology and procedures outlined in the 6th Edition of the *Highway Capacity Manual* (HCM) using the *Synchro 10* and *SIDRA 9* software program.

Table 9 and Table 10 summarize the weekday AM and PM peak hour LOS results and proposed intersection control at the 12 on-site study intersections for 2040 with Full Buildout conditions. The detailed LOS worksheets are included in **Appendix F**.

The LOS analyses at intersections within the BMS development include turn lanes, channelization, and intersection control (i.e. stop sign or roundabout) necessary to ensure the on-site intersections would operate at acceptable LOS during the AM and PM peak hours with full buildout in 2040. The majority of the on-site study intersections will operate at LOS D or better with two-way stop control (side streets stop controlled and primary street free flow); therefore, two-way stop control is proposed at these intersections. However, at intersections A, B, D, F and K, more than one proposed intersection control was identified for control of the intersection, and the LOS results for both options are presented in **Table 9 and Table 10**. The specific lane channelization assumptions for both of the proposed control options at intersections A, B, D, F and K is included in **Appendix G**.

As shown in **Tables 9 and 10**, all controlled movements at the unsignalized BMS internal (on-site) intersections and all proposed roundabout or signalized intersections are expected to operate at LOS D or better during the AM and PM peak hours with the following exception:

- **C. Sol Duc Ave/Trowbridge Blvd** – the southbound approach is anticipated to operate at LOS E during the AM peak hour. Given that Sol Duc Ave is a minor side street roadway, no improvements are proposed for this side-street approach.

Table 9
2040 With Full Buildout AM Peak Hour LOS Summary for On-Site Study Intersections

Study Intersection / Movement	Proposed Intersection Control							
	Roundabout		Signal		Two-Way Stop		All-Way Stop	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
A. Bella Coola Ln / Trowbridge Blvd	A	8.7	B	10.3	-	-	-	-
B. Ava Way / Trowbridge Blvd	C	15.4	C	22.5	-	-	-	-
C. Sol Duc Ave / Trowbridge Blvd								
Eastbound Left-Turn	-	-	-	-	B	10.2	-	-
Westbound Left-Turn	-	-	-	-	A	8.3	-	-
Northbound Approach	-	-	-	-	C	15.6	-	-
Southbound Approach	-	-	-	-	E	42.6	-	-
D. Unnamed N/S / Trowbridge Blvd	B	19.2	D	46.2	-	-	-	-
E. Gage Blvd / Corvina S								
Eastbound Approach	-	-	-	-	C	16.7	-	-
Westbound Approach	-	-	-	-	C	23.0	-	-
Northbound Left-Turn	-	-	-	-	A	7.9	-	-
Southbound Left-Turn	-	-	-	-	A	8.5	-	-
F. Gage Blvd / Trowbridge Blvd	A	6.6	B	14.2	-	-	-	-
G. Gage Blvd / Bella Coola Lane								
Eastbound Left-Turn	-	-	-	-	B	13.6	-	-
Eastbound Right-Turn	-	-	-	-	B	10.7	-	-
Northbound Left-Turn	-	-	-	-	A	8.1	-	-
H. Gage Blvd/ Unnamed E/W								
Eastbound Approach	-	-	-	-	B	14.9	-	-
Northbound Left-Turn	-	-	-	-	A	8.6	-	-
I. Gage Blvd / Morningside Pkwy								
Eastbound Approach	-	-	-	-	C	16.1	-	-
Westbound Approach	-	-	-	-	C	15.0	-	-
Northbound Left-Turn	-	-	-	-	A	7.8	-	-
Southbound Left-Turn	-	-	-	-	A	7.8	-	-
J. Unnamed N/S / Unnamed E/W								
Eastbound Left-Turn	-	-	-	-	D	27.8	-	-
Eastbound Shared Thru-Right	-	-	-	-	B	13.7	-	-
Westbound Left-Turn	-	-	-	-	D	34.8	-	-
Westbound Shared Thru-Right	-	-	-	-	C	18.9	-	-
Northbound Left-Turn	-	-	-	-	A	8.2	-	-
Southbound Left-Turn	-	-	-	-	A	7.6	-	-
K. Unnamed N/S / Bella Coola Lane	A	7.3	-	-	-	-	C	15.9
L. Clark Ridge Dr / Bella Coola Lane								
Eastbound Left-Turn	-	-	-	-	A	7.9	-	-
Westbound Left-Turn	-	-	-	-	A	7.7	-	-
Northbound Approach	-	-	-	-	C	15.0	-	-
Southbound Approach	-	-	-	-	C	17.0	-	-

Table 10
2040 With Full Buildout PM Peak Hour LOS Summary for On-Site Intersections

Study Intersection / Movement	Proposed Intersection Control							
	Roundabout		Signal		Two-Way Stop		All-Way Stop	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
A. Bella Coola Ln / Trowbridge Blvd	B	14.6	B	14.8	-	-	-	-
B. Ava Way / Trowbridge Blvd	C	17.1	B	13.1	-	-	-	-
C. Sol Duc Ave / Trowbridge Blvd								
Eastbound Left-Turn	-	-	-	-	B	10.2	-	-
Westbound Left-Turn	-	-	-	-	B	10.0	-	-
Northbound Approach	-	-	-	-	C	19.0	-	-
Southbound Approach	-	-	-	-	D	31.0	-	-
D. Unnamed N/S / Trowbridge Blvd	D	30.1	D	47.4	-	-	-	-
E. Gage Blvd / Corvina S								
Eastbound Approach	-	-	-	-	C	21.5	-	-
Westbound Approach	-	-	-	-	D	27.9	-	-
Eastbound Approach	-	-	-	-	A	8.7	-	-
Northbound Left-Turn	-	-	-	-	A	9.2	-	-
F. Gage Blvd / Trowbridge Blvd	A	8.9	B	16.4	-	-	-	-
G. Gage Blvd / Bella Coola Lane								
Eastbound Left-Turn	-	-	-	-	C	16.3	-	-
Eastbound Right-Turn	-	-	-	-	B	10.6	-	-
Northbound Left-Turn	-	-	-	-	A	8.3	-	-
H. Gage Blvd/ Unnamed E/W								
Eastbound Approach	-	-	-	-	B	12.0	-	-
Northbound Left-Turn	-	-	-	-	A	8.0	-	-
I. Gage Blvd / Morningside Pkwy								
Eastbound Approach	-	-	-	-	B	14.1	-	-
Westbound Approach	-	-	-	-	B	12.1	-	-
Northbound Left-Turn	-	-	-	-	A	7.8	-	-
Southbound Left-Turn	-	-	-	-	A	8.1	-	-
J. Unnamed N/S / Unnamed E/W								
Eastbound Left-Turn	-	-	-	-	B	11.6	-	-
Eastbound Shared Thru-Right	-	-	-	-	A	9.7	-	-
Westbound Left-Turn	-	-	-	-	B	11.9	-	-
Westbound Shared Thru-Right	-	-	-	-	B	10.1	-	-
Northbound Left-Turn	-	-	-	-	A	7.5	-	-
Southbound Left-Turn	-	-	-	-	A	7.5	-	-
K. Unnamed N/S / Bella Coola Lane	A	7.4	-	-	-	-	C	17.9
L. Clark Ridge Dr / Bella Coola Lane								
Eastbound Left-Turn	-	-	-	-	A	7.9	-	-
Westbound Left-Turn	-	-	-	-	A	8.1	-	-
Northbound Approach	-	-	-	-	C	17.2	-	-
Southbound Approach	-	-	-	-	C	16.4	-	-

Roadway Functional Classification for BMS Roads

This section uses the future 2040 future traffic volumes projections to compare to the City's roadway functional classifications and recommends roadway classifications for primary roadways within the BMS development. Future 2040 average daily traffic (ADT) for roadways within BMS were estimated based on the weekday AM and PM peak hour volumes multiplied by a k-factor of 9%.

Recommended roadway classifications for the internal roadways serving BMS were assessed based on the City of Richland's preliminary functional classification recommendations, which are provided in **Appendix H**. Those functional classifications include a range of average daily traffic (ADT) for a range of roadway types, including principal arterial, minor arterial, major collector, and local road.

Table 11 summarizes recommended roadway classifications and number of travel lanes for the primary roadways within and serving the BMS development. The recommendations are based on review of 2040 ADT and comparison to the City's functional classification recommendations (**Appendix H**). These recommendations are generally consistent with the functional classifications identified by the City for the BMS internal roadways with a few exceptions which are recommended to be re-considered by the City based on the future ADT projections in 2040.

Dallas Road between Ava and I-82 – propose re-consideration as a Principal Arterial with 4-5 travel lanes.

Trowbridge Blvd between Dallas Road and east of Ava Way to Unnamed N/S Road – propose re-consideration as a Principal Arterial with 4-5 travel lanes.

The number of travel lanes identified in **Table 11** is based on the future ADT by 2040 as well as the anticipated intersection control at the intersections along each roadway segment. Consideration may be given to whether 4 lane roadways should be 5 lanes in order to accommodate left-turns onto future internal roadway connections.

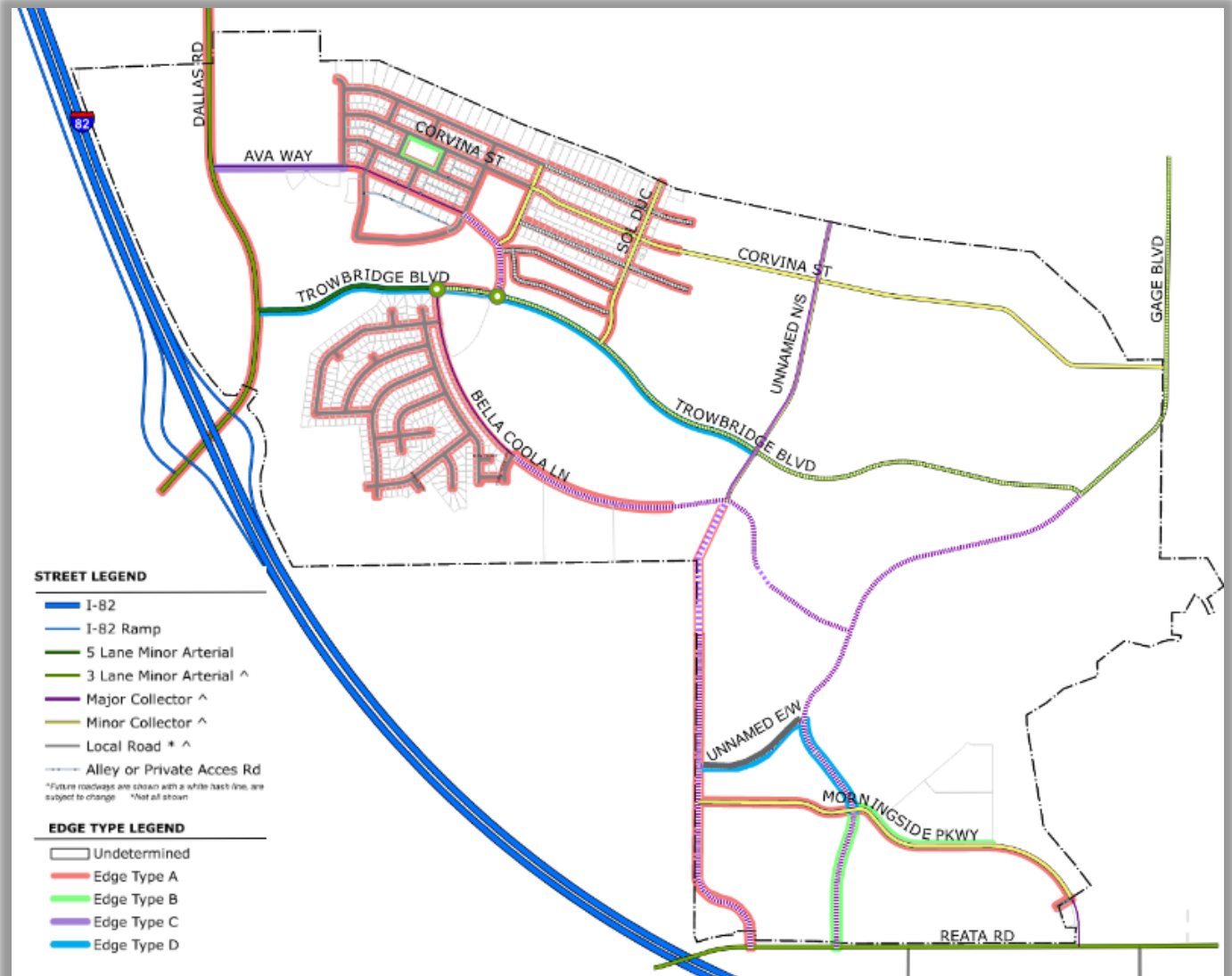
Table 11
Preliminary Functional Classification Recommendations for BMS Internal Roadways

Roadway / location	2040 PM Peak Hour Traffic Volume (total of both directions)	Estimated Average Daily Traffic (ADT) ¹	Preliminary # of Lanes	Preliminary Functional Classification Recommendation
<u>Dallas Road</u>				
north of Ava Way	1,463	16,300	2-3	Minor Arterial
south of Trowbridge Blvd	3,012	33,500	4-5	Principal Arterial ²
<u>Ava Way</u>				
east of Dallas Rd	691	7,700	2-3	Major Collector
north of Trowbridge Blvd	394	4,400	2-3	Major Collector
<u>Trowbridge Blvd</u>				
east of Dallas Rd	2,488	27,600	4-5	Principal Arterial ²
east of Bella Coola Ln	1,713	19,000	5	Principal Arterial ²
east of Ava Way	1,942	21,600	3	Principal Arterial ²
east of Unnamed N/S	1,298	14,400	3	Minor Arterial
west of Gage Blvd	1,060	11,800	3	Minor Arterial
<u>Bella Coola Ln</u>				
south of Trowbridge Blvd	748	8,300	2-3	Major Collector
west of Unnamed N/S	542	6,000	2-3	Major Collector
east of Unnamed N/S	744	8,300	2-3	Major Collector
west of Gage Blvd	542	6,000	2-3	Major Collector
<u>Unnamed N/S</u>				
South of Trowbridge Blvd	719	8,000	2-3	Major Collector
South of Bella Coola Ln	318	3,500	2-3	Major Collector
North of Unnamed E/W	247	2,700	2-3	Major Collector
South of Unnamed E/W	302	3,400	2-3	Major Collector
<u>Unnamed E/W</u>				
East of Unnamed N/S	125	1,400	2	Local Road
West of Gage Blvd	111	1,200	2	Local Road
<u>Gage Blvd</u>				
Northeast of Corvina St	1,102	12,200	2-3	Minor Arterial
North of Trowbridge Blvd	1,128	12,500	2-3	Minor Arterial
South of Trowbridge Blvd	433	4,800	2-3	Major Collector
South of Bella Coola Ln	725	8,100	2-3	Major Collector
South of Unnamed E/W	621	6,900	2-3	Major Collector
North of Reata Rd	588	6,500	2-3	Major Collector

1. ADT volumes were estimated from PM peak hour volumes with an applied K-factor of 9%.

2. Recommended for re-consideration as a Principal Arterial based on ADT projection by 2040.

The snip below illustrates a preliminary draft version of the internal roadway network plan for BMS showing primary roadways and alignments within the development area. The preliminary roadway classifications are generally consistent with those identified in **Table 11**. It is anticipated that this information will be reviewed as part of this traffic analysis and may be updated based on discussions with City staff in determining the most appropriate roadway classifications for BMS roads as those future phases develop.



Planned Non-Motorized Transportation Facilities

Future non-motorized pedestrian and bicycle facilities within the BMS project area are anticipated to be designed to the final adopted LUDR road sections at the time of development approval. Potential non-motorized facilities within the BMS subarea may include bicycle lanes on principal arterials, minor arterials, and minor collectors and sidewalks or pedestrian paths on all new roadways within BMS.

MITIGATION MEASURES

This section summarizes the measures necessary for Badger Mountain South (BMS) to mitigate anticipated transportation impacts at off-site study intersections with full buildout of the development (year 2040) based on the traffic analysis documented in this updated TIA. The identified mitigation at off-site study intersections was assigned to one of the following categories:

- Mitigation Proposed to Meet LOS Standard
- Future Monitoring Mitigation
- Alternative Mitigation Strategies
- No Mitigation Identified

The specific mitigation measures and strategies at all 26 off-site study intersections are summarized in **Table 12**; descriptions of the specific mitigation strategies are provided after Table 12. **Table 12** also identifies the development phase/year in which the mitigation strategy is anticipated, and provides an estimated pro-rata share of mitigation for the BMS development at some of the intersections based on year 2040 traffic volumes with full buildout of BMS.

The specific mitigation strategy, timing, and the pro-rata share contributions for BMS are anticipated to be confirmed based on discussions with the City of Richland, and potentially other stakeholders (WSDOT, West Richland, and Benton County) as necessary. The final mitigation measures and strategies are anticipated to be established in a new or updated Master Agreement for the BMS development.

Table 12
Summary of Mitigation Measures at Off-Site Study Intersections

Study Intersection	Meets LOS standard in 2040?	Mitigation Measure ¹	BMS Phase/Year Triggered ²	Estimated BMS Pro-Rata Share of Mitigation ³
Mitigation Proposed to Meet LOS Standard				
1. Dallas Road / I-82 EB Ramps	No	RAB or signal	2025	100%
2. Dallas Road / I-82 WB Ramps	No	RAB or signal	2025	100%
4. Dallas Road / Ava Way	No	RAB or signal	2025	100%
6. Bombing Range Rd / Kennedy Rd	No	RAB or signal	2030	31%
9. Kennedy Rd / Keene Road	No	NB+SB right-turn overlap phases	2030	11%
19. Leslie Road / Reata Road	No	RAB or signal	2030	25%
23. Bermuda Road / Reata Road	No	RAB or signal	2030	38%
24. Gage Blvd / Reata Road	No	RAB or signal	2030	53%
Future Monitoring Mitigation				
12. Duportail Street / Queensgate Drive	No	Monitoring		
18. Leslie Road / Gage Blvd	No	Monitoring		
20. Badger Rd / Clearwater Ave / Leslie Rd	No	Monitoring		
Alternative Mitigation Strategies *				
3. Dallas Road / Trowbridge Blvd	No	RAB	2025	100%
5. Dallas Road / Arena Road		Arena cul-de-sac		43%
8. Kennedy Road / Arena Road		Arena cul-de-sac		29%
16. Gage Blvd/Queensgate Dr/Bermuda Rd		RAB		38%
24. Morningside Pkwy / Reata Road		TIP/Frontage		
25. Gage Blvd / Reata Road		TIP/Frontage		
26. Unnamed N/S / Reata Road		TIP/Frontage		
No Mitigation Identified				
7. Bombing Range Rd / Keene Rd	<i>No mitigation identified because intersections meet LOS standard in 2040 with full buildout of BMS</i>			
10. Duportail Street / Keene Road				
11. Duportail Street / Kennedy Road				
13. Queensgate Drive / I-182 WB Ramps				
14. Queensgate Drive / I-182 EB Ramps				
15. Keene Rd / Queensgate Drive				
17. Keene Road / Gage Blvd				
21. Badger Road / I-82 WB Ramps				
22. Badger Road / I-82 EB Ramps				

1. RAB = roundabout

2. Based on the anticipated year buildout of the development phase (either 2025, 2030, 2035 or 2040).

3. Estimated pro-rata share based on weekday year 2040 AM and PM peak hour traffic volumes with BMS full buildout.

* Alternative mitigation strategies at these intersections discussed further below.

Mitigation Proposed to Meet LOS Standard

As shown in **Table 12**, mitigation measures (signal, roundabout, or overlap phasing) are proposed at 8 off-site study intersections that are forecast to operate at LOS F (not meeting LOS standards) in 2040 with full buildout of BMS.

Table 12 also identifies the development phase/year in which the mitigation is anticipated, and provides an estimated pro-rata share of mitigation for the BMS development based on year 2040 traffic volumes with full buildout of BMS. It is anticipated that the BMS development would have full responsibility (100% pro-rata share) for mitigation at the following 3 intersections:

- #1 Dallas Road / I-82 EB Ramps
- #2 Dallas Road / I-82 WB Ramps
- #4 Dallas Road / Ava Way

Future Monitoring Mitigation

As shown in **Table 12**, future monitoring is proposed at 3 off-site study intersections that are forecast to operate at LOS F (not meeting LOS standards) in 2040 with full buildout of BMS:

- #12 Duportail Road / Queensgate Drive
- #18 Leslie Road / Gage Blvd
- #20 Badger Road / Clearwater Ave / Leslie Road

All three of these intersections were either recently improved or would require substantial improvements to operate at an acceptable LOS (LOS D or better) in 2040.

Alternative Mitigation Strategies

As shown in **Table 12**, alternative mitigation strategies are identified at the following 8 off-site study intersections:

- #3 Dallas Road / Trowbridge Blvd. This intersection is assumed to be a roundabout in the 2040 roadway network. It is anticipated that the BMS development would have full responsibility (100% pro-rata share) for intersection improvements at this intersection.
- #5 Dallas Road / Arena Road. As requested by the City of Richland, Arena Road is assumed to dead-end east of Dallas Road via a new cul-de-sac by 2040. As a result, the Dallas Road / Arena Road intersection would be a three-leg unsignalized intersection with the west leg (Arena Road) stop-controlled and Dallas Road free flow. BMS is estimated to add 480 AM peak hour trips (44.0% of total entering traffic) and 666 PM peak hour trips (41.2% of total entering traffic).
- #8 Kennedy Road / Arena Road. Although this intersection is anticipated to have a side-street movement that operates at LOS F (not meeting LOS standards) in 2040, the delay for the minor side-street southbound left-turn movement improved significantly as a result of the planned project to dead-end Arena Road with a cul-de-sac east of Dallas Road; therefore, additional mitigation was not identified at this intersection. BMS is estimated to add 317 AM peak hour trips (30.8% of total entering traffic) and 437 PM peak hour trips (27.1% of total entering traffic).

- #16 Gage Blvd / Queensgate Drive / Bermuda Road. As requested by the City of Richland, this intersection is assumed to be a roundabout in the 2040 roadway network as part of the Queensgate Drive Extension Project identified in the City of Richland's 2021-2026 TIP. BMS is estimated to add 522 AM peak hour trips (35.5% of total entering traffic) and 701 PM peak hour trips (39.5% of total entering traffic).
- #24 Morningside Pkwy / Reata Road, #25 Gage Blvd / Reata Road, #26 Unnamed N/S Reata Road. Reata Road is assumed to be widened to include a center turn lane before 2040 per Benton County TIP project. The proposed BMS project would dedicate right-of-way to accommodate the planned roadway widening along its Reata Road frontage as its share of mitigation.

No Mitigation Identified

As shown in **Table 12**, no mitigation is identified at 9 off-site study intersections that are expected to operate at acceptable LOS in 2040 with full buildout of BMS.

LOS Analysis for Off-Site Study Intersections Where Mitigation is Identified

Weekday AM and PM peak hour LOS analyses were conducted for each of the mitigation options at the 8 off-site study intersections for which mitigation measures were identified to meet the LOS standard. The LOS results are summarized in **Tables 13 and 14**, respectively. A summary of the channelization assumptions at each intersection with more than one mitigation option is included **Appendix G** and the detailed LOS reports are included in **Appendix I**.

As shown in **Tables 13 and 14**, at the off-site study intersections anticipated to not meet LOS standards in 2040, all identified mitigation measures are expected to result in LOS D or better operations during both the AM and PM peak hours in 2040 with full buildout of the BMS development.

Table 13
2040 Full Buildout and Mitigation - AM Peak Hour Intersection LOS Summary

Study Intersection	Mitigation Measures					
	<u>Roundabout</u>		<u>Signal</u>		<u>Overlap Phasing</u>	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (Sec)
1. Dallas Road / I-82 EB Ramps	C	18.0	D	37.5	-	-
2. Dallas Road / I-82 WB Ramps	B	11.3	A	8.7	-	-
3. Dallas Road / Trowbridge Road	-	-	-	-	-	-
4. Dallas Road / Ava Way	A	7.0	B	19.8	-	-
5. Dallas Road / Arena Road	-	-	-	-	-	-
6. Bombing Range Rd / Kennedy Rd	A	6.4	B	19.4	-	-
7. Bombing Range Rd / Keene Rd	-	-	-	-	-	-
8. Kennedy Road / Arena Road	-	-	-	-	-	-
9. Kennedy Rd / Keene Road	-	-	-	-	D	40.0
10. Duportail Street / Keene Road	-	-	-	-	-	-
11. Duportail Street / Kennedy Road	-	-	-	-	-	-
12. Duportail Street / Queensgate Drive	-	-	-	-	-	-
13. Queensgate Drive / I-182 WB Ramps	-	-	-	-	-	-
14. Queensgate Drive / I-182 EB Ramps	-	-	-	-	-	-
15. Keene Rd / Queensgate Drive	-	-	-	-	-	-
16. Gage Blvd / Queensgate Dr / Bermuda Rd	-	-	-	-	-	-
17. Keene Road / Gage Blvd	-	-	-	-	-	-
18. Leslie Road / Gage Blvd	-	-	-	-	-	-
19. Leslie Road / Reata Road	D	29.5	B	19.4	-	-
20. Badger Road / Clearwater Ave / Leslie Rd	-	-	-	-	-	-
21. Badger Road / I-82 WB Ramps	-	-	-	-	-	-
22. Badger Road / I-82 EB Ramps	-	-	-	-	-	-
23. Bermuda Road / Reata Road	B	10.7	B	16.1	-	-
24. Morningside Pkwy / Reata Road	-	-	-	-	-	-
25. Gage Blvd / Reata Road	A	9.6	B	17.1	-	-
26. Unnamed N/S / Reata Road	-	-	-	-	-	-

Table 14
2040 Full Buildout and Mitigation - PM Peak Hour Intersection LOS Summary

Study Intersection	Mitigation Options					
	<u>Roundabout</u>		<u>Signal</u>		<u>Overlap Phasing</u>	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (Sec)
1. Dallas Road / I-82 EB Ramps	D	31.6	D	47.7	-	-
2. Dallas Road / I-82 WB Ramps	C	21.8	B	14.5	-	-
3. Dallas Road / Trowbridge Road	-	-	-	-	-	-
4. Dallas Road / Ava Way	C	17.1	C	29.1	-	-
5. Dallas Road / Arena Road	-	-	-	-	-	-
6. Bombing Range Rd / Kennedy Rod	D	33.5	D	51.7	-	-
7. Bombing Range Rd / Keene Rd	-	-	-	-	-	-
8. Kennedy Road / Arena Road	-	-	-	-	-	-
9. Kennedy Rd / Keene Road	-	-	-	-	D	51.4
10. Duportail Street / Keene Road	-	-	-	-	-	-
11. Duportail Street / Kennedy Road	-	-	-	-	-	-
12. Duportail Street / Queensgate Drive	-	-	-	-	-	-
13. Queensgate Drive / I-182 WB Ramps	-	-	-	-	-	-
14. Queensgate Drive / I-182 EB Ramps	-	-	-	-	-	-
15. Keene Rd / Queensgate Drive	-	-	-	-	-	-
16. Gage Blvd / Queensgate Dr / Bermuda Rd	-	-	-	-	-	-
17. Keene Road / Gage Blvd	-	-	-	-	-	-
18. Leslie Road / Gage Blvd	-	-	-	-	-	-
19. Leslie Road / Reata Road	C	15.2	C	24.5	-	-
20. Badger Road / Clearwater Ave / Leslie Rd	-	-	-	-	-	-
21. Badger Road / I-82 WB Ramps	-	-	-	-	-	-
22. Badger Road / I-82 EB Ramps	-	-	-	-	-	-
23. Bermuda Road / Reata Road	B	11.3	B	15.5	-	-
24. Morningside Pkwy / Reata Road	-	-	-	-	-	-
25. Gage Blvd / Reata Road	A	8.4	B	17.5	-	-
26. Unnamed N/S / Reata Road	-	-	-	-	-	-



Exhibit 8

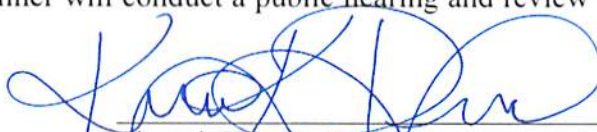
Public Notice and Affidavits

AFFIDAVIT OF MAILING

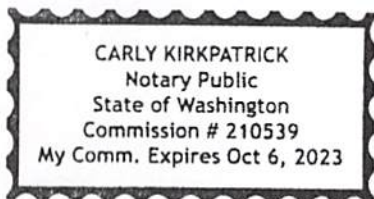
STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, Kirsten Recker, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.
2. On the 22nd day of May, 2023, I mailed a copy of the attached NOTICE OF PUBLIC HEARING (SA2023-102) to the attached list of individuals via regular USPS on the date indicated above. The Richland Hearing Examiner will conduct a public hearing and review of the application on Monday, June 12th, 2023.


Signed: Kirsten Recker

SIGNED AND SWORN to before me this 22nd day of May, 2023 by Kirsten Recker.




Notary Public in and for the State of Washington,


Print Name

Residing at Benton County

My appointment expires: Oct. 6, 2023

1	BAUMGARTNER CRAIG S & AMANDA R	2806 KARLEE DRIVE	WA	RICHLAND	99352
2	HOOVER ANDREW J & KATHERINE M	2852 KARLEE DR	WA	RICHLAND	99352
3	SILER JOSHUA M & HOLLY M	2864 KARLEE DRIVE	WA	RICHLAND	99352
4	BECK TRAVIS H	2878 KARLEE DR	WA	RICHLAND	99352
5	CONLEY STEVEN R & CARRIE L	2890 KARLEE DR	WA	RICHLAND	99352
6	ROSAS JEREMY H & YESICA	2894 KARLEE DR	WA	RICHLAND	99352
7	TEJEDA NICANOR & BRITTNEY V	2914 KARLEE DR	WA	RICHLAND	99352
8	SCHAEFER LOUIS A & SHELLAGH K	2926 KARLEE DR	WA	RICHLAND	99352
9	CAMPBELL BRANDON PAUL & KELLI ANNE	2938 KARLEE DR	WA	RICHLAND	99352
10	BENAVIDES NICHOLAS	2950 KARLEE DR	WA	RICHLAND	99352
11	ECCLESTONE BRUCE R & JANIE	2962 KARLEE DR	WA	RICHLAND	99352
12	WELLS DONNIE & SUSAN	2974 KARLEE DR	WA	RICHLAND	99352
13	MCCABE COLLIN & KAYLA	2986 KARLEE DR	WA	RICHLAND	99352
14	HUDSON SHELLY L & LIMBOCKER ROBERT C	2998 KARLEE DR	WA	RICHLAND	99352
15	SLOCUM STEPHEN E & DEBRA L	2997 KARLEE DR	WA	RICHLAND	99352
16	NIPPER JAMES M & MARY M	2985 KARLEE DR	WA	RICHLAND	99352
17	KNIGGE RICHARD A & JESSICA A	2973 KARLEE DR	WA	RICHLAND	99352
18	CORTEZ CARLOS & AMANDA D	2961 KARLEE DR	WA	RICHLAND	99352
19	LIEBING STEVE C & SHAREE N	2949 KARLEE DR	WA	RICHLAND	99352
20	SISTRUNK JONATHAN & JILL	2937 KARLEE DR	WA	RICHLAND	99352
21	RAINSBERRY SCOTT N & NICOLE L	2925 KARLEE DR	WA	RICHLAND	99352- 9307
22	BURROUGHS JEFF L & AMBER L	2913 KARLEE DR	WA	RICHLAND	99352
23	PRIMUS KENNETH J & MELANIE	2895 KARLEE DR	WA	RICHLAND	99352
24	HEAD JOSHUA & ANGIE	2883 KARLEE DR	WA	RICHLAND	99352
25	LARSON SCOTT C & CYNTHIA A	6612 COMISKEY DR	WA	PASCO	99301
26	KELLY TIMOTHY G & KARI M	2867 KARLEE DR	WA	RICHLAND	99352
27	CASTLE MICKY N & NICHOLE M	2859 KARLEE DR	WA	RICHLAND	99352
28	HOPWOOD JOSHUA & JACQUELINE	2147 KARLEE DR	WA	RICHLAND	99352
29	HOPWOOD JOSHUA	2847 KARLEE DR	WA	RICHLAND	99352
30	WARF DONALD & MARTHA CHAVEZ	2839 KARLEE DR	WA	RICHLAND	99352
31	BYERS JON RICHARD & MUIR LISA EILEEN	2831 KARLEE DR	WA	RICHLAND	99352
32	LEE STEVEN A & WANDA F	2817 KARLEE DR	WA	RICHLAND	99352
33	HALL JESSE & HAMADA LAUREN	2561 ALLISON WAY	WA	RICHLAND	99352
34	MURSTIG DEAN E & MARTHA E	2603 ALLISON WAY	WA	RICHLAND	99352

AFFIDAVIT OF MAILING - 2
Address list attached.

1	ROWLEY STEVEN P & KATHERINE E	2625 ALLISON WAY	WA	RICHLAND	99352
		3011 MORNINGSIDE			
2	ZYLMAN ROBERT A & KAREN M	PKWY	WA	RICHLAND	99352
	MCLEMORE BRYAN R & ASHLEY B	2689 ALLISON WAY	WA	RICHLAND	99352
		2853 SUNSHINE			
3	HOFSTAD KEN & REENTS TERESA	RIDGE ROAD	WA	RICHLAND	99352
4	BORT ANTHONY B & STACY D	PO BOX 5635	WA	WEST RICHLAND	99353
		12513 DUBOIS AVE			98498-
	NOR AM INVESTMENT LLC	SW	WA	LAKEWOOD	5242
5	TILLENBURG ROGER & ERIN M	86503 E REATA RD	WA	KENNEWICK	99338
	BADGER MOUNTAIN IRRIG DIST	87525 E REATA RD	WA	KENNEWICK	99338
6	GERBER LISA JILL	88817 E REATA ROAD	WA	KENNEWICK	99338
					99336-
7	PUBLIC UTILITY DISTRICT #1	2721 W 10TH AVE	WA	KENNEWICK	4813
					99336-
8	KENNEWICK SCHOOL DISTRICT	1000 W 4TH AVE	WA	KENNEWICK	5533
	DANNA MARK A & JODI L	86105 REATA RD	WA	KENNEWICK	99338
9		85604 BADGER VIEW			
	GENTRY BENJAMIN L & SHARON C	DR	WA	KENNEWICK	99338
10	MANSFIELD STEVE E	82647 E REATA RD	WA	KENNEWICK	99338
11	HAREN JAMIE & ROY JOSH	82943 E REATA RD	WA	KENNEWICK	99338
	WARD JOHN F & GAIL H	83239 E REATA RD	WA	KENNEWICK	99338
12	LILLY TERRY	83535 E REATA RD	WA	KENNEWICK	99338
	MYERS LOREN & KRISTINE	83931 E REATA RD	WA	KENNEWICK	99338
13	GAITHER PAUL J & KARLA J	84227 E REATA ROAD	WA	KENNEWICK	99338
	MORRISON DAVID STUART &				
14	MAYUGA HENRIETTA LORENA	6618 W 20TH AVE	WA	KENNEWICK	99338
	HUMMEL JAMES & SHERYL	84719 E REATA RD	WA	KENNEWICK	99338
15	MARSH CAROLYN D	85126 E JENNA LN	WA	KENNEWICK	99338
	FLOHR DOUGLAS N & JANET R	85115 E REATA RD	WA	KENNEWICK	99338
16	BENDER CODY W & CHARMAINE J	1525 S IRVING PL	WA	KENNEWICK	99338
17	CANDY MOUNTAIN LLC	PO BOX 1307	WA	GIG HARBOR	98335
		12513 DUBOIS AVE			98498-
	NOR AM INVESTMENT LLC	SW	WA	LAKEWOOD	5242
18		625 SWIFT BLVD. MS-			
	CITY OF RICHLAND	09	WA	RICHLAND	99352
19					99336-
	KENNEWICK SCHOOL DISTRICT	1000 W 4TH AVE	WA	KENNEWICK	5533
20		12513 DUBOIS AVE			98498-
	NOR AM INVESTMENT LLC	SW	WA	LAKEWOOD	5242
21	BADGER COMMUNITIES LLC	PO BOX 1307	WA	GIG HARBOR	98335

AFFIDAVIT OF MAILING - 3
Address list attached.



CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING (SA2023-102)

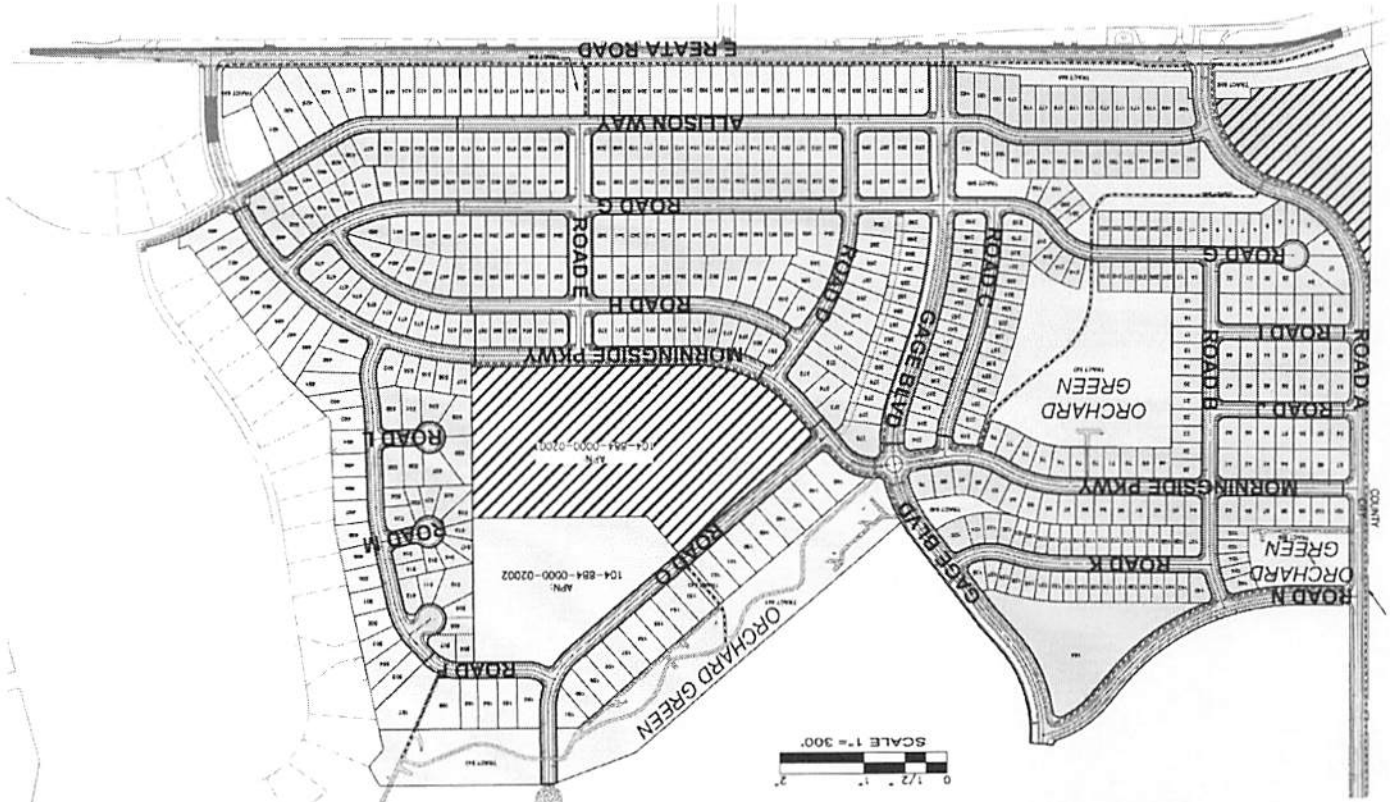
Notice is hereby given that Darrin Sweeney, on behalf of Badger Communities, LLC has filed preliminary plat major amendment to subdivide a 174-acre site into 535 single-family residential lots, 2 multi-family residential lots, and 12 public-amenity tracts to revise an earlier-approved preliminary plat called BMS South Orchard (S2021-104). The South Orchard site spreads across four (4) parcels (APN 1-04882000006000, 1-04882000003000, 1-04882000004000, 1-04882000005000) north of Reata Road and west of Karlee Drive.

The Richland Hearings Examiner will conduct a virtual public hearing and review of the application at 6:00 p.m., Monday, June 12th, 2023. All interested parties are invited to participate in the virtual public hearing by visiting the City of Richland website (www.ci.richland.wa.us).

Environmental Review: A Supplemental Final Environmental Impact Statement was completed for this site at the time the City adopted the Badger Mountain South Subarea Plan in 2010. The property was annexed at that time and the City adopted a Planned Action Ordinance (19.50 RMC). The effect of the Planned Action Ordinance is that standard SEPA review is not required, provided that any project proposed within the boundaries of the master planned community is consistent with the master plan and with the mitigation measures identified in the adopted SEPA documents. Projects determined to be consistent with the subarea plan, the master agreement between the City and Nor Am Investment and the mitigation measures enumerated in the adopted SEPA documents are issued a Planned Action Consistency Determination (PACD).

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Matthew Howie, Senior Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may emailed to mhowie@ci.richland.wa.us. The deadline for written comments is 5:00 p.m., June 12th. However, written comments must be received no later than 5:00 p.m. on Monday, June 5th, 2022 to be incorporated into the staff report. Comments received after that time will be entered into the record during the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 23 Zoning, Title 19 Development Regulations Administration and Title 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced applications 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)

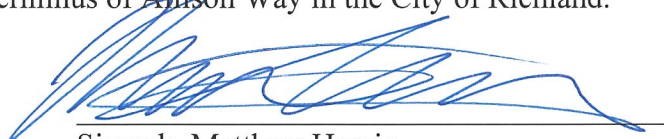
COMES NOW, **Matthew Howie**, who, being first duly sworn upon oath deposes and says:

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

2. On the 22nd day of May, 2023, I posted the attached NOTICE OF PUBLIC HEARING, File Number SA2023-102 (Major Preliminary Plat Amendment) in the following location:

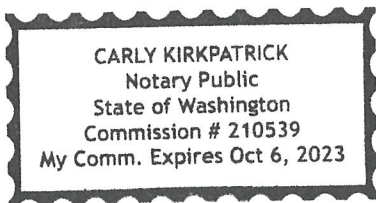
Directly across from and north of 82647 E Reata Rd, Kennewick, WA 99338.

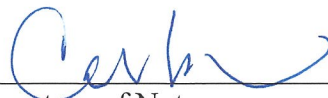
At the current western terminus of Allison Way in the City of Richland.



Signed: Matthew Howie

SIGNED AND SWORN to before me this 22nd day of May, 2023, by Matthew Howie.




Signature of Notary

Carly Kirkpatrick
Printed Name

Notary Public in and for the State of Washington,

Residing in Benton County

My appointment expires: Oct. 6, 2023



Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee

The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald

el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi

Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
36823	424902	Print Legal Ad-IPL01241230 - IPL0124123	HE PHN SA 2023-102	\$232.49	2	42 L

Attention: Jennifer Anderson

CITY OF RICHLAND/LEGALS
625 SWIFT BLVD. MS-05
RICHLAND, WA 99352

purchasing@ci.richland.wa.us

CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS

Notice is hereby given that Darrin Sweeney, on behalf of Badger Communities, LLC, has filed a preliminary plat major amendment to subdivide a 174-acre site into 535 single-family residential lots, 2 multi-family residential lots, and 12 public-amenity tracts to revise an earlier-approved preliminary plat called BMS South Orchard (S2021-104). The South Orchard site spreads across four (4) parcels (APN 1-04882000006000, 1-04882000003000, 1-04882000004000, 1-04882000005000) north of Reata Road and west of Karlee Drive.

The Richland Hearing Examiner will conduct a public hearing and review of the application on **Monday, June 12, 2023 at 6:00 p.m.** in the Richland City Council Chambers, 625 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing or visit the City of Richland's website at www.ci.richland.wa.us and join via Zoom.

Environmental Review: A Supplemental Final Environmental Impact Statement was completed for this site at the time the City adopted the Badger Mountain South Subarea Plan in 2010. The property was annexed at that time and the City adopted a Planned Action Ordinance (19.50 RMC). The effect of the Planned Action Ordinance is that standard SEPA review is not required, provided that any project proposed within the boundaries of the master-planned community is consistent with the master plan and with the mitigation measures identified in the adopted SEPA documents. Projects determined to be consistent with the subarea plan, the master agreement between the City and Nor Am Investment, LLC and the mitigation measures enumerated in the adopted SEPA documents are issued a Planned Action Consistency Determination (PACD).

Any person desiring to express their views or be notified of any decisions pertaining to this application should notify Matthew Howie, Senior Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may be emailed to mhowie@ci.richland.wa.us. The deadline for written comments is June 12, 2023 at 5:00 p.m. However, written comments must be received no later than 5:00 p.m. on Monday, June 5, 2023, to be incorporated into the staff report. Comments received after that time will be entered into the record during the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 23 Zoning, Title 19 Development Regulations Administration and Title 24 Plats and Subdivisions. Appeal procedures of decisions related to the above-referenced applications 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.

Date Published: Sunday, May 28, 2023
IPL0124123
May 28 2023

COUNTY OF BENTON)

SS

STATE OF WASHINGTON)

Stefani Beard, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, ran 1 time (s) commencing on 05/28/2023, and ending on 05/28/2023 and that said newspaper was regularly distributed to its subscribers during all of this period.

1 insertion(s) published on:

05/28/23

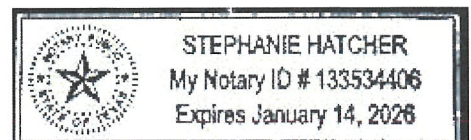
Stefani Beard

(Signature of Legals Clerk)

Sworn to and subscribed before me this 30th day of May in the year of 2023

Stephanie Hatcher

Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!



Exhibit 9

Agency Comments

From: [JoDee Peyton](#)
To: [Howie, Matthew](#)
Cc: [Cristian Gonzalez](#); [Sean Domagalski](#)
Subject: SA2023-102 South Orchard Plat, Major Amendment
Date: Tuesday, May 23, 2023 8:47:49 AM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

This office has reviewed the above referenced proposal and has no objections provided: Municipal services, such as sewer and water, are provided to the proposed lots.
Please feel free to give me a call with any questions or concerns. Thank you.

Please feel free to give me a call with any questions or concerns. Thank you.

JoDee A. Peyton, EHS III

Supervisor

Land Use, Sewage and Water Section

Benton-Franklin Health District

7102 W. Okanogan Place

Kennewick, WA 99336

p: 509.460.4318

Pronouns: she/her

www.bfhd.wa.gov jodeer@bfhd.wa.gov



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IMPORTANT: Email coming & going from our agency is not protected, thus client information can not be shared in this format. Please use voicemail or fax for client communication. The contents of this email and any attachments are confidential. They are intended for the named recipient(s) only. If you have received this email in error, please notify the system manager or the sender immediately and do not disclose the contents to anyone or make copies thereof.

From: [Brett Flippo](#)
To: [Howie, Matthew](#)
Subject: RE: SA2023-102 South Orchard Plat, Major Amendment
Date: Wednesday, May 24, 2023 2:36:09 PM
Attachments: [image001.png](#)
[20230524-SA2023-102-Comment Letter.pdf](#)

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Mr. Howie,

Please see the attached comment letter for the subject application.

Thanks,

Brett Flippo, PLS, CFedS
Kennewick Irrigation District

From: Howie, Matthew <mhowie@ci.richland.wa.us>
Sent: Monday, May 22, 2023 1:52 PM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Ashley Garza <agarza3605@gmail.com>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Benton County - Segregations <Segregations@co.benton.wa.us>; Bill Barlow <bbarlow@bft.org>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Clark Posey <clark.posey@co.benton.wa.us>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; David Billetdeaux <david@portofbenton.com>; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers, Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; 'Doan, Charles' <cdoan@ci.richland.wa.us>; gis@co.benton.wa.us; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <JMcShane@kid.org>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; M. Deklyne <mjdeklyne@bpa.gov>; MAP <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Paul Gonseth <gonsetp@wsdot.wa.gov>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rob Rodger <rob.rodger@bentoncleanair.org>; Robin Priddy <robin.priddy@bentoncleanair.org>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Seth Defoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; Sean Domagalski <seand@bfhd.wa.gov>; Hester, Laura <lhester@CI.RICHLAND.WA.US>
Subject: SA2023-102 South Orchard Plat, Major Amendment

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recognize the sender and know the content is safe.

Hello all,

Please see the attached Referral Packet for a Major Amendment to the South Orchard preliminary plat to subdivide 147.37 acres into 537 lots and 12 tracts. The original plat called S2021-104 BMS South Orchard only proposed 475 units on 194.54 acres. The referral packet contains new information from this application as well as the original Hearing Examiner Decision on S2021-104.

Comments are due by Monday, June 5th, at 5pm.



Matthew Howie

Senior Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7587

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2015 South Ely Street
Kennewick, WA 99337
Customer Service 509-586-9111
Business 509-586-6012
FAX 509-586-7663
www.kid.org

May 24, 2023

Matthew Howie, Senior Planner
City of Richland – Development Services
625 Swift Blvd., MS-35
Richland, WA 99352

Subject: SA2023-102 South Orchard Major Plat Amendment - Review Comments

Dear Mr. Howie:

This letter provides Kennewick Irrigation District (KID) review comments for the South Orchard Major Plat Amendment (SA2023-102). The proposed Plat Amendment is comprised of Assessor Parcel Numbers 104882000003000 through 104882000006000, and is located in Section 4, Township 8 North, Range 28 East, W.M., Richland, Benton County, Washington. The subject property is located outside of KID's boundaries.

Due to the project's location in relation to KID's Badger East Drain, KID would like to inform the City of the following information regarding the effect of the proposed Plat Amendment upon the structural integrity, including lateral support, of KID's facilities, other risk exposures, and the safety of the public and irrigation district, and related conditions of approval that KID deems to be necessary as a result:

- 1) *Stormwater systems for the project should be designed to retain on-site, at minimum, a 100-year storm event.*

If you have any questions regarding these comments, please contact me at the address/phone number listed above.

Sincerely,

Brett Flippo, PLS, CFedS
Professional Land Surveyor

**CITY OF RICHLAND
PUBLIC WORKS ENGINEERING
DEVELOPMENT COMMENTS**

DATE: June 5, 2023

TO: MATT HOWIE, SENIOR PLANNER

PLAT REVIEW BY: JASON REATHAFORD, ENGINEERING TECH 4
JOHN DESKINS, TRAFFIC ENGINEER
CARLO D'ALLESANDRO, TRANSPORTATION AND DEVELOPMENT
MANAGER
PETE ROGALSKY, PUBLIC WORKS DIRECTOR

PROJECT NAME: SOUTH ORCHARD PRE-PLAT (MAJOR AMENDMENT) S2023-102

PROJECT LOCATION: BADGER MOUNTAIN SOUTH COMMUNITY, ADJACENT TO REATA RIDGE
AND NORTH OF REATA ROAD

The Public Works Engineering Division has reviewed the amended preliminary plat received in this office on May 22, 2023 for the above referenced property and has the following conditions.

Pre-Plat Specific Conditions

1. The following street names have previously been approved for this preliminary plat, and should be reflected on the submitted pre-plat amendment:
 - "Road A" = Southgate Way
 - "Road B" = Tarragon Ave.
 - "Road F" = Sumac Ave.
 - "Road G" = Nuthatch St.
 - "Road I" = Scout St.
 - "Road J" = Boxberger St.
 - "Road K" = Stardust St.
 - "Road N" = Grapeview St.
 - "Road O" = Savanna St.
 - Proposed road names for Roads "L" and "M" need to be submitted for review.
2. If any of the tracts have the potential to one day become building lots, utility stubs should be provided to them to avoid the need to cut new streets.
3. Any future storm drainage tracts will be dedicated to the city for ownership. The "Tract Note" on sheet 5 of the pre-plat should be amended to include this.

General Conditions:

4. All final, approved plans for public improvements shall be submitted prior to pre-con on a 24" x 36" hardcopy format and also electronically. Addendums are not allowed, all information shall be supplied in full size (and electronic) format. When construction of the public infrastructure has been substantially completed, the applicant shall provide paper and electronic record drawings in accordance with the City's "Record Drawing Requirements". The electronic record drawings shall be submitted in an AutoCAD format compatible with the City's CAD software. The final record drawings 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 final plat.

5. 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. 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. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way construction permit prior to beginning work, per RMC Chapter 12.08. The applicant shall pay a plan review fee based on a cost-per-sheet of engineering infrastructure plans. This public infrastructure plan review fee shall apply each time a project is submitted for review. Please visit the published fee schedule on the City's webpage to find the current per-sheet fee. A permit fee in the amount equal to 3% of the construction costs of the work within the right-of-way or easement will be collected at the time the construction permit is issued.
7. Public utility infrastructure located on private property will require recording of a City standard form easement prior to final acceptance of the infrastructure. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final platting. 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.
8. 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.
9. The contractor and developer 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.
10. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
11. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to installation or final platting.

Design Standards:

12. 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, Public Infrastructure Design Guidelines 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. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
 - C. All utilities shall be extended to the adjacent property (properties) at the time of construction.
 - D. 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 streets. 12% can be allowed for local streets for short distances.
 - E. The minimum centerline radius for local streets shall be 100-feet.
 - F. 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.
 - G. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.

13. 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.

14. 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) and 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 the 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:

15. The South Orchard preliminary plat is subject to the City's traffic impact fee program (RMC 12.03). The program includes street and intersection improvements sufficient to mitigate the off-site impacts of this project. The developer of this proposed project may receive credit for construction of the improvements listed in RMC 12.03.
16. The developer provided a Badger Mountain South Traffic Impact Analysis dated February 16, 2022 as required in Exhibit B, Section 5.3 of the Master Development Agreement. The City has accepted the analysis with City proposed changes and transmitted such to the developer. The developer has 30 days upon receipt to contest the proposed changes. If no rebuttal from the developer is received, the City considers the requirements in Exhibit B, Section 5.3 of the Master Development Agreement satisfied for this plat. Final plat approval will not be granted for the first phase of this project until the Badger Mountain South Traffic Impact Analysis is accepted by the Public Works Department.
17. This project will create impacts that shall be mitigated with the following improvements:

- A. The Gage Blvd./Reata Road intersection improvements shall include the construction of a roundabout designed for the 2040 anticipated full build-out traffic volumes. This intersection should be completed with the phase of construction that connects Gage Boulevard to Reata Road.
 - B. The Gage Blvd./Morningside Parkway intersection improvements shall include a roundabout or mini-roundabout to account for both on-site and planned off-site future peak traffic volumes related to development traffic from the west. These intersection improvements shall be completed along with the phase that constructs the Gage/Morningside intersection.
 - C. The Road A ("Southgate Way")/Reata Road intersection improvements shall include a westbound right turn lane from Reata onto Road A, and a southbound right turn lane from Road A onto Reata. These intersection improvements shall be completed along with the phase that constructs the Road A/Reata Road intersection.
 - D. The Morningside Parkway/Reata Road intersection improvements shall include a westbound right turn lane from Reata onto Morningside, an eastbound left turn lane from Reata onto Morningside, and a southbound right turn lane from Morningside onto Reata. These intersection improvements shall be completed along with the phase that completes the Morningside Parkway corridor.
 - E. Allison Way and Morningside Parkway shall have frontage improvements installed on these existing roadways beginning from Lot 431, proceeding around the corner to the intersection with Reata Road. The east side of Morningside Parkway shall also have frontage improvements installed from Reata Road to the SE corner of the intersection. Frontage improvements shall consist of curb & gutter, sidewalk (or separated pedestrian pathway), additional paving as needed, storm drainage facilities, and street lighting. Pedestrian connectivity is needed from the South Orchard plat to Reata Road.
18. The Gage Blvd./Road N ("Grapeview St.") intersection is anticipated as needing a roundabout when future development continues the extension of Gage Blvd. to the north. Adequate right-of-way shall be provided at this intersection for the anticipated roundabout.
 19. The developer shall conduct a preliminary design of the horizontal and vertical alignment of Gage Blvd. and Road A ("Southgate Way") to a point at least 500-feet offsite to the north, or to its next northerly intersection, whichever is further, to confirm the most appropriate alignment. These designs shall be completed concurrent with phase 1.
 20. Gage Blvd., Road A ("Southgate Way") and Road N ("Grapeview St.") will be classified as "Major Collectors". On-street parking and driveway accesses for single family lots will not be permitted onto Major Collector streets. Morningside Parkway will be classified as a Minor Collector.
 21. A note will be included on the face of the final plat stating that no driveways will be allowed directly onto Reata Road with the exception of Lot 1. Proposed driveways from Lot 1 onto Reata Road will need to be approved by the City of Richland Traffic Engineer.
 22. Lots fronting on Gage Blvd. shall take access from a rear alley easement. Single family residential driveway access to Gage Blvd. will not be permitted.
 23. The City anticipates an update to the LUDR in the near future that will revise the standard street cross sections throughout Badger Mountain South. The developer is requested to consult with Public Works regarding the anticipated cross section changes and to utilize them in anticipation of the LUDR update being completed. Alternatively, this project shall utilize street cross section designs in the LUDR as it exists at the time of infrastructure permitting.
 24. Benton County has transferred the Reata Road right of way adjacent to the South Orchard plat to the City's jurisdiction. The intersection designs and Reata Road widening shall be reviewed and approved by the City.

25. Traffic calming measures may be required, as approved by the Traffic Engineer.
26. The entire road section of Morningside Parkway shall be constructed full-width when the phase that constructs it adjacent to the vacant parcel is developed ("APN 1-0488-400-0002-001"). Sidewalks and street lights can be installed when that vacant parcel is developed.
27. A ten-foot public utility easement adjacent to the Reata Road frontage shall be provided on the face of the final plat.
28. Sidewalks shall be installed along all public right-of-way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, HOA tracts, etc.).
29. The developer and his engineer shall demonstrate on the construction plans that all future driveways, sidewalks and pedestrian ramps will meet City and ADA requirements, and also provide at least 5-feet of separation between driveway and/or pedestrian ramp transitions.
30. Pedestrian ramps shall be designed to current City standard details and A.D.A. standards. Adequate right-of-way shall be provided at corners to allow for at least 1-foot of ROW behind the ped. ramp landing. Crosswalks between pedestrian ramps shall be designed to City standards. Crosswalks at stop-controlled intersections shall have cross-slopes less than 2%. Crosswalks crossing thru-streets shall have cross-slopes less than 5%. The road profile shall be designed to accommodate this.
31. The vision-clearance triangle shall be shown on all corner lots (including access easements that serve multiple homes) on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in or within 500-feet of a curve, it will have to be evaluated per AASHTO guidelines. The assumed speeds for sight triangle evaluation are 35 mph for Major Collectors, 30 mph for Minor Collectors and 25 mph for local streets. This information shall be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
32. All private roads (alleys) shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
33. The proposed "alley" road section shall be a private access which is for the use and benefit of the homeowners that abut it, and are to be maintained by the adjacent property owners and/or the HOA. The City of Richland accepts no maintenance responsibility for these rear alley easements.
34. All intersections of private shared driveways and alleys with City streets shall be standard commercial driveway drops constructed to City standards.
35. Street signs indicating any restricted parking areas shall be installed prior to final platting at the developer's expense. The restricted parking areas shall be indicated on the construction plans and the final plat. All signage will be installed by the developer prior to final platting.
36. All roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements. Homes whose sole access is the proposed "rear alley" road section may have to place their garbage cans at locations acceptable to City solid waste collection vehicles.
37. 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 turnarounds built at the end of them. If the temporary turnaround is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water:

38. Any grading operations that take place near or over the top of the existing domestic water main shall ensure that adequate cover remains over the water main so as to protect it from breakage or freezing. It shall be the responsibility of the developer to re-install any water mains that have too little (or too much) cover over them as a result of grading operations, or that will result in this water main being in a building lot. This water main needs to be within the roadway whenever possible. The existing main shall be exposed and surveyed at multiple locations as part of the grading permit application.
39. The proposed preliminary plat is located within the "Tapteal IV" water pressure zone. It shall be the responsibility of the developer to extend a watermain to and through this property to serve domestic water at the time of plat construction. The water system shall be sized to adequately supply domestic water and fire flows to the proposed development. These water mains shall be extended to the boundaries of the pre-plat.
40. If the homes within this preliminary plat are required to install residential fire sprinkler systems the sprinkler systems shall be the flow-through type in compliance with the City's cross connection control program.
41. The fire hydrant layout shall be approved by the City Fire Marshal.
42. In accordance with Richland Municipal Code Chapter 18.16.080, 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.

Sanitary Sewer:

43. 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.
44. This preliminary plat may receive City sanitary sewer service only after completion of a new sewer pump station and required improvements to the existing Dallas Road sewer pump station are completed. The developer shall complete the sewer system design and construction required to serve this project. If the developer constructs capacity beyond the needs of this project it will be eligible for a latecomer agreement per Richland Municipal Code.
45. 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.
46. Sanitary sewer shall be extended to the adjoining properties adjacent to the preliminary plat, where appropriate and where grade allows.

Storm Water:

47. 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. The Developer shall be responsible for compliance with the permit conditions. 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. 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.

48. All public storm drainage systems shall have their flow rate and storage capacity designed by a professional engineer following the core elements defined in the latest editions of the Stormwater Management Manual for Eastern Washington, the current Richland municipal codes, the Phase II Municipal Stormwater Permit, and the City's "Public Infrastructure Construction Plan Requirements and Design Guidelines". The storm water calculations shall be stamped by a professional engineer and shall include a profile of the storm system showing the hydraulic grade line. The calculations should include an accurate delineation of the contributing drainage area to accurately size the stormwater facilities. Passing the storm water downhill to an existing storm system will require an analysis of the downstream storm system to determine its capability of accepting the storm water without being overwhelmed. The applicant's design shall provide runoff protection to downstream property owners.
49. 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.
50. 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").
51. Any proposed storm drainage retention facilities within the boundary of the proposed preliminary plat shall not adversely affect neighboring properties.
52. 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 72 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 percolate within 72 hours.
53. As per RMC chapter 24.20.070 and the City of Richland's Comprehensive Stormwater Management Plan, the storm drainage system installed as part of this plat may need to be oversized in order to handle the additional flow from future developments in the vicinity. The storm drainage system for this development, both its conveyance and retention / infiltration components, shall be designed to effectively manage runoff from upstream properties that can be anticipated to convey stormwater onto this property because of a pre-development runoff condition, or as a result of flows discharged that are in excess of the design storm from the upstream property. Additionally, as this property is upslope of developed properties the stormwater system shall include provisions for possible discharge of runoff onto downslope properties from storms in excess of the design storm as described above. Those provisions may be required to include off-site downslope conveyance facilities and/or flowage easements allowing for the conveyance of stormwater to and across downslope properties.
54. The amount of post-development storm runoff from the proposed site shall be in compliance with RMC Chapter 16.06.

55. Stormwater collection pipes shall be extended to the adjoining properties adjacent to the plat, where appropriate and where grade allows.
56. The parcel occupied by the stormwater basin shall be identified as a separate parcel or tract on the final plat and shall be dedicated to the City stormwater utility. The design of the basin shall include access features meeting the city's needs for maintenance.
57. The developer shall consider the long-term appearance of the storm basin, particularly if it will occupy a prominent location in the development. The City's typical storm pond maintenance practices consist of semi-annual vegetation trimming and silt and debris removal. If the pond location is deemed by City staff as being in a prominent location the developer shall design and install fencing and/or landscaping to mitigate the pond's visible character for the surrounding properties. If the City requires this type of treatment to the pond site the developer may propose landscaping treatments consistent with the development and establish maintenance responsibilities to remain with the development. These maintenance responsibilities shall be noted on the final plat. Basins designed as detention and evaporative basins need to include plantings that will tolerate or thrive in standing water. Planting designs for areas not routinely exposed to water shall include plants that will thrive without irrigation unless the developer intends to maintain an irrigated pond site. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above.
58. The developer shall be responsible for landscaping the storm pond and for its maintenance and the plantings through the one-year infrastructure warranty period. At 11 months after the final acceptance date the developer shall clean the storm system and basin of all accumulated oil, sediment, and debris. After this maintenance is completed and inspected the City will begin routine maintenance of the system and basin. The developer shall replace any plantings that have failed to survive the warranty period. The developer shall also perform trimmings required to control weeds in excess of 18-inches in height for the 12-months following the date of final plat acceptance.

Final Platting / Project Acceptance Requirements:

59. 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. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
60. 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 or right-of-ways 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 final platting.
61. 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.
62. Ten-foot wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.

63. 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.
64. 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 proposed rear alley easements shall be private roadways which are for the use and benefit of the homeowners that abut said roads, and are to be maintained by the adjacent property owners or the HOA. The City of Richland accepts no maintenance responsibility for rear alley easements*".
65. A note shall be added to the face of the plat that states: "*The private rear alley easements within this plat are fire lanes and parking is restricted. The required no-parking signs shall be installed by the developer where applicable.*"
66. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the property owners to maintain.
67. A one-foot "No access / screening easement" will be required along the Reata Road, Gage Blvd., Grapeview St., and the Southgate Way Right of Ways.
68. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
69. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.
70. Any restricted parking areas shall be indicated on the final plats.

From: [Prilucik, Jacob](#)
To: [Howie, Matthew](#)
Subject: RE: [EXTERNAL] SA2023-102 South Orchard Plat, Major Amendment
Date: Monday, June 5, 2023 9:44:27 AM
Attachments: [image001.png](#)
[Richland South Orchard Plat Amd \(2023\).pdf](#)

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Matthew,
WSDOT's comment letter regarding the subject proposal is attached. Let me know if you have any questions, thanks.

Jacob Prilucik
Office: (509) 577-1635 – prilucj@wsdot.wa.gov
Cell: (509) 225-0637

From: Howie, Matthew <mhowie@ci.richland.wa.us>
Sent: Monday, May 22, 2023 1:52 PM
To: Acevedo, Mizaël <macevedo@CI.RICHLAND.WA.US>; Ashley Garza <agarza3605@gmail.com>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Benton County - Segregations <Segregations@co.benton.wa.us>; Bill Barlow <bbarlow@bft.org>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Clark Posey <clark.posey@co.benton.wa.us>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; David Billetdeaux <david@portofbenton.com>; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers, Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxroddgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; 'Doan, Charles' <cdoan@ci.richland.wa.us>; gis@co.benton.wa.us; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <jmcshane@kid.org>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Cooper, Kelly (DOH) <Kelly.Cooper@DOH.WA.GOV>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; M. Deklyne <mjdelyne@bpa.gov>; MAP <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Gonseth, Paul <GonsetP@wsdot.wa.gov>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rob Rodger <rob.rodger@bentoncleanair.org>; Robin Priddy <robin.priddy@bentoncleanair.org>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Seth DeFoe <SDeFoe@kid.org>; WSDOT SC Planning Mailbox <SCPlanning@WSDOT.WA.GOV>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; Sean Domagalski <seand@bfhd.wa.gov>; Hester, Laura <lhester@CI.RICHLAND.WA.US>
Subject: [EXTERNAL] SA2023-102 South Orchard Plat, Major Amendment

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Hello all,

Please see the attached Referral Packet for a Major Amendment to the South Orchard preliminary plat to subdivide 147.37 acres into 537 lots and 12 tracts. The original plat called S2021-104 BMS South Orchard only proposed 475 units on 194.54 acres. The referral packet contains new information from this application as well as the original Hearing Examiner Decision on S2021-104.

Comments are due by Monday, June 5th, at 5pm.



Matthew Howie

Senior Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7587

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June 5, 2023

City of Richland
625 Swift Blvd.
Richland, WA 99352

Attn: Matthew Howie

RE: SA2023-102 – South Orchard Plat, Major Amendment
SR 82 MP 106 Lt – Reata Road vicinity

We have reviewed the proposed plat amendment and have the following comments.

The subject property is within the Badger Mountain South (BMS) subarea and in the vicinity of Interstate 82 (I-82) including the Exit 104 (Dallas Road) and Exit 109 (Badger Road) interchanges. We are not opposed to the proposed subdivision, or other developments within this subarea; however, we are concerned with the cumulative impact these projects are having on I-82. WSDOT anticipates the majority of vehicle trips generated by this proposal will utilize these interchanges, and, according to our records, the level of build-out within the BMS subarea has triggered required mitigation to I-82 and the Dallas Road ramp terminals.

As stated in our comments regarding this and other subdivisions in the subarea, mitigation inside I-82 right-of-way must follow current WSDOT and FHWA design documentation and approval processes. The developer should be aware, the state's preferred alternative for intersection control is the roundabout. Signalization of the ramp terminals, as identified in the BMS master agreement, may not be allowed. At this time, we recommend the city and/or developer begin coordinating improvements to I-82 with WSDOT, in order to avoid any potential delays.

Thank you for the opportunity to review and comment on this proposal. If you have any questions regarding this letter, please contact Jacob Prilucik at (509) 577-1635.

Sincerely,

Paul Gonseth, PE
Region Planning Engineer

PG:jjp

cc: SR 82, File #2020_006



Exhibit 10

Public Comments

From: [Kristine Myers](#)
To: [Howie, Matthew](#)
Cc: [Loren Myers](#)
Subject: Notice of Application, Public Hearing (SA2023-102)
Date: Monday, June 5, 2023 7:16:15 AM

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Good Morning,

We are Loren & Kristine Myers at 83931 E Reata Rd and have a couple questions we would like entered into the staff report.

1. Is the proposed Gage Blvd on this map going to be connected to the existing Gage Blvd?
2. Is the plan still to have a roundabout at the intersection of Gage & Reata Rd?
3. Will the public have an opportunity to voice questions and concerns during the public hearing?

Thank you for your attention to these concerns,

Loren & Kristine Myers

From: kipjg@frontier.com
To: [Howie, Matthew](#)
Cc: kipjg@frontier.com
Subject: City of Richland Notice of Application, Public Hearing (SA2023-102) Comments - Application to amend preliminary plat call BMS South Orchard
Date: Saturday, June 3, 2023 9:54:02 AM

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Mr. Matthew Howie,

Our concerns have been previously communicated to City of Richland planners, a Benton County Commissioners representative and Darrin Sweeney.

Our first concern is placement of roads within the proposed plat and their intersections with Reata Road. Specifically, the extension of Gage Blvd. appears to intersect Reata Road directly north of our property and opposite to our driveway. We envision this could easily create a situation where inattentive drivers miss their turn unto Reata Road and use our circular driveway to recover from their mistake. This presents both safety and privacy issues for us. Of further concern is that during our past communication efforts with the City we were made aware of a proposed single lane round-about to be constructed at the intersection of the Gage Blvd. extension and Reata Road. The proposed around-about has three legs; the end of Gage Blvd. leg and the west and east legs of Reata Road. If there were to be a fourth leg, it would be placed where our front yard driveway currently sits. It is unclear how we and our next-door neighbors would access Reata Road with the round-about placement. Additionally, we can't see how the round-about would not affect the general functionality, thus value, of our property.

There are locations along the south side of Reata Road that are better suited, either gallies not suited for building or established roadways (such as Badger View Drive), as the terminal point of Gage Blvd. or placement of a round-about. We request the placement of proposed roads in the plat be reconsidered.

Our residential property is lot 7 of Reata Place Plat, tax parcel 104884040000007, address 84227 E Reata Road.

Paul and Karla Gaither
kipjg@frontier.com
509 420 3771

STAFF NOTE: This comment missed the original deadline to be included in the original Staff Report - included here following remand.

From: [Cassie Boston](#)
To: [Howie, Matthew](#)
Subject: Badger Mountain South Plan
Date: Monday, June 5, 2023 2:40:20 PM

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

To whom it may concern,

I live on sunshine ridge road and just received a plat map of the proposed housing going in behind our neighborhood and on Reata. I do understand the need for expansion but the way this is plotted out is taking away from the unique area we live in. I am astonished at how many homes are going up in such a small area.

I think we all pride ourselves living in Tri-cities and having the space to feel free of the city and raise our families. This proposal, and what seems like work already begun, is taking that away. We are taking a beautiful landscape we have and covering it with rooftops. The view from the top of Badger will be homes, not our expansive land. This saddens me incredibly.

I hope my opinion on this is clear, I hope something can be done to increase the lot sizes and lessen the number of homes going in.

Thank you for your time,
Cassandra Boston

Sent from my iPhone



Exhibit I I

Applicant Request for Continuance

From: [Stevens, Mike](#)
To: [Howie, Matthew](#)
Subject: FW: South Orchard-Major Plat Amendment
Date: Monday, June 12, 2023 11:52:39 AM

FYI: Ask for continuance to address PW conditions.

From: Darrin Sweeney <darrinmsweeney@gmail.com>
Sent: Monday, June 12, 2023 11:43 AM
To: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Cc: Geoff Clark <thefourcs@comcast.net>; Kaleb Mapstead <kmapstead@barghausen.com>
Subject: South Orchard-Major Plat Amendment

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Mike,

This email serves as documentation of Badger Communities' request for a continuance to the Hearing Examiner public hearing for the South Orchard Major Plat Amendment scheduled for June 12, 2023 to a date TBD.

We are requesting the continuance for the following reasons:

1. We did not receive the City of Richland staff report until Friday, June 9th at 9:14 am. This gave us less than 2 business days to analyze the 215 page staff report along with the conditions of approval before the public hearing.
2. The conditions from Public Works are particularly onerous based on our application and require much more analysis than 2 business days before agreeing/disagreeing with them.

We are not requesting this continuance for our convenience. This request comes because we have not had the adequate time (less than 2 business days) to analyze the new conditions the City of Richland is trying to put on this plat.

Darrin Sweeney
Badger Communities, LLC
509-380-7978

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HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 7/14/2023

Agenda Category: Continued Business - Public Hearing

Prepared By: Kyle Hendricks, Planner

Subject:

SUP 2023-102 311 Van Giesen - Cellular Monopole Structure (Continued)

Department:

Development Services

Recommended Motion:

Staff recommends approval of the request subject to conformance with the conditions of approval, which are warranted because the project conforms to the City's adopted Comprehensive Plan and zoning regulations; has followed the required State Environmental Policy Act procedures.

Summary:

Leslie Bradley has filed a special use permit application on behalf of Dish Wireless to establish and operate an 80-foot-tall cellular monopole. They will lease approximately 275 square feet for related equipment. The proposal includes plans for the related equipment to be screened with a six-foot tall cedar fence and surrounded with trees near the property lines.

Richland Municipal Code (RMC) Chapter 23.46.025 states that the "hearing examiner shall conduct the review of special use permit applications for the following uses," monopoles in C-2 – retail business districts.

The proposal is subject to state environmental review under the State Environmental Policy Act. The City has issued a SEPA Determination of Non-Significance after utilizing the Optional DNS Method outlined in WAC 197-11-355

Staff has completed its review of the request for special use permit (SUP2023-102, EA2023-110) and recommends approval of the request subject to conformance with the recommended conditions of approval, which are warranted because the project conforms to the City's adopted Comprehensive Plan and zoning regulations and has followed the required State Environmental Policy Act procedures.

Attachments:

1. SUP2023-102 EA2023-110 Van Giesen Cellular Monopole Full Staff report

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

GENERAL INFORMATION:

PROPOSAL NAME: Van Giesen Cellular Monopole

LOCATION: Address: 311 Van Giesen Street
Parcel Number: 102983020732025

APPLICANT: Leslie Bradley for Morrison Hershfield Engineering on behalf
of Dish Wireless

FILE NOS.: SUP2023-102 and EA2023-110

DESCRIPTION: Request to install an 80-foot-tall monopole and accessory
facilities, occupying approximately 275 square feet.

PROJECT TYPE: Type II Zoning Special Use Permit

HEARING DATE: July 14, 2023

REPORT BY: Kyle Hendricks, Planner

RECOMMENDED
ACTION: Approval subject to proposed conditions.

Vicinity Map

Item: 311 Van Giesen St cellular monopole
Applicant: Leslie Bradley
File #: SUP2023-102 & EA2023-110



Figure 1 - Vicinity Map

PROJECT DATA

Gross Site Area:	275 Square feet of fenced area
Height of monopole:	80 feet and 3-foot lightning rod
Noise produced:	60-65 dBa at ground level.

DESCRIPTION OF PROPOSAL

Leslie Bradley in association with Morrison Hershfield Engineering has filed a special use permit application on behalf of Dish Wireless to establish and operate an 80-foot-tall cellular monopole. The site is located within the Retail Business C-2 zoning area, which will require issuance of a special use permit (Type II). Dish Wireless will lease approximately 275 square feet on the property for related equipment. The equipment will be fenced and surrounded with trees near the property lines.

REASON FOR REQUEST AND REVIEW AUTHORITY

Richland Municipal Code (RMC) Chapter 23.46.025 states that the "hearing examiner shall conduct the review of special use permit applications for the following uses", to include "Monopoles in... C-2 – retail business districts". Other direction to the Hearing Examiner continues:

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.

19.25.100 General criteria for examiner decisions.

- A. Each decision of the hearing examiner shall be in writing and shall include findings and conclusions, based on the record, to support the decision.
- B. The hearing examiner's findings and conclusions shall indicate the manner in which the decision is intended to carry out and implement applicable state laws and regulations, as well as the regulations, policies, objectives and goals of the city's comprehensive plan, zoning code, subdivision code, and other laws, policies and objectives of the city.

23.46.040 Hearings – Findings – Conditions.

The hearing body shall conduct an open record public hearing on an application for special use permit as required by RMC Title 19 for a Type III permit application.

- A. Any person may appear at the public hearing in person, or by agent or attorney.
- B. The hearing body shall make a finding that it is empowered under the section of this code described in the application to consider the application for the special use permit.

- C. The hearing body shall approve, approve with conditions or deny an application for a special use permit based on findings of fact with respect to the following criteria:
 - 1. The size and dimensions of the site provide adequate area for the proposed use;
 - 2. The physical conditions of the site, including size, shape, topography, and drainage, are suitable for the proposed development;
 - 3. All required public facilities necessary to serve the project have adequate capacity to serve the proposed project;
 - 4. The applicable requirements of this zoning regulation (RMC Title 23), the city comprehensive plan, the city sensitive area regulations (RMC Title 20), the city shoreline management regulations (RMC Title 26) and the city sign regulations (RMC Title 27) have been met; and
 - 5. Identified impacts on adjacent properties, surrounding uses and public facilities have been adequately mitigated.
- D. The hearing body may impose conditions on the approval of a special use permit in addition to or above and beyond those required elsewhere in this title, which are found necessary to ensure the use is compatible with the public interest. These conditions may include, but are not limited to, the following:
 - 1. Limiting the hours, days, place and/or manner of operation;
 - 2. Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor and/or dust;
 - 3. Requiring additional setback areas, lot area and/or lot depth or width;
 - 4. Limiting the building height, size or lot coverage, and/or location on the site;
 - 5. Designating the size, number, location and/or design or vehicle access points;
 - 6. Requiring street right-of-way dedication and/or street improvement;
 - 7. Requiring additional landscaping, berms and/or screening of the proposed use and/or its parking or loading areas and designating the required size, height, type and/or location of fencing and landscaping materials;
 - 8. Limiting the number, size, location, height and/or lighting of signs.
- E. Violation of any conditions, requirements, and safeguards, when made a part of the terms under which the special use permit is granted, shall be deemed a violation of this code and punishable under RMC 23.70.270.
- F. The hearing body may prescribe a time limit within which the action for which the special use permit is required shall be begun and/or completed. Failure to begin and/or complete such action within the time limit set shall void the special use permit. The time limits may be extended by the hearing body for good cause shown. In the event that no specific time limit to begin or complete a special use permit is identified, then the special use permit shall remain valid for a period of

two years from the date that the permit was issued. The hearing body may authorize issuance of a special use permit for a specified probationary period of time, at the termination of which the applicant must resubmit a new application in accordance with the provisions of RMC 23.46.020.

23.62.070 Special use permit criteria for monopoles and lattice towers.

Requests for special use permits shall be considered in accordance with the provisions of Chapter 23.46 RMC. In addition to the provisions of Chapter 23.46 RMC, the following specific criteria shall be met before a special use permit can be granted:

A. Visual impact.

1. Antennas may not extend more than 15 feet above their supporting structure, monopole, lattice tower, building or other structure.
2. Site location and development shall preserve the preexisting character of the surrounding buildings, land uses, and zone district to the extent consistent with the function of the communications equipment. Wireless communications towers shall be integrated through location and design to blend in with the existing characteristics of the site to the extent practical. Existing on-site vegetation shall be preserved or improved, and disturbance of the existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area.
3. Accessory equipment facilities used to house or contain wireless communications equipment should be located within buildings when possible. When they cannot be located in buildings, equipment shelters or cabinets, they shall be screened and landscaped.
4. All monopoles and lattice type facilities shall be screened with trees, shrubs and landscaping planted in sufficient depth to form an effective and actual sight barrier within five years. Said landscaping shall have a minimum mature height of eight feet.

B. Noise. No equipment shall be operated so as to produce noise in levels above 45 dBa as measured from the nearest property line on which the attached wireless communications facility is located.

C. Availability of Suitable Existing Towers or Other Structures. Applications for a special use permit shall reasonably demonstrate that alternatives such as lower structures that are permitted without a special use permit or other existing support structures are not capable of accommodating the applicant's needs. Evidence and information shall be submitted to establish the following:

1. Permitted shorter support structures are not of sufficient height to meet the applicant's engineering requirements.
2. No existing support structures are located within the geographic area required to meet the applicant's engineering requirements.

3. Existing support structures do not have sufficient structural strength to support the proposed antenna and related equipment.
4. The applicant's antenna would cause electromagnetic interference with antennas on the existing support structures, or the antenna on the existing support structures would cause interference with the applicant's proposed antenna.
5. The fees, costs, or contractual provisions required in order to share or adapt an existing support structure for sharing are unreasonable. Costs exceeding new tower development are presumed to be unreasonable.
6. The applicant demonstrates that there are other limiting factors that render existing towers and structures unsuitable.

SITE DESCRIPTION & ADJACENT LAND USES

The site of the proposed, covers a small portion of land of the existing lot, which is currently used for the self-service Van Giesen Car Wash. The entire lot resembles a trapezoid, and is approximately a half-acre in size, the monopole facility would cover approximately 275 square feet of this lot, behind the current structure, along the southeast corner. This site is rectangular in shape, with one corner cut off.

The lot is almost entirely flat and not within any critical areas or shoreline management jurisdiction. The area will be accessed from a primary connection to Van Giesen Street to the north.

The northern boundary, approximately 110 feet from the proposed site, is immediately adjacent Van Giesen Street, with a few apartment complexes across Van Giesen Street. The Columbia Park apartment complex, and the smaller Uptown Apartments. The eastern boundary is immediately adjacent to vacant commercial land. The southern boundary of the site is adjacent to a parking lot and approximately 65 feet away from Building F of the Guardian Angels Senior housing facility to the southeast. The western boundary is approximately 120 feet away from the proposed site, and is occupied by a 7-11 convenience store and the VCA Animal Medical Center.

CURRENT LAND USE DESIGNATION AND USES:

North: HDR (High density residential), Apartments

East: COM (Commercial), Vacant

South: COM (Commercial), Parking, vet clinic, senior housing

West: COM (Commercial), 7-11 convenience store

Land Use Map

Item: 311 Van Giesen St cellular monopole
Applicant: Leslie Bradley
File #: SUP2023-102 & EA2023-110

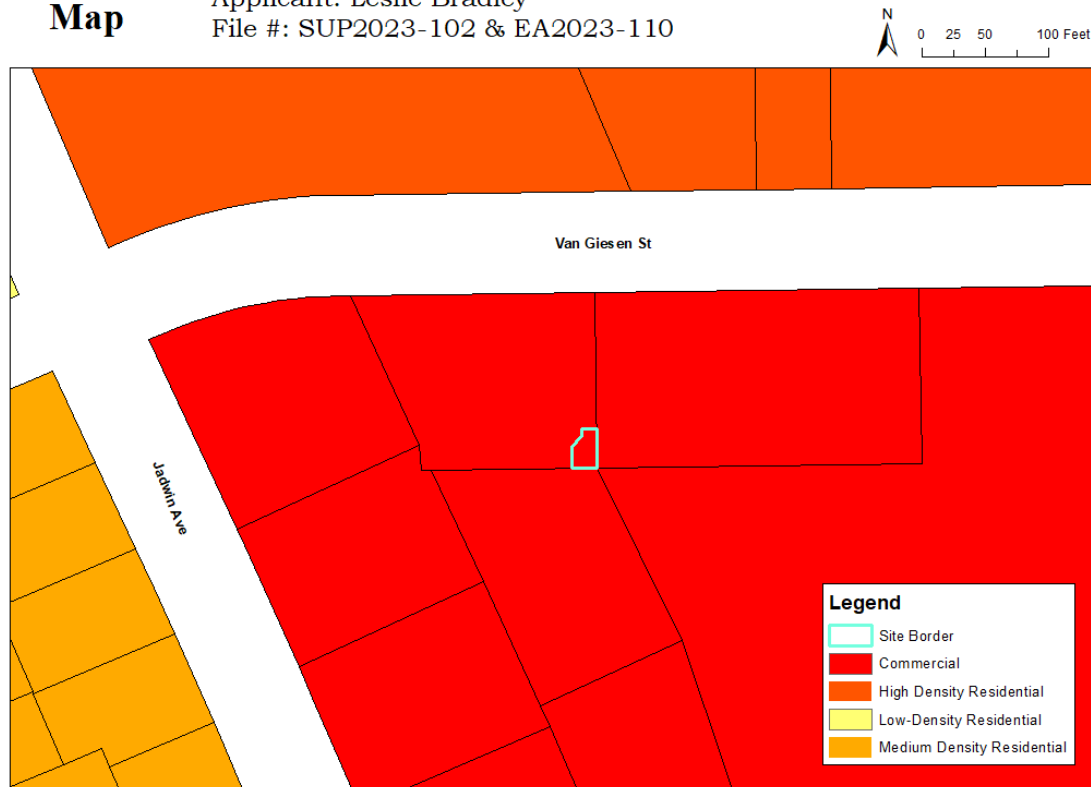


Figure 2 – Comprehensive Plan Land Use Map

COMPREHENSIVE PLAN

As illustrated in Figure 2 (above), Richland's Comprehensive Plan designates the site for Commercial (COM) land use (RMC 23.22).

Applicable Goals & Policies

Provided below is a set of Comprehensive Plan goals & policies which are particularly applicable to the subject proposal.

Utilities Element Goal 2: Maintain existing service levels to current customers and ensure that public facilities and services necessary to support development are planned, sized, and constructed to serve new development.

Utilities Element Goal 3: Provide utility facilities that ensure environmentally sensitive, safe, and reliable service.

Policy 1: All utility expansion and construction will consider the environment and ways to minimize impacts to it in siting, construction, and use.

Utilities Element Goal 5: Coordinate with outside utility providers for efficient, cost-effective, and reliable utility service.

Policy 4: Promote a wider range of high-speed internet providers to encourage competition.

CURRENT ZONING

The subject site is zoned C-2, retail business use district. Surrounding parcels are zoned as follows:

North: R-3/CLB, High Density Residential/Commercial Limited Business

East: C-2, Retail business use district

South: C-2, Retail business use district

West: C-2, Retail business use district

Zoning Map

Item: 311 Van Giesen St cellular monopole
Applicant: Leslie Bradley
File #: SUP2023-102 & EA2023-110

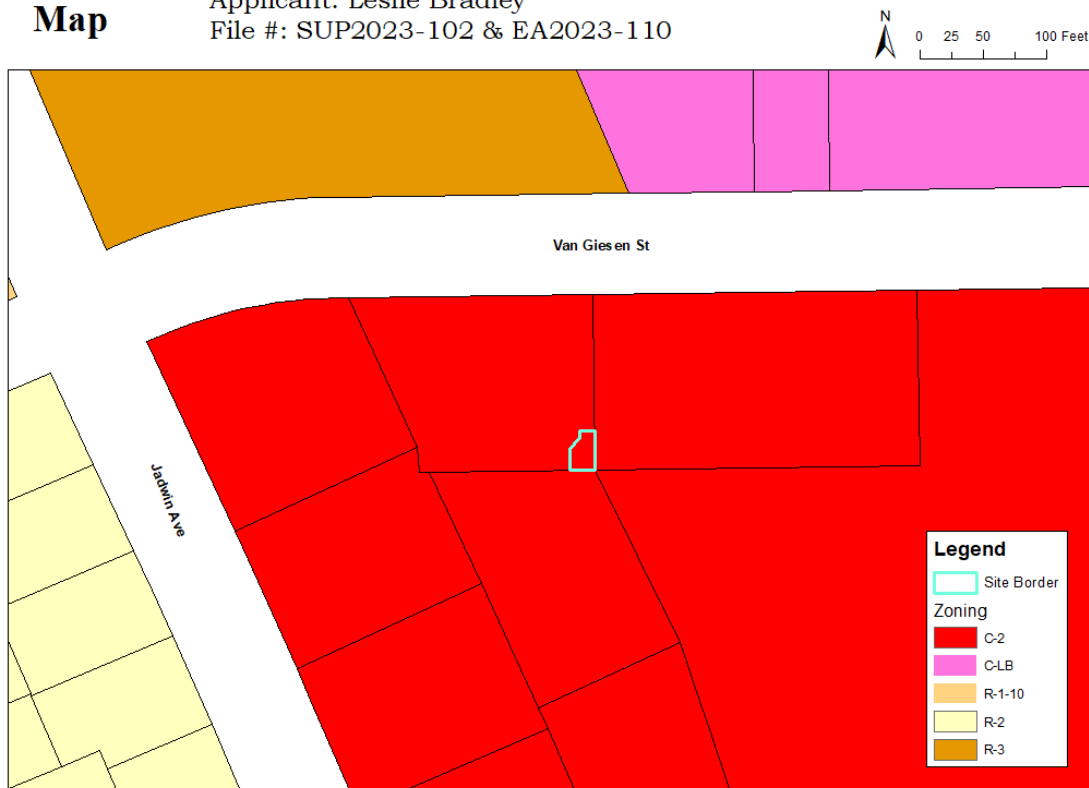


Figure 3 – Zoning Map

The retail business use district (C-2) is the primary 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. (RMC 23.22.010(C)).

C-2 DIMENSIONAL STANDARDS

The following standards apply in the C-2 zone per RMC 23.14.040:

Minimum Lot Area Requirement	None
Maximum Density	N/A
Minimum Lot Width	N/A
Minimum Front Yard Setback	45 feet ¹
Minimum Side Yard Setback	0 feet ²
Minimum Rear Yard Setback	None
Maximum Building Height	80 feet
Minimum Dwelling Unit	N/A

1. 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.
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

UTILITY AVAILABILITY

Within the proximity of the proposed site there are underground power lines, a two inch natural gas, and a 15 inch stormwater drainage main line.

Utility Map

Item: 311 Van Giesen St cellular monopole
Applicant: Leslie Bradley
File #: SUP2023-102 & EA2023-110

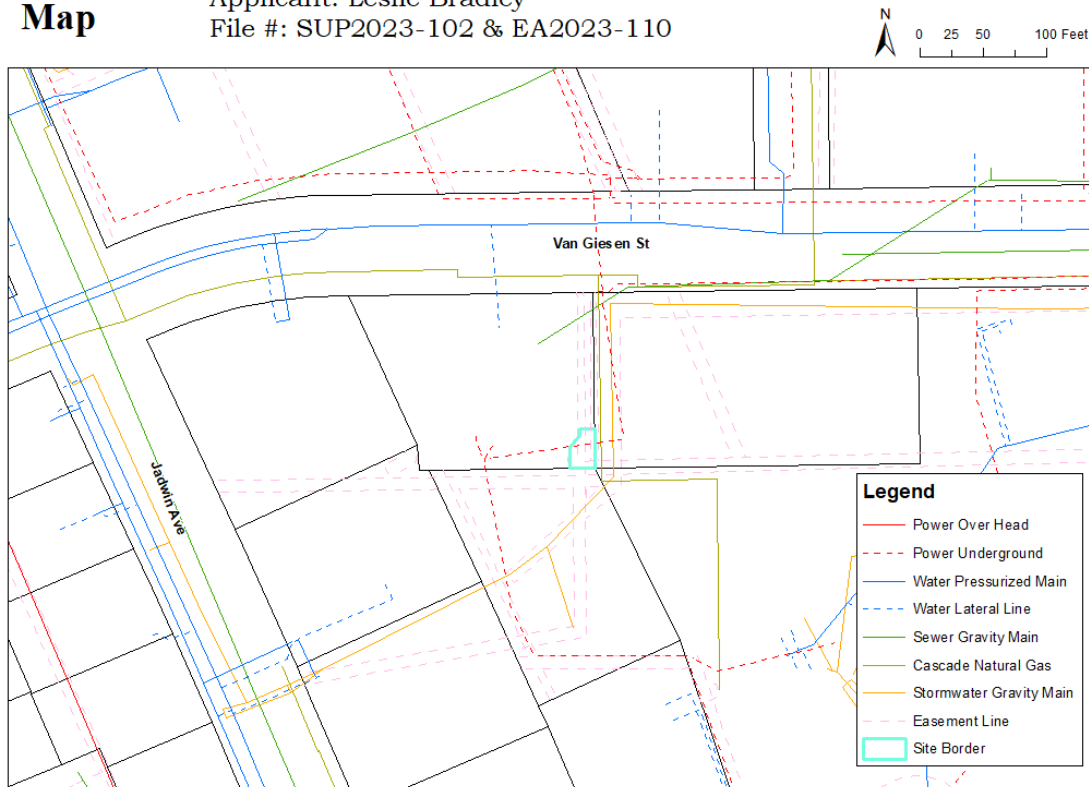


Figure 4 – Utilities Map

Sewer

There is an unknown diameter sewer line that accesses the property from the northeast corner.

Water

There is an 8-inch distribution main within the Van Giesen Street right-of-way.

Irrigation

There are no irrigation connections or other irrigation infrastructure in place or available for future use in proximity to the subject site.

Stormwater

According to the aerial image available to city from February 2022, and the site plan provided by the applicant, there is a catch basin adjacent to the proposed site, approximately four and a half feet away from the northwest corner of the site. A 15-inch stormwater main runs near the eastern boundary line, on the neighboring property.

Natural Gas

A two inch natural gas line runs near the eastern boundary, approximately four feet within the neighboring property.

Power

There is an existing underground primary conductor underneath the monopole site connecting the property to the power line running along the Van Giesen Right of Way. This power line accesses the property near the southeast corner and runs to nearly the other side of the property.

TRANSPORTATION & ACCESS

Primary access into the site will come from Van Giesen Street, classified by the City as a "Minor Arterial". The property has two driveways, which access Van Giesen, and allow for easier access for all car washing bays.

The monopole site would likely be accessed from the western driveway, as the only access to the rear of the property (the proposed site) is the pavement that wraps around the property near the western border. Although each car wash bay is a drive thru in nature, it is assumed that service vehicles would not use these routes for maintenance, unless they also needed the services provided. This access route along the western boundary is approximately 22 feet wide from the edge of the building and the edge of pavement at its most narrow point.

Parking

From aerial imagery available to the city from February 2022, it appears there are three marked parking spaces on the property. Two near the entrance, between the driveways and one in the rear, near the southwest corner of the property. In addition to three vehicle vacuum stations, which all provide space for two vehicles, in total six "temporary" spots. According to current Richland Municipal Code 23.54.020 *Standards and requirements* for off street parking, car washes are subject to the following "2 spaces at the ingress and 2 spaces at the egress of each lane or washing bay." There are six washing bays which would require 12 parking spaces. The Van Giesen Car Wash was permitted in 1991.

Although there is available space for turning a vehicle around, there are no marked parking space adjacent to the proposed site and this may cause brief parking conflicts when maintenance is required on a monthly basis, as stated in the application materials. Staff believes the following applies to this application:

RMC 23.54.010(B) states the following:

When any existing building or use is enlarged, expanded or altered to effect an arrangement of space or use which increases the required number of spaces by more than 10 percent over the number required by the building or use prior to the change or alteration, off-street parking shall be provided in accordance with the requirements set forth in this chapter; provided, that if the number of additional required parking spaces from any such enlargement, expansion or alteration is four or less, no additional off-street parking need be provided or improved.

Additionally RMC 23.54.030 *Unspecified uses* states:

In those instances where this title does not specify a parking requirement for a specific use, the administrative official shall establish the minimum requirement on a case-by-case basis. The applicant may be required to provide sufficient information to demonstrate that the parking demand for a specific use will be satisfied, based upon existing uses similar to the proposed use and other relevant factors including but not limited to required parking for the proposed use as determined by other comparable jurisdictions and based on available planning and technical studies. The administrative official may require the applicant to have a parking study for the proposed use prepared by a professional consultant with expertise in preparing traffic and parking demand analyses.

EASEMENTS

City maps do show easements that run along the entire eastern boundary of the lot, as shown in Figure 4 above. Within the proximity of the proposed site this easement appears to be approximately 17 feet in total width from the eastern boundary. This continues toward the southern boundary until this easement kicks out, and resembles the shape of boot. In this area the easement is approximately 20 feet wide from the eastern boundary and approximately 9 feet from the southern boundary.

This area was a part of the original Plat of Richland, there are number of easements created by this during the early inception of the City. The applicant completed a 50-year title search. A 10-foot wide utility easement is currently in use along the eastern property boundary. Additionally, there is another 10-foot-wide drainage easement that was established by the Atomic Energy Commission (AEC). This drainage easement overlaps with the utility easement by about three feet, therefore there is approximately 17 feet of recorded easement along the eastern boundary. The applicant has worked with the City of Richland Surveyor to apply for relinquishment of the drainage easement. Approximately three other drainage easements have already been relinquished in the area, including the boot area mentioned above. Therefore, it is reasonable to believe that this drainage easement will also be relinquished at the July 18th, 2023 City Council meeting. Leaving only the 10-foot-wide utility easement along the property boundary, updated application materials received by staff in late May of 2023 show that no structures are planned to be within this reduced easement area.

In Figure 5 below, the city surveyor has identified all of the recorded easements in the area. The surveyor has noted that the cyan and red areas have already been relinquished. The white area is an easement for underground electric utilities. The blue area is the drainage easement recorded by the AEC. The relinquishment of the blue easement has been scheduled to be discussed at the July 18th, 2023 City Council meeting, recommended for approval.



Figure 5 – Easements Map

FIRE SAFETY

The City of Richland Fire Department will provide fire protection services to the subject property and resulting development. Currently, there is one hydrant adjacent to the lot. This hydrant is located across Van Giesen Street, northeast of the lot, and is approximately 200 feet from the proposed site, assuming there is unobstructed access for a hose through the space between the car wash structure and the eastern boundary.

SCHOOLS

The proposed site falls within the boundaries of the Richland School District. The closest primary institution is the Jefferson Elementary School approximately 1,120 feet east, and Chief Joseph Middle School approximate 1,000 feet northwest.

PARKS

There are two Richland Parks near the proposed site. By way of street travel Stevens Park is approximately 1,710 feet to the west and Jefferson Park is approximately 1,870 feet to the southeast.

SEPA

A SEPA checklist addressing potential impacts of the proposed use was included in along with the special use permit application. On May 1, 2023 staff issued a Determination of Non-Significance (DNS) on EA2023-110 (*Exhibit 4*) using the Optional DNS process available under the provisions of WAC 197-11-355.

Critical Areas

The subject site does not lie within a Critical Area.

Floodplains

The site does not lie within a floodplain area.

Shoreline Master Program

The subject site lies outside of the jurisdiction of the Shoreline Master Program. This project will have no effect on shorelines of statewide significance. Shoreline permitting requirements are not applicable with this proposal.

AGENCY COMMENTS

A variety of public agencies and City departments were given an opportunity to comment on the proposal. Copies of all agency comments received by the City are included as *Exhibit 6*. Comments are primarily concerned with the easement that is within record along the eastern boundary, which may limit permitting construction.

PUBLIC COMMENTS

Owners of all properties within 300-feet of the plat site were directly notified of the project by way of USPS mailing. After the comment period, the landowner of the adjacent parking lot to the south the proposal site came to City Hall and verbally expressed a general concern for the proposal. They questioned if the placement of this monopole is in the best interest of the surrounding area. This was the only public comment that staff received.

PUBLIC NOTICE

Application Date:	March 10, 2023
Combined Notice of Hearing/Optional DNS Mailed:	April 6, 2023
Combined Notice of Hearing/Optional DNS Posted:	April 6, 2023
Combined Notice of Hearing/Optional DNS Published:	April 10, 2023
DNS issued:	May 1, 2023
Public Hearing (continued):	July 14, 2023

A combined notice of application and SEPA Optional DNS determination 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. Copies of the notices and affidavits are included in *Exhibit 5*.

ANALYSIS

Based upon the Code language in RMC 23.46.040, discussed previously, Staff will offer analysis for section C.

C. The hearing body shall approve, approve with conditions or deny an application for a special use permit based on findings of fact with respect to the following criteria:

1. The size and dimensions of the site provide adequate area for the proposed use;

In reference to RMC 23.62.050 Development standards for monopoles and lattice towers. The site provides adequate area for the monopole.

2. The physical conditions of the site, including size, shape, topography, and drainage, are suitable for the proposed development;

There are no known pre-existing physical limitations prohibiting development of the site in accordance with the current use proposed.

3. All required public facilities necessary to serve the project have adequate capacity to serve the proposed project;

All public facilities available for use by the proposed project have adequate capacity for proposed project.

4. The applicable requirements of this zoning regulation (RMC Title 23), the city comprehensive plan, the city sensitive area regulations (RMC Title 20), the city shoreline management regulations (RMC Title 26) and the city sign regulations (RMC Title 27) have been met; and

The applicant has stated there will be one sign near the equipment to warn the public of any safety hazards. Approval of this special use permit is conditioned that the monopole design shall meet the requirements and standards of RMC 23.62.050 and RMC 23.62.070.

5. Identified impacts on adjacent properties, surrounding uses and public facilities have been adequately mitigated.

The applicant has included an acoustical report. The noise believed to be produced by the related equipment will be 65 dBa, this may exceed the 45 dBa condition within RMC 23.62.070(B) even with a cedar wood fence and vegetation mitigations installed near the property boundaries. The study also noted that the car wash operation already produces about 57 dBa at the nearest property boundaries, when the car wash vacuums are not in use. Staff and agency conditions have been included with this report to mitigate foreseen impacts. Per Special Use Permit conditions in RMC 23.46.040(D), the Hearing Examiner has additional latitude to consider mitigation based on feedback from neighbors.

Regarding the language under RMC 19.60.095, Staff will offer the following analysis:

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

The proposed project appears to meet most applicable Code-related requirements, most of which are found within RMC 23.62.050 and RMC 23.62.070.

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

Using the Optional DNS process available under the provisions of WAC 197-11-355, Staff issued a Determination of Non-Significance (DNS) for the project (EA2023-106), as proposed, on May 1, 2023 (Exhibit 4). The applicant has stated that a wooden fence and vegetation will be installed

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

The City does have interest in providing a certain level of available service for cellular devices as they become inherently more entrenched in daily life.

- 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.

There has been no indication to Staff that the proposed project will result in surface transportation impacts which would lower local level of service below rating "D".

- 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.

Correct. Staff have considered impacts of the development proposal and have drafted conditions, which in our estimation, provide robust mechanisms for mitigation of said impacts.

Regarding the language under RMC 23.62.070, the applicant has provided a response letter addressed March 27, 2023 that responds to the criteria. This letter is included in the application materials. Staff will offer the following analysis:

A. Visual impact.

5. Antennas may not extend more than 15 feet above their supporting structure, monopole, lattice tower, building or other structure.

There is only a three (3) foot tall lightning rod extending above the 80' monopole.

6. Site location and development shall preserve the preexisting character of the surrounding buildings, land uses, and zone district to the extent consistent with the function of the communications equipment. Wireless communications towers shall be integrated through location and design to blend in with the existing characteristics of the site to the extent practical. Existing on-site vegetation shall be preserved or improved, and disturbance of the existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area.

Staff believes that the preexisting character of the surrounding area will be preserved to the greatest extent possible, while also maintaining the function of the equipment. At ground level the cabinet and accessory equipment will be screened with a six foot tall cedar fence and vegetation (Arborvitae) which appears it will grow to the required height, within the required time period as prescribed in code.

7. Accessory equipment facilities used to house or contain wireless communications equipment should be located within buildings when possible. When they cannot be located in buildings, equipment shelters or cabinets, they shall be screened and landscaped.

As previously mentioned, all ground level equipment will be concealed with a solid cedar fence around the whole site, in addition to vegetation near the property lines.

8. All monopoles and lattice type facilities shall be screened with trees, shrubs and landscaping planted in sufficient depth to form an effective and actual sight barrier within five years. Said landscaping shall have a minimum mature height of eight feet.

It appears that the proposed vegetation will achieve this.

- B. Noise. No equipment shall be operated so as to produce noise in levels above 45 dBa as measured from the nearest property line on which the attached wireless communications facility is located.

The acoustic study submitted by Lance Cooke, PE with Morrison Hershfield, states that the noise produced by the proposed equipment at ground level will be approximately 65 dBa, exceeding the limit described in code of 45 dBa for a monopole within the C-2 zone. The study also stated that the average noise levels on the property were measured at approximately 57 dBa, this was mostly attributed to nearby traffic. The report states that the car wash vacuums were not in use during the study. The report concludes that the noise produced by the equipment, in conjunction with the six foot tall cedar fence and 5 foot tall vegetation (at time of planting) will be sufficient to reduce the noise below the average 57 dBa level already present. It is unclear to staff if the noise levels will comply with the 45 dBa limit described in city code.

- C. Availability of Suitable Existing Towers or Other Structures. Applications for a special use permit shall reasonably demonstrate that

alternatives such as lower structures that are permitted without a special use permit or other existing support structures are not capable of accommodating the applicant's needs. Evidence and information shall be submitted to establish the following:

1. Permitted shorter support structures are not of sufficient height to meet the applicant's engineering requirements.
Included in the letter provided by the applicant they have stated that other nearby facilities are at capacity, too narrow or short for the desired coverage objectives by Dish engineers, or the opportunities are simply no longer available. No additional evidence was provided to show that a shorter tower could be used.
2. No existing support structures are located within the geographic area required to meet the applicant's engineering requirements.
The applicant stated that all existing facilities are too far from the proposed coverage area. It does appear to Staff that there are no existing facilities within the immediate area.
3. Existing support structures do not have sufficient structural strength to support the proposed antenna and related equipment.
As stated before, in conjunction with the applicants statement that other others do not meet the coverage objectives by Dish Engineers, it appears to Staff that there are extremely limited options to achieve what has been proposed. The nearest permitted zone for a monopole are more than a mile from the proposed site.
4. The applicant's antenna would cause electromagnetic interference with antennas on the existing support structures, or the antenna on the existing support structures would cause interference with the applicant's proposed antenna.
Also included with the application materials is a Radio Frequency - Electromagnetic Energy report. This report concludes that the energy and signals emitted from this facility are within the FCC's regulations for the general public area, at the nearest walking/working surfaces.
5. The fees, costs, or contractual provisions required in order to share or adapt an existing support structure for sharing are unreasonable. Costs exceeding new tower development are presumed to be unreasonable.
The applicant states that the fees associated with bringing other nearby equipment up to the needs of the application would be prohibitive.
6. The applicant demonstrates that there are other limiting factors that render existing towers and structures unsuitable.

The applicant has indicated that other existing structures are too far from the proposed coverage area.

Cellular service facilities are becoming a common sight throughout many jurisdictions as the use of cellular device has become increasingly engrained into everyday business. The Richland Comprehensive Plan does encourage the placement of these facilities to maintain a level of service that will be acceptable for the growing population, and a competitive market for service providers. City code does allow for this kind of facility in this location, as long as a special use permit is issued. Certain criteria shall be met to receive a special use permit. RMC 23.62.070(B) clearly states that noise levels produced by the equipment shall not exceed 45 dBA at the nearest property lines. Although the applicant has planned to mitigate noises with a cedar fence and vegetation to visually screen the ground equipment, it is unclear if these mitigations will achieve the required noise levels at the nearest property lines. This facility is proposed to be approximately 65' from the nearest senior housing building. To ensure the comfort of the nearby residents, these criteria should be strictly followed.

As proposed, the monopole structure is within a city easement, the city surveyor has found documents that confirms the existence of easements, as well as documentation showing the relinquishment of certain drainage easements that are no longer being used. There are a couple of drainage easements that have already been relinquished in the area, since their inception in the early days of the City of Richland by the AEC. If this remaining drainage easement is relinquished during the upcoming City Council meeting, Planning Staff does not believe there no further concerns regarding the easements.

Although not directly associated with the application, the applicant has stated the maintenance of the proposed facility may occur monthly. With the proposed additional land use of this property Staff believes parking should be addressed in some capacity. The site currently has three marked parking spaces and about six temporary parking spots to be used near the vacuums, totaling about nine parking spots to service six car washing bays. RMC 23.54.030 allows for unspecified uses to be prescribed on a case-by-case basis. Currently, only within the Commercial Business District (CBD) may an on-street parking credit be applied. The painted lane between the curb and vehicle traffic lane, is prescribed as an on-street bicycle lane.

FINDINGS OF FACT

Staff has completed its review of the request for a Special Use Permit (SUP2023-102) and recommends approval of the request subject to conformance to the conditions of approval identified below and based on the following findings:

1. The City of Richland Comprehensive Plan designates the subject site as suitable for proposed use subject to a Special Use Permit per Richland Municipal Code [RMC] 23.62.070.

2. The subject site is located within the retail business use district (C-2)
3. RMC Chapter 23.46.025 designates the Hearing Examiner to conduct the review of special use permit applications for monopoles in the C-2 zoning district.
4. Leslie Bradley, on behalf of Morrison Hershfield, Inc and Dish Wireless has filed an application for a special use (Type II) permit to establish and operate an 80-foot-tall cellular service monopole on 275 square feet, within a C-2 retail business zoning district, to include six-foot-tall cedar fencing and five-foot-tall arborvitae.
5. The acoustic report states that ground level equipment will produce 65 dBa. The average noise level on the site was measured 57 dBa. A monopole granted a special use permit within C-2 shall not exceed 45 dBa at the nearest property lines.
6. Applications for Special Use Permit are evaluated under the criteria contained in RMC 23.46.040.
7. A special use permit is classified as a Type II application under RMC 19.20.030.
8. Required findings for Type II applications are found under 19.60.095.
9. General criteria for Hearing Examiner decisions are outlined in 19.25.100.
10. Public notice of the application and hearing was provided via mail to surrounding landowners within 300 feet of the site; through the posting of a sign on-site and through a legal advertisement in the Tri-City Herald, all in accordance with the notice provisions contained in RMC 19.40.010.
11. The applicant filed an environmental checklist along with their special use permit application.
12. The City issued a Determination on Non-Significance (EA2023-106) for the project on May 1, 2023, thus satisfying the requirements of the State Environmental Policy Act (Exhibit 4).
13. There are recorded easements on the site that should be addressed with any potential construction.
14. The lot is currently used as a self-service car wash, permitted and in operation since 1991.
15. The proposal would add the use of a cellular utility tower.
16. With the exception of sewer, public facilities consisting of sewer, water and street access are in place and available to serve the proposed development. All utility systems have adequate capacity to serve the proposed development.
17. The proposal, as conditioned, is consistent with the City's comprehensive plan.
18. The proposed site is not impacted by the City's Critical Areas regulations or Shoreline Master Program.
19. City staff and other utility providers reviewed the project and have recommended specific conditions of approval as set forth in this report.
20. As conditioned, the project meets the criteria for the issuance of a special use permit as established in RMC 23.46.040.
21. As conditioned, the proposed special use permit makes appropriate provisions for the public health, safety and general welfare, is consistent with the adopted comprehensive plan, meets the requirements and intent of the

Richland Municipal Code, and, has appropriately identified and mitigated environmental impacts as described under RMC Chapter 22.09.

RECOMMENDATION

Staff has completed its review of the request for special use permit (SUP2023-101, EA2023-110) and recommends approval of the request subject to conformance with the conditions of approval, below, which are warranted because the project conforms to the City's adopted Comprehensive Plan and zoning regulations; has followed the required State Environmental Policy Act procedures; and is consistent with the requirements of monopole structures, with conditions.

RECOMMENDED CONDITIONS OF APPROVAL

Should the Hearing Examiner find approval with conditions of the Special Use Permit, Planning staff has developed the following set of approval conditions upon which the project should be conditioned.

Public Works

General Conditions

1. All construction is located entirely out of any easements located on the property.

Planning

2. Final design of the proposed monopole shall meet all the standards prescribed by RMC 23.62.070. A final measurement that the noise produced by the equipment does not exceed 45 dBa at the nearest property lines.
3. The applicant shall notify the Richland Airport of construction.
4. The applicant shall complete Forms 7460-1 and 7460-2 in accordance with the Federal Aviation Administration.
5. An additional parking space shall be marked for maintenance purposes.

EXHIBIT LIST

1. Application Materials
2. Site Plan
3. SEPA Checklist
4. EA2023-110 Determination of Non-Significance
5. Public Notice and Affidavits
6. Agency Comments



Exhibit I

Application Materials



Special Use Permit Application

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION

☐ Contact Person

Owner: Aaron Rich / Hi-Tech Self Storage, Inc and recently changed to Deareld and Teresa Family Investments, Inc.

Address: 4765 N 1100 W, Brigham City, UT84302

Phone: (801) 309-5671

Email: adrich421@gmail.com

APPLICANT/CONTRACTOR INFORMATION (if different)

☒ Contact Person

Company: Dish Wireless, LLC

UBI#:

Contact: Leslie Bradley /Morrison Hershfield as Agent for Dish Wireless

Address: 600 Stewart Street, Suite 200, Seattle, WA 98101

Phone: (206) 992-1684

Email: lbradley@morrisonhershfield.com

PROPERTY INFORMATION

Legal Description:

PLAT OF RICHLAND BLOCK 732 PORTION OF LOTS 4 AND 5 DESCRIBED AS FOLLOWS: THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON.

Parcel #:

102983020732025

Current Zoning: C-2

Current Land Use Designation: CARWASH

DESCRIPTION OF PROJECT

Dish Wireless is proposing to install an 80' steel monopole to support installation of six wireless antennas (two (2) antennas for each of three sectors) and twelve radios (four (4) radios per each of three sectors) for this site within their new wireless network. The proposed monopole will be surrounded by a 6' wood fence and an approximate lease area of 350 SF. The tower and lease area is designed to support a future additional carrier. Per code requirements, a setback of 5' is shown with a landscape barrier on the southerly and easterly property lines.

APPLICATION MUST INCLUDE

1. Completed application and filing fee
2. SEPA Checklist
3. Title Report showing ownership, easements, restrictions and accurate legal description of the property involved
4. Site Plan, which shall be drawn at a scale of not less than 30-feet to the inch, nor more than 100-feet to the inch, and shall be clear, precise and shall contain the following information:
 - Boundaries and dimensions of property
 - Location and width of boundary streets
 - Size and location of existing or proposed buildings, structures, or activities on the site
 - Roadways, walkways, off-street parking, loading facilities, and emergency vehicle access
 - Fencing, screening, or buffering with reference to location, type, dimension, and character
 - Open spaces or Natural Areas
 - Easements, rights-of-way, etc.
 - Architect's sketches showing elevations of proposed buildings or structures, complete plans, and any other information needed by the Hearing Examiner as determined by the Administrator

COMPLETE QUESTIONS WITH AS MUCH DETAIL AS POSSIBLE (Use additional sheet if needed)

Describe how the size and dimension of the site provide adequate area for the proposed use:

See subsequent attached page.

Describe how the proposed Special Use is compatible with the physical characteristics of the subject property (including size, shape, topography and drainage):

See subsequent attached page.

Describe the infrastructure which will serve the proposed Special Use, including but not limited to roads, fire protection, water, wastewater disposal and storm water control:

See subsequent attached page.

Describe how all applicable requirements of this zoning regulation (RMC Title 23), the City Comprehensive Plan, the City Critical Area Regulations (RMC Title 20), the City Shoreline Management regulations (RMC Title 26) and the City sign regulations (RMC Title 27) have been met:

See subsequent attached page.

Identify the impacts which may occur to adjacent properties, surrounding areas and public facilities and how those impacts are proposed to be mitigated:

See subsequent attached page.

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: Leslie J. Bradley

Applicant Signature:  Date 3/10/2023

1) Describe how the size and dimension of the site provide adequate area for the proposed use.

The proposed lease area will accommodate the new monopole and adequate space for two carriers, one of which is Dish Wireless. Dish lease area needs for required equipment space is typically 35 square feet as their footprint is very small and requires only a single cabinet to support the installation. The remaining lease space provides approximately 250 SF for the additional carriers equipment to be placed in the future. The site is unmanned so no additional utility or facilities will be required.

2) Describe how the proposed Special Use is compatible with the physical characteristics of the subject property (including size, shape, topography and drainage.)

The proposed Special Use is compatible with the physical characteristics of the subject property in several ways. The subject property is a manual car wash facility with six open air bays for washing multiple types and sizes of vehicles. There are also three bays in back of the property with vacuums for cleaning the interior of the cars. Turn over of customers for the car wash is likely not longer than 20 or 30 minutes if all available cleaning opportunities are used by each customer. The Special Use is unmanned and does not have regular attendance to the facility so there will be no affect on the car wash customers. It is also compact and tucked in to the back corner of the property to be out of the way for the existing property use. The property is flat and there is not any anticipated increased runoff /drainage due to the proposed Special Use.

3) Describe the infrastructure and how it will support the Special Use including but not limited to roads, fire protection, water, wastewater disposal, and storm water control.

The proposed Special Use will not produce any wastewater disposal needs, and will not utilize any water services as the site is unmanned. The existing roads to the site are adequate and will not require upgrades for access to the proposed Special Use. There are not anticipated increased storm water runoff issues. The lease area will have a gravel base other than the foundation for the tower and the 5'x7' concrete pad for the Dish Equipment, so any storm water within the lease area will be absorbed into the ground within the lease space. There are no anticipated additional fire protection needs for the proposed Special Use other than what is already in place for the surrounding area.

4) Describe how all applicable requirements of this zoning regulation (RMC Title 23), the City Comprehensive Plan, the City Critical Area Regulations (RMC Title 20), the City Shoreline Management Regulations (RMC Title 26) and the City Sign Regulations (RMC Title 27) have been met.

Title 23.22.010 : 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.

The proposed Special Use supports the community in being able to conduct their normal day to day business in providing wireless services to support their wireless communication needs.

Title 20: DISH will endeavor to meet any requirements for critical areas that would be affected by this proposed Special Use.

Title 23.22.030 : Monopoles are permitted in the C-2 Zone with a Special Use Permit.

Title 23.22.050 : Off Street parking is provided at the site and will not impede the customers for the property primary use.

Title 23.46.020 : Dish Wireless' goal is to meet all of the RMC Code Requirements for a successful application process for this SUP.

Title 26: Shoreline Management Regulations. The proposed Special Use is not proposed in the Shoreline District but will endeavor to abide by any requirements designated by the City related to the Special Use.

Title 27: The Special Use will provide only signage at the entrance to the lease area which will serve to protect the public interest and safety as outlined in 27.02.010. No other signs shall be placed at the site unless required by the City Special Use and Building Permit Processes.

5) Identify the impacts which may occur to adjacent properties, surrounding areas and public facilities and how those impacts are proposed to be mitigated.

There are no anticipated impacts that would negatively impact surrounding properties. The lease area will be landscaped to adjacent properties to minimize any perceived visual impacts. It is an unmanned facility that has one visit per month by the cell tech to ensure the site is running well and providing customer satisfaction. The proposed installation will provide cost effective wireless services to the surrounding community and work with other proposed sites in the area to provide seamless wireless coverage services.



MORRISON HERSHFIELD

March 10, 2023

City of Richland Planning Department
625 Swift Blvd, MS-35
Richland, WA 99352

RE: 311 Van Giesen Street
Special Use Application – Project Narrative

To Whom It May Concern:

Dish Wireless, LLC is proposing the installation of a new Wireless Communications Facility located at 313 Van Giesen Street, Richland, WA with APN: 102983020732025. The proposed facility will consist of the following: One (1) 80' steel monopole to support the installation of six wireless antennas (two (2) antennas for each of three sectors), twelve (12) radios (four (4) radios for each of three sectors), and an equipment compound for the support cabinet and auxiliary equipment. The proposed monopole compound will be surrounded by a 6' wood fence and an approximate lease area of approximately 330 SF. The tower/lease area is designed to support one additional future carrier.

A Pre-Application Meeting was held on November 22, 2023 and subsequently approved for submittal for the required SUP process. During the meeting it was stated by Energy Services that they believed that there were easements for utilities located on the easterly and southerly property lines of the parcel. We had our surveyor review the title and he did not identify any recorded utility easements on the property that could be documented on the plans for the purpose of this proposal. As part of the required submittal documentation, I am providing a copy of the title report for review purposes.

Pursuant to Code Chapter 23.46.010 the following documents are required for processing a complete application. I have also supplemented the list additional support documents as may be needed for review by the Planning Department review process:

- 1) SUP Land Use Application
- 2) Project Narrative Letter
- 3) Letter of Authorization for Morrison Hershfield
- 4) Letter of Authorization from the Property Owner for Application Submittal
- 5) Zoning Drawings – Including a Site Plan
- 6) Title Report
- 7) Radius Map (300') and list of property ownership with corresponding numbers to the location of the listed owner/property on the Radius Map
- 8) SEPA Checklist
- 9) Noise Report
- 10) FAA Determination
- 11) EME (NIER) Report

Per the City of Richland - 2023 Land Use Fee Schedule, the SEPA Application for Threshold Determination is \$440.00 and for the Special Use Permit Fees of \$ 515.00. for a total of \$955.00. Once this amount is confirmed the fees will be paid immediately with a credit card (if accepted) or via other accepted form of payment.

We appreciate the opportunity to participate in the review process and hope that you find everything to be in order.

If there are any questions, I can be reached via cell phone at (206) 992-1684 or via email: lbradley@morrisonhershfield.com.

Best regards,

MORRISON HERSHFIELD

A handwritten signature in blue ink that reads "Leslie Bradley". The signature is written in a cursive style and is positioned above a horizontal line.

Leslie Bradley
Project Manager



MORRISON HERSHFIELD

March 27, 2023

Mr. Mike Stevens
City of Richland
Development Services Department
625 Sift Boulevard, MS-35
Richland, WA 99352

RE: City of Richland Plan Check Number: SUP2023-102-311 Van Giesen Street
Request for Additional Information

Dear Mr. Stevens:

Morrison Hershfield is pleased to provide the following responses to the itemized plan check corrections as provided from you in your correction letter received 3/22/2023.

As noted, we offer the following responses to your comments:

Jurisdiction Comments

1. Signed Copy of Letter of Authorization from Dish Wireless for 311 Van Giesen Street, Dish Wireless Site No: SEGEG00160B.

MH Response: *Please see the attached signed LOA by the LL. I had grabbed the unsigned version previously, I apologize.*

2. Please address 23.62.070

A. 1-4

B.

C. 1-6

MH Response: *Please see the noted responses to the Code Sections outlined above:*

A. Visual Impact.

1. Antennas may not extend more than 15 feet above their supporting structure, monopole, lattice tower, building or other structure.

LJB: As shown in the provided zoning Drawings, the proposed tower is 80' tall. There is a 3' lightning rod at the top of the pole but even with this, the site is well within the 15' limitation.

2. Site location and development shall preserve the preexisting character of the surrounding buildings, land uses, and zone district to the extent consistent with the function of the communications equipment. Wireless communications towers shall be integrated through location and design to blend in with the existing characteristics of the site to the extent practical. Existing on-site vegetation shall be preserved or improved, and disturbance of the existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area.

LJB: The proposed WCF is located in a commercial zone with some residential properties beyond to the north and the west. Placing this facility as proposed is preserving the character of the surrounding land uses that is consistent with the function of the communications equipment. Cell phones are used by a clear majority of people, so much so that they are typically replacing the traditional home phone. Cell phone usage is part of every single zone, whether you are out in your neighborhood shopping, eating out, washing your car or at home speaking with friends and family or connecting to the internet for entertainment. DISH Wireless will provide the opportunity for citizens to have another carrier option that will offer their services at a reasonable price and fast speeds for a great experience with connectivity.

3. Accessory equipment facilities used to house or contain wireless communications equipment should be located within buildings when possible. When they cannot be located in buildings, equipment shelters or cabinets, they shall be screened and landscaped.

LJB: The proposed ground equipment will be enclosed with a 6' cedar fence and a 5' landscape buffer in which twelve (12) – 6' arborvitae will be planted on the southern and eastern property line. Please see the Landscape Plan within the provided Zoning Drawings for greater detail.

4. All monopoles and lattice type facilities shall be screened with trees, shrubs and landscaping planted in sufficient depth to form an effective and actual sight barrier within five years. Said landscaping shall have a minimum mature height of eight feet.

LJB: The proposed landscaping around the compound will be installed at 6' in height and should achieve the 8' height within five (5) years. They will be strategically placed to for the desired barrier as required. Please see the attached Zoning Drawings for more information.

B. Noise. No equipment shall be operated so as to produce noise in levels above 45 dBa as measured from the nearest property line on which the attached wireless communications facility is located.

LJB: We have provided a Noise Report that evaluated the existing noise on the property along with the proposed noise levels of the equipment. Note, the baseline noise levels at the property line where the WCF is proposed is at 57 dBa and was taken when none of the three (3) commercial grade vacuum cleaners at the car wash were being used. With the WCF equipment installed, the proposed noise levels are anticipated to be at 65 dBa. Through the use of the 6' cedar fence and the 5' landscape barrier, it is determined that the noise levels at 5' from the property lines should not exceed the existing noise levels established as the baseline of 57 dBa.

C. Availability of Suitable Existing Towers or Other Structures. Applications for a special use permit shall reasonably demonstrate that alternatives such as lower structures that are permitted without a special

use permit or other existing support structures are not capable of accommodating the applicant's needs. Evidence and information shall be submitted to establish the following:

1. Permitted shorter support structures are not of sufficient height to meet the applicant's engineering requirements.

LJB: DISH evaluated several existing sites for collocation opportunities prior to determining the proposed location for the new WCF:

- a. Existing City of Richland Self Support Tower 1715 Stevens Drive – Structure is only 60' tall and rejected by DISH RF Engineers as it did not meet their coverage objectives.***
- b. Existing stealth flagpole at 1515 George Washington Way – this location was rejected by DISH RF as it is too narrow to accommodate two panel antennas per sector as required by DISH. Additionally, there appears to be two existing carriers at this site and it could not provide an acceptable rad center for the purposes of the coverage objectives.***
- c. Previous existing rooftop installation at the former "M Hotel" now rebranded as "The Franklin" as apartments currently being leased. Last year, the LL was approached for a collocation on their rooftop and they declined stating that they were removing all antennas from the building and would not place any WCF's on the building once it as remodeled. A call was recently placed to them and they confirmed that their position remains the same.***

2. No existing support structures are located within the geographic area required to meet the applicant's engineering requirements.

LJB: That is correct. Any existing sites located outside of those listed in Item #1, are too far from the proposed coverage area.

3. Existing support structures do not have sufficient structural strength to support the proposed antenna and related equipment.

LJB: Due to the existing sites not being tall enough to meet the coverage objectives, the existing facility locations were rejected for the reasons identified in Item #1.

4. The applicant's antenna would cause electromagnetic interference with antennas on the existing support structures, or the antenna on the existing support structures would cause interference with the applicant's proposed antenna.

LJB: It is very rare if at all, that there is interference with the existing carriers (or the existing antennas interfering with the DISH equipment) on an existing WCF.

5. The fees, costs, or contractual provisions required in order to share or adapt an existing support structure for sharing are unreasonable. Costs exceeding new tower development are presumed to be unreasonable.

LJB: Since the existing facilities are too short, they would need to be completely dismantled and replaced with a new taller structure. And in the case of the existing stealth flagpole, it would likely need to be changed to a new type of structure in order to accommodate the required two (2) antennas per sector that is proposed by DISH for the current application. Costs to replace the existing facilities along with dismantling them and the displacement of the existing carriers for several weeks would be prohibitive in comparison to placement of a single new tower which is being designed to accommodate an additional carrier for future growth and minimize the need for additional WCF's.

6. The applicant demonstrates that there are other limiting factors that render existing towers and structures unsuitable. [Ord. 28-05 § 1.02; Ord. 44-15 § 1; Ord. 07-19 § 3].

LJB: Other existing structures beyond those discussed above, are simply too far from the proposed coverage area as identified in the application for the new structure proposed at 311 Van Giesen St.

We appreciate the opportunity to participate in the review process and hope that you find everything to be in order.

If there are any questions I can be reached at (206) 992-1684.

Best regards,

MORRISON HERSHFIELD

A handwritten signature in blue ink, reading "Leslie Bradley", written over a horizontal line.

Leslie Bradley
Project Manager



December 7, 2022

RE: DISH Wireless LLC Authorization of Morrison Hershfield

To Whom It May Concern:

Dish Wireless has engaged with Morrison Hershfield Corporation in the Pacific Northwest Market to provide Site Acquisition and Permitting Services for the densification launch of their Wireless Communication Facilities.

Their scope of work includes but is not limited to contact with potential Landlords and negotiating with the Landlords for terms of the Agreement(s) between the Landlord and Dish Wireless, LLC and on DISH's behalf; permitting processes including but not limited to Zoning and Land Use Permits as well as Building Permit processing and other permits related to the approval process for the proposed DISH Facilities. They may also be requested to continue processes commenced by the previous vendor Ryka Consulting. Should you be provided with a copy of this letter by personnel of Morrison Hershfield seeking information on leasing negotiations or permitting activities that are underway by the previous vendor, they have our express approval for reassignment of these tasks under their assigned representative for the project.

Should you have any questions, please feel free to reach out to me at your convenience. I can be reached at (425) 422-2700.

Sincerely,

A handwritten signature in blue ink that reads "Callie Bolton".

Callie Bolton

DISH WIRELESS, LLC



Callie Bolton
Senior Site Acquisition Specialist
Dish Wireless | Seattle
M: (425) 422-2700



LETTER OF AUTHORIZATION
APPLICATION FOR ZONING/LAND USE ENTITLEMENTS

DISH Wireless Site No: SEGEG00160B

Property Address: 311 Van Giesen St, Richland, WA 99354

Deareld and Teresa Family Investments, Inc. ("Property Owner"), owns the real property described above ("Property") and hereby authorizes DISH Wireless and its representatives, to take all such actions necessary for the sole purpose of applying for and obtaining any building or land use applications, permits and approvals related to DISH Wireless's communications facilities on the Property consistent with the lease between the parties for the Site.

Authorized Signature of Property Owner:

Deareld D. Rich President

Print Name:

Deareld D. Rich

Signature:

1-9-23

Date:



LETTER OF AUTHORIZATION
APPLICATION FOR ZONING/LAND USE ENTITLEMENTS

DISH Wireless Site No: SEGEG00160B

Property Address: 311 Van Giesen St, Richland, WA 99354

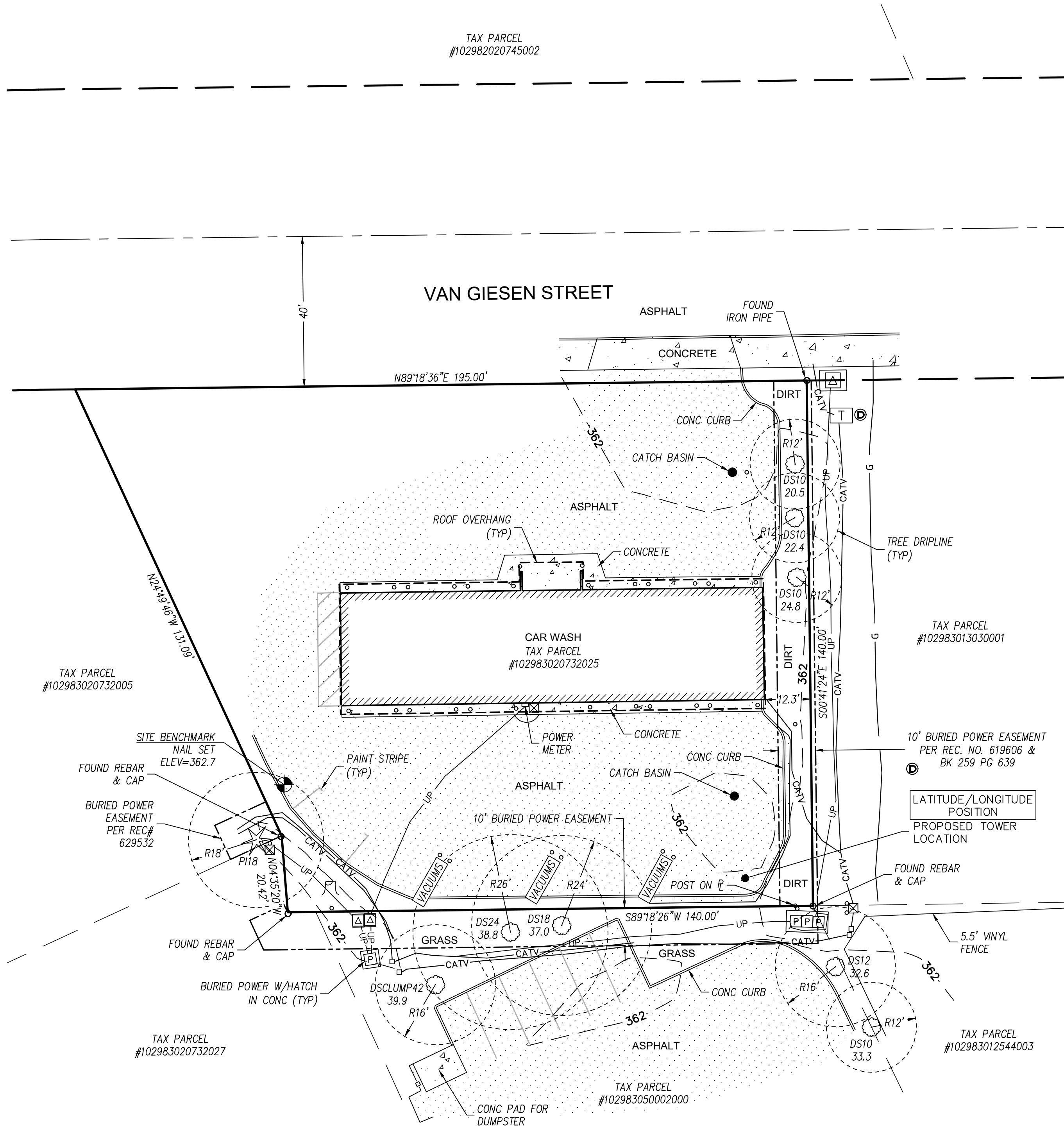
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Authorized Signature of Property Owner:

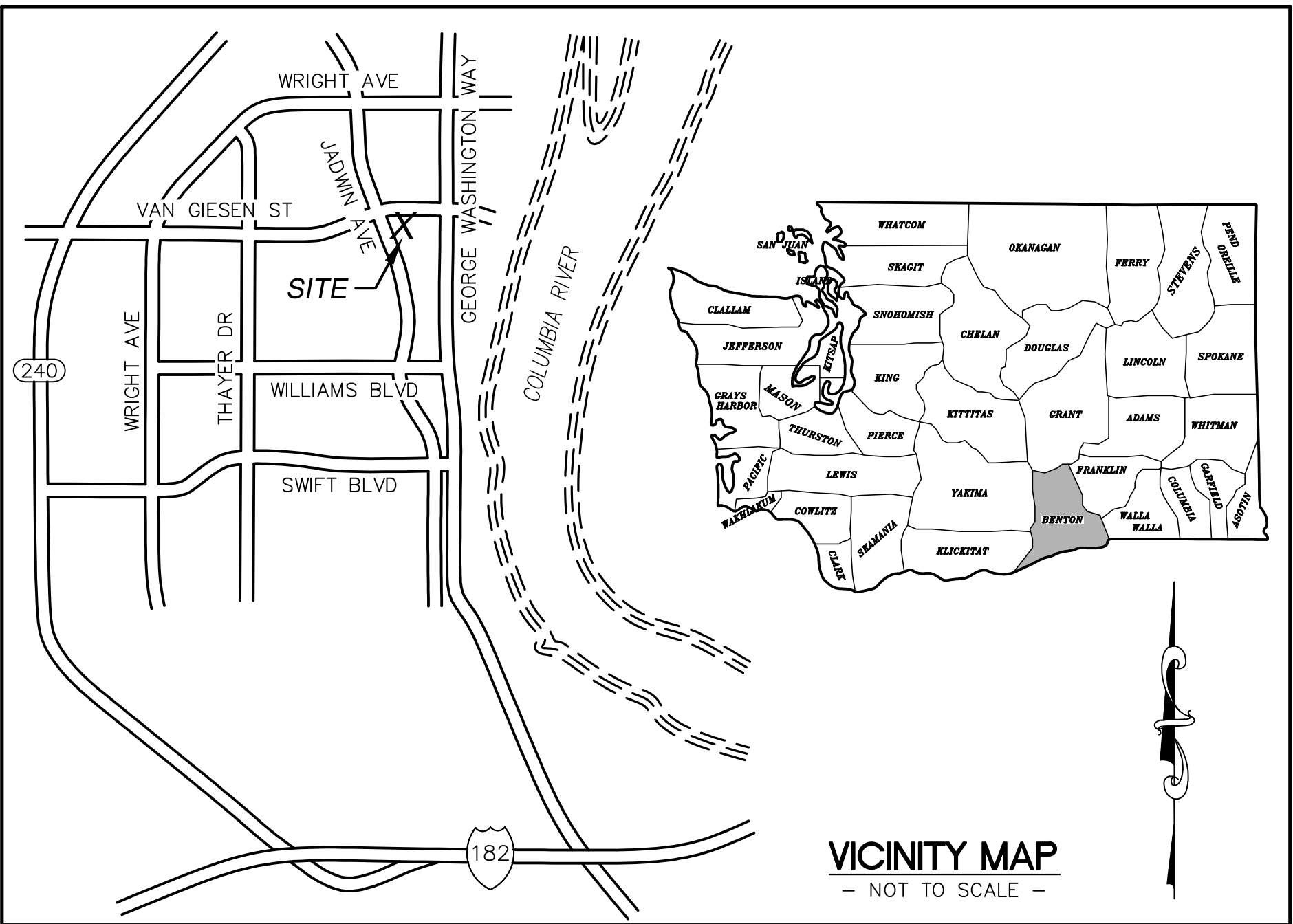
Print Name:

Signature:

Date:



SITE DETAIL



LEGAL DESCRIPTION

ALL THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLAT RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF SOUTHERLY BOUNDARY OF VAN GIESEN STREET AND EASTERLY BOUNDARY OF JADWIN AVENUE; THENCE SOUTHERLY ALONG EASTERLY BOUNDARY OF JADWIN AVENUE A DISTANCE OF 167 FEET; THENCE EASTERLY AT RIGHT ANGLES TO JADWIN AVENUE IN AN EASTERLY DIRECTION A DISTANCE OF 160 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AT RIGHT ANGLES AND PARALLEL TO JADWIN AVENUE A DISTANCE OF 130 FEET MORE OR LESS TO A POINT ON SOUTHERLY BOUNDARY OF VAN GIESEN STREET; THENCE EASTERLY ALONG SAID SOUTHERLY BOUNDARY A DISTANCE OF 195 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE WESTERLY AT RIGHT ANGLES AND PARALLEL TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE NORTH TO THE TRUE POINT OF BEGINNING.

EASEMENTS

CORRESPONDS WITH ITEM NUMBER IN 'SCHEDULE B' OF TITLE REPORT.

THE FOLLOWING EASEMENTS FROM THE REFERENCED TITLE REPORT CONTAIN SUFFICIENT INFORMATION TO BE DEPICTED ON THE PLAN. OTHER EASEMENTS OR ENCUMBRANCES, IF ANY, MAY AFFECT THE PROPERTY, BUT LACK SUFFICIENT INFORMATION TO BE SHOWN.

NONE OF RECORD.

NOTES

- TITLE INFORMATION PER TITLE REPORT PROVIDED BY PLM CORPORATE DATED OCTOBER 11, 2022.
- FIELD WORK CONDUCTED IN AUGUST 2022.
- BASIS OF BEARING: WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (NAD83/91).
- UNDERGROUND UTILITIES SHOWN HEREON, IF ANY, WERE DELINEATED FROM SURFACE EVIDENCE AND/OR UTILITY COMPANY RECORDS. CRITICAL LOCATIONS SHOULD BE VERIFIED PRIOR TO DESIGN AND CONSTRUCTION.
- FEMA DESIGNATION: ZONE 'C' (AREA OF MINIMAL FLOOD HAZARD), FIRM MAP NUMBER 5355330010E, EFFECTIVE DATE MARCH 1, 1984.

LATITUDE/LONGITUDE POSITION

COORDINATE DATA AT PROPOSED TOWER LOCATION:
NAD 83/91
LAT - 46°17'38.33" N NAVD 88
LONG - 119°16'41.60" W ELEV= 362.1 FEET

LAT - 46.293980° N
LONG - 119.278222° W

BENCHMARK IS BASED ON WSRN PUGET SOUND REFERENCE NETWORK.

ELEVATION DERIVED USING GPS. ACCURACY MEETS OR EXCEEDS 1A STANDARDS AS DEFINED ON THE FAA ASAC INFORMATION SHEET 91:003.

LEGEND

- SUBJECT BOUNDARY LINE
- RIGHT-OF-WAY CENTERLINE
- RIGHT-OF-WAY LINE
- ADJACENT BOUNDARY LINE
- SECTIONAL BREAKDOWN LINE
- OP OVERHEAD POWER LINE
- UP BURIED POWER LINE
- G BURIED GAS LINE
- OT OVERHEAD TELEPHONE LINE
- UT BURIED TELEPHONE LINE
- W BURIED WATER LINE
- SS BURIED SANITARY SEWER
- SD BURIED STORM DRAIN
- DITCH LINE/FLOW LINE
- ROCK RETAINING WALL
- VEGETATION LINE
- CHAIN LINK FENCE
- WOOD FENCE
- BARBED WIRE/WIRE FENCE
- TRANSFORMER
- LIGHT STANDARD
- POWER VAULT
- UTILITY BOX
- UTILITY POLE
- GUY ANCHOR
- GAS VALVE
- GAS METER
- TELEPHONE VAULT
- TEL. MANHOLE
- TEL. PEDESTAL
- FIRE HYDRANT
- GATE VALVE
- WATER METER
- FIRE STAND PIPE
- IRRIGATION CONTROL
- CATCH BASIN, TYPE I
- CATCH BASIN, TYPE II
- SIGN
- BOLLARD
- MAIL BOX
- SPOT ELEVATION

NOTE:

- ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL) AND ARE REFERENCED TO THE NAVD88 DATUM.
- ALL TOWER, TREE AND APPURTENANCE HEIGHTS ARE ABOVE GROUND LEVEL (AGL) AND ARE ACCURATE TO ±0.5 FEET OR ±1% OF TOTAL HEIGHT, WHICHEVER IS GREATER.

TREE LEGEND

- DECIDUOUS TREE
- AL=ALDER
- MP=MAPLE
- DS=DECIDUOUS
- MA=MADRONA
- OK=OAK
- CH=CHERRY
- EVERGREEN TREE
- CE=CEDAR
- DF=DOUGLAS FIR
- HE=HEMLOCK
- PI=PINE
- EVG=EVERGREEN

NOTE: TREE DRIP LINES ARE NOT TO SCALE. TREE SYMBOLS REFERENCE TRUNK LOCATION ONLY. TRUNK DIAMETERS WERE APPROXIMATED AT 3.5' TO 4' ABOVE GROUND LEVEL. TREES SHOWN ARE FOR REFERENCE ONLY AND OTHER TREES AND VEGETATION MAY EXIST.

SURVEY REFERENCE

- RECORD OF SURVEY PREPARED BY AHBL, RECORDED FEBRUARY 18, 2021, RECORDING #2021-008122, RECORDS OF BENTON COUNTY, WASHINGTON.
- RECORD OF SURVEY PREPARED BY ROGERS SURVEYING INC, RECORDED APRIL 12, 2007 IN BOOK 1 OF SURVEYS, PAGE 3740, RECORDS OF BENTON COUNTY, WASHINGTON.
- RECORD OF SURVEY PREPARED BY DAVID EVANS AND ASSOCIATES, RECORDED JUNE 7, 1984 IN BOOK 1 OF SURVEYS, PAGE 890, RECORDS OF BENTON COUNTY, WASHINGTON.
- PLAT OF RICHLAND, RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON.

BOUNDARY DISCLAIMER

THIS PLAN DOES NOT REPRESENT A BOUNDARY SURVEY. SUBJECT AND ADJACENT PROPERTY LINES ARE DEPICTED USING FIELD-FOUND EVIDENCE AND RECORD INFORMATION.

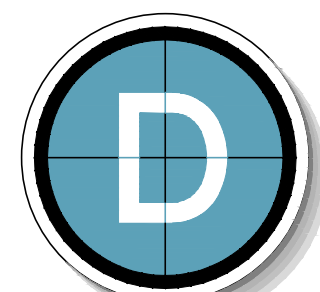
UNDERGROUND UTILITIES EXIST IN THE AREA AND UTILITY INFORMATION SHOWN MAY BE INCOMPLETE. STATE LAW REQUIRES THAT CONTRACTOR CONTACT THE ONE-CALL UTILITY LOCATE SERVICE AT LEAST 48 HOURS BEFORE STARTING ANY CONSTRUCTION.



Know what's below. Call before you dig.

dish WIRELESS

CAMP+ ASSOCIATES



DUNCANSON Company, Inc.

145 SW 155th Street, Suite 102
Seattle, Washington 98166
Phone 206.244.4141
Fax 206.244.4455

SITE

SEGE00160B
GUARDIAN ANGEL

311 VAN GIESEN ST
RICHLAND, WA 99354
BENTON COUNTY

THIS DRAWING WAS CREATED FOR THE EXCLUSIVE USE OF THE CLIENT NAMED HEREON, AND IS NOT TO BE USED IN WHOLE OR IN PART WITHOUT WRITTEN AUTHORIZATION FROM S&D CLIENT.

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FLD. CREW:	CR/AH
FLD. BOOK:	595/26
DRAWN BY:	DAS
JOB #:	20135.074
DATE:	8/11/22

REVISIONS

DATE	DESCRIPTION	BY
5/4/2023	ADDED EASEMENTS PROVIDED BY CLIENT	DAS



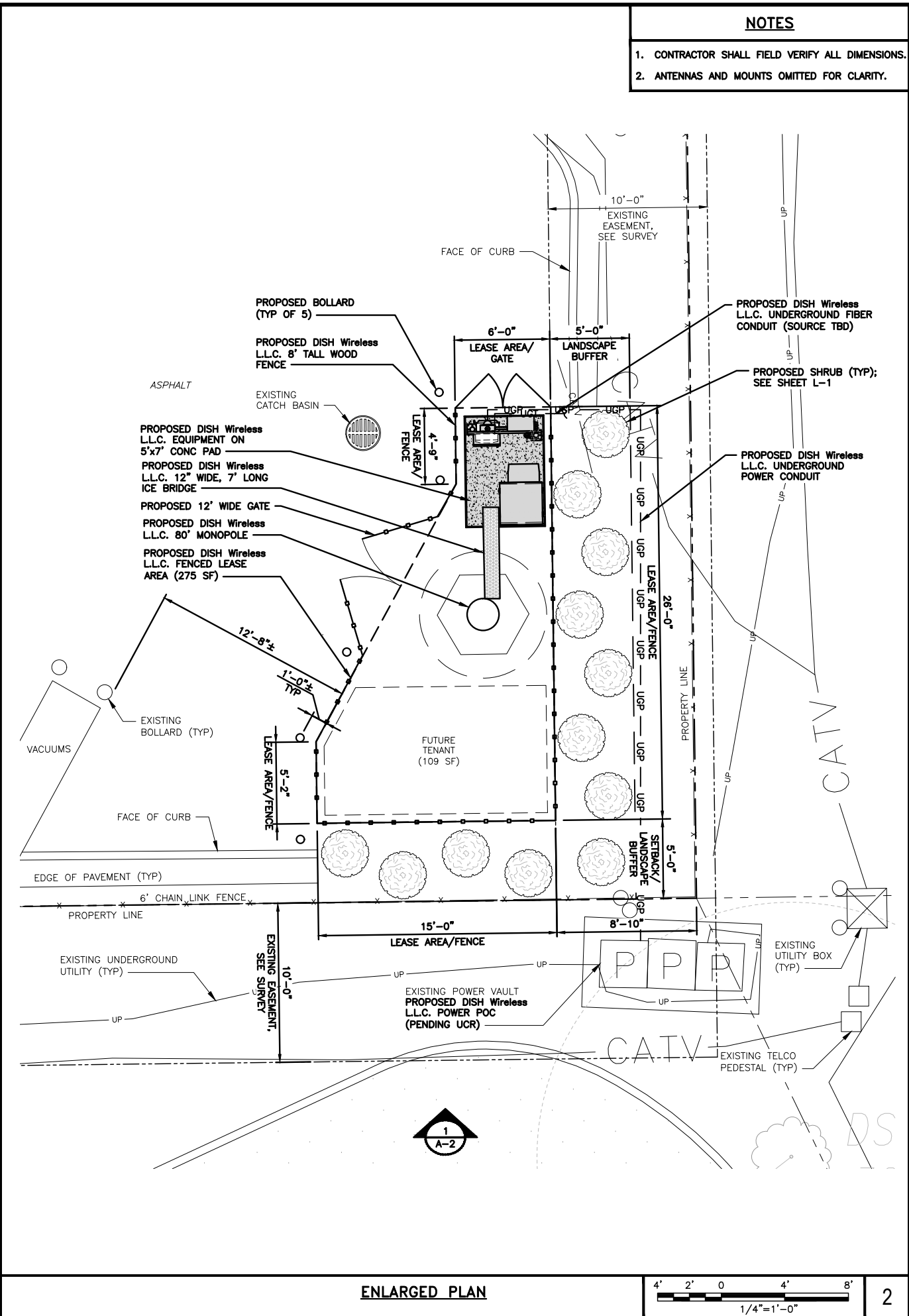
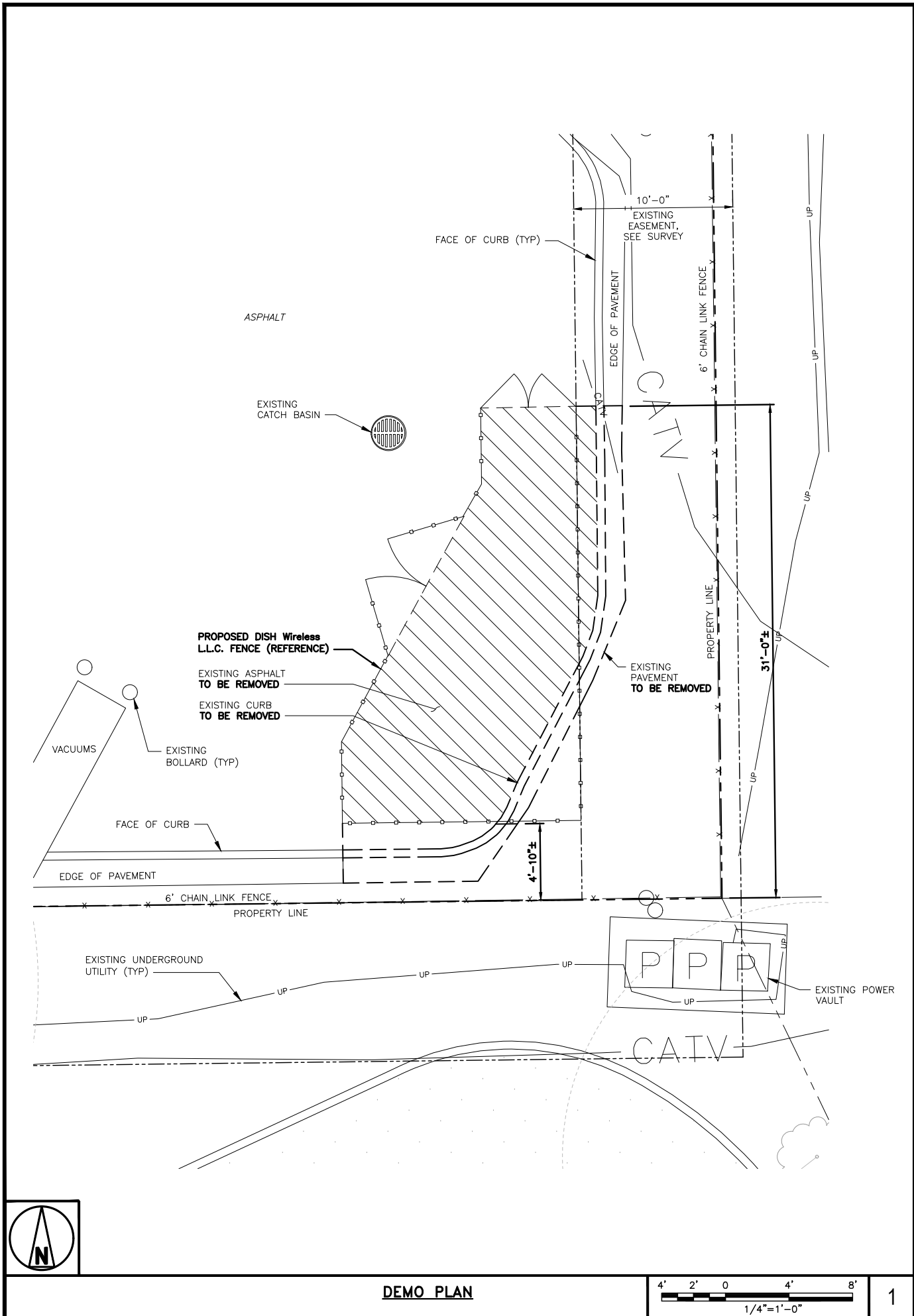
5/04/23

SHEET TITLE
EXISTING SITE SURVEY
SEC 2, TWP 9 N, RNG 28 E, WM

SHEET NUMBER
SV1



1



- NOTES**
1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
 2. ANTENNAS AND MOUNTS OMITTED FOR CLARITY.



5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

MORRISON HERSHFIELD
600 STEWART STREET, SUITE 200
SEATTLE, WA 98101
Tel: 206.268.7370
www.morrisonhershfield.com

IT IS A VIOLATION OF LAW FOR ANY PERSON,
UNLESS THEY ARE ACTING UNDER THE DIRECTION
OF A LICENSED PROFESSIONAL ENGINEER,
TO ALTER THIS DOCUMENT.

DRAWN BY: CHECKED BY: APPROVED BY:
JA RKL RL

RFDS REV #: 1

ZONING DOCUMENTS

SUBMITTALS		
REV	DATE	DESCRIPTION
A	09/07/22	ISSUED FOR REVIEW
B	09/14/22	ISSUED FOR REVIEW
O	10/04/22	ISSUED FOR ZONING PERMIT
O	11/07/22	ISSUED FOR ZONING PERMIT
O	02/15/23	ISSUED FOR ZONING PERMIT
O	05/25/23	ISSUED FOR ZONING PERMIT

A&E PROJECT NUMBER
220404700

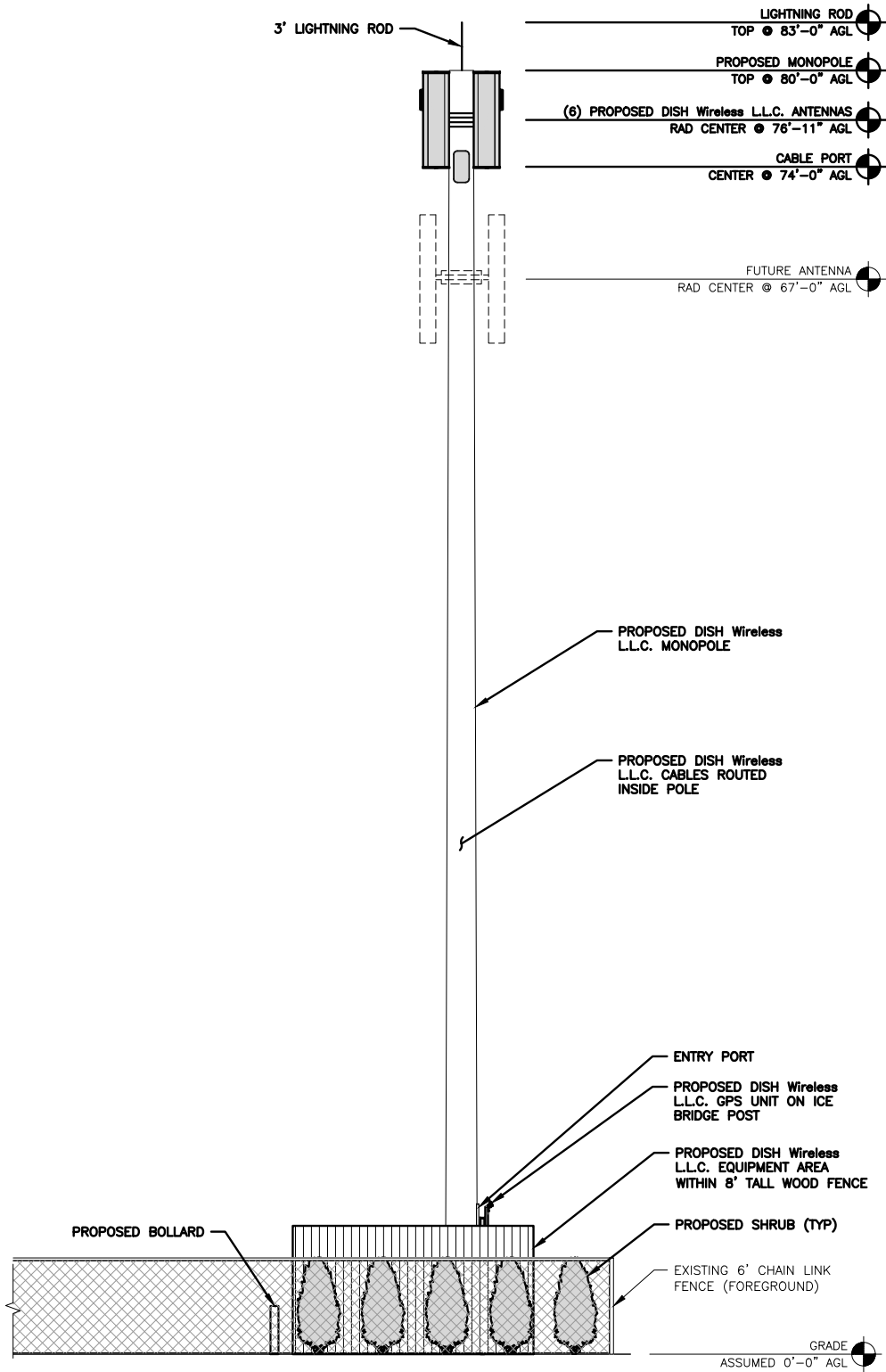
DISH Wireless L.L.C.
PROJECT INFORMATION
SEGE00160B
CAR WASH
311 VAN GIESEN ST
RICHLAND, WA 99354

SHEET TITLE
DEMO PLAN AND
ENLARGED PLAN

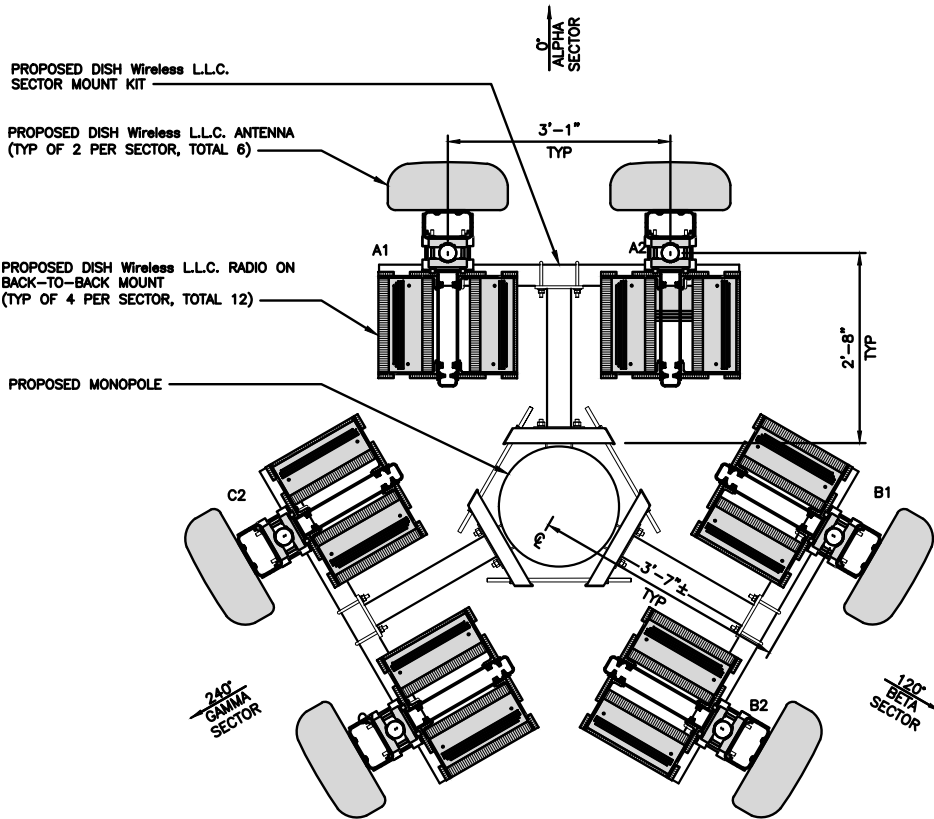
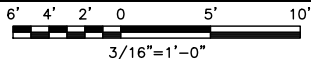
SHEET NUMBER
A-1.1

- NOTES
1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.

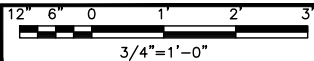
2. ANTENNA AND MW DISH SPECIFICATIONS REFER TO ANTENNA SCHEDULE AND TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS



PROPOSED SOUTH ELEVATION



ANTENNA LAYOUT



SECTOR	POSITION	ANTENNA						TRANSMISSION CABLE
		EXISTING OR PROPOSED	MANUFACTURER - MODEL NUMBER	TECHNOLOGY	SIZE (HxW)	AZMUTH	RAD CENTER	FEED LINE TYPE AND LENGTH
ALPHA	A1	PROPOSED	JMA-MX08FR0665-21	5G	72.0" x 20.0"	0°	76'-11"	(1) HYBRID (90' LONG, CONTRACTOR TO VERIFY)
ALPHA	A2	PROPOSED	JMA-MX08FR0665-21	5G	72.0" x 20.0"	0°	76'-11"	
BETA	B1	PROPOSED	JMA-MX08FR0665-21	5G	72.0" x 20.0"	120°	76'-11"	
BETA	B2	PROPOSED	JMA-MX08FR0665-21	5G	72.0" x 20.0"	120°	76'-11"	
GAMMA	C1	PROPOSED	JMA-MX08FR0665-21	5G	72.0" x 20.0"	240°	76'-11"	
GAMMA	C2	PROPOSED	JMA-MX08FR0665-21	5G	72.0" x 20.0"	240°	76'-11"	
SECTOR	POSITION	RRH		NOTES				
		MANUFACTURER - MODEL NUMBER	TECHNOLOGY					
ALPHA	A1	FUJITSU - TA08025-B605	N71/N29					
	A1	FUJITSU - TA08025-B604	N70/N66					
	A2	FUJITSU - TA08025-B605	N71/N29					
	A2	FUJITSU - TA08025-B604	N70/N66					
BETA	B1	FUJITSU - TA08025-B605	N71/N29					
	B1	FUJITSU - TA08025-B604	N70/N66					
	B2	FUJITSU - TA08025-B605	N71/N29					
	B2	FUJITSU - TA08025-B604	N70/N66					
GAMMA	C1	FUJITSU - TA08025-B605	N71/N29					
	C1	FUJITSU - TA08025-B604	N70/N66					
	C2	FUJITSU - TA08025-B605	N71/N29					
	C2	FUJITSU - TA08025-B604	N70/N66					

1. CONTRACTOR TO REFER TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS.

2. ANTENNA AND RRH MODELS MAY CHANGE DUE TO EQUIPMENT AVAILABILITY. ALL EQUIPMENT CHANGES MUST BE APPROVED AND REMAIN IN COMPLIANCE WITH THE PROPOSED DESIGN AND STRUCTURAL ANALYSES.

ANTENNA SCHEDULE



5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120



600 STEWART STREET, SUITE 200
SEATTLE, WA 98101
Tel: 206.268.7370
www.morrisonhershfield.com

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DRAWN BY: JA CHECKED BY: RKL APPROVED BY: RL

RFDS REV #: 1

ZONING DOCUMENTS

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O	05/25/23	ISSUED FOR ZONING PERMIT

A&E PROJECT NUMBER
220404700

DISH Wireless L.L.C.
PROJECT INFORMATION
SEGE00160B
CAR WASH
311 VAN GIESEN ST
RICHLAND, WA 99354

SHEET TITLE
ELEVATION, ANTENNA
LAYOUT AND SCHEDULE

SHEET NUMBER

A-2

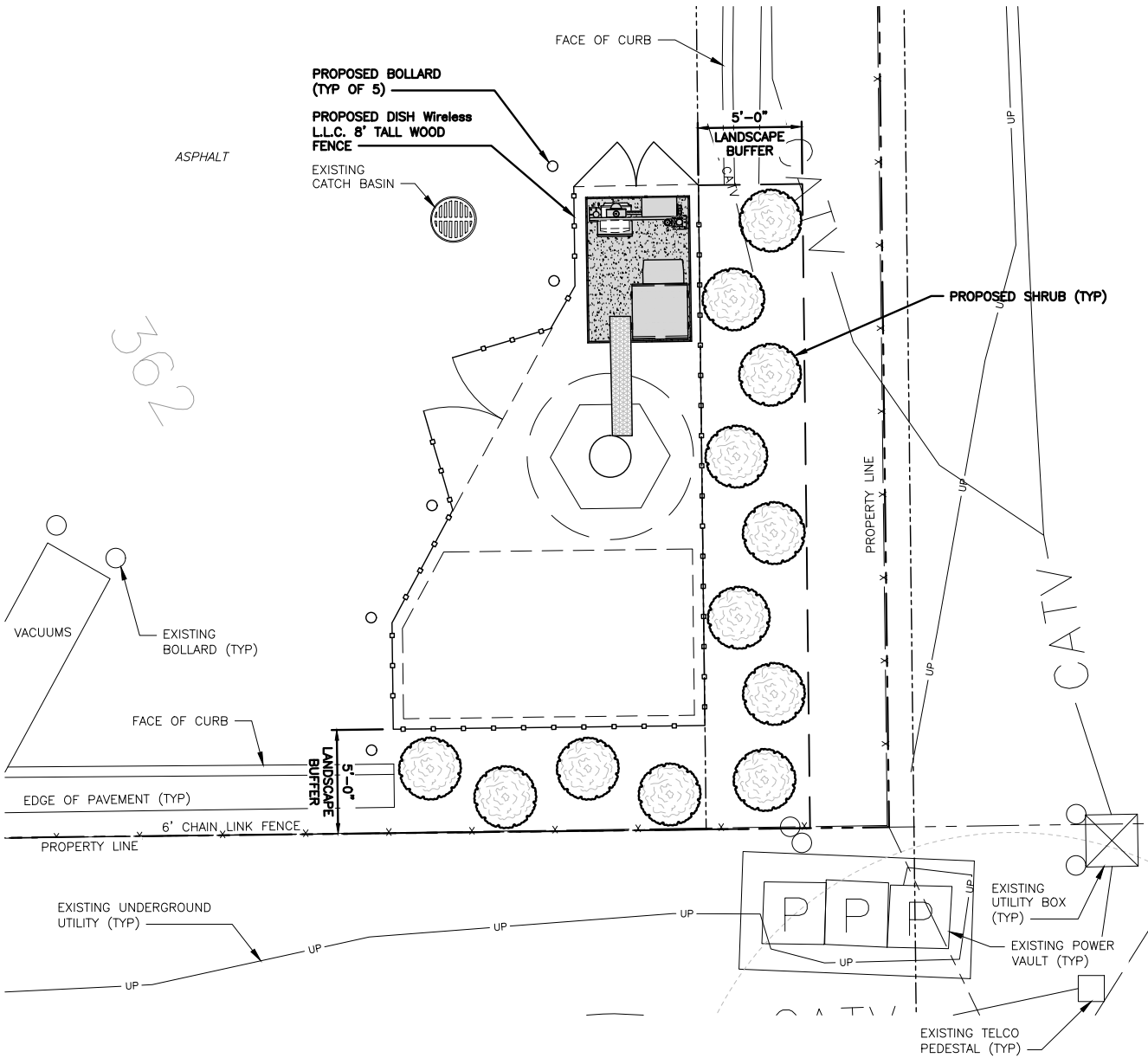
LANDSCAPE LEGEND				
COMMON NAME (SCIENTIFIC NAME)	TYPE	TOTAL COUNT	SPACING	SIZE ● PLANTING (HT)
 ARBORVITAE (THUJA OCCIDENTALIS)	TREE, SMALL TREE, SHRUB	12	4'-0" O.C. (MAX)	6'-0" H

GENERAL PLANTING NOTES:

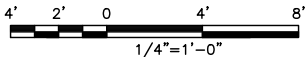
1. ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL, FREE OF PEST AND DISEASE.
2. ALL PLANTS MUST BE CONTAINER-GROWN OR BALLED AND BURLAPPED AS SPECIFIED.
3. ALL TREES MUST BE STRAIGHT TRUNKED, FULL HEADED AND MEET ALL REQUIREMENTS SPECIFIED.
4. ALL PLANTS ARE SUBJECT TO THE APPROVAL OF CONSTRUCTION MANAGER BEFORE, DURING, AND AFTER INSTALLATION.
5. ALL TREES MUST BE GUYED OR STAKED AS SHOWN.
6. ALL PLANTS AND PLANTING AREAS MUST BE COMPLETELY MULCHED WITH 2" MIN. OF MULCH IN ENTIRE PLANTING AREA AS SPECIFIED.
7. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING COURSE OF THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL DAMAGE TO UTILITIES.
8. THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING (INCLUDING, BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZATION, ETC.) OF PLANTING AREAS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE ENGINEER'S REPRESENTATIVE.
9. THE CONTRACTOR AGREES TO PERFORM ALL LANDSCAPE MAINTENANCE (INCLUDING WATERING) THROUGHOUT THE ONE YEAR GUARANTEE PERIOD UNLESS OTHERWISE DETERMINED.
10. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE (1)

YEAR BEGINNING AT THE DATE OF TOTAL ACCEPTANCE. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD.

11. THE OWNER'S REPRESENTATIVE WILL APPROVE THE STAKED LOCATION OF ALL PLANT MATERIAL PRIOR TO INSTALLATION.
12. AFTER BEING DUG AT THE NURSERY SOURCE, ALL TREES IN LEAF SHALL BE ACCUMULATED FOR TWO (2) WEEKS UNDER A MIST SYSTEM PRIOR TO INSTALLATION.
13. ANY PLANT MATERIAL THAT DIES, TURNS BROWN OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, SIZE AND MEETING ALL SPECIFICATIONS.
14. STANDARDS SET FORTH IN AMERICAN ASSOCIATION OF NURSERYMEN (AAN) AS PUBLISHED BY "AMERICAN STANDARD FOR NURSERY STOCK", LATEST EDITION, REPRESENTS GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL. ALL TREE PROTECTION MEASURES SHALL BE INSTALLED PRIOR TO GRADING.
15. UNDISTURBED BUFFERS SHALL BE REPLANTED TO BUFFER STANDARDS WHERE SPARSELY VEGETATED OR WHERE DISTURBED AT APPROVED UTILITY CROSSINGS. REPLANTING IS SUBJECT TO COUNTY ARBORIST APPROVAL.
16. TREES TO BE A MINIMUM OF 6'-0" IN HEIGHT AND 3" CALIPER TRUNK AT TIME OF PLANTING.
17. CONTRACTOR SHALL MAINTAIN TREE WATERING SCHEDULE UTILIZING WATER BAGS, IF TREES ARE PLANTED BETWEEN THE MONTHS OF JUNE & SEPTEMBER FOR A PERIOD OF ONE YEAR. CONTRACTOR SHALL REMOVE BAGS ONCE THEY ARE NO LONGER NEEDED.



LANDSCAPE PLAN



5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120



MORRISON HERSHFIELD

600 STEWART STREET, SUITE 200
SEATTLE, WA 98101
Tel: 206.268.7370
www.morrisonhershfield.com

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

DRAWN BY:	CHECKED BY:	APPROVED BY:
JA	RKL	RL

RFDS REV #: 1

ZONING DOCUMENTS

SUBMITTALS		
REV	DATE	DESCRIPTION
A	09/07/22	ISSUED FOR REVIEW
B	09/14/22	ISSUED FOR REVIEW
O	10/04/22	ISSUED FOR ZONING PERMIT
O	11/07/22	ISSUED FOR ZONING PERMIT
O	02/15/23	ISSUED FOR ZONING PERMIT
O	05/25/23	ISSUED FOR ZONING PERMIT

A&E PROJECT NUMBER
220404700

DISH Wireless L.L.C.
PROJECT INFORMATION
SEGE00160B
CAR WASH
311 VAN GIESEN ST
RICHLAND, WA 99354

SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER

L-1





MORRISON HERSHFIELD

May 26, 2023

Mr. Kyle Hendricks, Planner
City of Richland
Development Services Department
625 Swift Boulevard, MS-35
Richland, WA 99352

RE: City of Richland Plan Check Number: SUP2023-102-311 Van Giesen Street
Request for Additional Information

Dear Mr. Hendricks,

Morrison Hershfield is pleased to provide the following responses to the itemized plan check corrections as provided from you in your correction letter received 4/28/2023.

As noted, we offer the following responses to your comments:

Jurisdiction Comments

1. "As it stands, Planning staff is unlikely to recommend approval of the special use permit to the Hearing Examiner because the city does permit construction within its easements."

MH Response: Pursuant to the easement documents that were provided in your comment letter, we have revised the zoning drawings to reflect the existing 10' utility easement that is on the eastern property line of the parcel. The title that was provided by DISH to complete the drawings was a 20-year title report and it did not identify the easements in question. DISH had the title company review the parcel again under a 50-year search and confirmed the existence of the easement.

To that end, we have revised the lease area an additional 5' to accommodate the full 10' easement. The landscape buffer is placed in the first 5' closest to the fence line for the proposed DISH lease area. We have also put the DISH equipment in the north side of the lease area to maximize the available space for the future second carrier.

2. "Additionally, parking for a maintenance vehicle..."

MH Response: Once construction is complete, the frequency of site visits to any given cell site is not more than once a month by the assigned cell tech for an average of fifteen minutes. Based on the availability of on-street parking as shown below in a recent photo from Google Earth, we respectfully request that the City acknowledge the adequacy of the on-street parking for these infrequent visits.

If required however, we will coordinate an appropriate "temporary" parking space on the property for these infrequent visits. It seems that a formal 24/7 reserved space would be excessive in nature.



2. “....and the noise produced by the equipment after the mitigations, will be brought to the attention of the Hearing Examiner.”

MH Response: *We originally provided a Noise Report that evaluated the existing noise on the property along with the proposed noise levels of the equipment at the property lines. Note, the baseline noise levels at the property line where the WCF is proposed, was at 57 dBA and was taken when none of the three (3) commercial grade vacuum cleaners at the car wash were being used. We note that this level is 12 dBA greater than the required 45 dBA for the zone. With the WCF equipment installed (and no mitigation measures), the proposed noise levels were anticipated to be at 65 dBA during the day and 60 dBA at nighttime. Through the use of the 6’ cedar fence and the 5’ landscape barrier, it was determined that the noise levels at 5’ from the property lines would not exceed the existing noise levels established at the baseline of 57 dBA.*

With the revised lease area now 10’ from the easterly property line and DISH equipment greater than 23’ from the southerly property line, the noise levels will be reduced even further than the existing baseline measurements. Requiring noise mitigation greater than what is currently proposed for the cell site equipment would be excessive as we would not be able to accommodate a cumulative noise level less than the existing baseline level. We respectfully request that our current mitigation measures be deemed acceptable for the proposed installation.

We appreciate the opportunity to participate in the review process and hope that you find everything to be in order. Should our response be deemed complete, I look forward to meeting with you and the Examiner for our hearing on June 12, 2023.

If there are any questions I can be reached at (206) 992-1684.

Best regards,

MORRISON HERSHFIELD

Leslie Bradley
Project Manager



PLM CORPORATE

210 East 8th Street
Fort Worth, Texas 76102
t 817.717.3835 f 817.717.3836
purplelandmgmt.com

TITLE REPORT

CLIENT'S FILE NUMBER:	SEGEG00160B
ORIGINAL REQUEST DATE:	October 5, 2022
EFFECTIVE DATE	October 11, 2022
RECORDS REVIEWED:	October 19, 2001 through October 11, 2022

Customer Information

CUSTOMER NAME:	Dish Wireless L.L.C.
PROPERTY ADDRESS:	311 Van Giesen Street, Richland, Washington 99354
COUNTY:	Benton
STATE:	WA

Current Ownership			
Owner Name	Source Instrument	Legal Description	Parcel ID
Deareld and Teresa Family Investments, Inc., a Utah corporation	Deed 2022-024877		1-0298-302-0732-025

ALL that portion of lots 4 and 5, Block 732, Plat of Richland, according to the Plat thereof recorded in Volumes 6 and 7 of Plat Records of Benton County, Washington, described as follows: BEGINNING at the point of intersection of southerly boundary of Van Giesen Street and easterly boundary of Jadwin Avenue; THENCE southerly along easterly boundary of Jadwin Avenue a distance of 167 feet; THENCE easterly at right angles to Jadwin Avenue in an easterly direction a distance of 160 feet to the true point of beginning; THENCE northerly at right angles and parallel to Jadwin Avenue a distance of 130 feet more or less to a point on southerly boundary of Van Giesen Street; THENCE easterly along said southerly boundary a distance of 195 feet; THENCE southerly at right angles to Van Giesen Street a distance of 140 feet; THENCE westerly at right angles and parallel to Van Giesen Street a distance of 140 feet; THENCE north to the true point of BEGINNING.
--

Mortgages and Deeds of Trust	
None of Record	
Recording Information:	-
PDF Page Reference:	-
Easements, Restriction(s), and Miscellaneous Items	

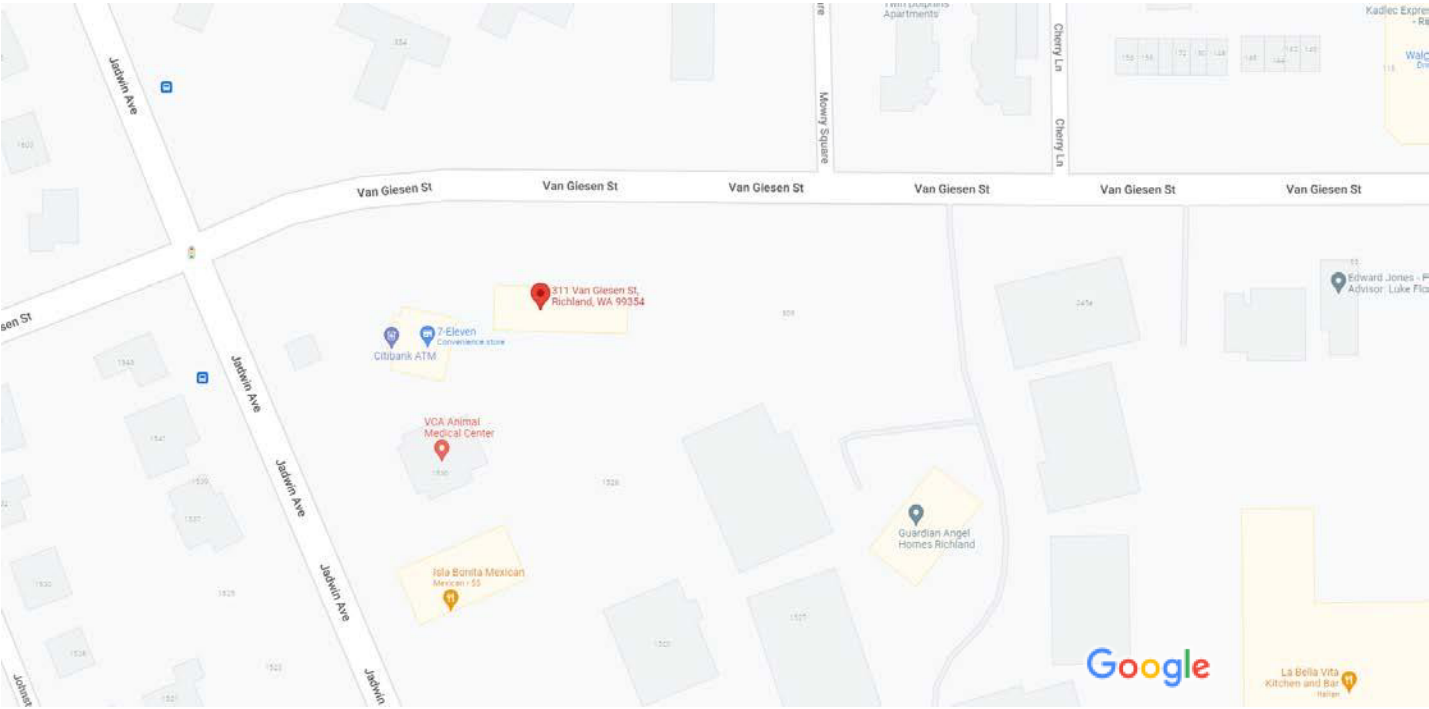
None of Record	
Recording Information:	-
PDF Page Reference:	-
Judgments and Liens	
None of Record	
Recording Information:	-
PDF Page Reference:	-
Tax Information	
Land:	\$226,740.00
Assessed Value:	\$384,250.00
Market Value:	\$384,250.00
Taxes Paid YTD:	In Full
Outstanding Taxes YTD:	\$0
Special Notes & General Comments	
General Comments:	

This Title Report is based upon a 20-year title check in the Official Records of Benton County, Washington for the purpose of securing information regarding the current surface owner for the above-mentioned parcel. The information included and the associated documents provided reflect only those documents found directly affecting the interests of the current surface owner.

Tara Kutner
Landman
PLM, L.L.C.
210 East 8th Street
Fort Worth, Texas 76102

Google Maps

311 Van Giesen St



Map data ©2022 Google 50 ft



311 Van Giesen St

Building

- 

Directions
- 

Save
- 

Nearby
- 

Send to phone
- 

Share

 311 Van Giesen St, Richland, WA 99354

Photos



At this place

Van Giesen Car Wash

3.9 (44)

Gas station · Floor 1

Open 24 hours



El tacorriendo LLC

4.6 (10)

Fast food restaurant · Floor 1

Closed · Opens 7AM Thu





Benton County Property Search

16126
311 VAN GIESEN ST

HI-TECH SELF STORAGE
4765 N 1100
W RIGHAM CITY, UT 84302

Total Market Value
\$384,250

KEY INFORMATION

Parcel # / Geo ID	102983020732025	Use Code	59 Retail - Other
Township	09	Section	02
Range	28	Legal Acres	1
Neighborhood	660100R	Subdivision / Section	1273
Land Size Acres	0.5383	Land Size Sq Foot	23450.00
Legal Description	PLAT OF RICHLAND BLOCK 732 PORTION OF LOTS 4 AND 5 DESCRIBED AS FOLLOWS: THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF SOUTHERLY BOUNDARY OF VAN GIESEN STREET AND EASTERLY BOUNDARY OF JADWIN AVENUE; THENCE SOUTHERLY ALONG EASTERLY BOUNDARY OF JADWIN AVENUE A DISTANCE OF 167 FEET; THENCE EASTERLY AT RIGHT ANGLES TO JADWIN AVENUE IN AN EASTERLY DIRECTION A DISTANCE OF 160 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AT RIGHT ANGLES AND PARALLEL TO JADWIN AVENUE A DISTANCE OF 130 FEET MORE OR LESS TO A POINT ON SOUTHERLY BOUNDARY OF VAN GIESEN STREET; THENCE EASTERLY ALONG SAID SOUTHERLY BOUNDARY A DISTANCE OF 195 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE WESTERLY AT RIGHT ANGLES AND PARALLEL TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE NORTH TO THE TRUE POINT OF BEGINNING.		
Taxing District	R1	Exemption	None

ASSESSMENT DETAILS

Improvement Homesite Value	\$0
Improvement Non-Homesite Value	\$157,510
Land Homesite Value	\$0
Land Non-Homesite Value	\$226,740
Market Value	\$384,250
Assessed Value	\$384,250
Taxable Value	\$384,250

BUILDINGS DETAILS

RESIDENTIAL BUILDING (1)

Living Area (sqft)	0
Condition	AV
Bedrooms	-
Bathrooms	-
Half Bathrooms	-
Foundation	-
Exterior Wall	-
Roof Covering	
HVAC	-
Fireplace	-

IMPROVEMENTS

TYPE	DESCRIPTION	CLASS	YEAR BUILT	AREA
ASPH	-	Avg	1992	15000.0
CWSLFSRV	CWSLFSRV C	Avg	1992	3390.0
Canopy	-	Avg	1992	102.0
VacDbI	-	Avg	1992	3.0

LAND

LAND TYPE	SOIL TYPE	AG USE	PRIMARY USE	LAND SIZE ACRES	LAND SIZE SQ FOOT
11	None	-	55	0.5383	23450.00

SALES

SALE DATE	SALE PRICE	DEED BOOK AND PAGE	DEED BOOK ID	DEED TYPE	GRANTOR	GRANTEE	EXCISE #
02/02/2021	\$600,000	-	2021-005961	SWD	-	HI-TECH SELF STORAGE	157241
11/23/2016	\$350,000	16K06875	2016-035739	SWD	-	STORY FAMILY ONE LLC	-
10/19/2001	\$410,000	01K05711	2001-032723	HDeed	-	VAN GIESEN STREET CAR WASH LLC	-
09/10/1991	\$65,000	199103897	-	HDeed	-	UNKNOWN	-
09/28/1983	\$0	19836630	-	HDeed	-	UNKNOWN	-
11/09/1966	\$22,500	1966	-	HDeed	-	UNKNOWN	-
07/15/1966	\$0	1966	-	HDeed	-	UNKNOWN	-

TAXING JURISDICTION

PID: 16126

 Owner: HI-TECH SELF STORAGE

 % Ownership: 100.0000000000

 Total Value: \$384,250

 Total Levy: \$4,204

LEVY CODE	DESCRIPTION	LEVY RATE	APPRAISED VALUE	TAXABLE VALUE	ESTIMATED TAX
RICH	RICHLAND	2.1615608745	\$384,250	\$384,250	\$830.58
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1678948044	\$384,250	\$384,250	\$64.51
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$384,250	\$384,250	\$9.61
CNYVET	COUNTY VETERANS	0.0112499998	\$384,250	\$384,250	\$4.32
COUNTY	COUNTY	0.9751636610	\$384,250	\$384,250	\$374.71
PORTBNT	PORT OF BENTON	0.2598107439	\$384,250	\$384,250	\$99.83
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0895039729	\$384,250	\$384,250	\$34.39
SD400	SCHOOL DIST 400 DEBT SERVICE	1.8371390432	\$384,250	\$384,250	\$705.92
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.3869600793	\$384,250	\$384,250	\$148.69
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3954671577	\$384,250	\$384,250	\$920.46
STATE	STATE SCHOOL	1.7092860795	\$384,250	\$384,250	\$656.79
STATE2	STATE SCHOOL PART 2	0.9208541793	\$384,250	\$384,250	\$353.84
Total		10.9398905956		Total	\$4,204

ROLL VALUE HISTORY

YEAR	IMPROVEMENTS	LAND MARKET	CURRENT USE	TOTAL APPRAISED	TAXABLE VALUE
2021	\$145,840	\$206,130	\$0	\$351,970	\$351,970
2020	\$145,840	\$206,130	\$0	\$351,970	\$351,970

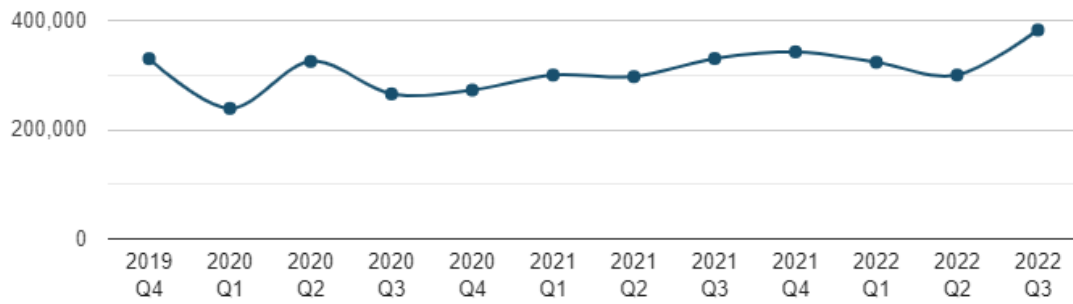
LINKED OWNERS

OWNER NAME	DESCRIPTION
No items to display	

PERMITS

ISSUE DATE	STATUS	DESCRIPTION	COMMENT	COMPLETE DATE
No items to display				

MEDIAN RESIDENTIAL HOUSE PRICE



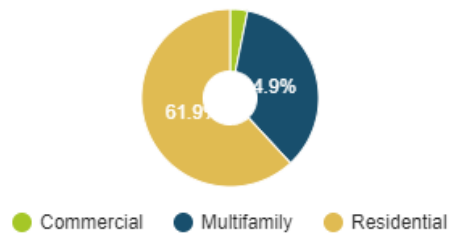
RESIDENTIAL ASSESSED VALUES

Low
\$7,520

Median
\$268,720

High
\$2,053,250

RES. SALES BY TYPE



RESIDENTIAL SALE PRICES

Biggest Sale
\$510,000

Average Home Price
\$337,000

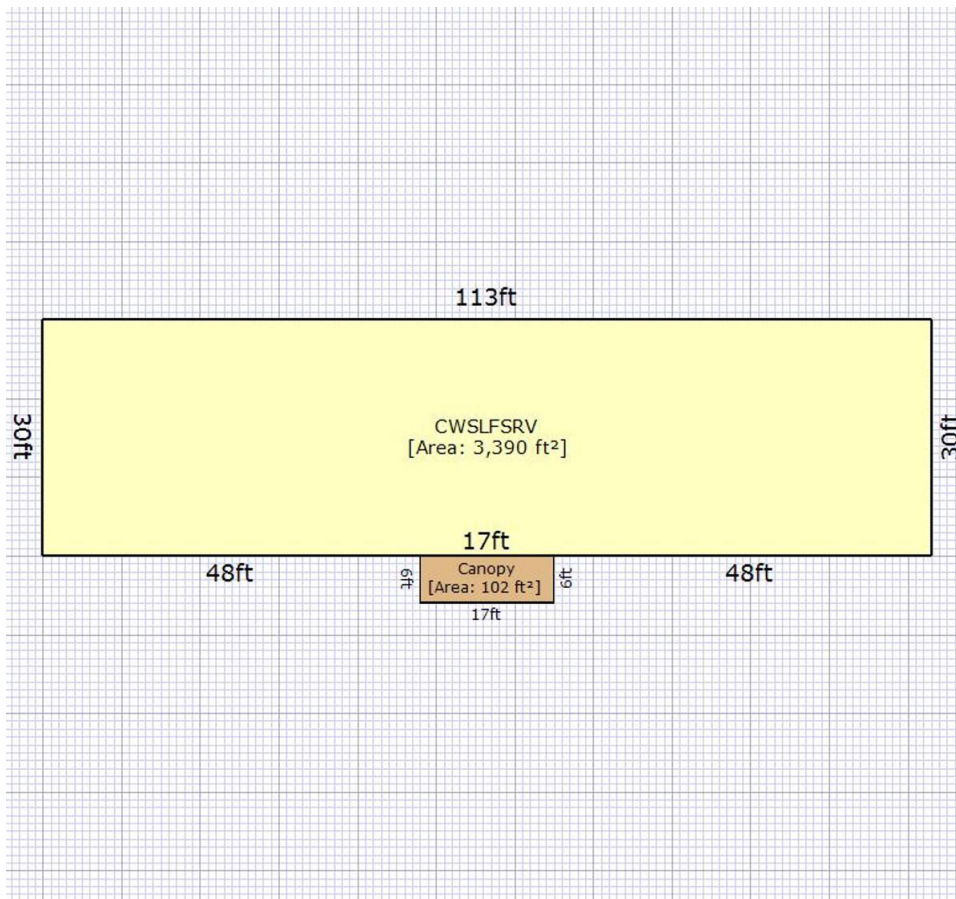
Lowest Sale
\$150,000





3/5/20, 1:40:30 PM

16126



Title Runsheet

NO.	INSTRUMENT TYPE	INSTRUMENT NUMBER	EFFECTIVE DATE	INSTRUMENT DATE	RECORDED DATE	GRANTOR	GRANTEE	CONVEYANCE	COMMENTS
1	Statutory Warranty Deed	2001-032723	10/18/2001	10/18/2001	10/19/2001	Bruce Schmidt and wife Connie Schmidt	Van Giesen Street Car Wash. LLC	GRANTS all right, title and interest in and to a portion of Lots 4 and 5, Block 732, Plat of Richland, Volume 6 and 7 of the Plat Records, Benton County, Washington.	
2	Statutory Warranty Deed	2016-035739	11/17/2016	11/17/2016	11/23/2016	Van Giesen Street Car Wash. LLC	Story Family One, LLC	GRANTS all right, title and interest in and to a portion of Lots 4 and 5, Block 732, Plat of Richland, Volume 6 and 7 of the Plat Records, Benton County, Washington.	
3	Statutory Warranty Deed	2021-005961	2/3/2021	2/3/2021	2/5/2021	Story Family One, LLC	Hi-Tech Self Storage	GRANTS all right, title and interest in and to a portion of Lots 4 and 5, Block 732, Plat of Richland, Volume 6 and 7 of the Plat Records, Benton County, Washington.	
4	Special Warranty Deed	2022-024877	7/13/2022	7/13/2022	7/27/2022	Hi-Tech Self Storage	Deareld and Teresa Family Investments, Inc.	GRANTS all right, title and interest in and to a portion of Lots 4 and 5, Block 732, Plat of Richland, Volume 6 and 7 of the Plat Records, Benton County, Washington.	



2001-032723
Page: 1 of 2
10/19/2001 12:24P
Benton County

EXCISE TAX PAID
\$ 7298.00
001901K05711

BENTON COUNTY WA

After recording return to:
VAN GIESEN STREET CAR WASH, LLC
215906 E. LOCUST PRSE
KENNEWICK WA 99337

89955KF/89955-BS

LPB-10

311 WEST VAN GEISEN

Tax Parcel No(s): 1-0298-302-0732-025

Abbreviated Legal: PTN L4 & 5, BLOCK 732, PLAT OF RCHLD

Full Legal on Page of document

Filed for record by CHICAGO TITLE INSURANCE COMPANY

STATUTORY WARRANTY DEED

THE GRANTOR BRUCE SCHMIDT, WHO ALSO APPEARS OF
RECORD AS BRUCE G. SCHMIDT AND CONNIE SCHMIDT, HUSBAND AND
WIFE

for and in consideration of Ten Dollars and Other Good and Valuable Consideration
in hand paid, conveys and warrants to VAN GIESEN STREET CAR WASH, LLC, A
WASHINGTON LIMITED LIABILITY COMPANY, the grantee

the following described real estate, situate in the County of BENTON, State of Washington:
SEE EXHIBIT "I" attached hereto and by reference incorporated herein

**SUBJECT TO: EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS AND
CONDITIONS OF RECORD**

Dated this OCTOBER 18, 2001

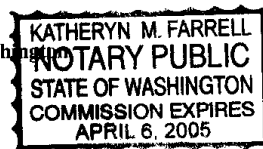
By Bruce Schmidt
BRUCE SCHMIDT

By Connie Schmidt
CONNIE SCHMIDT

STATE OF WASHINGTON
COUNTY OF BENTON

On this 14 day of OCTOBER 2001 before me, personally appeared BRUCE SCHMIDT to
me known to be the individual described in, and who executed the within instrument for HIMSELF and
also as the Attorney in Fact for CONNIE SCHMIDT and acknowledged to me that HE signed and
sealed the same as HIS own free and voluntary act and deed for HIMSELF, and also as HIS free and
voluntary act and deed as Attorney in Fact for said CONNIE SCHMIDT in the capacity and for the
uses and purposes therein mentioned, and that said principal is not deceased nor incompetent.
WITNESS my hand and official seal hereto affixed the day and year above written.

KATHERYN M FARRELL Notary Public in and for the State of Washington
Residing at RICHLAND My appointment expires: 4-6-05





2001-032723
Page: 2 of 2
10/19/2001 12:24P
Benton County

Order No.: 89955-BS

EXHIBIT "I"

That portion of Lots 4 and 5, Block 732, Plat of Richland, according to the Plat thereof recorded in Volumes 6 and 7 of Plats, records of Benton County, Washington, more particularly described as follows:

Beginning at the point of intersection of Southerly boundary of Van Giesen Street and Easterly boundary of Jadwin Avenue; thence Southerly along Easterly boundary of Jadwin Avenue a distance of 167 feet; thence at right angles to Jadwin Avenue in an Easterly direction a distance of 160 feet to the True Point of Beginning; thence at right angles in a Northerly direction and parallel to Jadwin Avenue a distance of 130 feet, more or less, to a point on Southerly boundary of Van Giesen Street; thence Easterly along Southerly boundary of Van Giesen Street a distance of 195 feet; thence South at right angles to Van Giesen Street a distance of 140 feet; thence at right angles and parallel to South boundary of Van Giesen Street a distance of 140 feet; thence North to the Point of Beginning.

BENTON COUNTY EXCISE TAX PAID
11/23/2016 16K06875 \$6,235.00 AAC

When recorded return to:

Story Family One, LLC
3250 W. Clearwater Ave Suite2
Kennewick, WA 99336

Filed for Record at Request of
Tri-City Title & Escrow LLC
Escrow Number: 16-19745-PS

TRI-CITY TITLE & ESCROW

\$74-

Statutory Warranty Deed

THE GRANTOR Van Giesen Street Car Wash, LLC, a Washington Limited Liability Company for and in consideration of **TEN DOLLARS AND OTHER GOOD AND VALUABLE CONSIDERATION** in hand paid, conveys and warrants to Story Family One, LLC, a Washington Corporation the following described real estate, situated in the County of Benton, State of Washington.

Abbreviated Legal:

Lot 4 And 5, Block 732, PLAT OF RICHLAND

Tax Parcel Number(s): 1-0298-302-0732-025

That portion of Lots 4 And 5, Block 732, **PLAT OF RICHLAND**, according to the Plat thereof recorded in Volume 6 And 7 of Plats, records of Benton County, Washington, more particularly described as follows;

BEGINNING AT THE POINT OF INTERSECTION OF SOUTHERLY BONDARY OF VAN GIESEN STREET AND EASTERLY BOUNDARY OF JADWIN AVENUE; THENCE SOUTHERLY ALONG EASTERLY BOUNDARY OF JADWIN AVENUE A DISTANCE OF 167 FEET; THENCE EASTERLY AT RIGHT ANGLES TO JADWIN AVENUE IN AN EASTERLY DIRECTION A DISTANCE OF 160 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AT RIGHT ANGLES AND PARALLEL TO JADWIN AVENUE A DISTANCE OF 130 FEET MORE OR LESS TO A POINT ON SOUTHERLY BOUNDARY OF VAN GIESEN STREET; THENCE EASTERLY ALONG SAID SOUTHERLY BOUNDARY A DISTANCE OF 195 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO VAN GIESEN STREET A DISTANCE OF 140 FET; THENCE WESTERLY AT RIGHT ANGLES AND PARALLEL TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE NORTH TO THE TRUE POINT OF BEGINNING.

Dated November 17, 2016

Van Giesen Street Car Wash, LLC

By: Friedrich H. Briggs, Managing Member

STATE OF WASHINGTON }
COUNTY OF Benton } SS:

I certify that I know or have satisfactory evidence that Frielah H. Briggs
is/are the person(s) who appeared before
me, and said person(s) acknowledge that SHE signed this instrument, on oath stated SHE
is/are authorized to execute the instrument and acknowledge that as the
Managing Member of Van Giesen Street Car Wash, LLC
to be the free and voluntary act of such party(ies) for the uses and purposes mentioned in this instrument.

Dated: 11-23-16

Patricia A. Sweetwood
Notary Public in and for the State of Washington
Residing at Pasco
My appointment expires: 11-15-18

PATRICIA A. SWEETWOOD
State of Washington
NOTARY PUBLIC
Commission Expires
NOVEMBER 15, 2018

When recorded return to:

Hi-Tech Self Storage, a Utah Corporation
4765 N 1100
W Righam City, UT 84302

157241 - \$9,785.00 - VB - 02/05/2021 - Benton County

BENTON FRANKLIN TITLE CO.
STATUTORY WARRANTY DEED

BF12435

The Grantor, **Story Family One, LLC, a Washington Corporation**

for and in consideration of **Ten Dollars and other valuable consideration**

in hand pays, conveys, and warrants to **Hi-Tech Self Storage, a Utah Corporation,**

the following described real estate, situated in the County of Benton, State of Washington:

SEE ATTACHED EXHIBIT "A"

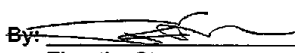
Abbreviated Legal: **PTN OF LOTS 4 & 5, BLK 732, PLAT OF RICHLAND**

Tax Parcel Numbers(s): **1-0298-302-0732-025**

SUBJECT TO covenants, conditions, restrictions, reservations, easements and agreement of record, if any.

Dated: **February 02, 2021**

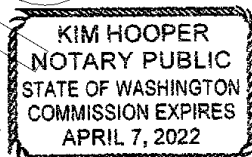
Story Family One, LLC

By: 
Timothy Story

STATE OF **Washington** } ss.
COUNTY OF **Benton**

I certify that I know or have satisfactory evidence that **Timothy Story** (is/are) the person(s) who appeared before me, and said person(s) acknowledged that he signed this instrument, on oath stated that he is authorized to execute the instrument and acknowledge it as the **Member of Story Family One, LLC** to be the free and voluntary act of such party(ies) for the uses and purposes mentioned in this instrument.

Dated: **2/3/2021**

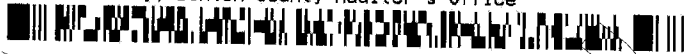



Kim Hooper
Notary Public in and for the State of Washington
Residing at **Pasco**
My appointment expires: **4/7/2022**

EXHIBIT "A"

THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF SOUTHERLY BOUNDARY OF VAN GIESEN STREET AND EASTERLY BOUNDARY OF JADWIN AVENUE;
THENCE SOUTHERLY ALONG EASTERLY BOUNDARY OF JADWIN AVENUE A DISTANCE OF 167 FEET;
THENCE EASTERLY AT RIGHT ANGLES TO JADWIN AVENUE IN AN EASTERLY DIRECTION A DISTANCE OF 160 FEET TO THE TRUE POINT OF BEGINNING;
THENCE NORTHERLY AT RIGHT ANGLES AND PARALLEL TO JADWIN AVENUE A DISTANCE OF 130 FEET MORE OR LESS TO A POINT ON SOUTHERLY BOUNDARY OF VAN GIESEN STREET;
THENCE EASTERLY ALONG SAID SOUTHERLY BOUNDARY A DISTANCE OF 195 FEET;
THENCE SOUTHERLY AT RIGHT ANGLES TO VAN GIESEN STREET A DISTANCE OF 140 FEET;
THENCE WESTERLY AT RIGHT ANGLES AND PARALLEL TO VAN GIESEN STREET A DISTANCE OF 140 FEET;
THENCE NORTH TO THE TRUE POINT OF BEGINNING.



Mail Recorded Deed and Tax Notice To:
Deareld and Teresa Family Investments, Inc.
4765 North 1100 West
Brigham City, UT 84302

170828
BENTON CO TREASURER
\$10.00
JUL 27 2022
EXCISE TAX PAID

SPECIAL WARRANTY DEED

The Grantor, **Hi-Tech Self Storage, Inc., a Utah Corporation**

for and in consideration of **Ten Dollars and other valuable consideration**

in hand pays, conveys and warrants to **Deareld and Teresa Family Investments, Inc., a Utah Corporation.**

the following described real estate, situated in the County of Benton, State of Washington

SEE ATTACHED EXHIBIT "A"

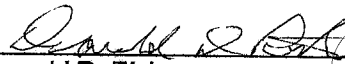
Abbreviated Legal: **PTN OF LOTS 4 & 5, BLK 732, PLAT OF RICHLAND**

Tax Parcel Number(s): **1-0298-302-0732-025**

SUBJECT TO covenants, conditions, restrictions, reservations, easements and agreements of record, if any.

Dated this 13 day of July, 2022.

Hi-Tech Self Storage, Inc., a Utah corporation

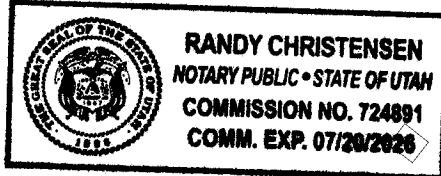

Deareld D. Rich
President

STATE OF UTAH

COUNTY OF Box Elder

On 13 day of July, 2022, before me, personally appeared Deareld D. Rich, proved on the basis of satisfactory evidence to be the person whose name is subscribed to this document, and acknowledged before me that he/she/they executed the same on behalf of Hi-Tech Self Storage, Inc., a Utah corporation.


Notary Public





**U.S. TITLE
SOLUTIONS**

100 Corporate Drive, Suite 305, Lebanon, NJ 08833

Phone (908) 849-3011 Fax (908) 849-7981

www.ustitlesolutions.com

REPORT OF TITLE

Property Proximity Report

U.S. Title Solutions File No. UST74530

Reference No. JN 220404700

Site Name: SEGEG00160B Carwash

Prepared For: Morrison Hershfield Corporation
600 Stewart Street, Suite 200
Seattle, WA 98101

Premises: 311 Van Giesen Street, Richland, WA 99354

Parcel: 102983020732025

County: Benton

REPORT POWERED BY LAND-IT™

This Report of Title is for informational purposes only. It is not a representation of the condition of title to real property. It is not an abstract, legal opinion, opinion of title, or any form of title insurance. This report is issued exclusively for the benefit of the applicant therefore, and may not be relied upon by any other person. The liability of U.S. Title Solutions is limited to the amount of the fee paid therefore.

U.S. TITLE SOLUTIONS
File No. UST74530 Reference No. JN 220404700

REPORT OF TITLE
SCHEDULE - I

1. **DATE OF REPORT :** March 14, 2023
2. **SCOPE OF SEARCH:** Beginning and extending through **March 01, 2023**, a search of the land records for the jurisdiction where the property is located was conducted and we have reported what was found regarding taxes; deeds; mortgages; easements and right of ways; covenants and restrictions; judgments; liens and UCCs; and other matters commonly recorded or filed in the County records.
3. **THE ESTATE OR INTEREST IN THE LAND DESCRIBED OR REFERRED TO IN THIS REPORT IS:**

Fee Simple
4. **TITLE TO SAID ESTATE OR INTEREST IN THE LAND DESCRIBED OR REFERRED TO IN THIS REPORT IS AT THE EFFECTIVE DATE HEREOF VESTED IN:**

Deareld and Teresa Family Investments, Inc., a Utah Corporation
5. **SOURCE OF TITLE :**

Special Warranty Deed made by Hi-Tech Self Storage, Inc., a Utah corporation, **Dated** October 14, 2022, **Recorded** October 26, 2022, in [Instrument No: 2022-033988](#).
6. **PROPERTY IS IDENTIFIED AS FOLLOWS :**

Parcel ID : [102983020732025](#)
Tax Year : 2023
Status : Open
Amount : \$3,831.85
Note : Taxes for 2022 are paid.
7. **THE LAND REFERRED TO IN THIS REPORT IS SET FORTH ON SCHEDULE - II ATTACHED HERETO**

U.S. TITLE SOLUTIONS
File No. UST74530 Reference No. JN 220404700

REPORT OF TITLE
SCHEDULE - II

(LEGAL DESCRIPTION)

Parcel# 1-0298-302-0732-025

PLAT OF RICHLAND BLOCK 732 PORTION OF LOTS 4 AND 5 DESCRIBED AS FOLLOWS: THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF SOUTHERLY BOUNDARY OF VAN GIESEN STREET AND EASTERLY BOUNDARY OF JADWIN AVENUE; THENCE SOUTHERLY ALONG EASTERLY BOUNDARY OF JADWIN AVENUE A DISTANCE OF 167 FEET; THENCE EASTERLY AT RIGHT ANGLES TO JADWIN AVENUE IN AN EASTERLY DIRECTION A DISTANCE OF 160 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AT RIGHT ANGLES AND PARALLEL TO JADWIN AVENUE A DISTANCE OF 130 FEET MORE OR LESS TO A POINT ON SOUTHERLY BOUNDARY OF VAN GIESEN STREET; THENCE EASTERLY ALONG SAID SOUTHERLY BOUNDARY A DISTANCE OF 195 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE WESTERLY AT RIGHT ANGLES AND PARALLEL TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE NORTH TO THE TRUE POINT OF BEGINNING.

REPORT OF TITLE
SCHEDULE - III

The items set forth herein are intended to provide you with notice of matters affecting title to the land described in Schedule - II of this Report. Any statement of facts or matters which an accurate survey of the land would disclose, rights of tenants or parties in possession under unrecorded leases and easements or claims of easements not shown by the public record are not included in this report. No liability is assumed for items not indexed or mis-indexed in the County Records.

1. MORTGAGES, DEEDS OF TRUST AND UCCs

None found within period searched.

2. JUDGMENTS AND LIENS

None found within period searched.

3. COVENANTS AND RESTRICTIONS

None found within period searched.

4. EASEMENTS AND RIGHTS OF WAY

None found within period searched.

5. OTHER RECORDED DOCUMENTS

None found within period searched.

6. OTHER UNRECORDED DOCUMENTS

6.1 [Aerial Map Showing Parcel Numbers](#)

Notes: The numbers on this map correspond with the numbers on the list of properties located within 300 feet.

6.2 [Aerial Map Showing Radiuses](#)

Notes: Shows an approximate 300 foot radius from each of the four corners of the subject property.

6.3 [Property Detail Report](#)

Notes: Property Card for the subject parcel, aka Parcel 102983020732025

REPORT OF TITLE
SCHEDULE - III

6.4 [*List of Properties Within 300 Feet*](#)

Notes: Please see attached list of 18 parcels that are within 300 feet of the subject parcel. A property card, tax card, and GIS Map has been included for each parcel.

U.S. TITLE SOLUTIONS
File No. UST74530 Reference No. JN 220404700

REPORT OF TITLE
SCHEDULE - V

(OWNERSHIP HISTORY)

1. Special Warranty Deed made by Hi-Tech Self Storage, Inc., a Utah corporation to Deareld and Teresa Family Investments, Inc., a Utah Corporation, **Dated** October 14, 2022, **Recorded** October 26, 2022, in [*Instrument No: 2022-033988*](#).

Property Detail Report

311 Van Giesen St, Richland, WA 99354

APN: 102983020732025

Benton County Data as of: 03/01/2023

Owner Information

Owner Name: Deareld And Teresa Family Investments Inc
Vesting: Corporation
Mailing Address:

Occupancy: Unknown

Location Information

Legal Description: Plat Of Richland Block 732 Portion Of Lots 4 And 5 Described As Follows: That Portion Of Lots 4 And 5, Block 732, Plat Of Richland, According To The Plat Thereof Recorded In Volumes 6 And 7 Of Plats, Records Of Benton County, Washington, Described As Foll
County: Benton, WA
APN: 102983020732025
Munic / Twnshp: Richland
Subdivision: Richland
Neighborhood: Richland School District
Elementary School: Jefferson Elementa...
Latitude: 46.29416
Alternate APN: 16126
Twnshp-Rng-Sec: Tract #:
School District: Richland School District
Middle School: Chief Joseph Middl...
Longitude: -119.27848
Census Tract / Block: 010201 / 1017
Legal Lot / Block: 4, 5 / 732
Legal Book / Page:
High School: Richland High Scho...

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date: 10/14/2022 / 10/25/2022
Buyer Name: Deareld And Teresa Family Inve
Price: \$698,039 / \$206
Seller Name: Hi-Tech Self Storage Inc
Transfer Doc #: 2022.33988
Deed Type: Special Warranty Deed

Last Market Sale

Sale / Rec Date: 02/02/2021 / 02/05/2021
Multi / Split Sale:
1st Mtg Amt / Type:
2nd Mtg Amt / Type:
Seller Name: Story Family One LLC
Lender:
Sale Price / Type: \$698,039 / \$206
Price / Sq. Ft.: \$206
1st Mtg Rate / Type:
2nd Mtg Rate / Type:
Deed Type: General Warranty Deed
New Construction:
1st Mtg Doc #: N/A
Sale Doc #: 2021.5961
Title Company: Benton Franklin Ti...

Prior Sale Information

Sale / Rec Date: 11/17/2016 / 11/23/2016
1st Mtg Amt / Type:
Prior Lender:
Sale Price / Type: \$350,000 /
1st Mtg Rate / Type:
Prior Deed Type: General Warranty Deed
Prior Sale Doc #: 2016.35739

Property Characteristics

Gross Living Area: 3,390 Sq. Ft.
Living Area: 3,390 Sq. Ft.
Total Adj. Area:
Above Grade: 3,390 Sq. Ft.
Basement Area:
Style: Rectangular Design
Foundation: Masonry
Quality: Average
Condition: Average
Total Rooms: 0
Bedrooms:
Baths (F / H):
Pool:
Fireplace:
Cooling:
Heating: Heated
Exterior Wall: Frame/Masonry
Construction Type: Masonry
Year Built / Eff: 1992
Stories: 1
Parking Type:
Garage #:
Garage Area:
Porch Type:
Patio Type:
Roof Type:
Roof Material:

Site Information

Land Use: Retail Trade
State Use:
County Use: 59 - Other Retail Trade
Site Influence:
Flood Zone Code:
Community Name:
Lot Area: 23,448 Sq. Ft.
Lot Width / Depth:
Usable Lot:
Acres: 0.538
Flood Map #:
Flood Panel #:
Zoning:
of Buildings: 1
Res / Comm Units:
Water / Sewer Type:
Flood Map Date:
Inside SFHA: Unknown

Tax Information

Assessed Year: 2022
Tax Year: 2022
Tax Area: R1
Property Tax: \$3,891.04
Assessed Value: \$384,250
Land Value: \$226,740
Improvement Value: \$157,510
Improved %: 40.99%
Market Total Value: \$384,250
Market Land Value: \$226,740
Market Imprv Value: \$157,510
Market Imprv %: 40.99%

Exemption:

Delinquent Year:

Benton County Property Search

Property

Account			
Property ID:	16126	Abbreviated Legal Description:	PLAT OF RICHLAND BLOCK 732 PORTION OF LOTS 4 AND 5 DESCRIBED AS FOLLOWS: THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF SOUTHERLY BOUNDARY OF VAN GIESEN STREET AND EASTERLY BOUNDARY OF JADWIN AVENUE; THENCE SOUTHERLY ALONG EASTERLY BOUNDARY OF JADWIN AVENUE A DISTANCE OF 167 FEET; THENCE EASTERLY AT RIGHT ANGLES TO JADWIN AVENUE IN AN EASTERLY DIRECTION A DISTANCE OF 160 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AT RIGHT ANGLES AND PARALLEL TO JADWIN AVENUE A DISTANCE OF 130 FEET MORE OR LESS TO A POINT ON SOUTHERLY BOUNDARY OF VAN GIESEN STREET; THENCE EASTERLY ALONG SAID SOUTHERLY BOUNDARY A DISTANCE OF 195 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE WESTERLY AT RIGHT ANGLES AND PARALLEL TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE NORTH TO THE TRUE POINT OF BEGINNING.
Parcel # / Geo ID:	102983020732025	Agent Code:	
Type:	Real		
Tax Area:	R1 - R1	Land Use Code	59
Open Space:	N	DFL	N
Historic Property:	N	Remodel Property:	N
Multi-Family Redevelopment:	N		
Township:	09	Section:	02
Range:	28	Legal Acres:	0.5383

Location			
Address:	311 VAN GIESEN ST RICHLAND, WA 99354	Mapsc0:	
Neighborhood:	Richland Retail	Map ID:	
Neighborhood CD:	660100R		

Owner			
Name:	DEARELD AND TERESA FAMILY INVESTMENTS INC	Owner ID:	464834
Mailing Address:	535 LODI LP RICHLAND, WA 99352	% Ownership:	100.000000000000%
		Exemptions:	

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5168 (First Half/Next)	\$1894.10	\$21.86	\$0.00	\$0.00	\$1915.96
2023 - 5168 (Balance)	\$3788.14	\$43.71	\$0.00	\$0.00	\$3831.85

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 02/17/2023

Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5168	\$1915.96	\$1915.89	\$0.00	\$0.00	\$0.00	\$3831.85
▶ Statement Details							
2022	5174	\$1945.56	\$1945.48	\$0.00	\$0.00	\$3891.04	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$157,510
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$226,740
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$384,250
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$384,250
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$384,250

(=) Total Appraised Value:	=	\$384,250
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0

(=) Taxable Value:	=	\$384,250

Taxing Jurisdiction

Owner: DEARELD AND TERESA FAMILY INVESTMENTS INC

% Ownership: 100.0000000000%

Total Value: \$384,250

Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$384,250	\$384,250	\$775.46
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$384,250	\$384,250	\$59.65
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$384,250	\$384,250	\$9.61
CNYVET	COUNTY VETERANS	0.0112499999	\$384,250	\$384,250	\$4.32
COUNTY	COUNTY	0.9007089219	\$384,250	\$384,250	\$346.10
PORTBNT	PORT OF BENTON	0.3316790761	\$384,250	\$384,250	\$127.45
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$384,250	\$384,250	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$384,250	\$384,250	\$546.13
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$384,250	\$384,250	\$180.67
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$384,250	\$384,250	\$903.36
STATE	STATE SCHOOL	1.4169238836	\$384,250	\$384,250	\$544.45
STATE2	STATE SCHOOL PART 2	0.7571640106	\$384,250	\$384,250	\$290.94
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$3,788.14
Taxes w/o Exemptions:					\$3,788.14

Improvement / Building

Improvement #1: Commercial State Code: 459 3390.0 sqft Value: \$130,290

COMM Framing Class: Class C - Masonry COMM HVAC: No HVAC

COMM Shape: Rectangular

Type	Description	Class CD	Sub Class CD	Year Built	Area
→ CWSLF SRV	Car Wash, Self-Serve 434	Avg		1992	3390.0
→ Canopy	Canopy	Avg		1992	102.0

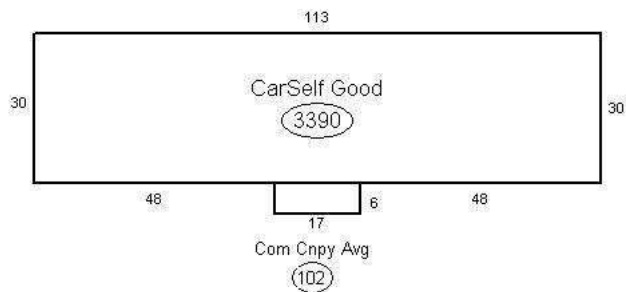
Improvement #2: Commercial State Code: 459 0.0 sqft Value: \$27,220

Type	Description	Class CD	Sub Class CD	Year Built	Area
→ ASPH	Asphalt	Avg		1992	15000.0
→ VacDbI	Vacuum Island - Double	Avg		1992	3.0

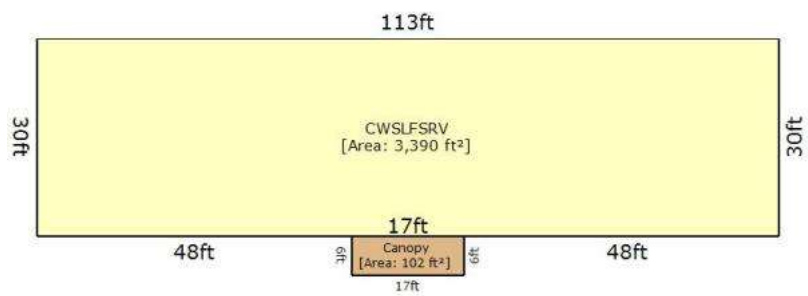
Property Image

This property contains TIFF images. Click on the button(s) to download the full image (which may contain multiple pages).





03 04 05





Form 84091a
Rev. 12-02

Real Estate Excise Tax Affidavit

State the price of a single building or lot sold, the amount of the purchase price and the amount of the excise tax paid on the purchase price.

This form is required for the purchase of real estate in the State of Tennessee.

NOTICE TO BE FILED WITH THE DEED

7/2/02

1. Seller's Name: _____

2. Buyer's Name: _____

3. Description of Property: _____

4. Location of Property: _____

5. Date of Sale: _____

6. Amount of Purchase Price: _____

7. Amount of Excise Tax Paid: _____

8. Signature of Seller: _____

9. Signature of Buyer: _____

10. Declaration: _____

11. Notary Public: _____

12. State of Tennessee: _____

13. County of _____: _____

14. City of _____: _____

15. Zip Code: _____

16. Date of Filing: _____

17. Signature of Notary: _____

18. Notary Seal: _____

[illegible]

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.5383	23450.00	0.00	0.00	1.00	\$226,740	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$157,510	\$226,740	\$0	\$384,250	\$384,250
2021	\$145,840	\$206,130	\$0	\$351,970	\$351,970

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page
1	10/14/2022	SPWD	Special Warranty Deed	HI-TECH SELF STORAGE	DEARELD AND TERESA FAMILY INVESTMENTS INC	2022-033988	
2	07/13/2022	SPWD	Special Warranty Deed	HI-TECH SELF STORAGE	DEARELD AND TERESA FAMILY INVESTMENTS INC	2022-024877	
3	02/02/2021	SWD	Statutory Warranty Deed	STORY FAMILY ONE LLC	HI-TECH SELF STORAGE	2021-005961	
4	11/23/2016	SWD	Statutory Warranty Deed	VAN GIESEN STREET CAR WASH LLC	STORY FAMILY ONE LLC	2016-035739	16K06
5	10/19/2001	HDeed	Historical Deed	SCHMIDT, BRUCE & CONNIE	VAN GIESEN STREET CAR WASH LLC	2001-032723	01K05
6	09/10/1991	HDeed	Historical Deed	SCHMIDT,BRUCE-CONNIE	UNKNOWN		19910
7	09/28/1983	HDeed	Historical Deed	PATCHETT, DOROTHY G-TRUSTEE	UNKNOWN		19836
8	11/09/1966	HDeed	Historical Deed	PATCHETT, ORVAL W - ET UX	UNKNOWN		1966
9	07/15/1966	HDeed	Historical Deed	COLUMBIA VIEW PROPERTIES, INC	UNKNOWN		1966

Payout Agreement

No payout information available..



Mail Recorded Deed and Tax Notice To:
Deareld and Teresa Family Investments, Inc.
4765 North 1100 West
Brigham City, UT 84302

172722
BENTON CO TREASURER

\$10 -
OCT 25 2022

1ce
EXCISE TAX PAID

*Correction

Deed *

SPECIAL WARRANTY DEED

The Grantor, **Hi-Tech Self Storage, Inc., a Utah corporation**

for and in consideration of **Ten Dollars and other valuable consideration**

in hand pays, conveys and warrants to **Deareld and Teresa Family Investments, Inc., a Utah Corporation.**

the following described real estate, situated in the County of Benton, State of Washington

SEE ATTACHED EXHIBIT "A"

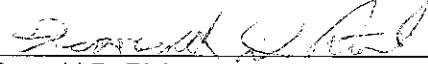
Abbreviated Legal: **PTN OF LOTS 4 & 5, BLK 732, PLAT OF RICHLAND**

Tax Parcel Number(s): **1-0298-302-0732-025**
(PID #: 16126)

SUBJECT TO covenants, conditions, restrictions, reservations, easements and agreements of record, if any.

Dated this 14 day of October, 2022.

Hi-Tech Self Storage, Inc., a Utah corporation

BY: 
Deareld D. Rich
President

STATE OF UTAH

COUNTY OF Box Elder
November ~~October~~

On 14 day of October 2022, before me, personally appeared Deareld D. Rich, proved on the basis of satisfactory evidence to be the person whose name is subscribed to this document, and acknowledged before me that he executed the same on behalf of Hi-Tech Self Storage, Inc., a Utah corporation.

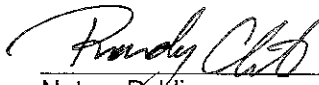

Notary Public



EXHIBIT A
PROPERTY DESCRIPTION

Parcel# 1-0298-302-0732-025

PLAT OF RICHLAND BLOCK 732 PORTION OF LOTS 4 AND 5 DESCRIBED AS FOLLOWS: THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF SOUTHERLY BOUNDARY OF VAN GIESEN STREET AND EASTERLY BOUNDARY OF JADWIN AVENUE; THENCE SOUTHERLY ALONG EASTERLY BOUNDARY OF JADWIN AVENUE A DISTANCE OF 167 FEET; THENCE EASTERLY AT RIGHT ANGLES TO JADWIN AVENUE IN AN EASTERLY DIRECTION A DISTANCE OF 160 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AT RIGHT ANGLES AND PARALLEL TO JADWIN AVENUE A DISTANCE OF 130 FEET MORE OR LESS TO A POINT ON SOUTHERLY BOUNDARY OF VAN GIESEN STREET; THENCE EASTERLY ALONG SAID SOUTHERLY BOUNDARY A DISTANCE OF 195 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE WESTERLY AT RIGHT ANGLES AND PARALLEL TO VAN GIESEN STREET A DISTANCE OF 140 FEET; THENCE NORTH TO THE TRUE POINT OF BEGINNING.





16

1

3

2

4

Van Giesen St

Van Giesen St

Jadwin Ave

5

10

17

Plaza Ave

6

7

8

12

15

18

Johnstone Ave

240

11

14

9

Jadwin Ave

13

Plaza Ave

PROPERTIES WITHIN 300 FEET OF SUBJECT PROPERTY

Number on Map	APN	Alternate APN	Owners (according to assessor)	Property Address	Approximate Distance (feet) from Subject Property*
1	102982020733006	15592	Adkins Gary / Adkins Jeanette	300 Van Giesen St, Richland, WA 99354-2653	91.8
2	102982020733007	15593	Rainier Sound View LLC	160 Van Giesen St, Richland, WA 99354-2674	214.7
3	102982020733011	15597	First Creekside LLC	1650 Mowry Sq, Richland, WA 99354-5709	16.9
4	102982020734014	15626	Round Gary M / Round Myla C	1601 Jadwin Ave, Richland, WA 99354-2581	271.3
5	102983020731011	16090	Crain Dan	1545 Jadwin Ave, Richland, WA 99354-2901	246.3
6	102983020731012	16091	Vazquez Cardenas Jose	1541 Jadwin Ave, Richland, WA 99354-2901	244.7
7	102983020731013	16092	Ackerman Richard E	1537 Jadwin Ave, Richland, WA 99354-2901	236.2
8	102983020731014	16093	Ackerman Richard E	1525 Jadwin Ave, Richland, WA 99354-2901	241.3
9	102983020731015	16094	Brown Shane M	1523 Jadwin Ave, Richland, WA 99354-2901	269.51
10	102983020732005	16106	Southland Corp	1540 Jadwin Ave, Richland, WA 99354-2902	0
11	102983020732024	16125	Muro Gregorio G / Muro Maria M	1524 Jadwin Ave, Richland, WA 99354-2902	107.5
12	102983020732027	16128	Meek Dee G / Meek Sara E	1530 Jadwin Ave, Richland, WA 99354-2902	0
13	102983020732044	16142	Richland Properties B LLC	1516 Jadwin Ave, Richland, WA 99354-2902	231.7

14	102983050000003	16162	Soulline LLC	1518 Jadwin Ave, Richland, WA 99354-2902	159.8
15	102983050002000	16167	Garcia Gregorio M / Garcia Mercedes	1526 Jadwin Ave, Richland, WA 99354	0
16	102982020745002	283833	Lih Columbia Park LP	1682 Jadwin Ave, Richland, WA 99354-2544	80
17	102983013030001	291751	Snow Peak 3 LLC	303 Van Giesen St, Richland, WA 99354-2619	0
18	102983012544003	297717	Richland Senior Care LLC	245 Van Giesen St #E, Richland, WA 99354-2691	0

*Note 1: *Distances were measured between closest borders using the measurement tool on the Benton County GIS website.*

Note 2: Van Giesen Street and Jadwin Avenue are also within the 300 foot proximity.

Property Detail Report

300 Van Giesen St, Richland, WA 99354-2653

APN: 102982020733006

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Adkins Gary / Adkins Jeanette	Occupancy:	Unknown
Vesting:	Husband And Wife		
Mailing Address:	Po Box 652, Selah, WA 98942-0652		

Location Information

Legal Description:	Plat Of Richland Block 733, Portion Of Lot 1 Defined As Follows: That Portion Of Lot 1 Which Lies West And South Of The Following Described Line: Commencing At A Point On The South Line Of Said Lot 1, 100.00 Feet From The Southwest Corner Of Said Lot 1.			County:	Benton, WA
APN:	102982020733006	Alternate APN:	15592	Census Tract / Block:	010204 / 2000
Munic / Twnshp:		Twnshp-Rng-Sec:		Legal Lot / Block:	1 / 733
Subdivision:	Richland	Tract #:		Legal Book / Page:	6 / 7
Neighborhood:		School District:	Richland School District	High School:	Hanford High Schoo...
Elementary School:	Jefferson Elementa...	Middle School:	Chief Joseph Middl...		
Latitude:	46.29491	Longitude:	-119.27793		

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	09/29/2011 / 10/17/2011	Price:	\$375,000	Transfer Doc #:	2011.29062
Buyer Name:		Seller Name:		Deed Type:	Grant Deed

Last Market Sale

Sale / Rec Date:	09/29/2011 / 10/17/2011	Sale Price / Type:	\$375,000 /	Deed Type:	Grant Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$45	New Construction:	
1st Mtg Amt / Type:	\$200,000 / Conventional	1st Mtg Rate / Type:	/ Fixed	1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2011.29062
Seller Name:	Habner, Christine R			Title Company:	Frontier Title & E...
Lender:	Christine R Habner				

Prior Sale Information

Sale / Rec Date:	09/28/2011 / 09/30/2011	Sale Price / Type:	\$375,000 /	Prior Deed Type:	Warranty Deed
1st Mtg Amt / Type:	\$200,000 / Conventional	1st Mtg Rate / Type:	/ Fix	Prior Sale Doc #:	2011.27613
Prior Lender:	Christine R Habner				

Property Characteristics

Gross Living Area:	8,308 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1944
Living Area:	8,308 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	8,308 Sq. Ft.	Pool:		Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:	Rectangular Design	Cooling:	Commercial A/C	Porch Type:	
Foundation:		Heating:	Electric/Radiant	Patio Type:	
Quality:	Fair	Exterior Wall:		Roof Type:	
Condition:	Average	Construction Type:	Wood/Steel	Roof Material:	

Site Information

Land Use:	Multi Family 10 Units Less	Lot Area:	35,924 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	13 - Household, Multiunits (5 Or More)	Usable Lot:		Res / Comm Units:	/ 12
Site Influence:		Acres:	0.825	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$614,950	Market Total Value:	\$614,950
Tax Year:	2022	Land Value:	\$191,670	Market Land Value:	\$191,670
Tax Area:	R1	Improvement Value:	\$423,280	Market Imprv Value:	\$423,280
Property Tax:	\$6,331.99	Improved %:	68.83%	Market Imprv %:	68.83%

Exemption:

Delinquent Year:

Disclaimer: This report is not an insured product or service or a representation of the condition of title to real property. It is not an abstract, legal opinion, opinion of title, title insurance, commitment or preliminary report, or any form of title insurance or guaranty. Estimated property values are: (i) based on available data; (ii) are not guaranteed or warranted; (iii) do not constitute an appraisal; and (iv) should not be relied upon in lieu of an appraisal. This report is issued exclusively for the benefit of the applicant therefor, and may not be used or relied upon by any other person. This report may not be reproduced in any manner without the issuing party's prior written consent. The issuing party does not represent or warrant that the information herein is complete or free from error, and the information herein is provided without any warranties of any kind, as-is, and with all faults. As a material part of the consideration given in exchange for the issuance of this report, recipient agrees that the issuing party's sole liability for any loss or damage caused by an error or omission due to inaccurate information or negligence in preparing this report shall be limited to the fee charged for the report. Recipient accepts this report with this limitation and agrees that the issuing party would not have issued this report but for the limitation of liability described above. The issuing party makes no representation or warranty as to the legality or propriety of recipient's use of the information herein.

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Benton County Property Search

Property Search Results > 15592 ADKINS GARY & JEANETTE for Year 2022 - 2023

Property

Account

Property ID:	15592	Abbreviated Legal Description:	PLAT OF RICHLAND BLOCK 733, PORTION OF LOT 1 DEFINED AS FOLLOWS: THAT PORTION OF LOT 1 WHICH LIES WEST AND SOUTH OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT A POINT ON THE SOUTH LINE OF SAID LOT 1, 100.00 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 1. THENCE NORTH AT RIGHT ANGLES TO SAID SOUTH LINE OF SAID LOT 1, 230.00 FEET. THENCE SOUTH 89 DEGREES 12'04" WEST TO THE WESTERLY LINE OF SAID LOT 1. SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.	
Parcel # / Geo ID:	102982020733006	Agent Code:		
Type:	Real			
Tax Area:	R1 - R1	Land Use Code	13	
Open Space:	N	DFL	N	
Historic Property:	N	Remodel Property:	N	
Multi-Family Redevelopment:	N			
Township:	09	Section:	02	
Range:	28	Legal Acres:	0.8247	

Location

Address:	300 VAN GIESEN ST RICHLAND, WA 99354-2653	Mapsco:	
Neighborhood:	Apts Area 6.0	Map ID:	
Neighborhood CD:	661000		

Owner

Name:	ADKINS GARY & JEANETTE	Owner ID:	419102
Mailing Address:	PO BOX 652 SELAH, WA 98942	% Ownership:	100.0000000000%
		Exemptions:	

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 4659 (First Half/Next)	\$3031.28	\$46.94	\$0.00	\$0.00	\$3078.22
2023 - 4659 (Balance)	\$6062.50	\$93.87	\$0.00	\$0.00	\$6156.37

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	4659	\$3078.22	\$3078.15	\$0.00	\$0.00	\$0.00	\$6156.37
▶ Statement Details							
2022	4665	\$3166.01	\$3165.98	\$0.00	\$0.00	\$6331.99	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$423,280
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$191,670
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0
(=) Market Value:	=	\$614,950
(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$614,950

(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$614,950
(=) Total Appraised Value:	=	\$614,950
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$614,950

Taxing Jurisdiction

Owner: ADKINS GARY & JEANETTE
% Ownership: 100.000000000000%
Total Value: \$614,950
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax	
RICH	RICHLAND	2.0181047376	\$614,950	\$614,950	\$1,241.03	
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$614,950	\$614,950	\$95.47	
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$614,950	\$614,950	\$15.37	
CNYVET	COUNTY VETERANS	0.0112499999	\$614,950	\$614,950	\$6.92	
COUNTY	COUNTY	0.9007089219	\$614,950	\$614,950	\$553.89	
PORTBNT	PORT OF BENTON	0.3316790761	\$614,950	\$614,950	\$203.97	
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$614,950	\$614,950	\$0.00	
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$614,950	\$614,950	\$874.03	
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$614,950	\$614,950	\$289.14	
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$614,950	\$614,950	\$1,445.72	
STATE	STATE SCHOOL	1.4169238836	\$614,950	\$614,950	\$871.34	
STATE2	STATE SCHOOL PART 2	0.7571640106	\$614,950	\$614,950	\$465.62	
Total Tax Rate:		9.8585213872				
					Taxes w/Current Exemptions:	\$6,062.50
					Taxes w/o Exemptions:	\$6,062.50

Improvement / Building

Improvement #1:

Commercial

State Code:

413

8308.0 sqft

Value:

\$418,420

COMM Framing Class: Class D - Wood or Steel Frame

COMM HVAC: Electric, Cable or Baseboard

COMM Shape: Irregular

Type	Description	Class CD	Sub Class CD	Year Built	Area
APARTRES	Apartments, Multiple Residences 352	Fair		1944	4154.0
APARTRES	Apartments, Multiple Residences 352	Fair		1944	4154.0

Improvement #2:

Commercial

State Code:

413

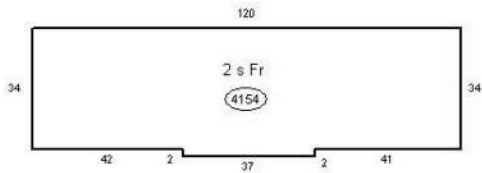
0.0 sqft

Value:

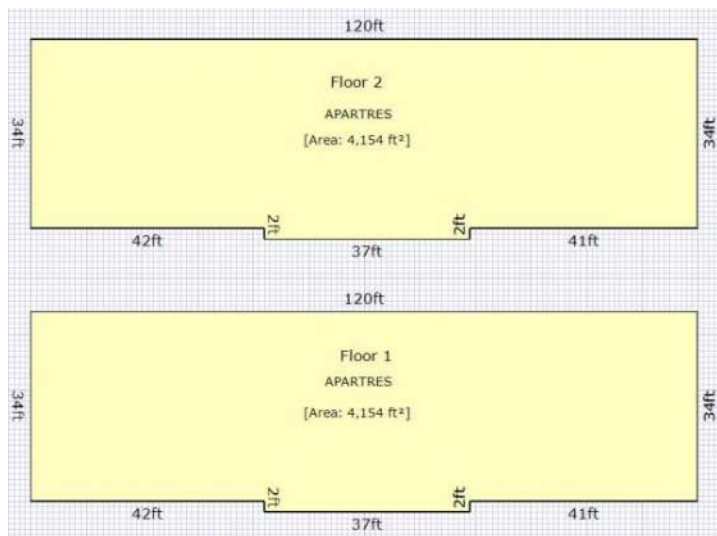
\$4,860

Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1975	7000.0
CONC	Concrete	Avg		1975	300.0

Property Image



01 02



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.8247	35925.00	0.00	0.00	1.00	\$191,670	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$423,280	\$191,670	\$0	\$614,950	\$614,950
2021	\$393,040	\$177,470	\$0	\$570,510	\$570,510

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	09/28/2011	SWD	Statutory Warranty Deed	CHRISTINE RENEE HABNER	ADKINS GARY & JEANETTE	2011-029062	11K04475	\$0.00	0	68229
2	09/28/2011	SWD	Statutory Warranty Deed	HABNER, CHRISTINE RENEE	ADKINS GARY & JEANETTE	2011-027613	11K04260	\$375,000.00	0	68019
3	02/01/2011	QCD	Quit Claim Deed	HABNER, JAMES	HABNER CHRISTINE RENEE	2011-005327	11K00594	\$0.00	0	64223
4	01/28/2005	SWD	Statutory Warranty Deed	MONTOYA, DANTE LEE	HABNER JAMES & CHRISTINE	2005-003349	05K00551	\$399,560.00	0	20954
5	12/03/2001	HDeed	Historical Deed	THOMPSON TRUSTEE, JOHN B	MONTOYA DANTE LEE	2001-038478	01K06511	\$302,500.00	0	
6	02/12/2001	HDeed	Historical Deed	THOMPSON, JOHN	THOMPSON TRUSTEE JOHN B	2001-020691	01K03599	\$0.00	0	
7	10/01/1984	HDeed	Historical Deed	THOMPSON, JOHN	UNKNOWN		198411842	\$0.00	0	
8	08/08/1978	HDeed	Historical Deed	SYNTAK ASSOCIATES	UNKNOWN		197876921	\$1,750.00	0	
9	12/03/1959	HDeed	Historical Deed	THOMPSON, JOHN B	UNKNOWN		1959	\$0.00	0	

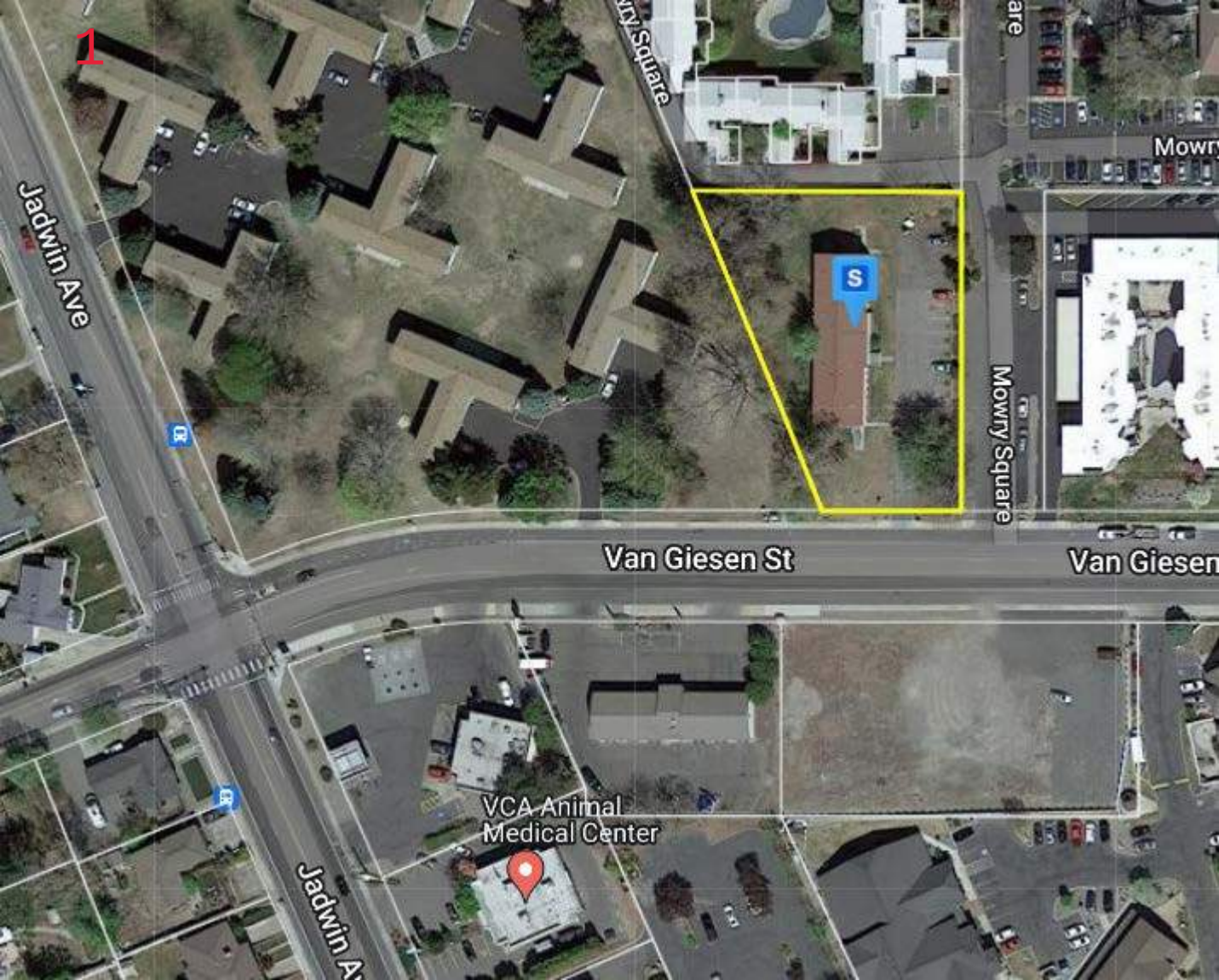
Payout Agreement

No payout information available..

[Assessor Website](#)

[Treasurer Website](#)

[Mapping Website](#)



1

Jadwin Ave

SR 1A

Van Giesen St

Mowry Square

Van Giesen

VCA Animal
Medical Center

Jadwin Ave

S

Property Detail Report

160 Van Giesen St, Richland, WA 99354-2674

APN: 102982020733007

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Rainier Sound View LLC	Occupancy:	Absentee Owner
Vesting:	Corporation		
Mailing Address:	930 S 336th St #B, Federal Way, WA 98003-6384		

Location Information

Legal Description:	Plat Of Richland Block 733, Lot 1 The West 210.00 Feet Of The East 739.23 Feet Of The South 230.00 Feet Thereof. Description Change 4/13/73.	County:	Benton, WA
APN:	102982020733007	Alternate APN:	15593
Munic / Twnshp:		Census Tract / Block:	010204 / 2002
Subdivision:	Richland	Legal Lot / Block:	1 / 733
Neighborhood:	Twin Dolphins Apar...	Legal Book / Page:	6 / 7
Elementary School:	Jefferson Elementa...	School District:	Richland School District
Latitude:	46.29488	Middle School:	Chief Joseph Middl...
		High School:	Hanford High Schoo...
		Longitude:	-119.27698

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	08/23/2019 / 08/27/2019	Price:	\$2,787,620	Transfer Doc #:	2019.25202
Buyer Name:	Rainier Sound View LLC	Seller Name:	Richland Spoerl Apartments LLC	Deed Type:	General Warranty Deed
	Rainier Sound View LLC				

Last Market Sale

Sale / Rec Date:	08/23/2019 / 08/27/2019	Sale Price / Type:	\$2,787,620 /	Deed Type:	General Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$94	New Construction:	
1st Mtg Amt / Type:	\$1,800,000 /	1st Mtg Rate / Type:	3.7 / Estimated	1st Mtg Doc #:	2019.25203
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2019.25202
Seller Name:	Richland Spoerl Apartments LLC			Title Company:	Chicago Title
Lender:	Boeing Employees Cu				

Prior Sale Information

Sale / Rec Date:	01/20/2010 / 01/25/2010	Sale Price / Type:	\$1,635,000 /	Prior Deed Type:	Warranty Deed
1st Mtg Amt / Type:		1st Mtg Rate / Type:		Prior Sale Doc #:	2010.2102
Prior Lender:					

Property Characteristics

Gross Living Area:	29,592 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1962
Living Area:	29,592 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	29,592 Sq. Ft.	Pool:	Commercial	Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:		Cooling:	Commercial A/C	Porch Type:	
Foundation:		Heating:	Electric	Patio Type:	Wood Deck
Quality:	Average	Exterior Wall:		Roof Type:	
Condition:	Average	Construction Type:	Wood/Steel	Roof Material:	

Site Information

Land Use:	Multi Family 10 Units Less	Lot Area:	48,352 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	13 - Household, Multiunits (5 Or More)	Usable Lot:		Res / Comm Units:	/ 42
Site Influence:		Acres:	1.11	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$2,764,410	Market Total Value:	\$2,764,410
Tax Year:	2022	Land Value:	\$247,000	Market Land Value:	\$247,000
Tax Area:	R1	Improvement Value:	\$2,517,410	Market Imprv Value:	\$2,517,410
Property Tax:	\$24,834.58	Improved %:	91.07%	Market Imprv %:	91.07%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 15593 RAINIER SOUND VIEW LLC for Year 2022 - 2023

Property

Account

Property ID:

15593

Abbreviated Legal Description:

PLAT OF RICHLAND BLOCK 733, LOT 1 THE WEST 210.00 FEET OF THE EAST 739.23 FEET OF THE SOUTH 230.00 FEET THEREOF. DESCRIPTION CHANGE 4/13/73.

Parcel # / Geo ID:

102982020733007

Agent Code:

Type:

Real

Land Use Code

13

Tax Area:

R1 - R1

DFL

N

Open Space:

N

Remodel Property:

N

Historic Property:

N

Section:

02

Multi-Family Redevelopment:

N

Legal Acres:

1.1100

Township:

09

Range:

28

Location

Address:

160 VAN GIESEN ST
RICHLAND, WA 99354-2674

Mapsco:

Neighborhood:

Apts Area 6.0

Map ID:

Neighborhood CD:

661000

Owner

Name:

RAINIER SOUND VIEW LLC

Owner ID:

438643

Mailing Address:

930 S 336TH ST
SUITE B
FEDERAL WAY, WA 98003

% Ownership:

100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 4660 (First Half/Next)	\$13626.53	\$47.02	\$0.00	\$0.00	\$13673.55
2023 - 4660 (Balance)	\$27253.01	\$94.03	\$0.00	\$0.00	\$27347.04

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on: **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▸ Statement Details							
2023	4660	\$13673.55	\$13673.49	\$0.00	\$0.00	\$0.00	\$27347.04
▸ Statement Details							
2022	4666	\$12417.30	\$12417.28	\$0.00	\$0.00	\$24834.58	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$2,517,410
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$247,000
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$2,764,410
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$2,764,410
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$2,764,410

(=) Total Appraised Value:	=	\$2,764,410
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0

(=) Taxable Value:	=	\$2,764,410

Taxing Jurisdiction

Owner: RAINIER SOUND VIEW LLC
% Ownership: 100.000000000000%
Total Value: \$2,764,410
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax	
RICH	RICHLAND	2.0181047376	\$2,764,410	\$2,764,410	\$5,578.87	
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$2,764,410	\$2,764,410	\$429.16	
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$2,764,410	\$2,764,410	\$69.11	
CNVVET	COUNTY VETERANS	0.0112499999	\$2,764,410	\$2,764,410	\$31.10	
COUNTY	COUNTY	0.9007089219	\$2,764,410	\$2,764,410	\$2,489.93	
PORTBNT	PORT OF BENTON	0.3316790761	\$2,764,410	\$2,764,410	\$916.90	
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$2,764,410	\$2,764,410	\$0.00	
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$2,764,410	\$2,764,410	\$3,929.05	
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$2,764,410	\$2,764,410	\$1,299.80	
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$2,764,410	\$2,764,410	\$6,499.02	
STATE	STATE SCHOOL	1.4169238836	\$2,764,410	\$2,764,410	\$3,916.96	
STATE2	STATE SCHOOL PART 2	0.7571640106	\$2,764,410	\$2,764,410	\$2,093.11	
Total Tax Rate:		9.8585213872				
Taxes w/Current Exemptions:					\$27,253.01	
Taxes w/o Exemptions:					\$27,253.01	

Improvement / Building

Improvement #1: Commercial State Code: 413 29592.0 sqft Value: \$2,485,240
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Electric, Radiant Panels
COMM Shape: Irregular

Type	Description	Class CD	Sub Class CD	Year Built	Area
APARTRES	Apartments, Multiple Residences 352	Avg		1962	9864.0
APARTRES	Apartments, Multiple Residences 352	Avg		1962	9864.0
APARTRES	Apartments, Multiple Residences 352	Avg		1962	9864.0
Canopy	Canopy	Avg		1970	1480.0
Canopy	Canopy	Fair		1970	1480.0

Improvement #2:	Commercial	State Code:	413	0.0 sqft	Value:	\$32,170
Type	Description	Class CD	Sub Class CD	Year Built	Area	
ASPH	Asphalt	Avg		1962	10000.0	
CONC	Concrete	Avg		1962	3000.0	
FENCECL	Fencing-Chain Link	Avg		1962	118.0	
COMPOOL	Commercial Swimming Pool	Avg		1962	612.0	

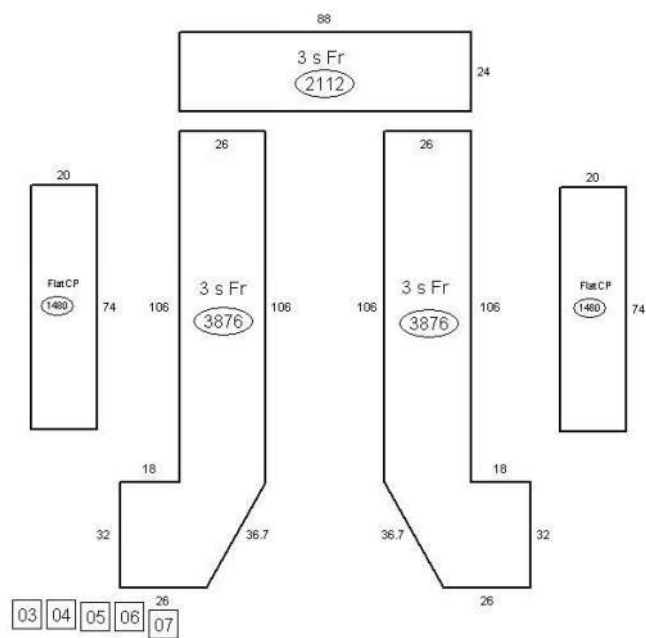
Property Image

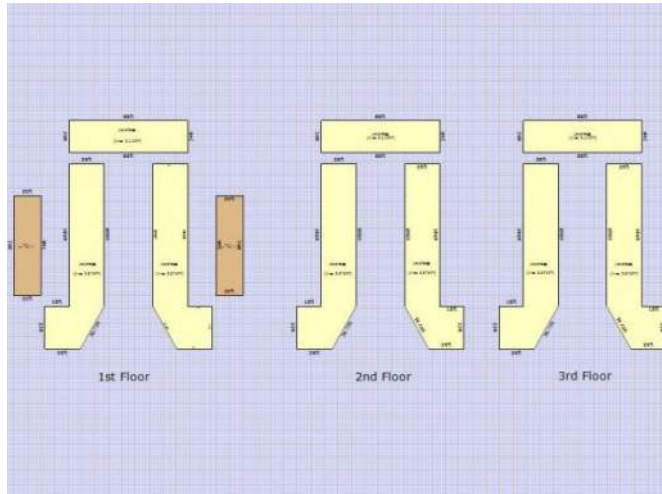
This property contains TIFF images. Click on the button(s) to download the full image (which may contain multiple pages).











Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	1.1100	48351.60	0.00	0.00	1.00	\$247,000	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$2,517,410	\$247,000	\$0	\$2,764,410	\$2,764,410
2021	\$2,033,090	\$228,700	\$0	\$2,261,790	\$2,261,790

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	08/23/2019	SWD	Statutory Warranty Deed	RICHLAND SPOERL APARTMENTS LLC	RAINIER SOUND VIEW LLC	2019-025202		\$2,396,100.00	145309	
2	01/20/2010	SWD	Statutory Warranty Deed	TWIN DOLPHINS PARTNERSHIP	RICHLAND SPOERL APARTMENTS LLC	2010-002102	10K00298	\$1,635,000.00	0	57302
3	02/16/1995	HDeed	Historical Deed	TWIN DOLPHINS PARTNERSHIP	UNKNOWN		199500608	\$745,000.00	0	
4	07/18/1991	HDeed	Historical Deed	LARRY CANNAAN PROFIT SHARING, R	UNKNOWN		199103060	\$0.00	0	
5	03/31/1989	HDeed	Historical Deed	LARRY CANAAN INC	UNKNOWN		198901260	\$276,000.00	0	
6	06/11/1970	HDeed	Historical Deed	FIRST NORTHWEST CORP	UNKNOWN		1970	\$0.00	0	
7	06/11/1970	HDeed	Historical Deed	GARRETT, W-MILLIKEN, J	UNKNOWN		1970	\$0.00	0	

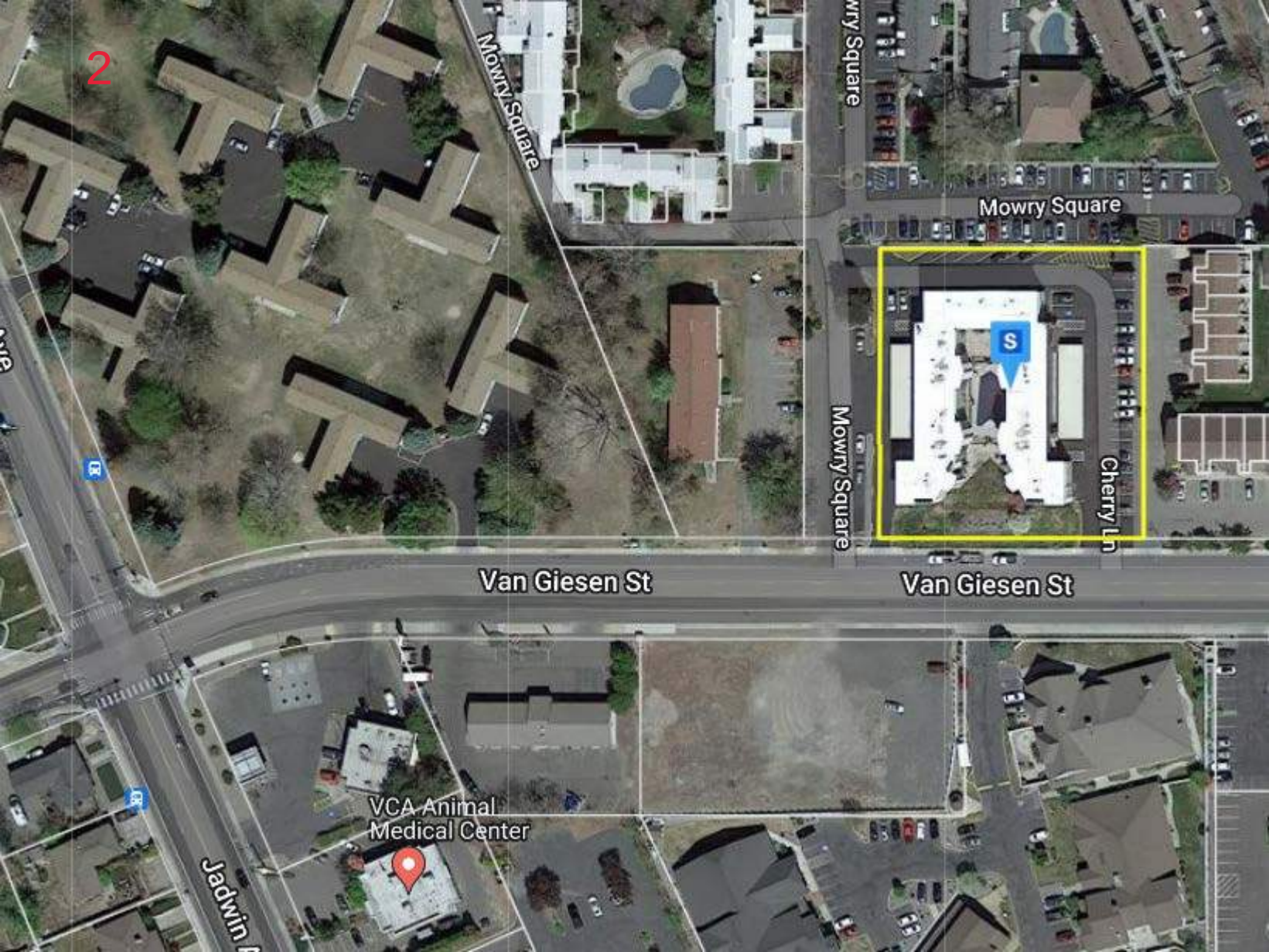
Payout Agreement

No payout information available..

[Assessor Website](#)

[Treasurer Website](#)

[Mapping Website](#)



2

Mowry Square

Mowry Square

Mowry Square

Mowry Square

Cherry Ln

Van Giesen St

Van Giesen St

VCA Animal Medical Center

Jadwin

Property Detail Report

1650 Mowry Sq, Richland, WA 99354-5709

APN: 102982020733011

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	First Creekside LLC	Occupancy:	Absentee Owner
Vesting:	Corporation		
Mailing Address:	930 S 336th St #B, Federal Way, WA 98003-6384		

Location Information

Legal Description:	Plat Of Richland Block 733, The Portion Of Lot 1, Described As Follows: Beginning At The Southwest Corner Of Said Lot 1, Block 733. Thence North 89 Degrees 1204 East Along The South Line Of Said Lot 1 A Distance Of 100.00 Feet To The True Point Of	County:	Benton, WA
APN:	102982020733011	Census Tract / Block:	010204 / 2000
Munic / Twnshp:		Legal Lot / Block:	1 / 733
Subdivision:	Richland	Legal Book / Page:	6 / 7
Neighborhood:	Creekside Apartmen...	School District:	Richland School District
Elementary School:	Jefferson Elementa...	Middle School:	Chief Joseph Middl...
Latitude:	46.29554	High School:	Hanford High Schoo...
		Longitude:	-119.27696

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	08/23/2019 / 08/27/2019	Price:		Transfer Doc #:	2019.25206
Buyer Name:	First Creekside LLC First Creekside LLC	Seller Name:	Richland Spoert Apartments LLC	Deed Type:	General Warranty Deed

Last Market Sale

Sale / Rec Date:	01/20/2010 / 01/25/2010	Sale Price / Type:	\$4,686,361 /	Deed Type:	Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$49	New Construction:	
1st Mtg Amt / Type:	\$4,629,000 / Conventional	1st Mtg Rate / Type:	/ Fixed	1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2010.2103
Seller Name:	Creekside Apartments Richlan			Title Company:	Chicago Title
Lender:	Centerline Mortgage Capit				

Prior Sale Information

Sale / Rec Date:	05/06/2005 / 05/17/2005	Sale Price / Type:	\$3,435,000 /	Prior Deed Type:	Warranty Deed
1st Mtg Amt / Type:	\$2,580,000 / Conventional	1st Mtg Rate / Type:	/ Var	Prior Sale Doc #:	2005.15949
Prior Lender:	Lasalle National Bank				

Property Characteristics

Gross Living Area:	96,510 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1978
Living Area:	96,510 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	96,510 Sq. Ft.	Pool:	Commercial	Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:		Cooling:	Central	Porch Type:	
Foundation:		Heating:	Warm Air	Patio Type:	
Quality:	Average	Exterior Wall:		Roof Type:	
Condition:	Average	Construction Type:	Wood/Steel	Roof Material:	

Site Information

Land Use:	Multi Family 10 Units Less	Lot Area:	130,680 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	13 - Household, Multiunits (5 Or More)	Usable Lot:		Res / Comm Units:	/ 88
Site Influence:		Acres:	3.0	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$6,377,890	Market Total Value:	\$6,377,890
Tax Year:	2022	Land Value:	\$432,930	Market Land Value:	\$432,930
Tax Area:	R1	Improvement Value:	\$5,944,960	Market Imprv Value:	\$5,944,960

Property Tax:	\$64,868.93	Improved %:	93.21%	Market Imprv %:	93.21%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 15597 FIRST CREEKSIDE LLC for Year 2022 - 2023

Property

Account

Property ID:	15597	Abbreviated Legal Description:	PLAT OF RICHLAND BLOCK 733, THE PORTION OF LOT 1, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 1, BLOCK 733. THENCE NORTH 89 DEGREES 12'04' EAST ALONG THE SOUTH LINE OF SAID LOT 1 A DISTANCE OF 100.00 FEET TO THE TRUE POINT OF BEGINNING. THENCE NORTH 00 DEGREES 47'56' WEST A DISTANCE OF 555.17 FEET. THENCE NORTH 88 DEGREES 54'12' EAST A DISTANCE OF 304.72 FEET TO THE EASTERLY LINE OF PONDAGE AND DRAINAGE EASEMENT. THENCE SOUTH 24 DEGREES 51'29' EAST ALONG THE EASTERLY LINE OF PONDAGE AND DRAINAGE EASEMENT A DISTANCE OF 355.56 FEET. THENCE SOUTH 89 DEGREES 12'04' WEST A DISTANCE OF 179.72 FEET TO THE NORTHWEST CORNER OF LOT 2, PLAT OF CHERRY CREEK #1. THENCE SOUTH 00 DEGREES 47'56' EAST ALONG THE WEST LINE OF SAID LOT 2 A DISTANCE OF 2.00 FEET. THENCE SOUTH 89 DEGREES 12'04' WEST A DISTANCE OF 210.00 FEET. TEHNCE SOUTH 00 DEGREES 47'56' EAST A DISTANCE OF 230.00 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 1, BLOCK 733. THENCE SOUTH 89 DEGREES 12'04' WEST ALONG SAID SOUTH LINE A DISTANCE OF 60.00 FEET TO THE TRUE POINT OF BEGINNING: (DESCRIPTION CHANGE PER QUIT CLAIM DEED (2) 4/3/78, 4/4/78). EASEMENT TO CITY (3) 10/11/79.		
Parcel # / Geo ID:	102982020733011	Agent Code:			
Type:	Real				
Tax Area:	R1 - R1	Land Use Code		13	
Open Space:	N	DFL		N	
Historic Property:	N	Remodel Property:		N	
Multi-Family Redevelopment:	N				
Township:	09	Section:		02	
Range:	28	Legal Acres:		3.0000	

Location

Address:	1650 MOWRY SQ RICHLAND, WA 99354-5709	Mapsco:	
Neighborhood:	Apts Area 6.0	Map ID:	
Neighborhood CD:	661000		

Owner

Name:	FIRST CREEKSIDE LLC	Owner ID:	438656
Mailing Address:	930 S 336TH ST SUITE B FEDERAL WAY, WA 98003	% Ownership:	100.000000000000%
		Exemptions:	

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 4663 (First Half/Next)	\$31438.31	\$47.55	\$0.00	\$0.00	\$31485.86
2023 - 4663 (Balance)	\$62876.55	\$95.08	\$0.00	\$0.00	\$62971.63

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023
Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.
Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	4663	\$31485.86	\$31485.77	\$0.00	\$0.00	\$0.00	\$62971.63
▶ Statement Details							
2022	4669	\$32434.51	\$32434.42	\$0.00	\$0.00	\$64868.93	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$5,944,960
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$432,930
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0
(=) Market Value:	=	\$6,377,890

(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$6,377,890
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$6,377,890
(=) Total Appraised Value:	=	\$6,377,890
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$6,377,890

Taxing Jurisdiction

Owner: FIRST CREEKSIDE LLC
% Ownership: 100.000000000000%
Total Value: \$6,377,890
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax	
RICH	RICHLAND	2.0181047376	\$6,377,890	\$6,377,890	\$12,871.25	
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$6,377,890	\$6,377,890	\$990.12	
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$6,377,890	\$6,377,890	\$159.45	
CNYVET	COUNTY VETERANS	0.0112499999	\$6,377,890	\$6,377,890	\$71.75	
COUNTY	COUNTY	0.9007089219	\$6,377,890	\$6,377,890	\$5,744.62	
PORTBNT	PORT OF BENTON	0.3316790761	\$6,377,890	\$6,377,890	\$2,115.41	
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$6,377,890	\$6,377,890	\$0.00	
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$6,377,890	\$6,377,890	\$9,064.87	
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$6,377,890	\$6,377,890	\$2,998.83	
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$6,377,890	\$6,377,890	\$14,994.16	
STATE	STATE SCHOOL	1.4169238836	\$6,377,890	\$6,377,890	\$9,036.98	
STATE2	STATE SCHOOL PART 2	0.7571640106	\$6,377,890	\$6,377,890	\$4,829.11	
Total Tax Rate:		9.8585213872				
					Taxes w/Current Exemptions:	\$62,876.55
					Taxes w/o Exemptions:	\$62,876.55

Improvement / Building

Improvement #1: Commercial State Code: 413 96510.0 sqft Value: \$5,890,300
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Warmed & Cooled Air
COMM Shape: Irregular

Type	Description	Class CD	Sub Class CD	Year Built	Area
APARTRES	Apartments, Multiple Residences 352	Avg		1978	61065.0
APARTRES	Apartments, Multiple Residences 352	Avg		1978	20355.0
APARTRES	Apartments, Multiple Residences 352	Avg		1978	15090.0

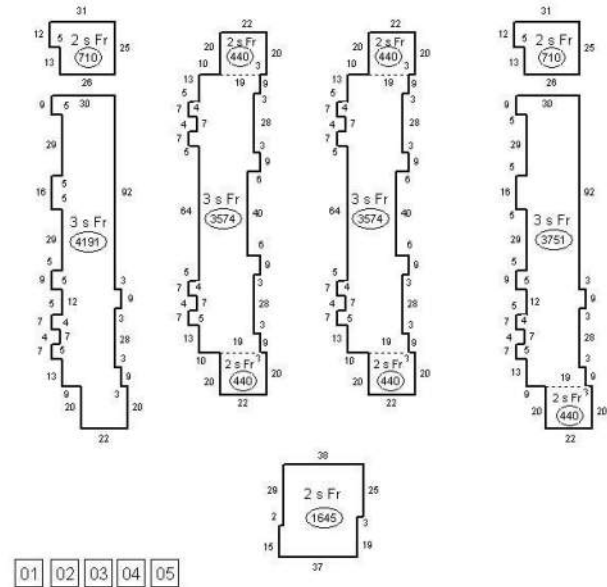
Improvement #2: Commercial State Code: 413 0.0 sqft Value: \$54,660

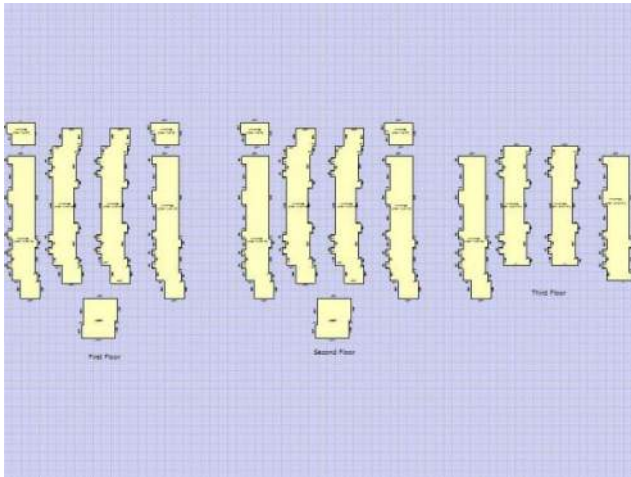
Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1962	59000.0
CONC	Concrete	Avg		2017	500.0
COMPOOL	Commercial Swimming Pool	Avg		1978	512.0
FENCEW	Fencing-Wood	Avg		2000	200.0

Property Image

This property contains TIFF images. Click on the button(s) to download the full image (which may contain multiple pages).







Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	3.0000	130680.00	0.00	0.00	1.00	\$432,930	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$5,944,960	\$432,930	\$0	\$6,377,890	\$6,377,890
2021	\$5,520,320	\$400,860	\$0	\$5,921,180	\$5,921,180

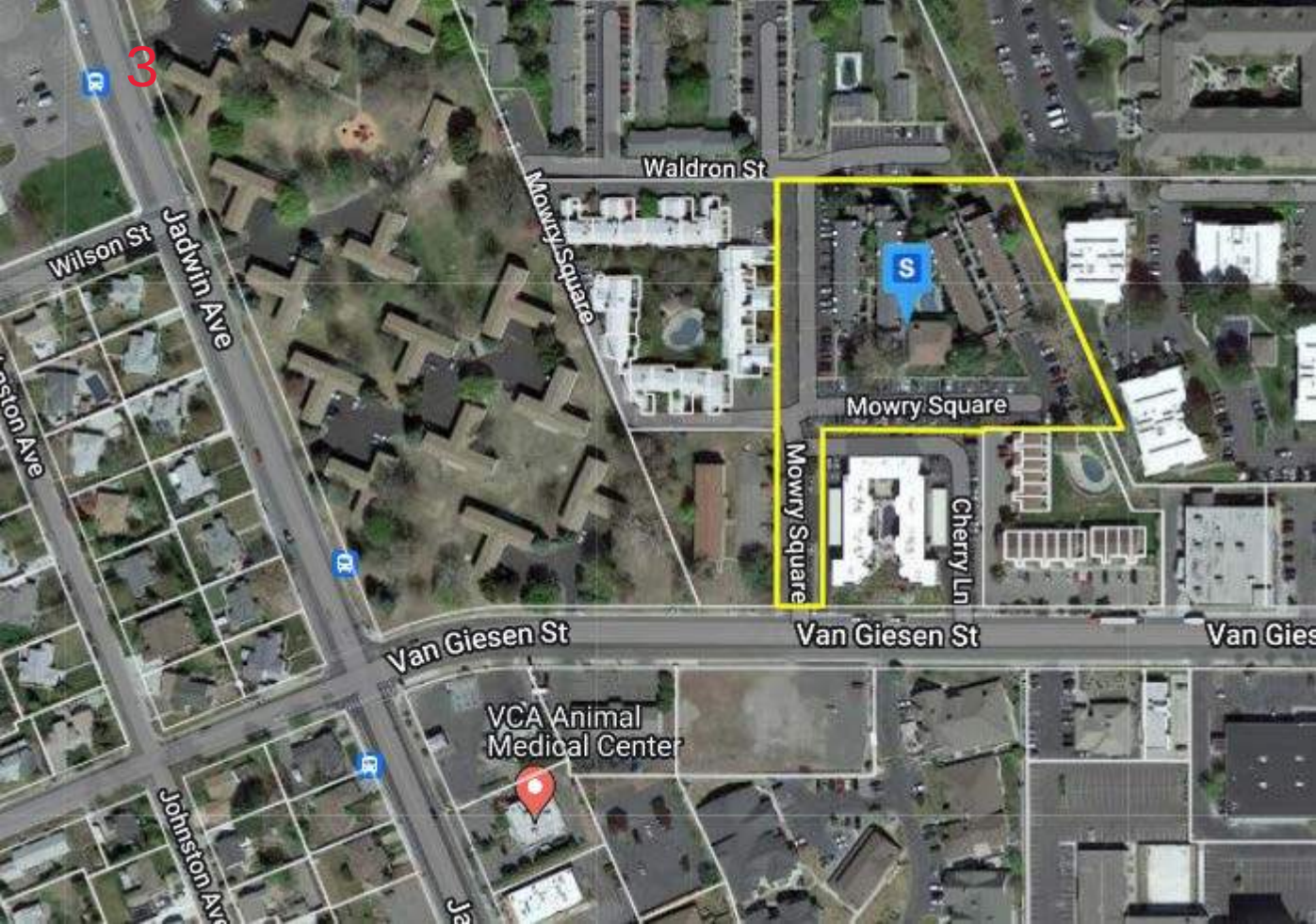
Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	08/23/2019	SWD	Statutory Warranty Deed	RICHLAND SPOERL APARTMENTS LLC	FIRST CREEKSIDE LLC	2019-025206		\$6,291,200.00	145308	
2	01/20/2010	SWD	Statutory Warranty Deed	CREEKSIDE APARTMENTS RICHLAND LLC	RICHLAND SPOERL APARTMENTS LLC	2010-002103	10K00299	\$4,686,362.00	0	57303
3	03/19/2007	QCD	Quit Claim Deed	CREEKSIDE APARTMENTS RICHLAND LLC	UNKNOWN	2007-013999	07K02493	\$0.00	0	39041
4	05/06/2005	SWD	Statutory Warranty Deed	UNKNOWN	UNKNOWN	2005-015949	05K02861	\$3,435,000.00	0	23519
5	02/25/2005	QCD	Quit Claim Deed	RICHLAND PROPERTIES L P,	YOUNG TRUSTEES ROBERT & JACQUELINE	2005-012451	05K02243	\$0.00	0	22718
6	08/25/1989	HDeed	Historical Deed	RICHLAND PROPERTIES L P	UNKNOWN		198903604	\$800,000.00	0	
7	07/27/1988	HDeed	Historical Deed	TRAVELERS INSURANCE COMPANY	UNKNOWN		198802398	\$0.00	0	
8	07/22/1988	HDeed	Historical Deed	TRAVELERS INSURANCE COMPANY	UNKNOWN		198802360	\$0.00	0	
9	02/17/1988	HDeed	Historical Deed	GRANDRIDGE INVESTMENT LIMITED	UNKNOWN		198800453	\$0.00	0	
10	08/01/1984	HDeed	Historical Deed	MANIVEST INVESTMENTS LTD	UNKNOWN		198411083	\$1,800,000.00	0	
11	10/06/1977	HDeed	Historical Deed	CREEKSIDE, LTD	UNKNOWN		197770622	\$60,000.00	0	

Payout Agreement

No payout information available..

[Assessor Website](#)[Treasurer Website](#)[Mapping Website](#)



3

D

Wilson St

Jadwin Ave

Johnston Ave

D

Van Giesen St

Johnston Ave

Jadwin Ave

VCA Animal Medical Center

Waldron St

Mowry Square

S

Mowry Square

Mowry Square

Cherry Ln

Van Giesen St

Van Giesen St

Property Detail Report

1601 Jadwin Ave, Richland, WA 99354-2581

APN: 102982020734014

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Round Gary M / Round Myla C	Occupancy:	Unknown
Vesting:	Husband And Wife		
Mailing Address:	Po Box 2375, Richland, WA 99352-0107		

Location Information

Legal Description:	Plat Of Richland Block 734, Lot 14: Subject To Easements And Restrictions Of Record.	County:	Benton, WA
APN:	102982020734014	Alternate APN:	15626
Munic / Twnshp:		Census Tract / Block:	010204 / 2005
Subdivision:	Richland	Legal Lot / Block:	14 / 734
Neighborhood:		Legal Book / Page:	
Elementary School:	Jefferson Elementa...	School District:	Richland School District
Latitude:	46.29439	Middle School:	Chief Joseph Middl...
		High School:	Richland High Scho...
		Longitude:	-119.28023

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	08/31/2011 / 08/31/2011	Price:	\$130,000	Transfer Doc #:	2011.24516
Buyer Name:	Round Gary M / Round Myla C	Seller Name:	Hinkson Living Trust	Deed Type:	Warranty Deed

Last Market Sale

Sale / Rec Date:	08/31/2011 / 08/31/2011	Sale Price / Type:	\$130,000 /	Deed Type:	Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$69	New Construction:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2011.24516
Seller Name:	Hinkson Living Trust			Title Company:	Cascade Title
Lender:					

Prior Sale Information

Sale / Rec Date:		Sale Price / Type:		Prior Deed Type:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		Prior Sale Doc #:	N/A
Prior Lender:					

Property Characteristics

Gross Living Area:	2,535 Sq. Ft.	Total Rooms:	5	Year Built / Eff:	1948
Living Area:	1,880 Sq. Ft.	Bedrooms:	3	Stories:	1
Total Adj. Area:		Baths (F / H):	2 /	Parking Type:	Attached
Above Grade:	1,506 Sq. Ft.	Pool:		Garage #:	1
Basement Area:	749 Sq. Ft.	Fireplace:	1	Garage Area:	280 Sq. Ft.
Style:	Unknown	Cooling:	Central	Porch Type:	Porch
Foundation:	Raised W/Crawlspc	Heating:	Central	Patio Type:	Covered Patio
Quality:	Average	Exterior Wall:	Concrete Block	Roof Type:	Gable
Condition:	Average	Construction Type:	Wood	Roof Material:	Composition Shingle

Site Information

Land Use:	SFR	Lot Area:	8,660 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	11 - Household, Single Family Units	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.199	Water / Sewer Type:	/ Sewer
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$266,100	Market Total Value:	\$266,100
Tax Year:	2022	Land Value:	\$50,000	Market Land Value:	\$50,000
Tax Area:	R1	Improvement Value:	\$216,100	Market Imprv Value:	\$216,100
Property Tax:	\$2,506.13	Improved %:	81.21%	Market Imprv %:	81.21%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 15626 ROUND GARY M & MYLA C for Year 2022 - 2023

Property

Account

Property ID:

15626

Abbreviated Legal Description:

PLAT OF RICHLAND BLOCK 734, LOT 14: SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

Parcel # / Geo ID:

102982020734014

Agent Code:

Type:

Real

Land Use Code

11

Tax Area:

R1 - R1

DFL

N

Open Space:

N

Remodel Property:

N

Historic Property:

N

Section:

02

Multi-Family Redevelopment:

N

Legal Acres:

0.1988

Township:

09

Range:

28

Location

Address:

1601 JADWIN AVE
RICHLAND, WA 99354-2581

Mapsco:

Neighborhood:

160008 - North Historic Richland 1,501 - 2,000 sf

Map ID:

Neighborhood CD:

160008 902

Owner

Name:

ROUND GARY M & MYLA C

Owner ID:

195397

Mailing Address:

PO BOX 2375
RICHLAND, WA 99352

% Ownership:

100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 4685 (First Half/Next)	\$1311.70	\$20.77	\$0.00	\$0.00	\$1332.47
2023 - 4685 (Balance)	\$2623.35	\$41.51	\$0.00	\$0.00	\$2664.86

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	4685	\$1332.47	\$1332.39	\$0.00	\$0.00	\$0.00	\$2664.86
▶ Statement Details							
2022	4691	\$1253.10	\$1253.03	\$0.00	\$0.00	\$2506.13	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$216,100
(+) Land Homesite Value:	+	\$50,000
(+) Land Non-Homesite Value:	+	\$0
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0
(=) Market Value:	=	\$266,100
(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$266,100
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$266,100
(=) Total Appraised Value:	=	\$266,100
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$266,100

Taxing Jurisdiction

Owner: ROUND GARY M & MYLA C
 % Ownership: 100.000000000000%
 Total Value: \$266,100
 Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$266,100	\$266,100	\$537.02
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$266,100	\$266,100	\$41.31
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$266,100	\$266,100	\$6.65
CNYVET	COUNTY VETERANS	0.0112499999	\$266,100	\$266,100	\$2.99
COUNTY	COUNTY	0.9007089219	\$266,100	\$266,100	\$239.68
PORTBNT	PORT OF BENTON	0.3316790761	\$266,100	\$266,100	\$88.26
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$266,100	\$266,100	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$266,100	\$266,100	\$378.21
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$266,100	\$266,100	\$125.12
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$266,100	\$266,100	\$625.59
STATE	STATE SCHOOL	1.4169238836	\$266,100	\$266,100	\$377.04
STATE2	STATE SCHOOL PART 2	0.7571640106	\$266,100	\$266,100	\$201.48
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$2,623.35
Taxes w/o Exemptions:					\$2,623.35

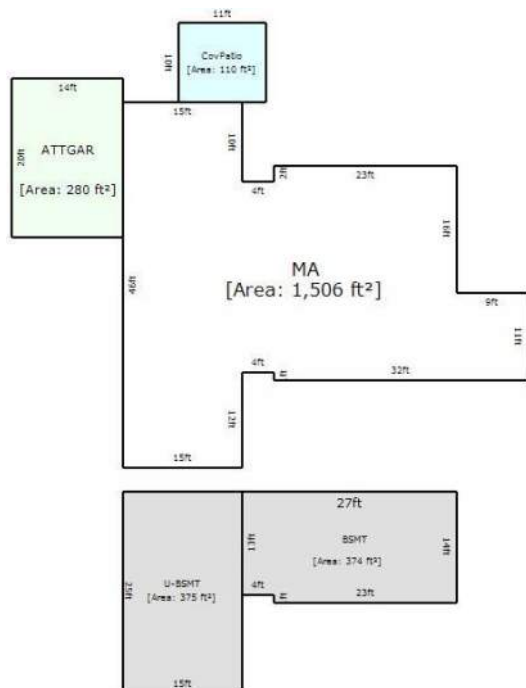
Improvement / Building

Improvement #1:	RESIDENTIAL BLDGS	State Code:	520	1506.0 sqft	Value:	\$216,100
Exterior Wall:	Concrete Block	Fireplace:	FIREPLACE			
Fixture Count:	Count	Foundation:	Crawl/Concrete Perimeter Piers			
Full Bathrooms:	Count	HVAC:	Central heat/cooling			
Number of Bedrooms:	Count	Roof Covering:	Comp Shingle			

Type	Description	Class CD	Sub Class CD	Year Built	Area
MA-Gov	Main Area - Government Home	30		1948	1506.0
ATTGAR	ATTGAR	30		1948	280.0
BSMT	Basement	30		1948	374.0
U-BSMT	Unfinished Basement	30		1948	375.0
CovPatio	Covered Patio	30		1948	110.0

Property Image





Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	9	Homesite	0.1988	8664.00	7.00	0.00	1.00	\$50,000	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$216,100	\$50,000	\$0	\$266,100	\$266,100
2021	\$175,580	\$50,000	\$0	\$225,580	\$225,580

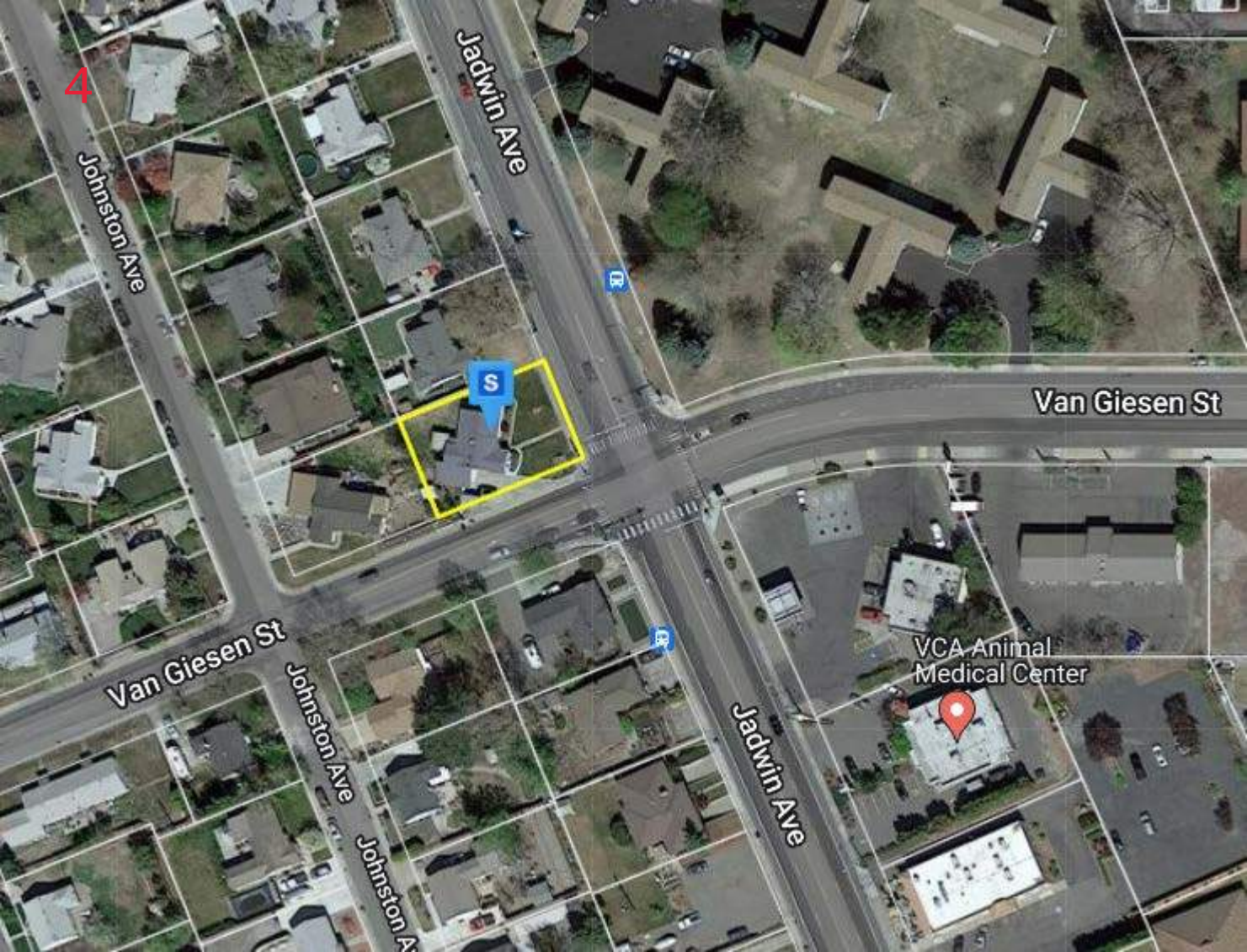
Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	08/31/2011	SWD	Statutory Warranty Deed	HINKSON TRUSTEE, ANNA LUCILLE	ROUND GARY M & MYLA C	2011-024516	11K03796	\$130,000.00	0	67520
2	01/02/2007	QCD	Quit Claim Deed	HINKSON, ANNA LUCILLE	HINKSON TRUSTEE ANNA LUCILLE	2007-000748	07K00117	\$0.00	0	36643
3	06/20/2002	QCD	Quit Claim Deed	HINKSON, JOHN ALLEN	HINKSON ANNA LUCILLE	2002-024481	02K03653	\$0.00	0	1533
4	11/18/1991	HDeed	Historical Deed	HINKSON, ANNA L	UNKNOWN		199105146	\$0.00	0	
5	09/27/1979	HDeed	Historical Deed	HINKSON, ALLEN H - ANNA	UNKNOWN		197985099	\$0.00	0	
6	10/21/1976	HDeed	Historical Deed	BELL, REED - BESSIE K	UNKNOWN		197664674	\$44,500.00	0	
7	10/24/1974	HDeed	Historical Deed	PLATT, LAWRENCE A - RUBY	UNKNOWN		197454044	\$37,750.00	0	
8	11/03/1966	HDeed	Historical Deed	KOGER, ROBERT L - ET UX	UNKNOWN		1966	\$21,500.00	0	
9	08/05/1958	HDeed	Historical Deed	SLUSHER, EARL WILSON - ET UX	UNKNOWN		1958	\$0.00	0	
10	04/25/1956	HDeed	Historical Deed	U S GOVERNMENT	UNKNOWN		1956	\$0.00	0	

Payout Agreement

No payout information available..

[Assessor Website](#) [Treasurer Website](#) [Mapping Website](#)



Jadwin Ave

Johnston Ave

S

Van Giesen St

Van Giesen St

Johnston Ave

Johnston Ave

Jadwin Ave

VCA Animal Medical Center

Property Detail Report

1545 Jadwin Ave, Richland, WA 99354-2901

APN: 102983020731011

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Crain Dan	Occupancy:	Owner Occupied
Vesting:	Single		
Mailing Address:	1545 Jadwin Ave, Richland, WA 99354-2901		

Location Information

Legal Description:	Plat Of Richland Blk 731 Lot 11	County:	Benton, WA
APN:	102983020731011	Alternate APN:	16090
Munic / Twnshp:		Census Tract / Block:	010500 / 1001
Subdivision:	Richland	Legal Lot / Block:	11 / 731
Neighborhood:		Legal Book / Page:	6 / 7
Elementary School:	Jefferson Elementa...	School District:	Richland School District
Latitude:	46.29403	Middle School:	Chief Joseph Middl...
		Longitude:	-119.28001
		High School:	Richland High Scho...

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	10/26/2007 / 10/30/2007	Price:	\$142,000	Transfer Doc #:	2007.35853
Buyer Name:		Seller Name:		Deed Type:	Warranty Deed

Last Market Sale

Sale / Rec Date:	10/26/2007 / 10/30/2007	Sale Price / Type:	\$142,000 /	Deed Type:	Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$51	New Construction:	
1st Mtg Amt / Type:	\$134,900 / Conventional	1st Mtg Rate / Type:	/ Unknown Or Not Provided	1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2007.35853
Seller Name:	Will, David C & Catherine P			Title Company:	Benton-Franklin Ti...
Lender:	Golf Savings Bank				

Prior Sale Information

Sale / Rec Date:		Sale Price / Type:		Prior Deed Type:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		Prior Sale Doc #:	N/A
Prior Lender:					

Property Characteristics

Gross Living Area:	2,796 Sq. Ft.	Total Rooms:	5	Year Built / Eff:	1960
Living Area:	2,796 Sq. Ft.	Bedrooms:	3	Stories:	1
Total Adj. Area:		Baths (F / H):	2 /	Parking Type:	Carport
Above Grade:	1,409 Sq. Ft.	Pool:		Garage #:	1
Basement Area:	1,387 Sq. Ft.	Fireplace:	1	Garage Area:	260 Sq. Ft.
Style:	Unknown	Cooling:	Central	Porch Type:	
Foundation:	Raised W/Crawlspace	Heating:	Central	Patio Type:	Covered Deck
Quality:	Average	Exterior Wall:	Aluminum Siding	Roof Type:	Gable
Condition:	Very Good	Construction Type:	Wood	Roof Material:	Composition Shingle

Site Information

Land Use:	SFR	Lot Area:	9,396 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	11 - Household, Single Family Units	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.216	Water / Sewer Type:	/ Sewer
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$346,470	Market Total Value:	\$346,470
Tax Year:	2022	Land Value:	\$50,000	Market Land Value:	\$50,000
Tax Area:	R1	Improvement Value:	\$296,470	Market Imprv Value:	\$296,470
Property Tax:	\$3,458.70	Improved %:	85.57%	Market Imprv %:	85.57%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16090 CRAIN DAN for Year 2022 - 2023

Property

Account

Property ID:16090

Parcel # / Geo ID:102983020731011

Type:Real

Tax Area:R1 - R1

Open Space:N

Historic Property:N

Multi-Family Redevelopment:N

Township:09

Range:28

Abbreviated Legal Description:PLAT OF RICHLAND BLK 731 LOT 11

Agent Code:

Land Use Code11

DFL N

Remodel Property:N

Section:02

Legal Acres:0.2157

Location

Address:1545 JADWIN AVE
RICHLAND, WA 99354-2901

Neighborhood:160008 - North Historic Richland 1,001 - 1,500 sf

Neighborhood CD:160008 901

Mapsco:

Map ID:

Owner

Name:CRAIN DAN

Mailing Address:1545 JADWIN AVE
RICHLAND, WA 99354-2901

Owner ID:175445

% Ownership:100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5134 (First Half/Next)	\$1707.87	\$21.10	\$0.00	\$0.00	\$1728.97
2023 - 5134 (Balance)	\$3415.69	\$42.18	\$0.00	\$0.00	\$3457.87

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5134	\$1728.97	\$1728.90	\$0.00	\$0.00	\$0.00	\$3457.87
▶ Statement Details							
2022	5140	\$1729.39	\$1729.31	\$0.00	\$0.00	\$3458.70	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$296,470
(+) Land Homesite Value:	+	\$50,000
(+) Land Non-Homesite Value:	+	\$0
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$346,470
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$346,470
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$346,470

(=) Total Appraised Value:	=	\$346,470
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0

(=) Taxable Value:	=	\$346,470

Taxing Jurisdiction

Owner: CRAIN DAN
% Ownership: 100.0000000000%

Total Value: \$346,470
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax		
RICH	RICHLAND	2.0181047376	\$346,470	\$346,470	\$699.21		
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$346,470	\$346,470	\$53.79		
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$346,470	\$346,470	\$8.66		
CNYVET	COUNTY VETERANS	0.0112499999	\$346,470	\$346,470	\$3.90		
COUNTY	COUNTY	0.9007089219	\$346,470	\$346,470	\$312.07		
PORTBNT	PORT OF BENTON	0.3316790761	\$346,470	\$346,470	\$114.92		
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$346,470	\$346,470	\$0.00		
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$346,470	\$346,470	\$492.44		
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$346,470	\$346,470	\$162.91		
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$346,470	\$346,470	\$814.54		
STATE	STATE SCHOOL	1.4169238836	\$346,470	\$346,470	\$490.92		
STATE2	STATE SCHOOL PART 2	0.7571640106	\$346,470	\$346,470	\$262.33		
Total Tax Rate:		9.8585213872					
					Taxes w/Current Exemptions:	\$3,415.69	
					Taxes w/o Exemptions:	\$3,415.69	

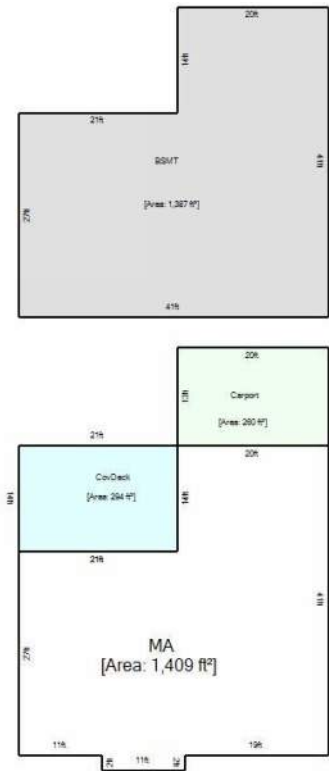
Improvement / Building

Improvement #1:	RESIDENTIAL BLDGS	State Code:	520	1409.0 sqft	Value:	\$296,470
Exterior Wall:	Alum siding	Fireplace:	FIREPLACE			
Fixture Count:	Count	Foundation:	Crawl/Concrete Perimeter Piers			
Full Bathrooms:	Count	HVAC:	Central heat/cooling			
Number of Bedrooms:	Count	Roof Covering:	Comp Shingle			

Type	Description	Class CD	Sub Class CD	Year Built	Area
MA	Main Area	30		1960	1409.0
Carport	Carport	30	*	1944	260.0
BSMT	Basement	30		1960	1387.0
CovDeck	Covered Deck	30		1960	294.0

Property Image





Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	9	Homesite	0.2157	9396.00	8.00	0.00	1.00	\$50,000	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$296,470	\$50,000	\$0	\$346,470	\$346,470
2021	\$262,590	\$50,000	\$0	\$312,590	\$312,590

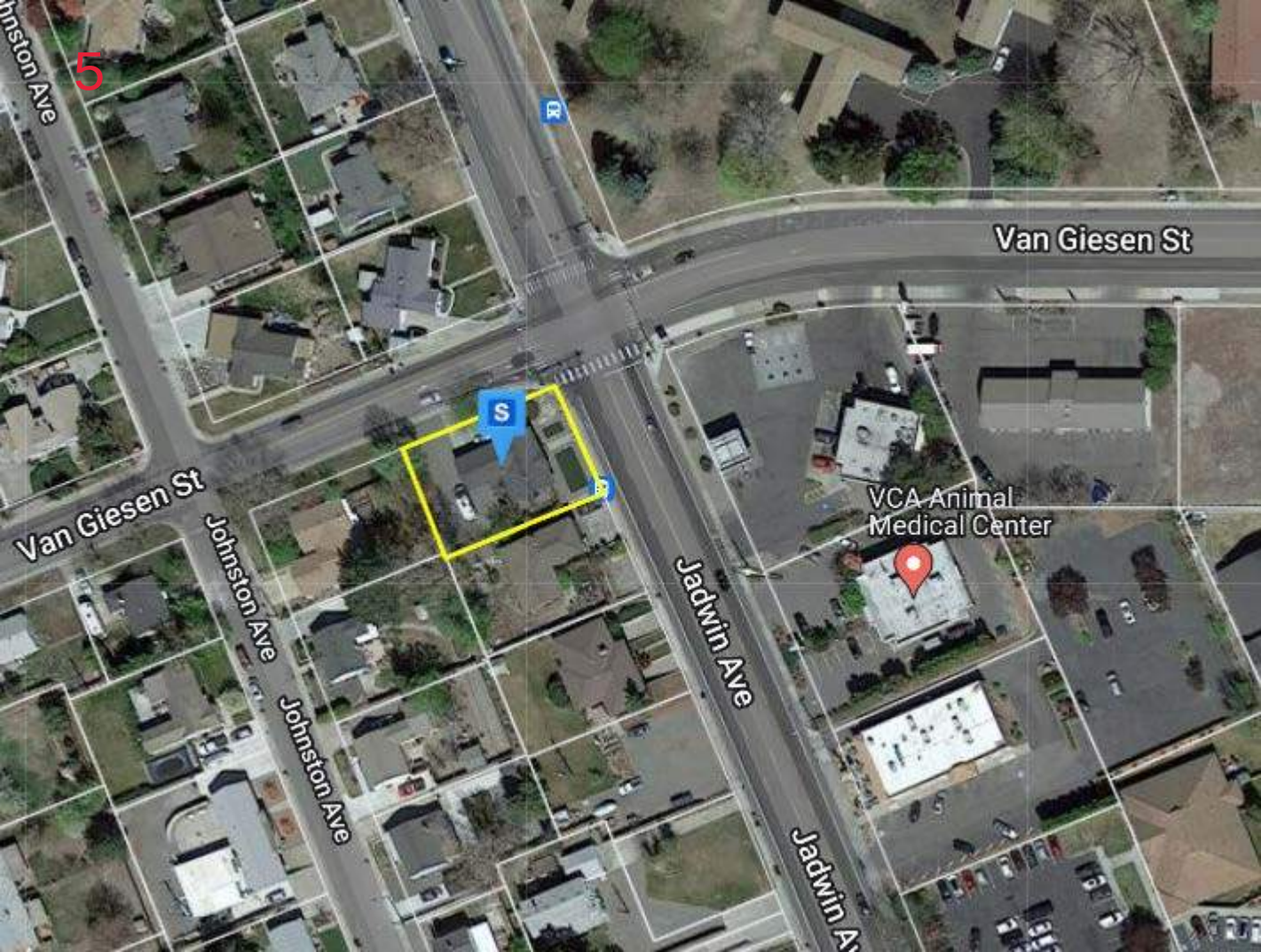
Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	10/26/2007	SWD	Statutory Warranty Deed	WILL, DAVID C & CATHERINE P	CRAIN DAN	2007-035853	07K06610	\$142,000.00	0	43080
2	10/24/2001	HDeed	Historical Deed	BANK ONE NATIONAL ASSOCIATION	WILL DAVID C & CATHERINE P	2001-033628	01K05852	\$85,000.00	0	
3	06/01/2001	HDeed	Historical Deed	REGIONAL TRUSTEE SERVICES CORPORATIO	BANK ONE NATIONAL ASSOCIATION	2001-016471	01K02927	\$70,125.00	0	
4	02/17/1987	HDeed	Historical Deed	SAVELY,MARVIN D-BARBARA J	UNKNOWN		198700546	\$55,000.00	0	
5	09/19/1978	HDeed	Historical Deed	RAMON, EDUARDO-DE NOMA, TERRI	UNKNOWN		197877767	\$53,950.00	0	
6	04/15/1974	HDeed	Historical Deed	SHERRELL, DENNIS L-SUSAN R	UNKNOWN		1974	\$27,000.00	0	
7	02/15/1960	HDeed	Historical Deed	HOWARD, BOYD D	UNKNOWN		1960	\$1,600.00	0	
8	01/18/1960	HDeed	Historical Deed	THOMPSON, JOHN B	UNKNOWN		1960	\$0.00	0	
9	04/25/1956	HDeed	Historical Deed	U S GOVERNMENT	UNKNOWN		1956	\$0.00	0	

Payout Agreement

No payout information available..

Assessor Website Treasurer Website Mapping Website



Johnston Ave

5

S

Van Giesen St

Van Giesen St

Johnston Ave

Johnston Ave

Jadwin Ave

VCA Animal
Medical Center

Jadwin Ave

Property Detail Report

1541 Jadwin Ave, Richland, WA 99354-2901

APN: 102983020731012

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Vazquez Cardenas Jose		
Vesting:			
Mailing Address:	1541 Jadwin Ave, Richland, WA 99354-2901	Occupancy:	Owner Occupied

Location Information

Legal Description:	Plat Of Richland Blk 731 Lot 12	County:	Benton, WA
APN:	102983020731012	Alternate APN:	16091
Munic / Twnshp:		Census Tract / Block:	010500 / 1001
Subdivision:	Richland	Legal Lot / Block:	12 / 731
Neighborhood:		Legal Book / Page:	6 / 7
Elementary School:	Jefferson Elementa...	School District:	Richland School District
Latitude:	46.29383	Middle School:	Chief Joseph Middl...
		High School:	Richland High Scho...
		Longitude:	-119.27989

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	10/23/2017 / 10/27/2017	Price:	\$194,000	Transfer Doc #:	2017.31524
Buyer Name:	Cardenas Jose Vazquez	Seller Name:	Schumann Fritz	Deed Type:	General Warranty Deed

Last Market Sale

Sale / Rec Date:	10/23/2017 / 10/27/2017	Sale Price / Type:	\$194,000 /	Deed Type:	General Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$152	New Construction:	
1st Mtg Amt / Type:	\$188,180 / Conventional	1st Mtg Rate / Type:	3.78 / Estimated	1st Mtg Doc #:	2017.31525
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:	\$4 /	Sale Doc #:	2017.31524
Seller Name:	Schumann Fritz				
Lender:	PrimeLending			Title Company:	Chicago Title Comp...

Prior Sale Information

Sale / Rec Date:	12/09/2013 / 12/11/2013	Sale Price / Type:	\$147,000 /	Prior Deed Type:	General Warranty Deed
1st Mtg Amt / Type:	\$144,337 / Federal Housing Administration	1st Mtg Rate / Type:		Prior Sale Doc #:	2013.40214
Prior Lender:	Pinnacle Cap Mtg Corp				

Property Characteristics

Gross Living Area:	1,763 Sq. Ft.	Total Rooms:	5	Year Built / Eff:	1963
Living Area:	1,280 Sq. Ft.	Bedrooms:	3	Stories:	1
Total Adj. Area:		Baths (F / H):	2 /	Parking Type:	Attached
Above Grade:	1,280 Sq. Ft.	Pool:		Garage #:	2
Basement Area:		Fireplace:	1	Garage Area:	483 Sq. Ft.
Style:	Tri-Level	Cooling:	Central	Porch Type:	Open Porch
Foundation:	Raised W/Crawlspace	Heating:	Central	Patio Type:	Balcony
Quality:	Average	Exterior Wall:	Plywood	Roof Type:	Gable/Hip
Condition:	Very Good	Construction Type:	Wood	Roof Material:	Composition Shingle

Site Information

Land Use:	SFR	Lot Area:	8,847 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	11 - Household, Single Family Units	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.203	Water / Sewer Type:	/ Sewer
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$254,800	Market Total Value:	\$254,800
Tax Year:	2022	Land Value:	\$50,000	Market Land Value:	\$50,000
Tax Area:	R1	Improvement Value:	\$204,800	Market Imprv Value:	\$204,800
Property Tax:	\$2,405.88	Improved %:	80.38%	Market Imprv %:	80.38%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16091 VAZQUEZ CARDENAS JOSE for Year 2022 - 2023

Property

Account

Property ID:

16091

Parcel # / Geo ID:

102983020731012

Type:

Real

Tax Area:

R1 - R1

Open Space:

N

Historic Property:

N

Multi-Family Redevelopment:

N

Township:

09

Range:

28

Abbreviated Legal Description:

PLAT OF RICHLAND BLK 731 LOT 12

Agent Code:

Land Use Code

11

DFL

N

Remodel Property:

N

Section:

02

Legal Acres:

0.2031

Location

Address:

1541 JADWIN AVE
RICHLAND, WA 99354-2901

Neighborhood:

160008 - North Historic Richland 1,501 - 2,000 sf

Neighborhood CD:

160008 902

Mapsco:

Map ID:

Owner

Name:

VAZQUEZ CARDENAS JOSE

Mailing Address:

1541 JADWIN AVE
RICHLAND, WA 99354

Owner ID:

424116

% Ownership:

100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5135 (First Half/Next)	\$1256.01	\$20.86	\$0.00	\$0.00	\$1276.87
2023 - 5135 (Balance)	\$2511.95	\$41.70	\$0.00	\$0.00	\$2553.65

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on: **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▸ Statement Details							
2023	5135	\$1276.87	\$1276.78	\$0.00	\$0.00	\$0.00	\$2553.65
▸ Statement Details							
2022	5141	\$1202.99	\$1202.89	\$0.00	\$0.00	\$2405.88	\$0.00

Values

(+) Improvement Homesite Value:

+

\$0

(+) Improvement Non-Homesite Value:

+

\$204,800

(+) Land Homesite Value:

+

\$50,000

(+) Land Non-Homesite Value:

+

\$0

(+) Curr Use (HS):

+

\$0 \$0

(+) Curr Use (NHS):

+

\$0 \$0

(=) Market Value:

=

\$254,800

(-) Productivity Loss:

-

\$0

(=) Subtotal:

=

\$254,800

(+) Senior Appraised Value:

+

\$0

(+) Non-Senior Appraised Value:

+

\$254,800

(=) Total Appraised Value:

=

\$254,800

(-) Senior Exemption Loss:

-

\$0

(-) Exemption Loss:

-

\$0

(=) Taxable Value:

=

\$254,800

Taxing Jurisdiction

Owner: VAZQUEZ CARDENAS JOSE

https://propertysearch.co.benton.wa.us/propertyaccess/Property.aspx?cid=0&year=2022&prop_id=16091

1/3

% Ownership: 100.000000000000%
Total Value: \$254,800
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$254,800	\$254,800	\$514.21
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$254,800	\$254,800	\$39.56
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$254,800	\$254,800	\$6.37
CNYVET	COUNTY VETERANS	0.0112499999	\$254,800	\$254,800	\$2.87
COUNTY	COUNTY	0.9007089219	\$254,800	\$254,800	\$229.50
PORTBNT	PORT OF BENTON	0.3316790761	\$254,800	\$254,800	\$84.51
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$254,800	\$254,800	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$254,800	\$254,800	\$362.15
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$254,800	\$254,800	\$119.80
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$254,800	\$254,800	\$599.02
STATE	STATE SCHOOL	1.4169238836	\$254,800	\$254,800	\$361.03
STATE2	STATE SCHOOL PART 2	0.7571640106	\$254,800	\$254,800	\$192.93
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$2,511.95
Taxes w/o Exemptions:					\$2,511.95

Improvement / Building

Improvement #1:	RESIDENTIAL BLDGS	State Code:	520	1556.0 sqft	Value:	\$204,800
Exterior Wall:	T 111 plywood	Fixture Count:			Count	
Foundation:	Crawl/Concrete Perimeter Piers	Full Bathrooms:			Count	
HVAC:	Central heat/cooling	Number of Bedrooms:			Count	
Roof Covering:	Comp Shingle					

Type	Description	Class CD	Sub Class CD	Year Built	Area
MA	Main Area	30		1963	1280.0
ATTGAR	ATTGAR	30		1963	483.0
Balcony	Balcony	30		1963	207.0
Bonus Room	Bonus Room	30		1963	276.0

Property Image

This property contains TIFF images. Click on the button(s) to download the full image (which may contain multiple pages).



16091 - 03 APR 23 - 00V - 10072017 - Benton County

APPRaisal and TAXATION

Property Information

1. Owner Name: Vazquez Cardenas Jose

2. Address: 16091 Vazquez Cardenas Jose

3. City: Benton

4. State: WA

5. Zip: 99715

6. Parcel Number: 0000000000

7. Assessed Value: \$254,800

8. Market Value: \$254,800

9. Taxable Value: \$254,800

10. Levy Rate: 9.8585213872

11. Estimated Tax: \$2,511.95

12. Tax Year: 2022

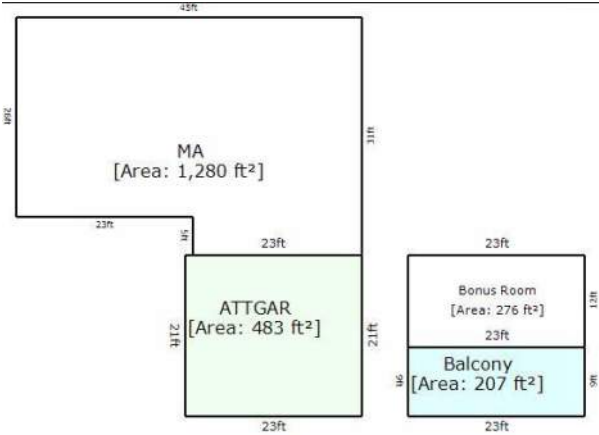
13. Tax Area: R1 - R1

14. Exemptions: None

15. Notes: None

16. Signature: [Signature]

17. Date: 03/13/23



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	9	Homesite	0.2031	8850.00	7.00	0.00	1.00	\$50,000	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$204,800	\$50,000	\$0	\$254,800	\$254,800
2021	\$166,400	\$50,000	\$0	\$216,400	\$216,400

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	10/23/2017	SWD	Statutory Warranty Deed	SCHUMANN FRITZ	VAZQUEZ CARDENAS JOSE	2017-031524		\$194,000.00	130835	
2	12/06/2013	SWD	Statutory Warranty Deed	WALTMAN, DOUGLAS W & MELANIE J	SCHUMANN FRITZ	2013-040214	13K05890	\$147,000.00	0	81631
3	09/14/2007	SWD	Statutory Warranty Deed	CROUCH, CLARK E & BARBARA R	WALTMAN DOUGLAS W & MELANIE J	2007-031108	07K05740	\$144,900.00	0	42159
4	09/10/1991	HDeed	Historical Deed	CROUCH,CLARK E-BARBARA R	UNKNOWN		199103894	\$75,000.00	0	
5	05/30/1989	HDeed	Historical Deed	MC COY,DONNA S	UNKNOWN		198902180	\$38,710.00	0	
6	03/17/1988	HDeed	Historical Deed	VETERANS ADMINISTRATION	UNKNOWN		198800759	\$0.00	0	
7	03/29/1984	HDeed	Historical Deed	LANDIS,DOUGLAS C-ELKE M	UNKNOWN		198409068	\$56,900.00	0	
8	04/05/1967	HDeed	Historical Deed	PHINNEY, ERIC H - ET UX	UNKNOWN		1967	\$23,500.00	0	
9	08/18/1964	HDeed	Historical Deed	YEATS, P LARRY - ET UX	UNKNOWN		1964	\$19,403.00	0	
10	03/25/1963	HDeed	Historical Deed	DYRENG,GAIL E - ET UX	UNKNOWN		1963	\$21,250.00	0	
11	02/05/1960	HDeed	Historical Deed	CARTER, BILLIE L - ET UX	UNKNOWN		1960	\$16,000.00	0	
12	10/19/1959	HDeed	Historical Deed	LAWRENCE, JAMES R - ET UX	UNKNOWN		1959	\$9,500.00	0	
13	04/25/1956	HDeed	Historical Deed	U S GOVERNMENT	UNKNOWN		1956	\$0.00	0	

Payout Agreement

No payout information available..

Assessor Website Treasurer Website Mapping Website

6

Van Giesen St

VCA Animal
Medical Center

Van Giesen St

Johnston Ave

Johnston Ave

Jadwin Ave

Jadwin Ave

Judson Ave

S

Property Detail Report

1537 Jadwin Ave, Richland, WA 99354-2901

APN: 102983020731013

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Ackerman Richard E		
Vesting:			
Mailing Address:	1537 Jadwin Ave, Richland, WA 99354-2901	Occupancy:	Owner Occupied

Location Information

Legal Description:	Plat Of Richland Blk 731 Lot 13	County:	Benton, WA
APN:	102983020731013	Alternate APN:	16092
Munic / Twnshp:		Census Tract / Block:	010500 / 1001
Subdivision:	Richland	Legal Lot / Block:	13 / 731
Neighborhood:		Legal Book / Page:	
Elementary School:	Jefferson Elementa...	School District:	Richland School District
Latitude:	46.29364	Middle School:	Chief Joseph Middl...
		Longitude:	-119.27977
		High School:	Richland High Scho...

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	Price:	Transfer Doc #:
Buyer Name:	Seller Name:	Deed Type:

Last Market Sale

Sale / Rec Date:	Sale Price / Type:	Deed Type:
Multi / Split Sale:	Price / Sq. Ft.:	New Construction:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	1st Mtg Doc #:
2nd Mtg Amt / Type:	2nd Mtg Rate / Type:	Sale Doc #:
Seller Name:		
Lender:		Title Company:

Prior Sale Information

Sale / Rec Date:	Sale Price / Type:	Prior Deed Type:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	Prior Sale Doc #:
Prior Lender:		N/A

Property Characteristics

Gross Living Area:	3,936 Sq. Ft.	Total Rooms:	6	Year Built / Eff:	1963
Living Area:	3,384 Sq. Ft.	Bedrooms:	4	Stories:	1
Total Adj. Area:		Baths (F / H):	3 /	Parking Type:	Attached
Above Grade:	1,968 Sq. Ft.	Pool:		Garage #:	2
Basement Area:	1,416 Sq. Ft.	Fireplace:	1	Garage Area:	552 Sq. Ft.
Style:	Multi-Family	Cooling:	Central	Porch Type:	Porch
Foundation:	Raised W/Crawlspac	Heating:	Central	Patio Type:	Covered Patio
Quality:	Average	Exterior Wall:	Hardboard	Roof Type:	Hip
Condition:	Average	Construction Type:	Wood	Roof Material:	Composition Shingle

Site Information

Land Use:	Multi Family 10 Units Less	Lot Area:	9,074 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	12 - Household, 2-4 Units	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.208	Water / Sewer Type:	/ Sewer
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$399,010	Market Total Value:	\$399,010
Tax Year:	2022	Land Value:	\$50,000	Market Land Value:	\$50,000
Tax Area:	R1	Improvement Value:	\$349,010	Market Imprv Value:	\$349,010
Property Tax:	\$3,707.93	Improved %:	87.47%	Market Imprv %:	87.47%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16092 ACKERMAN RICHARD E for Year 2022 - 2023

Property

Account

Property ID:

16092

Parcel # / Geo ID:

102983020731013

Type:

Real

Tax Area:

R1 - R1

Open Space:

N

Historic Property:

N

Multi-Family Redevelopment:

N

Township:

09

Range:

28

Abbreviated Legal Description:

PLAT OF RICHLAND BLK 731 LOT 13

Agent Code:

Land Use Code

12

DFL

N

Remodel Property:

N

Section:

02

Legal Acres:

0.2083

Location

Address:

1537 JADWIN AVE
RICHLAND, WA 99354

Mapsco:

Neighborhood:

160008 - North Historic Richland 1,501 - 2,000 sf

Map ID:

Neighborhood CD:

160008 902

Owner

Name:

ACKERMAN RICHARD E

Mailing Address:

1537 JADWIN AVE
RICHLAND, WA 99354

Owner ID:

10497

% Ownership:

100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5136 (First Half/Next)	\$1966.85	\$30.95	\$0.00	\$0.00	\$1997.80
2023 - 5136 (Balance)	\$3933.65	\$61.88	\$0.00	\$0.00	\$3995.53

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  [NOTE:](#) If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5136	\$1997.80	\$1997.73	\$0.00	\$0.00	\$0.00	\$3995.53
▶ Statement Details							
2022	5142	\$1854.01	\$1853.92	\$0.00	\$0.00	\$3707.93	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$349,010
(+) Land Homesite Value:	+	\$50,000
(+) Land Non-Homesite Value:	+	\$0
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$399,010
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$399,010

(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$399,010
(=) Total Appraised Value:	=	\$399,010
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$399,010

Taxing Jurisdiction

Owner: ACKERMAN RICHARD E
% Ownership: 100.000000000000%
Total Value: \$399,010
Tax Area: R1 - R1

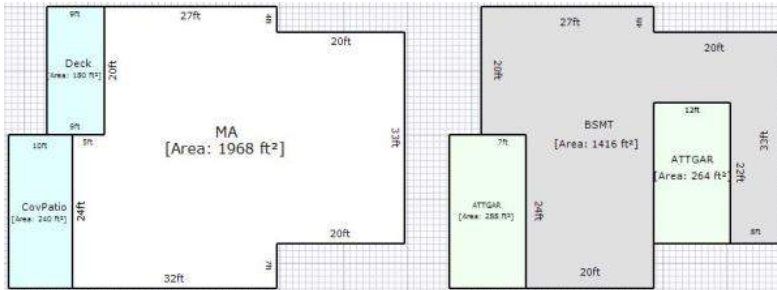
Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax		
RICH	RICHLAND	2.0181047376	\$399,010	\$399,010	\$805.24		
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$399,010	\$399,010	\$61.94		
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$399,010	\$399,010	\$9.98		
CNYVET	COUNTY VETERANS	0.0112499999	\$399,010	\$399,010	\$4.49		
COUNTY	COUNTY	0.9007089219	\$399,010	\$399,010	\$359.39		
PORTBNT	PORT OF BENTON	0.3316790761	\$399,010	\$399,010	\$132.34		
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$399,010	\$399,010	\$0.00		
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$399,010	\$399,010	\$567.11		
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$399,010	\$399,010	\$187.61		
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$399,010	\$399,010	\$938.06		
STATE	STATE SCHOOL	1.4169238836	\$399,010	\$399,010	\$565.37		
STATE2	STATE SCHOOL PART 2	0.7571640106	\$399,010	\$399,010	\$302.12		
Total Tax Rate:		9.8585213872					
					Taxes w/Current Exemptions:	\$3,933.65	
					Taxes w/o Exemptions:	\$3,933.65	

Improvement / Building

Improvement #1:	RESIDENTIAL BLDGS	State Code:	522	1968.0 sqft	Value:	\$349,010
Exterior Wall:	Hardboard	Fireplace:	FIREPLACE			
Fixture Count:	Count	Foundation:	Crawl/Concrete Perimeter Piers			
Full Bathrooms:	Count	HVAC:	Central heat/cooling			
Number of Bedrooms:	Count	Roof Covering:	Comp Shingle			

Type	Description	Class CD	Sub Class CD	Year Built	Area
MA	Main Area	30		1963	1968.0
ATTGAR	ATTGAR	30		1963	288.0
ATTGAR	ATTGAR	30		1963	264.0
BSMT	Basement	30		1963	1416.0
Deck	Deck	30		1963	180.0
CovPatio	Covered Patio	30		1963	240.0

Property Image



#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	9	Homesite	0.2083	9075.00	7.00	0.00	1.00	\$50,000	\$0

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$349,010	\$50,000	\$0	\$399,010	\$399,010
2021	\$283,570	\$50,000	\$0	\$333,570	\$333,570

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	09/02/1975	HDeed	Historical Deed	ACKERMAN, RICHARD E	UNKNOWN		197558017	\$0.00	0	
2	06/02/1966	HDeed	Historical Deed	ACKERMAN, RICHARD E - ET UX	UNKNOWN		1966	\$32,500.00	0	
3	07/30/1963	HDeed	Historical Deed	BOWLING, EUGENE P - ET UX	UNKNOWN		1963	\$30,849.00	0	
4	02/28/1963	HDeed	Historical Deed	WOLFE, GEORGE - ET UX	UNKNOWN		1963	\$2,200.00	0	
5	06/03/1959	HDeed	Historical Deed	ROSE, CHARLES GANZ	UNKNOWN		1959	\$0.00	0	
6	04/25/1956	HDeed	Historical Deed	U S GOVERNMENT	UNKNOWN		1956	\$0.00	0	

Mapping Website



7

Van Giesen St

Giesen St

Johnston Ave

Johnston Ave

Jadwin Ave

Jadwin Ave

VCA Animal
Medical Center



Property Detail Report

1525 Jadwin Ave, Richland, WA 99354-2901

APN: 102983020731014

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Ackerman Richard E	Occupancy:	Absentee Owner
Vesting:			
Mailing Address:	1537 Jadwin Ave, Richland, WA 99354-2901		

Location Information

Legal Description:	Plat Of Richland Blk 731 Lot 14	County:	Benton, WA
APN:	102983020731014	Alternate APN:	16093
Munic / Twnshp:		Census Tract / Block:	010500 / 1001
Subdivision:	Richland	Legal Lot / Block:	14 / 731
Neighborhood:		Legal Book / Page:	
Elementary School:	Jefferson Elementa...	School District:	Richland School District
Latitude:	46.29346	Middle School:	Chief Joseph Middl...
		Longitude:	-119.27965
		High School:	Richland High Scho...

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	Price:	Transfer Doc #:
Buyer Name:	Seller Name:	Deed Type:

Last Market Sale

Sale / Rec Date:	Sale Price / Type:	Deed Type:
Multi / Split Sale:	Price / Sq. Ft.:	New Construction:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	1st Mtg Doc #:
2nd Mtg Amt / Type:	2nd Mtg Rate / Type:	Sale Doc #:
Seller Name:		
Lender:		Title Company:

Prior Sale Information

Sale / Rec Date:	Sale Price / Type:	Prior Deed Type:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	Prior Sale Doc #:
Prior Lender:		N/A

Property Characteristics

Gross Living Area:	Total Rooms:	0	Year Built / Eff:
Living Area:	Bedrooms:		Stories:
Total Adj. Area:	Baths (F / H):		Parking Type:
Above Grade:	Pool:		Garage #:
Basement Area:	Fireplace:		Garage Area:
Style:	Cooling:		Porch Type:
Foundation:	Heating:		Patio Type:
Quality:	Exterior Wall:		Roof Type:
Condition:	Construction Type:		Roof Material:

Site Information

Land Use:	SFR	Lot Area:	8,943 Sq. Ft.	Zoning:
State Use:		Lot Width / Depth:		# of Buildings:
County Use:	11 - Household, Single Family Units	Usable Lot:		Res / Comm Units:
Site Influence:		Acres:	0.205	Water / Sewer Type:
Flood Zone Code:		Flood Map #:		Flood Map Date:
Community Name:		Flood Panel #:		Inside SFHA:
				Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$50,000	Market Total Value:	\$50,000
Tax Year:	2022	Land Value:	\$50,000	Market Land Value:	\$50,000
Tax Area:	R1	Improvement Value:		Market Imprv Value:	
Property Tax:	\$563.09	Improved %:		Market Imprv %:	
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16093 ACKERMAN RICHARD E for Year 2022 - 2023

Property

Account

Property ID:

16093

Parcel # / Geo ID:

102983020731014

Type:

Real

Tax Area:

R1 - R1

Open Space:

N

Historic Property:

N

Multi-Family Redevelopment:

N

Township:

09

Range:

28

Abbreviated Legal Description:

PLAT OF RICHLAND BLK 731 LOT 14

Agent Code:

Land Use Code

11

DFL

N

Remodel Property:

N

Section:

02

Legal Acres:

0.2053

Location

Address:

1525 JADWIN AVE
RICHLAND, WA 99354

Neighborhood:

160008 - North Historic Richland

Neighborhood CD:

160008

Mapsco:

Map ID:

Owner

Name:

ACKERMAN RICHARD E

Mailing Address:

1537 JADWIN AVE
RICHLAND, WA 99354

Owner ID:

10495

% Ownership:

100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5137 (First Half/Next)	\$246.49	\$8.51	\$0.00	\$0.00	\$255.00
2023 - 5137 (Balance)	\$492.93	\$17.01	\$0.00	\$0.00	\$509.94

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  [NOTE](#): If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5137	\$255.00	\$254.94	\$0.00	\$0.00	\$0.00	\$509.94
▶ Statement Details							
2022	5143	\$281.58	\$281.51	\$0.00	\$0.00	\$563.09	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$0
(+) Land Homesite Value:	+	\$50,000
(+) Land Non-Homesite Value:	+	\$0
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$50,000
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$50,000

(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$50,000
(=) Total Appraised Value:	=	\$50,000
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$50,000

Taxing Jurisdiction

Owner: ACKERMAN RICHARD E
 % Ownership: 100.000000000000%
 Total Value: \$50,000
 Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$50,000	\$50,000	\$100.91
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$50,000	\$50,000	\$7.76
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$50,000	\$50,000	\$1.25
CNYVET	COUNTY VETERANS	0.0112499999	\$50,000	\$50,000	\$0.56
COUNTY	COUNTY	0.9007089219	\$50,000	\$50,000	\$45.04
PORTBNT	PORT OF BENTON	0.3316790761	\$50,000	\$50,000	\$16.58
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$50,000	\$50,000	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$50,000	\$50,000	\$71.06
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$50,000	\$50,000	\$23.51
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$50,000	\$50,000	\$117.55
STATE	STATE SCHOOL	1.4169238836	\$50,000	\$50,000	\$70.85
STATE2	STATE SCHOOL PART 2	0.7571640106	\$50,000	\$50,000	\$37.86
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$492.93
Taxes w/o Exemptions:					\$492.93

Improvement / Building

Property Image

No image available for this property.

Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	9	Homesite	0.2053	8943.00	0.00	0.00	1.00	\$50,000	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$0	\$50,000	\$0	\$50,000	\$50,000
2021	\$0	\$50,000	\$0	\$50,000	\$50,000

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	09/02/1975	HDeed	Historical Deed	ACKERMAN, RICHARD E	UNKNOWN		197558017	\$0.00	0	
2	07/09/1968	HDeed	Historical Deed	ACKERMAN, RICHARD E - ET UX	UNKNOWN		1968	\$25,000.00	0	
3	11/19/1959	HDeed	Historical Deed	DIETTRICH, CONRAD - ET UX	UNKNOWN		1959	\$9,010.00	0	
4	04/25/1956	HDeed	Historical Deed	U S GOVERNMENT	UNKNOWN		1956	\$0.00	0	

Payout Agreement

No payout information available..

[Assessor Website](#)

[Treasurer Website](#)

[Mapping Website](#)



Van Giesen St

Van Giesen St

Johnston Ave

Johnston Ave

Johnston

Jadwin Ave

Jadwin Ave

VCA Animal
Medical Center

Property Detail Report

1523 Jadwin Ave, Richland, WA 99354-2901

APN: 102983020731015

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Brown Shane M	Occupancy:	Absentee Owner
Vesting:	Unmarried Man		
Mailing Address:	1521 Jadwin Ave, Richland, WA 99354-2901		

Location Information

Legal Description:	Plat Of Richland Blk 731 Lot 15	County:	Benton, WA
APN:	102983020731015	Alternate APN:	16094
Munic / Twnshp:		Census Tract / Block:	010500 / 1001
Subdivision:	Richland	Legal Lot / Block:	15 / 731
Neighborhood:		Legal Book / Page:	6 / 7
Elementary School:	Jefferson Elementa...	School District:	Richland School District
Latitude:	46.29328	Middle School:	Chief Joseph Middl...
		Longitude:	-119.27948
		High School:	Richland High Scho...

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	Price:	Transfer Doc #:
Buyer Name:	Seller Name:	Deed Type:

Last Market Sale

Sale / Rec Date:	Sale Price / Type:	Deed Type:
Multi / Split Sale:	Price / Sq. Ft.:	New Construction:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	1st Mtg Doc #:
2nd Mtg Amt / Type:	2nd Mtg Rate / Type:	Sale Doc #:
Seller Name:		
Lender:		Title Company:

Prior Sale Information

Sale / Rec Date:	Sale Price / Type:	Prior Deed Type:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	Prior Sale Doc #:
Prior Lender:		N/A

Property Characteristics

Gross Living Area:	Total Rooms:	0	Year Built / Eff:
Living Area:	Bedrooms:		Stories:
Total Adj. Area:	Baths (F / H):		Parking Type:
Above Grade:	Pool:		Garage #:
Basement Area:	Fireplace:		Garage Area:
Style:	Cooling:		Porch Type:
Foundation:	Heating:		Patio Type:
Quality:	Exterior Wall:		Roof Type:
Condition:	Construction Type:		Roof Material:

Site Information

Land Use:	SFR	Lot Area:	6,656 Sq. Ft.	Zoning:
State Use:		Lot Width / Depth:		# of Buildings:
County Use:	11 - Household, Single Family Units	Usable Lot:		Res / Comm Units:
Site Influence:		Acres:	0.153	Water / Sewer Type:
Flood Zone Code:		Flood Map #:		Flood Map Date:
Community Name:		Flood Panel #:		Inside SFHA:
				Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$50,000	Market Total Value:	\$50,000
Tax Year:	2022	Land Value:	\$50,000	Market Land Value:	\$50,000
Tax Area:	R1	Improvement Value:		Market Imprv Value:	
Property Tax:	\$563.01	Improved %:		Market Imprv %:	
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16094 BROWN SHANE M for Year 2022 - 2023

Property

Account

Property ID:	16094	Abbreviated Legal Description:	PLAT OF RICHLAND BLK 731 LOT 15
Parcel # / Geo ID:	102983020731015	Agent Code:	
Type:	Real		
Tax Area:	R1 - R1	Land Use Code	11
Open Space:	N	DFL	N
Historic Property:	N	Remodel Property:	N
Multi-Family Redevelopment:	N		
Township:	09	Section:	02
Range:	28	Legal Acres:	0.1528

Location

Address:	1523 JADWIN AVE RICHLAND, WA 99354	Mapsco:	
Neighborhood:	160008 - North Historic Richland	Map ID:	
Neighborhood CD:	160008		

Owner

Name:	BROWN SHANE M	Owner ID:	440153
Mailing Address:	1521 JADWIN AVE RICHLAND, WA 99354	% Ownership:	100.0000000000%
		Exemptions:	

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5138 (First Half/Next)	\$246.49	\$8.51	\$0.00	\$0.00	\$255.00
2023 - 5138 (Balance)	\$492.93	\$17.01	\$0.00	\$0.00	\$509.94

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  NOTE: If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5138	\$255.00	\$254.94	\$0.00	\$0.00	\$0.00	\$509.94
▶ Statement Details							
2022	5144	\$281.54	\$281.47	\$0.00	\$0.00	\$563.01	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$0
(+) Land Homesite Value:	+	\$50,000
(+) Land Non-Homesite Value:	+	\$0
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$50,000
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$50,000

(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$50,000
(=) Total Appraised Value:	=	\$50,000
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$50,000

Taxing Jurisdiction

Owner: BROWN SHANE M
 % Ownership: 100.000000000000%
 Total Value: \$50,000
 Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$50,000	\$50,000	\$100.91
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$50,000	\$50,000	\$7.76
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$50,000	\$50,000	\$1.25
CNYVET	COUNTY VETERANS	0.0112499999	\$50,000	\$50,000	\$0.56
COUNTY	COUNTY	0.9007089219	\$50,000	\$50,000	\$45.04
PORTBNT	PORT OF BENTON	0.3316790761	\$50,000	\$50,000	\$16.58
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$50,000	\$50,000	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$50,000	\$50,000	\$71.06
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$50,000	\$50,000	\$23.51
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$50,000	\$50,000	\$117.55
STATE	STATE SCHOOL	1.4169238836	\$50,000	\$50,000	\$70.85
STATE2	STATE SCHOOL PART 2	0.7571640106	\$50,000	\$50,000	\$37.86
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$492.93
Taxes w/o Exemptions:					\$492.93

Improvement / Building

Property Image

No image available for this property.

Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	9	Homesite	0.1528	6660.00	7.00	0.00	1.00	\$50,000	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$0	\$50,000	\$0	\$50,000	\$50,000
2021	\$0	\$50,000	\$0	\$50,000	\$50,000

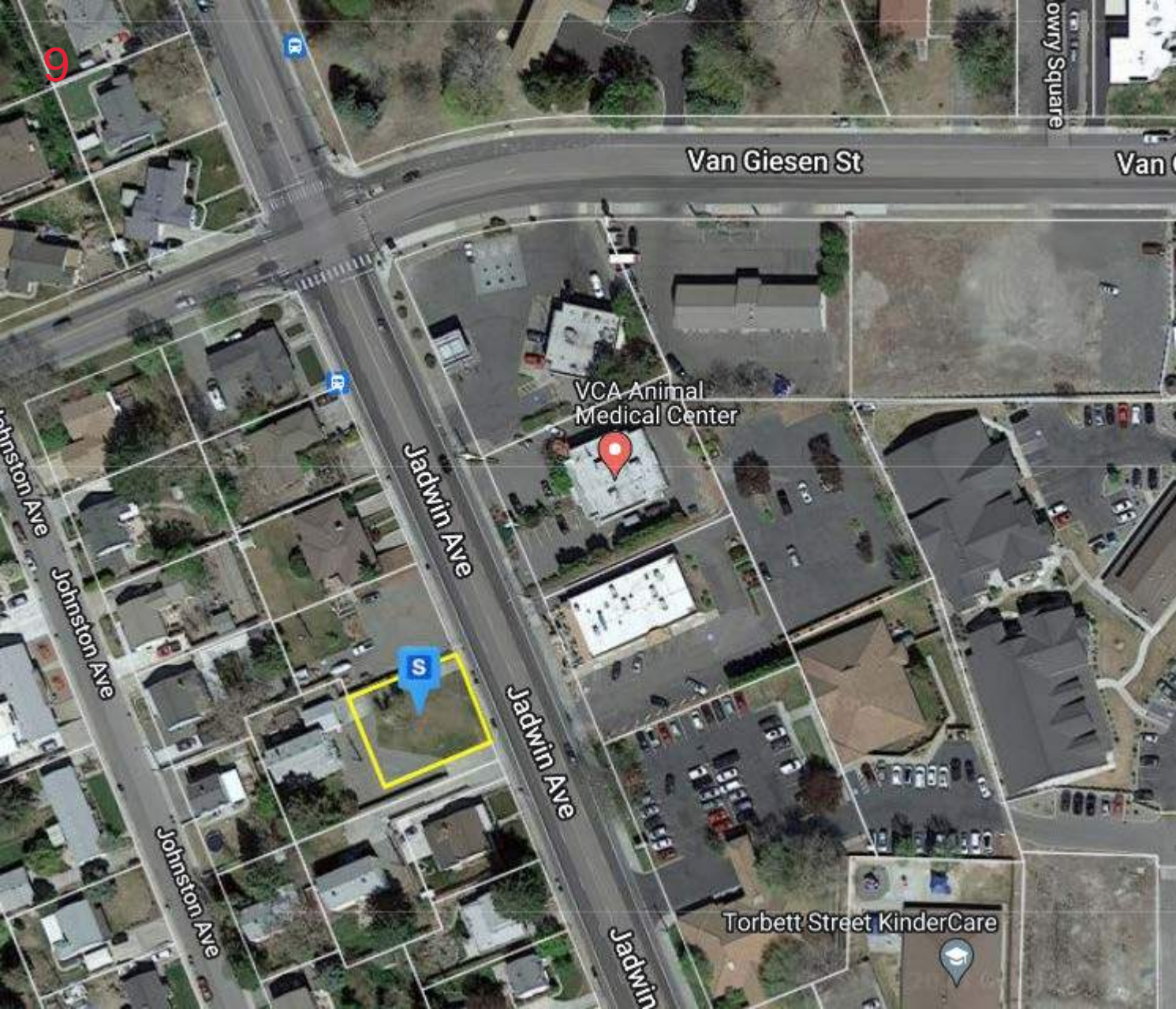
Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	09/30/1998	HDeed	Historical Deed	BROWN,SHANE M-GINA L	UNKNOWN		1998K01005	\$0.00	0	
2	07/17/1996	HDeed	Historical Deed	LONG,GINA L	UNKNOWN		199602990	\$0.00	0	
3	12/28/1989	HDeed	Historical Deed	LONG RANDY S-GINA L	UNKNOWN		198905675	\$3,053.00	0	
4	04/20/1973	HDeed	Historical Deed	LOVELLE, ARTELL J - RUTH	UNKNOWN		1973	\$17,500.00	0	
5	10/06/1964	HDeed	Historical Deed	BERRY, L MONROE - ET UX	UNKNOWN		1964	\$15,000.00	0	
6	07/29/1959	HDeed	Historical Deed	COTTRILL, CHESTER W - ET UX	UNKNOWN		1959	\$14,500.00	0	
7	06/03/1959	HDeed	Historical Deed	ROSE, CHARLES GANZ	UNKNOWN		1959	\$0.00	0	
8	04/25/1956	HDeed	Historical Deed	U S GOVERNMENT	UNKNOWN		1956	\$0.00	0	

Payout Agreement

No payout information available..

[Assessor Website](#) [Treasurer Website](#) [Mapping Website](#)



owry Square

Van Giesen St

Van C

VCA Animal
Medical Center

Jadwin Ave

S

Jadwin Ave

Johnston Ave

Johnston Ave

Johnston Ave

Torbett Street KinderCare

Jadwin

Property Detail Report

1540 Jadwin Ave, Richland, WA 99354-2902

APN: 102983020732005

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Southland Corp	Occupancy:	Absentee Owner
Vesting:	Corporation		
Mailing Address:	13155 Noel Rd #100, Dallas, TX 75240-5050		

Location Information

Legal Description:	Plat Of Richland Blk 732 Ptn Of Lot 5 Daf: Bae Pt Of Intersect Of Th Sly Boundary Of Van Geisen St & Th Ely Boundary Of Jadwin Ave Wh Shall Be The Pt Of Beg: Th In A Sly Dirt Alg The Boundary Of Jadwin Ave A Dist Of 167: Th At R/A To Jadwin Ave In An	County:	Benton, WA
APN:	102983020732005	Census Tract / Block:	010500 / 1000
Munic / Twnshp:		Legal Lot / Block:	5 / 732
Subdivision:	Richland	Legal Book / Page:	
Neighborhood:		High School:	Richland High Scho...
Elementary School:	Jefferson Elementa...		
Latitude:	46.29412		

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	Price:	Transfer Doc #:
Buyer Name:	Seller Name:	Deed Type:

Last Market Sale

Sale / Rec Date:	Sale Price / Type:	Deed Type:
Multi / Split Sale:	Price / Sq. Ft.:	New Construction:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	1st Mtg Doc #:
2nd Mtg Amt / Type:	2nd Mtg Rate / Type:	Sale Doc #:
Seller Name:		
Lender:		Title Company:

Prior Sale Information

Sale / Rec Date:	Sale Price / Type:	Prior Deed Type:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	Prior Sale Doc #:
Prior Lender:		N/A

Property Characteristics

Gross Living Area:	2,585 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1985
Living Area:	2,585 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	2,585 Sq. Ft.	Pool:		Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:	Rectangular Design	Cooling:	Package	Porch Type:	
Foundation:	Masonry	Heating:	Package	Patio Type:	
Quality:	Average	Exterior Wall:	Frame/Masonry	Roof Type:	
Condition:	Average	Construction Type:	Masonry	Roof Material:	

Site Information

Land Use:	Retail Trade	Lot Area:	25,757 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	59 - Other Retail Trade	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.591	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$722,610	Market Total Value:	\$722,610
Tax Year:	2022	Land Value:	\$407,550	Market Land Value:	\$407,550
Tax Area:	R1	Improvement Value:	\$315,060	Market Imprv Value:	\$315,060
Property Tax:	\$7,951.17	Improved %:	43.60%	Market Imprv %:	43.60%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16106 SOUTHLAND CORP for Year 2022 - 2023

Property

Account

Property ID:	16106	Abbreviated Legal Description:	PLAT OF RICHLAND BLK 732 PTN OF LOT 5 DAF: BAE PT OF INTERSECT OF TH SLY BOUNDARY OF VAN GEISEN ST & TH ELY BOUNDARY OF JADWIN AVE WH SHALL BE THE PT OF BEG: TH IN A SLY DIRT ALG THE BOUNDARY OF JADWIN AVE A DIST OF 167': TH AT R/A TO JADWIN AVE IN AN ELY DIRT A DIST OF 160': TH AT R/A IN A NLY DIRT PLT JADWIN AVE A DIST OF 130' M/L TO A PT ON TH SLY BOUNDARY OF VAN GEISEN ST: & TH WLY ALG TH SLY LN OF VAN GEISEN ST TO POB.
Parcel # / Geo ID:	102983020732005	Agent Code:	
Type:	Real		
Tax Area:	R1 - R1	Land Use Code	59
Open Space:	N	DFL	N
Historic Property:	N	Remodel Property:	N
Multi-Family Redevelopment:	N		
Township:	09	Section:	02
Range:	28	Legal Acres:	0.5913

Location

Address:	1540 JADWIN AVE RICHLAND, WA 99354-2902	Mapsco:	
Neighborhood:	Richland Retail	Map ID:	
Neighborhood CD:	660100R		

Owner

Name:	SOUTHLAND CORP	Owner ID:	101403
Mailing Address:	13155 NOEL RD STE 100 LB73 DALLAS, TX 75240	% Ownership:	100.0000000000%
		Exemptions:	

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5150 (First Half/Next)	\$3561.96	\$21.88	\$0.00	\$0.00	\$3583.84
2023 - 5150 (Balance)	\$7123.86	\$43.74	\$0.00	\$0.00	\$7167.60

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5150	\$3583.84	\$3583.76	\$0.00	\$0.00	\$0.00	\$7167.60
▶ Statement Details							
2022	5156	\$3975.62	\$3975.55	\$0.00	\$0.00	\$7951.17	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$315,060
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$407,550
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$722,610
(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$722,610
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$722,610
(=) Total Appraised Value:	=	\$722,610
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$722,610

Taxing Jurisdiction

Owner: SOUTHLAND CORP
 % Ownership: 100.000000000000%
 Total Value: \$722,610
 Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$722,610	\$722,610	\$1,458.30
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$722,610	\$722,610	\$112.18
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$722,610	\$722,610	\$18.07
CNYVET	COUNTY VETERANS	0.0112499999	\$722,610	\$722,610	\$8.13
COUNTY	COUNTY	0.9007089219	\$722,610	\$722,610	\$650.86
PORTBNT	PORT OF BENTON	0.3316790761	\$722,610	\$722,610	\$239.67
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$722,610	\$722,610	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$722,610	\$722,610	\$1,027.04
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$722,610	\$722,610	\$339.77
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$722,610	\$722,610	\$1,698.83
STATE	STATE SCHOOL	1.4169238836	\$722,610	\$722,610	\$1,023.88
STATE2	STATE SCHOOL PART 2	0.7571640106	\$722,610	\$722,610	\$547.13
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$7,123.86
Taxes w/o Exemptions:					\$7,123.86

Improvement / Building

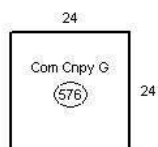
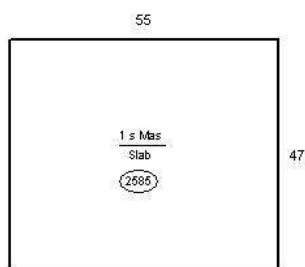
Improvement #1: Commercial **State Code:** 459 **2585.0 sqft** **Value:** \$269,420
 COMM Framing Class: Class C - Masonry COMM HVAC: Package Unit
 COMM Shape: Rectangular

Type	Description	Class CD	Sub Class CD	Year Built	Area
MINIMART	Mini-Mart Convenience Store	531	Avg	1985	2585.0
Canopy	Canopy		Avg	1985	210.0

Improvement #2: Commercial **State Code:** 459 **0.0 sqft** **Value:** \$45,640

Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1985	13000.0
CONC	Concrete	Avg		1985	4000.0

Property Image



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.5913	25760.00	0.00	0.00	1.00	\$407,550	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$315,060	\$407,550	\$0	\$722,610	\$722,610
2021	\$352,590	\$370,500	\$0	\$723,090	\$723,090

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	10/29/1984	HDeed	Historical Deed	SOUTHLAND CORP	UNKNOWN		198412185	\$185,000.00	0	
2	05/26/1983	HDeed	Historical Deed	BLEDSON, GLEYN-JOANNE	UNKNOWN		198304824	\$188,000.00	0	

3	04/18/1980	HDeed	Historical Deed	BAILIE, A MARVIN-L JANICE	UNKNOWN	198088656	\$116,000.00	0
4	04/18/1980	HDeed	Historical Deed	TEXACO INC	UNKNOWN	198088654	\$0.00	0
5	12/29/1966	HDeed	Historical Deed	STATEWIDE STATIONS, INC	UNKNOWN	1966	\$0.00	0
6	11/03/1965	HDeed	Historical Deed	TEXACO INC	UNKNOWN	1965	\$0.00	0

Payout Agreement

No payout information available..

[Assessor Website](#) [Treasurer Website](#) [Mapping Website](#)

10

Mowry Square

Van Giesen St

S

VCA Animal
Medical Center

Jadwin Ave

Johnston Ave

Johnston Ave

Jadwin Ave



Property Detail Report

1524 Jadwin Ave, Richland, WA 99354-2902

APN: 102983020732024

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Muro Gregorio G / Muro Maria M	Occupancy:	Absentee Owner
Vesting:	Husband And Wife		
Mailing Address:	9700 Maple Dr, Pasco, WA 99301-8201		

Location Information

Legal Description:	Plat Of Richland Blk 732 & Portion Of Lot 4 Defined As Follows; Beginning At The Northwest Corner Of Said Blk 732; Thence South 24 56 18\ West Along The Westerly Limits Of Said Block 732 A Distance Of 181.42 To A Point Of Curvature Of A Curve To The"			County:	Benton, WA
APN:	102983020732024	Alternate APN:	16125	Census Tract / Block:	010500 / 1000
Munic / Twnshp:		Twtnshp-Rng-Sec:		Legal Lot / Block:	4 / 732
Subdivision:	Richland	Tract #:	B	Legal Book / Page:	14 / 152
Neighborhood:		School District:	Richland School District		
Elementary School:	Jefferson Elementa...	Middle School:	Chief Joseph Middl...	High School:	Richland High Scho...
Latitude:	46.29347	Longitude:	-119.27872		

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	03/07/2007 / 03/08/2007	Price:	\$174,500	Transfer Doc #:	2007.7148
Buyer Name:	Muro Gregorio G	Seller Name:	Bns Associates	Deed Type:	Warranty Deed

Last Market Sale

Sale / Rec Date:	03/07/2007 / 03/08/2007	Sale Price / Type:	\$174,500 /	Deed Type:	Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$39	New Construction:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2007.7148
Seller Name:	Bns Associates				
Lender:				Title Company:	Benton-Franklin Ti...

Prior Sale Information

Sale / Rec Date:	03/07/2007 / 03/08/2007	Sale Price / Type:	\$43,500 /	Prior Deed Type:	Warranty Deed
1st Mtg Amt / Type:		1st Mtg Rate / Type:		Prior Sale Doc #:	2007.7147
Prior Lender:					

Property Characteristics

Gross Living Area:	4,500 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1994
Living Area:	4,500 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	4,500 Sq. Ft.	Pool:		Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:	Rectangular Design	Cooling:	Commercial A/C	Porch Type:	
Foundation:	Masonry	Heating:	Heated	Patio Type:	
Quality:	Average	Exterior Wall:	Frame/Masonry	Roof Type:	
Condition:	Average	Construction Type:	Masonry	Roof Material:	

Site Information

Land Use:	Retail Trade	Lot Area:	20,212 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	58 - Retail Trade - Eating And Drinking	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.464	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$594,880	Market Total Value:	\$594,880
Tax Year:	2022	Land Value:	\$134,160	Market Land Value:	\$134,160
Tax Area:	R1	Improvement Value:	\$460,720	Market Imprv Value:	\$460,720
Property Tax:	\$6,548.42	Improved %:	77.45%	Market Imprv %:	77.45%

Exemption:

Delinquent Year:

Benton County Property Search

Property Search Results > 16125 MURO GREGORIO G & MARIA M for Year 2022 - 2023

Property

Account

Property ID:

16125

Abbreviated Legal Description:

PLAT OF RICHLAND BLK 732 & PORTION OF LOT 4 DEFINED AS FOLLOWS; BEGINNING AT THE NORTHWEST CORNER OF SAID BLK 732; THENCE SOUTH 24 56' 18" WEST ALONG THE WESTERLY LIMITS OF SAID BLOCK 732 A DISTANCE OF 181.42' TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 4337.18' THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT A DISTANCE OF 105.58' & CONSUMING A CENTRAL ANGLE OF 00 43' 41" TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG THE ARC OF SAID CURVE TO THE RIGHT A DISTANCE OF 26.68' & CONSUMING A CENTRAL ANGLE OF 00 21' 09" TO THE POINT OF TANGENCY; THENCE SOUTH 23 11' 28" WEST A DISTANCE OF 95.32' THENCE NORTH 66 48' 32" EAST A DISTANCE OF 165' THENCE NORTH 24 56' 18" WEST A DISTANCE OF 126.97'; THENCE SOUTH 65 03" 58" WEST A DISTANCE OF 161.28' TO THE TRUE POINT OF BEGINNING; SUBJECT TO EASEMENTS, TOGETHER WITH EASEMENTS, RESERVATION & RESTRICTIONS OF RECORD. CONTAINING .47 ACRES OR 20.299 SQ FT.

Parcel # / Geo ID:

102983020732024

Type:

Real

Tax Area:

R1 - R1

Open Space:

N

Historic Property:

N

Multi-Family Redevelopment:

N

Township:

09

Range:

28

Agent Code:

Land Use Code

58

DFL

N

Remodel Property:

N

Section:

02

Legal Acres:

0.4640

Location

Address:

1524 JADWIN AVE
RICHLAND, WA 99354-2902

Neighborhood:

Richland Restaurant

Neighborhood CD:

660100RE

Mapsco:

Map ID:

Owner

Name:

MURO GREGORIO G & MARIA M

Mailing Address:

9700 W MAPLE DR
PASCO, WA 99301

Owner ID:

78555

% Ownership:

100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5167 (First Half/Next)	\$2932.35	\$21.84	\$0.00	\$0.00	\$2954.19
2023 - 5167 (Balance)	\$5864.63	\$43.67	\$0.00	\$0.00	\$5908.30

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  [NOTE:](#) If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5167	\$2954.19	\$2954.11	\$0.00	\$0.00	\$0.00	\$5908.30
▶ Statement Details							
2022	5173	\$3274.24	\$3274.18	\$0.00	\$0.00	\$6548.42	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$460,720
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$134,160
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0
(=) Market Value:	=	\$594,880
(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$594,880
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$594,880
(=) Total Appraised Value:	=	\$594,880
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$594,880

Taxing Jurisdiction

Owner: MURO GREGORIO G & MARIA M
 % Ownership: 100.000000000000%
 Total Value: \$594,880
 Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$594,880	\$594,880	\$1,200.53
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$594,880	\$594,880	\$92.35
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$594,880	\$594,880	\$14.87
CNVVET	COUNTY VETERANS	0.0112499999	\$594,880	\$594,880	\$6.69
COUNTY	COUNTY	0.9007089219	\$594,880	\$594,880	\$535.81
PORTBNT	PORT OF BENTON	0.3316790761	\$594,880	\$594,880	\$197.31
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$594,880	\$594,880	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$594,880	\$594,880	\$845.50
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$594,880	\$594,880	\$279.71
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$594,880	\$594,880	\$1,398.54
STATE	STATE SCHOOL	1.4169238836	\$594,880	\$594,880	\$842.90
STATE2	STATE SCHOOL PART 2	0.7571640106	\$594,880	\$594,880	\$450.42
Total Tax Rate:		9.8585213872			
				Taxes w/Current Exemptions:	\$5,864.63
				Taxes w/o Exemptions:	\$5,864.63

Improvement / Building

Improvement #1: Commercial State Code: 458 4500.0 sqft Value: \$438,350

COMM Framing Class: Class C - Masonry COMM HVAC: Complete HVAC

COMM Shape: Rectangular

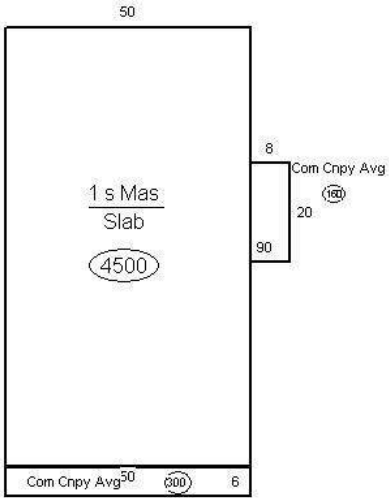
Type	Description	Class CD	Sub Class CD	Year Built	Area
RESTURNT	Restaurant 350	Avg		1994	4500.0
Canopy	Canopy	Avg		1994	152.0
Canopy	Canopy	Avg		1994	300.0

Improvement #2: Commercial State Code: 458 0.0 sqft Value: \$22,370

Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1994	12000.0
CONC	Concrete	Good		1994	1000.0

CONC	Concrete	Avg	1994	1700.0
LGHTPOLE	Light Poles	Avg	1994	1.0

Property Image



- 01
- 02
- 03
- 04
- 08



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.4640	20212.00	0.00	0.00	1.00	\$134,160	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$460,720	\$134,160	\$0	\$594,880	\$594,880
2021	\$460,720	\$134,160	\$0	\$594,880	\$594,880

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	09/30/1991	HDeed	Historical Deed	MURO,GREGORIO G-MARIA M	UNKNOWN		199104271	\$175,000.00	0	
2	07/18/1990	HDeed	Historical Deed	NELSON & GALE	UNKNOWN		199003519	\$0.00	0	
3	03/10/1982	HDeed	Historical Deed	SAENZ, SALVADOR-MARY	UNKNOWN		198298831	\$195,000.00	0	
4	09/22/1972	HDeed	Historical Deed	NELSON & GALE INC	UNKNOWN		1972	\$0.00	0	

Payout Agreement

No payout information available..

[Assessor Website](#)

[Treasurer Website](#)

[Mapping Website](#)

11

Van Giesen St

Van Giesen St

VCA Animal
Medical Center

Jadwin Ave

Jadwin Ave

Johnston Ave

Jadwin Ave

Torbett Street KinderCare

Property Detail Report

1530 Jadwin Ave, Richland, WA 99354-2902

APN: 102983020732027

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Meek Dee G / Meek Sara E		
Vesting:			
Mailing Address:	1530 Jadwin Ave, Richland, WA 99354-2902	Occupancy:	Owner Occupied

Location Information

Legal Description:	Plat Of Richland Block 732 Portion Of 4 & 5; Beginning At The Northwest Corner Of Said Lot 5; Thence South 24 56 18\ East Along Easterly Margin Of Jadwin Ave 167 Feet To The True Point Of Beginning; Thence North 65 3 42\ East 160 Feet; Thence South 4"			County:	Benton, WA
APN:	102983020732027	Alternate APN:	16128	Census Tract / Block:	010500 / 1000
Munic / Twnshp:		Twnshp-Rng-Sec:		Legal Lot / Block:	5 / 732
Subdivision:	Richland	Tract #:		Legal Book / Page:	
Neighborhood:		School District:	Richland School District		
Elementary School:	Jefferson Elementa...	Middle School:	Chief Joseph Middl...	High School:	Richland High Scho...
Latitude:	46.29378	Longitude:	-119.27892		

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	Price:	Transfer Doc #:
Buyer Name:	Seller Name:	Deed Type:

Last Market Sale

Sale / Rec Date:	Sale Price / Type:	Deed Type:
Multi / Split Sale:	Price / Sq. Ft.:	New Construction:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	1st Mtg Doc #:
2nd Mtg Amt / Type:	2nd Mtg Rate / Type:	Sale Doc #:
Seller Name:		
Lender:		Title Company:

Prior Sale Information

Sale / Rec Date:	Sale Price / Type:	Prior Deed Type:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	Prior Sale Doc #:
Prior Lender:		N/A

Property Characteristics

Gross Living Area:	3,458 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1968
Living Area:	3,458 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	3,458 Sq. Ft.	Pool:		Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:		Cooling:	Package	Porch Type:	
Foundation:	Masonry	Heating:	Package	Patio Type:	
Quality:	Average	Exterior Wall:	Frame/Masonry	Roof Type:	
Condition:	Average	Construction Type:	Masonry	Roof Material:	

Site Information

Land Use:	Misc Commercial Services	Lot Area:	19,197 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	65 - Professional Services	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.441	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$421,120	Market Total Value:	\$421,120
Tax Year:	2022	Land Value:	\$170,690	Market Land Value:	\$170,690
Tax Area:	R1	Improvement Value:	\$250,430	Market Imprv Value:	\$250,430
Property Tax:	\$4,766.51	Improved %:	59.47%	Market Imprv %:	59.47%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16128 MEEK DEE G & SARA E for Year 2022 - 2023

Property

Account

Property ID:	16128	Abbreviated Legal Description:	PLAT OF RICHLAND BLOCK 732 PORTION OF 4 & 5; BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 5; THENCE SOUTH 24 56' 18" EAST ALONG EASTERLY MARGIN OF JADWIN AVE 167 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 65 3' 42" EAST 160 FEET; THENCE SOUTH 4 50' 19" EAST 20.56 FEET; THENCE NORTH 89 12' 04" EAST 7.74 FEET; THENCE SOUTH 24 56' 18" EAST 97.53 FEET; THENCE SOUTH 65 03' 58" WEST 161.28 FEET TO A POINT ON A CURVE ON SAID EASTERLY MARGIN OF JADWIN AVE; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS 4337.18 FEET ON ARC DISTANCE OF 105.58 FEET TO THE END OF THE CURVE THENCE NORTH 24 56' 18" WEST 14.42 FEET TO THE TRUE POINT OF BEGINNING.
Parcel # / Geo ID:	102983020732027	Agent Code:	
Type:	Real		
Tax Area:	R1 - R1	Land Use Code	65
Open Space:	N	DFL	N
Historic Property:	N	Remodel Property:	N
Multi-Family Redevelopment:	N		
Township:	09	Section:	02
Range:	28	Legal Acres:	0.4407

Location

Address:	1530 JADWIN AVE RICHLAND, WA 99354-2902	Mapsco:	
Neighborhood:	Richland Office	Map ID:	
Neighborhood CD:	67011OFF		

Owner

Name:	MEEK DEE G & SARA E	Owner ID:	136464
Mailing Address:	1530 JADWIN AVE RICHLAND, WA 99354-2902	% Ownership:	100.0000000000%
		Exemptions:	

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5169 (First Half/Next)	\$2075.84	\$21.83	\$0.00	\$0.00	\$2097.67
2023 - 5169 (Balance)	\$4151.64	\$43.66	\$0.00	\$0.00	\$4195.30

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5169	\$2097.67	\$2097.63	\$0.00	\$0.00	\$0.00	\$4195.30
▶ Statement Details							
2022	5175	\$2383.29	\$2383.22	\$0.00	\$0.00	\$4766.51	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$250,430
(+) Land Homesite Value:	+	\$0

(+) Land Non-Homesite Value:	+	\$170,690
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0
(=) Market Value:	=	\$421,120
(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$421,120
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$421,120
(=) Total Appraised Value:	=	\$421,120
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$421,120

Taxing Jurisdiction

Owner: MEEK DEE G & SARA E
% Ownership: 100.000000000000%
Total Value: \$421,120
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax		
RICH	RICHLAND	2.0181047376	\$421,120	\$421,120	\$849.86		
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$421,120	\$421,120	\$65.38		
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$421,120	\$421,120	\$10.53		
CNYVET	COUNTY VETERANS	0.0112499999	\$421,120	\$421,120	\$4.74		
COUNTY	COUNTY	0.9007089219	\$421,120	\$421,120	\$379.31		
PORTBNT	PORT OF BENTON	0.3316790761	\$421,120	\$421,120	\$139.68		
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$421,120	\$421,120	\$0.00		
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$421,120	\$421,120	\$598.54		
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$421,120	\$421,120	\$198.01		
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$421,120	\$421,120	\$990.04		
STATE	STATE SCHOOL	1.4169238836	\$421,120	\$421,120	\$596.69		
STATE2	STATE SCHOOL PART 2	0.7571640106	\$421,120	\$421,120	\$318.86		
Total Tax Rate:		9.8585213872					
					Taxes w/Current Exemptions:	\$4,151.64	
					Taxes w/o Exemptions:	\$4,151.64	

Improvement / Building

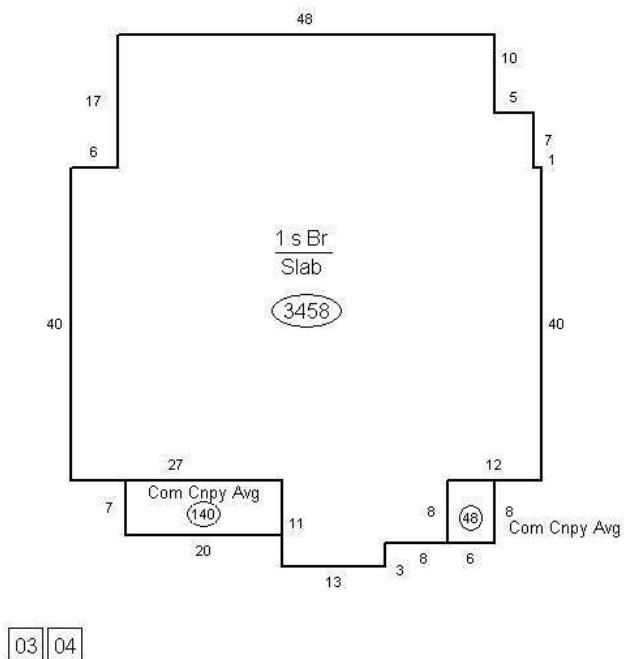
Improvement #1: Commercial State Code: 465 3458.0 sqft Value: \$237,880
COMM Framing Class: Class C - Masonry COMM HVAC: Package Unit
COMM Shape: Irregular

Type	Description	Class CD	Sub Class CD	Year Built	Area
VETHOSP	Veterinary Hospital 381	Avg		1968	3458.0
Canopy	Canopy	Good		1968	140.0
Canopy	Canopy	Avg		1968	48.0

Improvement #2: Commercial State Code: 465 0.0 sqft Value: \$12,550

Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1968	15000.0
CONC	Concrete	Avg		1968	1000.0

Property Image



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.4407	19200.00	0.00	0.00	1.00	\$170,690	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$250,430	\$170,690	\$0	\$421,120	\$421,120
2021	\$261,310	\$170,690	\$0	\$432,000	\$432,000

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	12/14/2001	HDeed	Historical Deed	MEEK, DEE G	MEEK DEE G & SARA E	2001-039803	01K06695	\$0.00	0	
2	11/06/1986	HDeed	Historical Deed	MEEK, DEE G	UNKNOWN		198604617	\$95,000.00	0	

3	08/20/1968	HDeed	Historical Deed	THOMPSON, JOHN P - ET AL	UNKNOWN	1968	\$61,080.00	0
4	11/15/1967	HDeed	Historical Deed	KWIK-CHEK REALTY CO INC	UNKNOWN	1967	\$24,500.00	0

Payout Agreement

No payout information available..

[Assessor Website](#) [Treasurer Website](#) [Mapping Website](#)

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Mowry Square

Van Giesen St

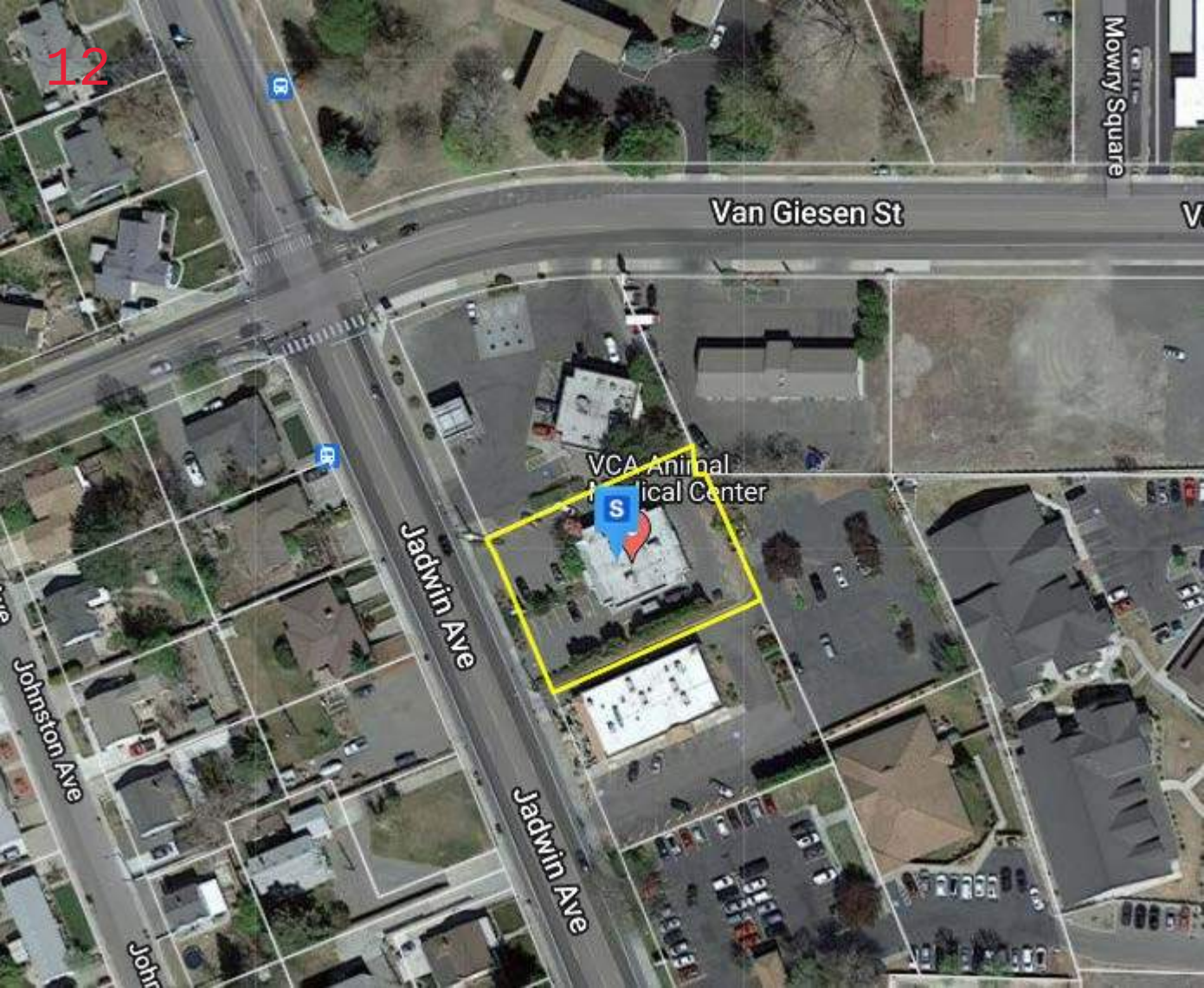
VCA Animal
Medical Center

Jadwin Ave

Jadwin Ave

Johnston Ave

John



Property Detail Report

1516 Jadwin Ave, Richland, WA 99354-2902

APN: 102983020732044

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Richland Properties B LLC		
Vesting:	Corporation		
Mailing Address:	310 Torbett St, Richland, WA 99354-2604	Occupancy:	Absentee Owner

Location Information

Legal Description:	Plat Of Richland Block 732 That Portion Of Lot 4 Defined As Follows: Beginning At A Monument At The Intersection Of Torbett Street And Jadwin Avenue: Thence North 66 Degrees 4832 East Along The Centerline Of Torbett Street A Distance Of 40.00 Feet To			County:	Benton, WA
APN:	102983020732044	Alternate APN:	16142	Census Tract / Block:	010500 / 1000
Munic / Twnshp:		Twtnshp-Rng-Sec:		Legal Lot / Block:	4 / 732
Subdivision:	Richland	Tract #:		Legal Book / Page:	6 / 7
Neighborhood:		School District:	Richland School District	High School:	Richland High Scho...
Elementary School:	Jefferson Elementa...	Middle School:	Chief Joseph Middl...		
Latitude:	46.29303	Longitude:	-119.27847		

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	03/30/2016 / 03/31/2016	Price:	\$520,600	Transfer Doc #:	2016.8706
Buyer Name:	Buff Ents LLC / Richland Med LLC	Seller Name:	Richland Med LLC	Deed Type:	Contract Of Sale

Last Market Sale

Sale / Rec Date:	03/30/2016 / 03/31/2016	Sale Price / Type:	\$520,600 /	Deed Type:	Contract Of Sale
Multi / Split Sale:	Y	Price / Sq. Ft.:	\$57	New Construction:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2016.8706
Seller Name:	Richland Med LLC			Title Company:	Chicago Title Co
Lender:					

Prior Sale Information

Sale / Rec Date:	11/21/2006 / 11/30/2006	Sale Price / Type:	\$2,094,750 /	Prior Deed Type:	Warranty Deed
1st Mtg Amt / Type:		1st Mtg Rate / Type:		Prior Sale Doc #:	2006.39454
Prior Lender:					

Property Characteristics

Gross Living Area:	9,076 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1991
Living Area:	9,076 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	6,436 Sq. Ft.	Pool:		Garage #:	
Basement Area:	2,640 Sq. Ft.	Fireplace:		Garage Area:	
Style:		Cooling:	Heat Pump	Porch Type:	
Foundation:		Heating:	Heat Pump	Patio Type:	
Quality:	Good	Exterior Wall:		Roof Type:	
Condition:	Average	Construction Type:	Wood/Steel	Roof Material:	

Site Information

Land Use:	Misc Commercial Services	Lot Area:	35,710 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	1
County Use:	65 - Professional Services	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.820	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$1,401,520	Market Total Value:	\$1,401,520
Tax Year:	2022	Land Value:	\$306,040	Market Land Value:	\$306,040
Tax Area:	R1	Improvement Value:	\$1,095,480	Market Imprv Value:	\$1,095,480
Property Tax:	\$16,288.13	Improved %:	78.16%	Market Imprv %:	78.16%

Exemption:

Delinquent Year:

2022

Benton County Property Search

Property Search Results > 16142 RICHLAND PROPERTIES B LLC for Year 2022 - 2023

Property

Account

Property ID:	16142	Abbreviated Legal Description:	PLAT OF RICHLAND BLOCK 732 THAT PORTION OF LOT 4 DEFINED AS FOLLOWS: BEGINNING AT A MONUMENT AT THE INTERSECTION OF TORBETT STREET AND JADWIN AVENUE: THENCE NORTH 66 DEGREES 48'32" EAST ALONG THE CENTERLINE OF TORBETT STREET A DISTANCE OF 40.00 FEET TO THE EASTERLY MARGN OF JADWIN AVENUE RIGHT OF WAY: THENCE NORTH 23 DEGREES 11'28" WEST ALONG SAID MARGIN A DISTANCE OF 186.72 FEET AND THE TRUE POINT OF BEGINNING: THENCE CONTINUING NORTH 23 DEGREES 11'28" WEST ALONG THE EASTERLY MARGIN OF JADWIN AVENUE A DISTANCE OF 42.00 FEET: THENCE NORTH 66 DEGREES 48'32" EAST PERPENDICULAR TO SAID EASTERLY MARGIN A DISTANCE OF 128.78 FEET: THENCE SOUTH 00 DEGREES 54'12" WEST A DISTANCE OF 46.01 FEET: THENCE SOUTH 66 DEGREES 48'32" WEST A DISTANCE OF 110.00 FEET TO THE TRUE POINT OF BEGINNING: AND THAT PORTION OF LOT 4, BLOCK 732, PLAT OF RICHLAND DEFINED AS FOLLOWS: COMMENCING AT A MONUMENT AT THE INTERSECTION OF TORBETT STREET AND JADWIN AVENUE. THENCE NORTH 66 DEGREES 48'32" EAST ALONG THE CENTERLINE OF TORBETT STREET A DISTANCE OF 40 FEET TO THE EASTERLY MARGIN OF JADWIN AVENUE RIGHT-OF-WAY. THENCE NORTH 23 DEGREES 11'28" WEST, ALONG SAID EASTERLY MARGIN A DISTANCE OF 228.72 FEET TO THE TRUE POINT OF BEGINNING. THENCE CONTINUING NORTH 23 DEGREES 11'28" WEST A DISTANCE OF 191.97 FEET. THENCE NORTH 66 DEGREES 48'32" EAST A DISTANCE OF 165 FEET. THENCE SOUTH 23 DEGREES 11'28" EAST A DISTANCE OF 163.01 FEET. THENCE NORTH 89 DEGREES 05'48" WEST A DISTANCE OF 21.24 FEET. THENCE SOUTH 00 DEGREES 54'12" WEST A DISTANCE OF 41.22 FEET. THENCE SOUTH 66 DEG- REES 48'32" WEST A DISTANCE OF 128.78 FEET TO THE TRUE POINT OF BE- GINNING: SUBJ TO ESMTS AND RESTRIC OF REC'D (#93-23918 8/13/93)		
Parcel # / Geo ID:	102983020732044	Agent Code:			
Type:	Real				
Tax Area:	R1 - R1	Land Use Code	65		
Open Space:	N	DFL	N		
Historic Property:	N	Remodel Property:	N		
Multi-Family Redevelopment:	N				
Township:	09	Section:	02		
Range:	28	Legal Acres:	0.8198		

Location

Address:	1516 JADWIN AVE RICHLAND, WA 99354	Mapsc0:	
Neighborhood:	Richland Office	Map ID:	
Neighborhood CD:	67011OFF		

Owner

Name:	RICHLAND PROPERTIES B LLC	Owner ID:	221416
Mailing Address:	310 TORBETT ST RICHLAND, WA 99354-2604	% Ownership:	100.00000000000%
		Exemptions:	

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5173 (First Half/Next)	\$6908.48	\$21.95	\$0.00	\$0.00	\$6930.43
2023 - 5173 (Balance)	\$13816.92	\$43.90	\$0.00	\$0.00	\$13860.82

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▸ Statement Details							
2023	5173	\$6930.43	\$6930.39	\$0.00	\$0.00	\$0.00	\$13860.82
▸ Statement Details							
2022	5179	\$8149.10	\$8139.03	\$0.00	\$0.00	\$16288.13	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$1,095,480
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$306,040
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0
(=) Market Value:	=	\$1,401,520
(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$1,401,520
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$1,401,520
(=) Total Appraised Value:	=	\$1,401,520
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$1,401,520

Taxing Jurisdiction

Owner: RICHLAND PROPERTIES B LLC
 % Ownership: 100.000000000000%
 Total Value: \$1,401,520
 Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$1,401,520	\$1,401,520	\$2,828.41
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$1,401,520	\$1,401,520	\$217.58
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$1,401,520	\$1,401,520	\$35.04
CNVVET	COUNTY VETERANS	0.0112499999	\$1,401,520	\$1,401,520	\$15.77
COUNTY	COUNTY	0.9007089219	\$1,401,520	\$1,401,520	\$1,262.36
PORTBNT	PORT OF BENTON	0.3316790761	\$1,401,520	\$1,401,520	\$464.85
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$1,401,520	\$1,401,520	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$1,401,520	\$1,401,520	\$1,991.98
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$1,401,520	\$1,401,520	\$658.98
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$1,401,520	\$1,401,520	\$3,294.92
STATE	STATE SCHOOL	1.4169238836	\$1,401,520	\$1,401,520	\$1,985.85
STATE2	STATE SCHOOL PART 2	0.7571640106	\$1,401,520	\$1,401,520	\$1,061.18
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$13,816.92
Taxes w/o Exemptions:					\$13,816.92

Improvement / Building

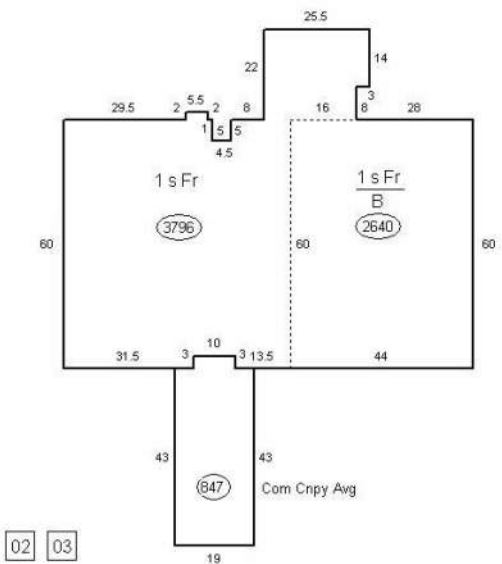
Improvement #1:	Commercial	State Code:	465	9075.5 sqft	Value:	\$1,059,350
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Heat Pump						
COMM Shape: Irregular						

Type	Description	Class CD	Sub Class CD	Year Built	Area
MEDOFF	Medical Office 341	Good		1991	6435.5
C-BSMTFIN	Comm Basement - Finished	Good		1991	2640.0
Canopy	Canopy	Good		1991	847.0

Improvement #2:	Commercial	State Code:	465	0.0 sqft	Value:	\$36,130
------------------------	------------	--------------------	-----	----------	---------------	----------

Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1991	18000.0
CONC	Concrete	Avg		1991	1700.0
LGHTPOLE	Light Poles	Avg		1991	2.0

Property Image



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.8198	35711.00	0.00	0.00	1.00	\$306,040	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$1,095,480	\$306,040	\$0	\$1,401,520	\$1,401,520

2021	\$1,178,200	\$306,040	\$0	\$1,484,240	\$1,484,240
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Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	03/31/2016	OTH	Other	RICHLAND MED LLC	UNKNOWN	2016-008706	16K01603	\$520,600.00	0	97204
2	11/06/2009	ODEED	Other Deed	TEUFEL, ILONA	UNKNOWN	2009-035312	09K05662	\$0.00	0	56463
3	03/02/2007	SWD	Statutory Warranty Deed	MARLOW, KENNETH A	UNKNOWN	2007-016155	07K02859	\$0.00	0	39994
4	11/21/2006	SWD	Statutory Warranty Deed	WEST WILLAMETTE EQUITEIS LLC	MARLOW KENNETH A	2006-039453	06K07245	\$0.00	0	35927
5	11/21/2006	SWD	Statutory Warranty Deed	MCCORMICK, WILLIAM C	MARLOW KENNETH A	2006-039453	06K07246	\$2,094,750.00	0	35928
6	05/22/2000	HDeed	Historical Deed	SMITH, STEPHEN L & LINDA K	WEST WILLAMETTE EQUITEIS LLC	2000-013710	00K02605	\$1,920,000.00	0	
7	05/22/2000	HDeed	Historical Deed	SMITH, STEPHEN L & LINDA K	WEST WILLAMETTE EQUITEIS LLC	2001-000262	01K00021	\$0.00	0	
8	08/19/1993	HDeed	Historical Deed	SMITH,STEPHEN L-LINDA K	UNKNOWN		199304266	\$975,989.00	0	
9	08/13/1993	HDeed	Historical Deed	SMITH,STEPHEN L-LINDA K	UNKNOWN		199304170	\$0.00	0	
10	12/21/1990	HDeed	Historical Deed	SMITH,STEPHEN L-LINDA K	UNKNOWN		199006315	\$138,200.00	0	
11	12/02/1983	HDeed	Historical Deed	COMPANY SEVENTY NINE	UNKNOWN		19837460	\$3,200.00	0	
12	09/22/1972	HDeed	Historical Deed	NELSON & GALE, INC	UNKNOWN		1972	\$0.00	0	
13	01/28/1971	HDeed	Historical Deed	SEC OF HOUSING & URBAN DEVEL	UNKNOWN		1971	\$0.00	0	
14	01/14/1971	HDeed	Historical Deed	PALZER, CHRIS	UNKNOWN		1971	\$0.00	0	
15	11/08/1967	HDeed	Historical Deed	COMMONWEALTH INVESTOR'S GROUP	UNKNOWN		1967	\$661,500.00	0	
16	01/16/1962	HDeed	Historical Deed	WANAWISH CORP	UNKNOWN		1962	\$0.00	0	

Payout Agreement

No payout information available..

[Assessor Website](#)[Treasurer Website](#)[Mapping Website](#)

Website version: 9.0.50.1004

Database last updated on: 3/13/2023 3:28 AM

© N. Harris Computer Corporation

Van Giesen St

Van Giesen St

13

VCA Animal
Medical Center

Jadwin Ave

Jadwin Ave

Torbett Street KinderCare

Jadwin Ave

Johnston Ave

Johnston Ave

Johnston Ave

Johnston Ave



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Property Detail Report

1518 Jadwin Ave, Richland, WA 99354-2902

APN: 102983050000003

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Soulline LLC	Occupancy:	Absentee Owner
Vesting:	Corporation		
Mailing Address:	72606 E 260 Pr NE, Richland, WA 99352-7779		

Location Information

Legal Description:	Richland Plaza Lot 3:	County:	Benton, WA
APN:	102983050000003	Census Tract / Block:	010500 / 1000
Munic / Twnshp:		Legal Lot / Block:	3 /
Subdivision:	Richland Plaza	Legal Book / Page:	14 / 152
Neighborhood:			
Elementary School:	Jefferson Elementa...	School District:	Richland School District
Latitude:	46.29326	Middle School:	Chief Joseph Middl...
		High School:	Richland High Scho...
		Longitude:	-119.27798

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	12/27/2012 / 12/31/2012	Price:	\$1,200,000	Transfer Doc #:	2012.41405
Buyer Name:	Soulline LLC	Seller Name:	Heritage Commercial Props LLC	Deed Type:	General Warranty Deed

Last Market Sale

Sale / Rec Date:	12/27/2012 / 12/31/2012	Sale Price / Type:	\$1,200,000 /	Deed Type:	General Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$157	New Construction:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2012.41405
Seller Name:	Heritage Commercial Props LLC			Title Company:	Tri City Title
Lender:					

Prior Sale Information

Sale / Rec Date:		Sale Price / Type:		Prior Deed Type:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		Prior Sale Doc #:	N/A
Prior Lender:					

Property Characteristics

Gross Living Area:	7,648 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1994
Living Area:	7,648 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	7,648 Sq. Ft.	Pool:		Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:		Cooling:	Heat Pump	Porch Type:	
Foundation:		Heating:	Heat Pump	Patio Type:	
Quality:	Good	Exterior Wall:		Roof Type:	
Condition:	Average	Construction Type:	Wood/Steel	Roof Material:	

Site Information

Land Use:	Misc Commercial Services	Lot Area:	23,688 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	2
County Use:	65 - Professional Services	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.544	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$1,232,190	Market Total Value:	\$1,232,190
Tax Year:	2022	Land Value:	\$156,000	Market Land Value:	\$156,000
Tax Area:	R1	Improvement Value:	\$1,076,190	Market Imprv Value:	\$1,076,190
Property Tax:	\$14,032.40	Improved %:	87.34%	Market Imprv %:	87.34%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16162 SOULLINE LLC for Year 2022 - 2023

Property

Account

Property ID:	16162	Abbreviated Legal Description:	RICHLAND PLAZA LOT 3:
Parcel # / Geo ID:	102983050000003	Agent Code:	
Type:	Real		
Tax Area:	R1 - R1	Land Use Code	65
Open Space:	N	DFL	N
Historic Property:	N	Remodel Property:	N
Multi-Family Redevelopment:	N		
Township:	09	Section:	02
Range:	28	Legal Acres:	0.5438

Location

Address:	1518 JADWIN AVE RICHLAND, WA 99354-2902	Mapsc0:	
Neighborhood:	Richland Office	Map ID:	
Neighborhood CD:	67011OFF		

Owner

Name:	SOULLINE LLC	Owner ID:	202256
Mailing Address:	72606 E 260 PR NE RICHLAND, WA 99352	% Ownership:	100.0000000000%
		Exemptions:	

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5193 (First Half/Next)	\$6073.82	\$21.87	\$0.00	\$0.00	\$6095.69
2023 - 5193 (Balance)	\$12147.57	\$43.72	\$0.00	\$0.00	\$12191.29

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023
Amount Due if Paid on:  **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5193	\$6095.69	\$6095.60	\$0.00	\$0.00	\$0.00	\$12191.29
▶ Statement Details							
2022	5199	\$7016.26	\$7016.14	\$0.00	\$0.00	\$14032.40	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$1,076,190
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$156,000
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$1,232,190
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$1,232,190
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$1,232,190

(=) Total Appraised Value:	=	\$1,232,190
(-) Senior Exemption Loss:	-	\$0

(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$1,232,190

Taxing Jurisdiction

Owner: SOULLINE LLC
% Ownership: 100.000000000000%
Total Value: \$1,232,190
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax		
RICH	RICHLAND	2.0181047376	\$1,232,190	\$1,232,190	\$2,486.69		
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$1,232,190	\$1,232,190	\$191.29		
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$1,232,190	\$1,232,190	\$30.80		
CNYVET	COUNTY VETERANS	0.0112499999	\$1,232,190	\$1,232,190	\$13.86		
COUNTY	COUNTY	0.9007089219	\$1,232,190	\$1,232,190	\$1,109.84		
PORTBNT	PORT OF BENTON	0.3316790761	\$1,232,190	\$1,232,190	\$408.69		
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$1,232,190	\$1,232,190	\$0.00		
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$1,232,190	\$1,232,190	\$1,751.31		
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$1,232,190	\$1,232,190	\$579.37		
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$1,232,190	\$1,232,190	\$2,896.83		
STATE	STATE SCHOOL	1.4169238836	\$1,232,190	\$1,232,190	\$1,745.92		
STATE2	STATE SCHOOL PART 2	0.7571640106	\$1,232,190	\$1,232,190	\$932.97		
Total Tax Rate:		9.8585213872					
					Taxes w/Current Exemptions:	\$12,147.57	
					Taxes w/o Exemptions:	\$12,147.57	

Improvement / Building

Improvement #1: Commercial State Code: 465 5667.0 sqft Value: \$754,650
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Heat Pump
COMM Shape: Irregular

Type	Description	Class CD	Sub Class CD	Year Built	Area
DENTAL	Dental Clinic 444	Good		1994	5667.0

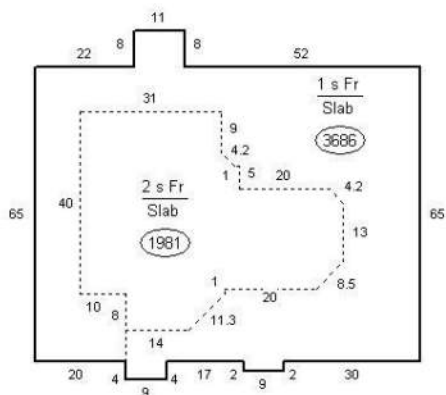
Improvement #2: Commercial State Code: 465 1981.0 sqft Value: \$307,680
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Heat Pump
COMM Shape: Irregular

Type	Description	Class CD	Sub Class CD	Year Built	Area
DENTAL	Dental Clinic 444	Good		1994	1981.0

Improvement #3: Commercial State Code: 465 0.0 sqft Value: \$13,860

Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1994	7000.0
CONC	Concrete	Avg		1994	1900.0
LGHTPOLE	Light Poles	Avg		1994	2.0

Property Image



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Roll Value History

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.5438	23690.00	0.00	0.00	1.00	\$156,000	\$0

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$1,076,190	\$156,000	\$0	\$1,232,190	\$1,232,190
2021	\$1,122,980	\$156,000	\$0	\$1,278,980	\$1,278,980

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	12/27/2012	SWD	Statutory Warranty Deed	HERITAGE COMMERCIAL PROPERTIES LLC	SOULLINE LLC	2012-041405	12K05617	\$1,200,000.00	0	75317
2	06/23/2004	QCD	Quit Claim Deed	OSTLER, JR, GLENN & STEPHANIE	UNKNOWN	2004-022313	04K03588	\$0.00	0	16145
3	07/27/1993	HDeed	Historical Deed	OSTLER, GLENN JR., -STEPHANIE	UNKNOWN		199303718	\$82,915.00	0	
4	12/02/1983	HDeed	Historical Deed	COMPANY SEVENTY NINE	UNKNOWN		19837460	\$3,200.00	0	
5	09/22/1972	HDeed	Historical Deed	NELSON & GALE, INC	UNKNOWN		1972	\$0.00	0	
6	01/28/1971	HDeed	Historical Deed	SEC OF HOUSING & URBAN DEVEL	UNKNOWN		1971	\$0.00	0	
7	01/14/1971	HDeed	Historical Deed	PALZER, CHRIS	UNKNOWN		1971	\$0.00	0	

8	11/08/1967	HDeed	Historical Deed	COMMONWEALTH INVESTOR'S GROUP	UNKNOWN	1967	\$661,500.00	0
9	01/16/1962	HDeed	Historical Deed	WANAWISH CORP	UNKNOWN	1962	\$0.00	0

Payout Agreement

No payout information available..

[Assessor Website](#) [Treasurer Website](#) [Mapping Website](#)

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Van Giesen St

Van Giesen St

Square

cherry Ln

VCA Animal
Medical Center

Jadwin Ave

Jadwin Ave

S

Torbett Street KinderCare

Johnston Ave

Jadwin Ave

Property Detail Report

1526 Jadwin Ave, Richland, WA 99354

APN: 102983050002000

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Garcia Gregorio M / Garcia Mercedes		
Vesting:			
Mailing Address:	9700 Maple Dr, Pasco, WA 99301-8201	Occupancy:	Absentee Owner

Location Information

Legal Description:	Richland Plaza Tract B	County:	Benton, WA
APN:	102983050002000	Census Tract / Block:	010201 / 1017
Munic / Twnshp:		Legal Lot / Block:	B /
Subdivision:	Richland Plaza	Legal Book / Page:	
Neighborhood:		High School:	Richland High Scho...
Elementary School:	Jefferson Elementa...		
Latitude:	46.29373		

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	Price:	Transfer Doc #:
Buyer Name:	Seller Name:	Deed Type:

Last Market Sale

Sale / Rec Date:	Sale Price / Type:	Deed Type:
Multi / Split Sale:	Price / Sq. Ft.:	New Construction:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	1st Mtg Doc #: N/A
2nd Mtg Amt / Type:	2nd Mtg Rate / Type:	Sale Doc #: N/A
Seller Name:		
Lender:		Title Company:

Prior Sale Information

Sale / Rec Date:	Sale Price / Type:	Prior Deed Type:
1st Mtg Amt / Type:	1st Mtg Rate / Type:	Prior Sale Doc #: N/A
Prior Lender:		

Property Characteristics

Gross Living Area:	Total Rooms:	0	Year Built / Eff:
Living Area:	Bedrooms:		Stories:
Total Adj. Area:	Baths (F / H):		Parking Type:
Above Grade:	Pool:		Garage #:
Basement Area:	Fireplace:		Garage Area:
Style:	Cooling:		Porch Type:
Foundation:	Heating:		Patio Type:
Quality:	Exterior Wall:		Roof Type:
Condition:	Construction Type:		Roof Material:

Site Information

Land Use:	Parking Structure	Lot Area:	21,893 Sq. Ft.	Zoning:
State Use:		Lot Width / Depth:		# of Buildings:
County Use:	46 - Automobile Parking	Usable Lot:		Res / Comm Units:
Site Influence:		Acres:	0.503	Water / Sewer Type:
Flood Zone Code:		Flood Map #:		Flood Map Date:
Community Name:		Flood Panel #:		Inside SFHA:
				Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$151,360	Market Total Value:	\$151,360
Tax Year:	2022	Land Value:	\$135,190	Market Land Value:	\$135,190
Tax Area:	R1	Improvement Value:	\$16,170	Market Imprv Value:	\$16,170
Property Tax:	\$1,696.36	Improved %:	10.68%	Market Imprv %:	10.68%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 16167 GARCIA GREGORIO M & MERCEDES for Year 2022 - 2023

Property

Account

Property ID:

16167

Parcel # / Geo ID:

102983050002000

Type:

Real

Tax Area:

R1 - R1

Open Space:

N

Historic Property:

N

Multi-Family Redevelopment:

N

Township:

09

Range:

28

Abbreviated Legal Description:

RICHLAND PLAZA TRACT B

Agent Code:

Land Use Code

46

DFL

N

Remodel Property:

N

Section:

02

Legal Acres:

0.5026

Location

Address:

1526 JADWIN AVE
RICHLAND, WA 99354

Neighborhood:

Richland Transportation

Neighborhood CD:

662100TR

Mapsco:

Map ID:

Owner

Name:

GARCIA GREGORIO M & MERCEDES

Mailing Address:

9700 W MAPLE DR
PASCO, WA 99301

Owner ID:

44309

% Ownership:

100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 5196 (First Half/Next)	\$746.11	\$21.86	\$0.00	\$0.00	\$767.97
2023 - 5196 (Balance)	\$1492.18	\$43.70	\$0.00	\$0.00	\$1535.88

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:  [NOTE:](#) If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	5196	\$767.97	\$767.91	\$0.00	\$0.00	\$0.00	\$1535.88
▶ Statement Details							
2022	5202	\$848.22	\$848.14	\$0.00	\$0.00	\$1696.36	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$16,170
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$135,190
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$151,360
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$151,360

(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$151,360
(=) Total Appraised Value:	=	\$151,360
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$151,360

Taxing Jurisdiction

Owner: GARCIA GREGORIO M & MERCEDES
 % Ownership: 100.000000000000%
 Total Value: \$151,360
 Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$151,360	\$151,360	\$305.46
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$151,360	\$151,360	\$23.50
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$151,360	\$151,360	\$3.78
CNYVET	COUNTY VETERANS	0.0112499999	\$151,360	\$151,360	\$1.70
COUNTY	COUNTY	0.9007089219	\$151,360	\$151,360	\$136.33
PORTBNT	PORT OF BENTON	0.3316790761	\$151,360	\$151,360	\$50.20
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$151,360	\$151,360	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$151,360	\$151,360	\$215.13
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$151,360	\$151,360	\$71.17
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$151,360	\$151,360	\$355.84
STATE	STATE SCHOOL	1.4169238836	\$151,360	\$151,360	\$214.47
STATE2	STATE SCHOOL PART 2	0.7571640106	\$151,360	\$151,360	\$114.60
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$1,492.18
Taxes w/o Exemptions:					\$1,492.18

Improvement / Building

Improvement #1: Commercial State Code: 846 0.0 sqft Value: \$16,170					
Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1994	17000.0
LGHTPOLE	Light Poles	Avg		1994	2.0

Property Image



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.5026	21896.00	0.00	0.00	1.00	\$135,190	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$16,170	\$135,190	\$0	\$151,360	\$151,360
2021	\$16,170	\$135,190	\$0	\$151,360	\$151,360

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	07/28/1994	HDeed	Historical Deed	GARCIA,GREGORIO M-MERCEDES	UNKNOWN		199404268	\$43,500.00	0	
2	12/02/1983	HDeed	Historical Deed	COMPANY SEVENTY NINE	UNKNOWN		19837458	\$7,700.00	0	
3	09/22/1972	HDeed	Historical Deed	NELSON & GALE, INC	UNKNOWN		1972	\$0.00	0	
4	01/28/1971	HDeed	Historical Deed	SECRETARY OF HOUSING & URBAN	UNKNOWN		1971	\$0.00	0	

Payout Agreement

No payout information available..

Assessor Website

Treasurer Website

Mapping Website

15

Mowry Square

Cherry Ln

Van Giesen St

Van Giesen St

VCA Animal
Medical Center

S

Jadwin Ave

Jadwin Ave

John

Property Detail Report

1682 Jadwin Ave, Richland, WA 99354-2544

APN: 102982020745002

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Lih Columbia Park LP	Occupancy:	Absentee Owner
Vesting:	Partnership		
Mailing Address:	1200 5th Ave #1825, Seattle, WA 98101-1127		

Location Information

Legal Description:	Section 2 Township 9 Range 28 Quarter Nw; All Of Block 745, Plat Of Richland, According To The Plat Thereof Recorded In Volumes 6 And 7 Of Plats, Situated In The City Of Richland, County Of Benton, State Of Washington. Excepting The Northerly 530.46	County:	Benton, WA
APN:	102982020745002	Alternate APN:	283833
Munic / Twnshp:		Twtnshp-Rng-Sec:	09-28-02
Subdivision:	Plat/Richland	Tract #:	
Neighborhood:	Columbia Park Apar...	School District:	Richland School District
Elementary School:	Jefferson Elementa...	Middle School:	Chief Joseph Middl...
Latitude:	46.2966	Longitude:	-119.27993
		Census Tract / Block:	010204 / 2000
		Legal Lot / Block:	/ 745
		Legal Book / Page:	
		High School:	Hanford High Schoo...

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	12/06/2019 / 12/16/2019	Price:		Transfer Doc #:	2019.40096
Buyer Name:	Lih Columbia Park LP Lih Columbia Park LP	Seller Name:	CP Apartments LLC	Deed Type:	General Warranty Deed

Last Market Sale

Sale / Rec Date:		Sale Price / Type:		Deed Type:	
Multi / Split Sale:		Price / Sq. Ft.:		New Construction:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	N/A
Seller Name:					
Lender:				Title Company:	

Prior Sale Information

Sale / Rec Date:		Sale Price / Type:		Prior Deed Type:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		Prior Sale Doc #:	N/A
Prior Lender:					

Property Characteristics

Gross Living Area:	160,160 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	1952
Living Area:	160,160 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	160,160 Sq. Ft.	Pool:		Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:		Cooling:	Central	Porch Type:	
Foundation:		Heating:	Forced Air	Patio Type:	
Quality:	Average	Exterior Wall:		Roof Type:	Cathedral/Clerestory
Condition:	Average	Construction Type:	Wood/Steel	Roof Material:	

Site Information

Land Use:	Multi Family 10 Units Less	Lot Area:	707,854 Sq. Ft.	Zoning:	58
State Use:		Lot Width / Depth:		# of Buildings:	28
County Use:	13 - Household, Multiunits (5 Or More)	Usable Lot:		Res / Comm Units:	/ 56
Site Influence:		Acres:	16.250	Water / Sewer Type:	Water / Sewer
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$17,352,140	Market Total Value:	\$17,352,140
Tax Year:	2022	Land Value:	\$2,423,400	Market Land Value:	\$2,423,400
Tax Area:	R1	Improvement Value:	\$14,928,740	Market Imprv Value:	\$14,928,740

Property Tax:	\$1,522.27	Improved %:	86.03%	Market Imprv %:	86.03%
Exemption:		Delinquent Year:			

Property Search Results > 283833 LIH COLUMBIA PARK LP for Year 2022 - 2023

New Search

Details

Map

Click on a title bar to expand or collapse the information.

Collapse All

▼Property

Account

Property ID:	283833	Abbreviated Legal Description:	Section 2 Township 9 Range 28 Quarter NW; All of Block 745, PLAT OF RICHLAND, according to the Plat thereof recorded in Volumes 6 and 7 of Plats, situated in the City of Richland, County of Benton, State of Washington. EXCEPTING the Northerly 530.46 feet thereof. SWD, AF #2004-039783 (11/10/04).
Parcel # / Geo ID:	102982020745002	Agent Code:	
Type:	Real		
Tax Area:	R1 - R1	Land Use Code	13
Open Space:	N	DFL	N
Historic Property:	N	Remodel Property:	N
Multi-Family Redevelopment:	N		
Township:	09	Section:	02
Range:	28	Legal Acres:	16.2501

Location

Address:	1682 JADWIN AVE RICHLAND, WA 99354-2544	Mapsc0:	
Neighborhood:	Apts Area 6.0	Map ID:	
Neighborhood CD:	661000		

Owner

Name:	LIH COLUMBIA PARK LP	Owner ID:	439808
Mailing Address:	1200 5TH AVE STE 1825 SEATTLE, WA 98101	% Ownership:	100.0000000000%
		Exemptions:	DOR

Owner

Name:	LIH COLUMBIA PARK LP	Owner ID:	439808
Mailing Address:	1200 5TH AVE STE 1825 SEATTLE, WA 98101	% Ownership:	100.0000000000%
		Exemptions:	DOR

▼Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

☐ Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
☐ 2023 - 61392 (First Half/Next)	\$769.88	\$51.18	\$0.00	\$0.00	\$821.06
☐ 2023 - 61392 (Balance)	\$1539.72	\$102.35	\$0.00	\$0.00	\$1642.07

Total Amount to Pay: \$0.00

Proceed to Payment Cart

*Convenience Fee not included

▼Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on:

Recalculate

NOTE: If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	61392	\$821.06	\$821.01	\$0.00	\$0.00	\$0.00	\$1642.07
▶ Statement Details							
2022	61680	\$761.17	\$761.10	\$0.00	\$0.00	\$1522.27	\$0.00

▼Values

(+) Improvement Homesite Value:	+	\$14,794,370
(+) Improvement Non-Homesite Value:	+	\$134,370
(+) Land Homesite Value:	+	\$2,401,590
(+) Land Non-Homesite Value:	+	\$21,810
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$17,352,140
(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$17,352,140
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$17,352,140
(=) Total Appraised Value:	=	\$17,352,140
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$17,195,959
(=) Taxable Value:	=	\$156,181

▼ Taxing Jurisdiction

Owner: LIH COLUMBIA PARK LP
% Ownership: 100.000000000000%
Total Value: \$17,352,140
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax	
RICH	RICHLAND	2.0181047376	\$17,352,140	\$156,181	\$315.19	
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$17,352,140	\$156,181	\$24.25	
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$17,352,140	\$156,181	\$3.90	
CNYVET	COUNTY VETERANS	0.0112499999	\$17,352,140	\$156,181	\$1.76	
COUNTY	COUNTY	0.9007089219	\$17,352,140	\$156,181	\$140.67	
PORTBNT	PORT OF BENTON	0.3316790761	\$17,352,140	\$156,181	\$51.80	
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$17,352,140	\$156,181	\$0.00	
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$17,352,140	\$156,181	\$221.98	
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$17,352,140	\$156,181	\$73.44	
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$17,352,140	\$156,181	\$367.18	
STATE	STATE SCHOOL	1.4169238836	\$17,352,140	\$156,181	\$221.30	
STATE2	STATE SCHOOL PART 2	0.7571640106	\$17,352,140	\$156,181	\$118.25	
Total Tax Rate:		9.8585213872				
					Taxes w/Current Exemptions:	\$1,539.72
					Taxes w/o Exemptions:	\$171,066.44

▼ Improvement / Building

Improvement #1: Commercial State Code: 413 5720.0 sqft Value: \$515,510
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
COMM Shape: Irregular COMM Units: 1

Type	Description	Class CD	Sub Class CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0

Improvement #2: Commercial State Code: 413 5720.0 sqft Value: \$515,510
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
COMM Shape: Irregular COMM Units: 1

Type	Description	Class CD	Sub Class CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0

Improvement #3: Commercial State Code: 413 5720.0 sqft Value: \$515,510
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
COMM Shape: Irregular COMM Units: 1

Type	Description	Class CD	Sub Class CD	Year Built	Area
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CD

APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #4: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #5: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #6: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #7: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #8: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #9: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #10: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510

COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace

COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0

Improvement #11: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510

COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace

COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0

Improvement #12: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510

COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace

COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0

Improvement #13: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510

COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace

COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0

Improvement #14: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510

COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace

COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0

Improvement #15: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510

COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace

COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> <u>CD</u>	<u>Sub</u> <u>Class</u> <u>CD</u>	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0

Improvement #16: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510

COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace

COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0
Improvement #17: Commercial State Code: 413 5720.0 sqft Value: \$515,510					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace					
COMM Shape: Irregular COMM Units: 1					

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0
Improvement #18: Commercial State Code: 413 5720.0 sqft Value: \$515,510					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace					
COMM Shape: Irregular COMM Units: 1					

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0
Improvement #19: Commercial State Code: 413 5720.0 sqft Value: \$515,510					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace					
COMM Shape: Irregular COMM Units: 1					

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0
Improvement #20: Commercial State Code: 413 5720.0 sqft Value: \$515,510					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace					
COMM Shape: Irregular COMM Units: 1					

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0
Improvement #21: Commercial State Code: 413 5720.0 sqft Value: \$515,510					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace					
COMM Shape: Irregular COMM Units: 1					

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy	Good		1952	1188.0
Improvement #22: Commercial State Code: 413 5720.0 sqft Value: \$515,510					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace					
COMM Shape: Irregular COMM Units: 1					

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0

APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #23: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #24: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #25: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #26: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #27: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #28: Commercial **State Code:** 413 5720.0 sqft **Value:** \$515,510
 COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Forced Air Furnace
 COMM Shape: Irregular COMM Units: 1

Type	Description	<u>Class</u> CD	<u>Sub</u> <u>Class</u> CD	Year Built	Area
APARTRES	Apartments, Multiple Residences	352	Avg	1952	2266.0
APARTRES	Apartments, Multiple Residences	352	Avg	1952	3454.0
Canopy	Canopy		Good	1952	1188.0

Improvement #29: Commercial **State Code:** 413 0.0 sqft **Value:** \$494,460

Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		1980	180000.0
FENCECL	Fencing-Chain Link	Avg		1980	1560.0
FENCECL	Fencing-Chain Link	Avg		1980	150.0

▼Property Image

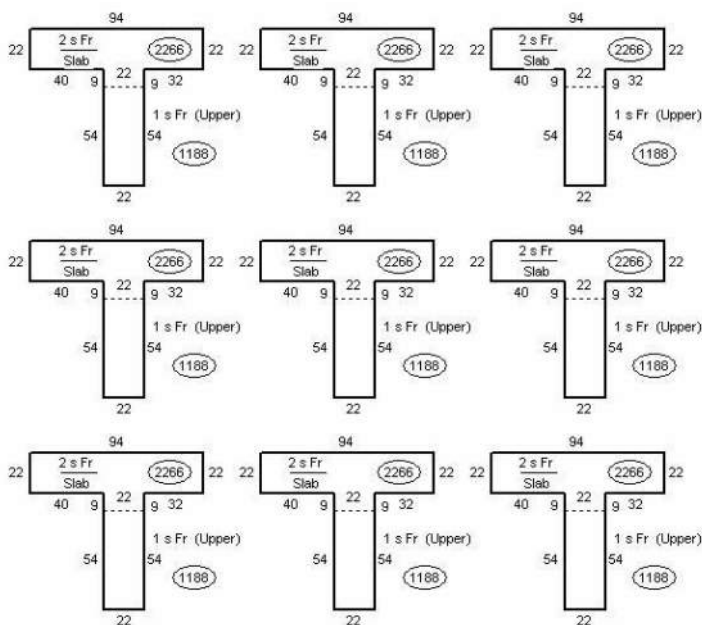
This property contains TIFF images. Click on the button(s) to download the full image (which may contain multiple pages).

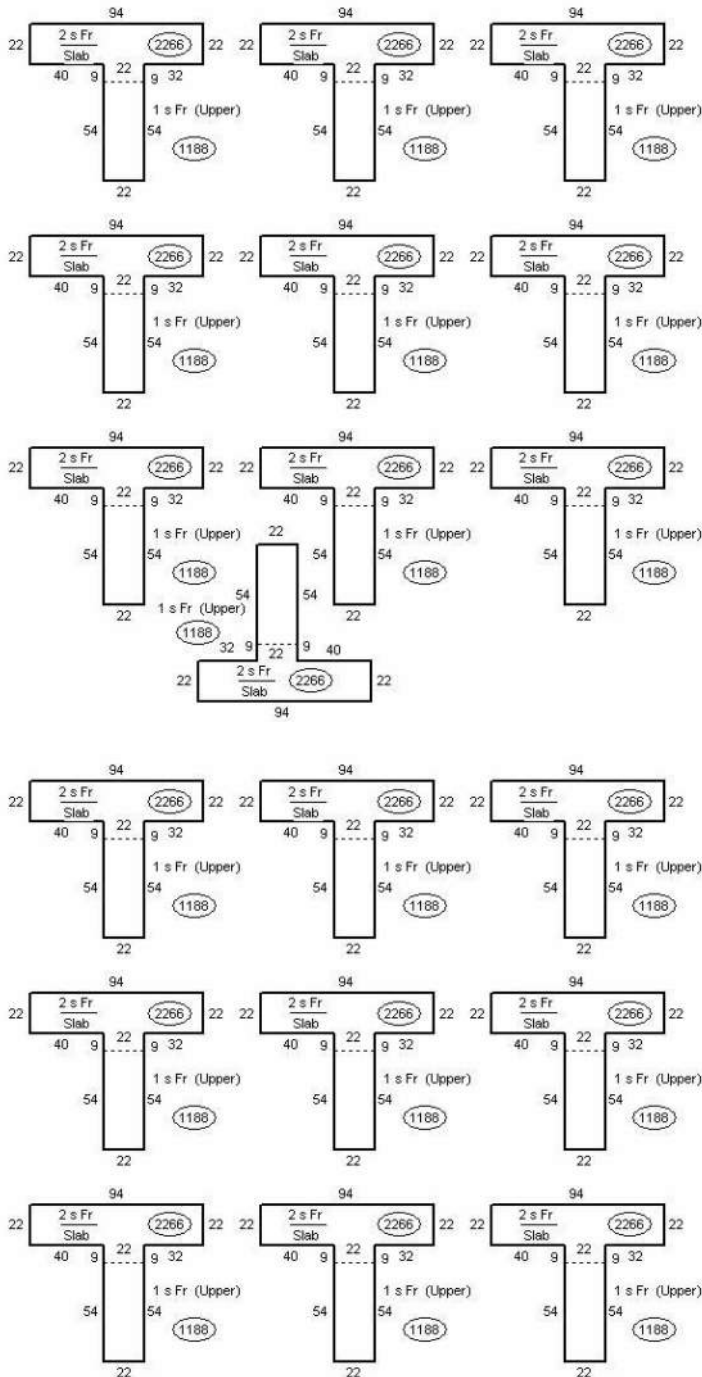












01 02 03 04 05

Download TIFF

▼ Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	16.2500	707850.00	0.00	0.00	1.00	\$2,423,400	\$0

▼ Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$14,928,740	\$2,423,400	\$0	\$17,352,140	\$156,181
2022	\$14,928,740	\$2,423,400	\$0	\$17,352,140	\$156,181
2021	\$13,107,540	\$2,243,900	\$0	\$15,351,440	\$138,160
2021	\$13,107,540	\$2,243,900	\$0	\$15,351,440	\$138,160

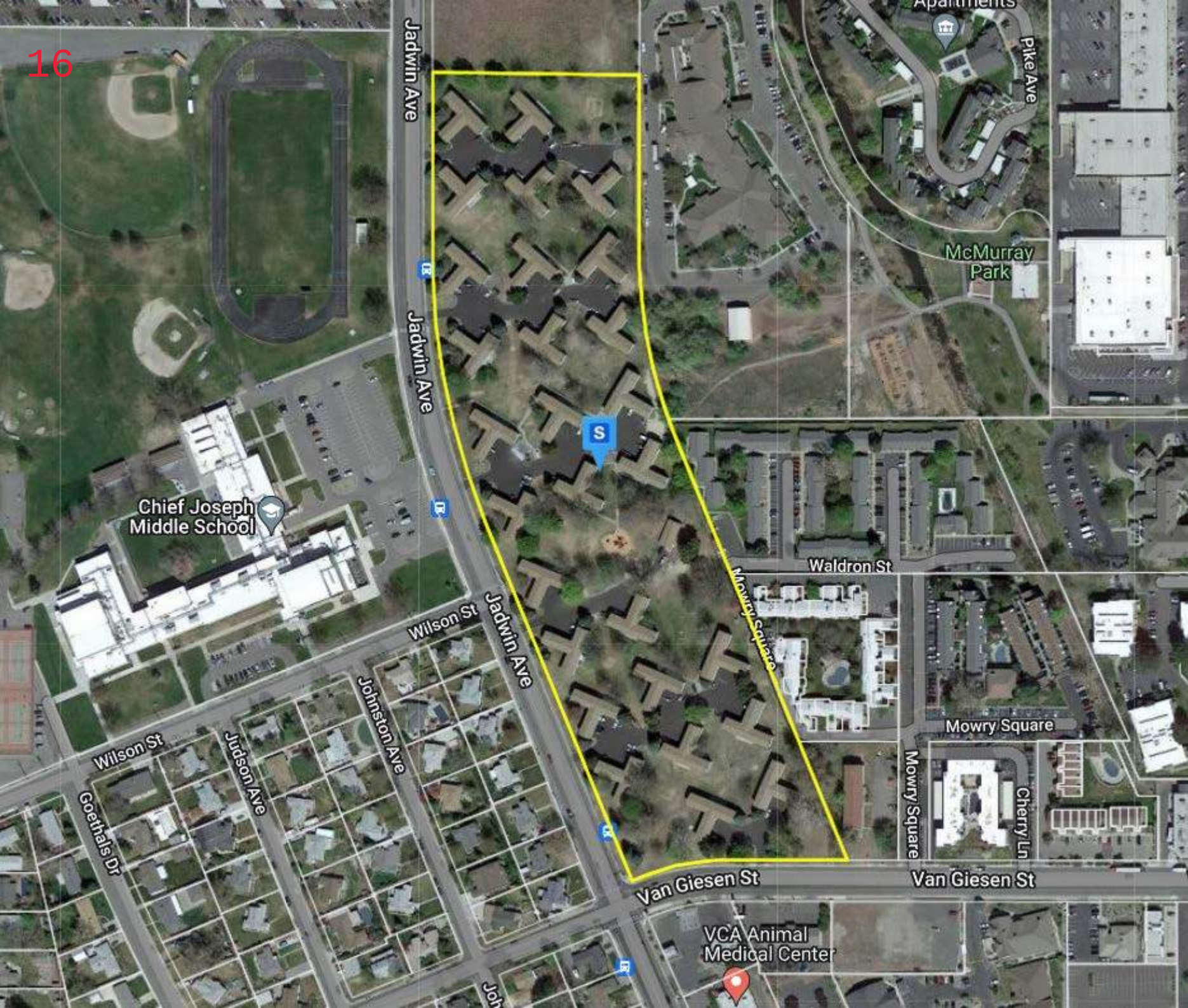
▼ Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	12/10/2019	SWD	Statutory Warranty Deed	CP APARTMENTS LLC	LIH COLUMBIA PARK LP	2019-040096		\$19,200,000.00	147849	
2	11/10/2004	SWD	Statutory Warranty Deed	COLUMBIA PARK ASSOCIATES,	UNKNOWN	2004-039783	04K06817	\$6,451,898.00	0	20791

▼ Payout Agreement

No payout information available..

[Assessor Website](#) [Treasurer Website](#) [Mapping Website](#)



Property Detail Report

303 Van Giesen St, Richland, WA 99354-2619

APN: 102983013030001

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Snow Peak 3 LLC	Occupancy:	Absentee Owner
Vesting:	Corporation		
Mailing Address:	307 N Lincoln St #A, Post Falls, ID 83854-7963		

Location Information

Legal Description:	Section 2 Township 9 Range 28 Quarter Sw; Short Plat #3030, Lot 1, Recorded 8/7/2007, Under Auditors File No. 2007-025913. Recorded In Volume 1 Of Short Plats, At Page 3030, Records Of Benton County, Washington.	County:	Benton, WA
APN:	102983013030001	Alternate APN:	291751
Munic / Twnshp:		Twnshp-Rng-Sec:	09-28-02
Subdivision:	Short Plat #3030	Tract #:	
Neighborhood:		School District:	Richland School District
Elementary School:	Jefferson Elementa...	Middle School:	Chief Joseph Middl...
Latitude:	46.29415	Longitude:	-119.27764
		Census Tract / Block:	010500 / 1000
		Legal Lot / Block:	1 /
		Legal Book / Page:	
		High School:	Richland High Scho...

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	12/13/2016 / 12/15/2016	Price:		Transfer Doc #:	2016.38135
Buyer Name:	Snow Peak 3 LLC	Seller Name:	Camp 1 Richland R / E Holding Co	Deed Type:	Quit Claim Deed

Last Market Sale

Sale / Rec Date:	11/02/2012 / 11/07/2012	Sale Price / Type:	\$270,000 /	Deed Type:	General Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:		New Construction:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		1st Mtg Doc #:	N/A
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:		Sale Doc #:	2012.35060
Seller Name:	Co Seventy Nine				
Lender:				Title Company:	Cascade Title

Prior Sale Information

Sale / Rec Date:		Sale Price / Type:		Prior Deed Type:	
1st Mtg Amt / Type:		1st Mtg Rate / Type:		Prior Sale Doc #:	N/A
Prior Lender:					

Property Characteristics

Gross Living Area:		Total Rooms:	0	Year Built / Eff:	
Living Area:		Bedrooms:		Stories:	
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:		Pool:		Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:		Cooling:		Porch Type:	
Foundation:		Heating:		Patio Type:	
Quality:		Exterior Wall:		Roof Type:	
Condition:		Construction Type:		Roof Material:	

Site Information

Land Use:	Vacant Land (NEC)	Lot Area:	36,159 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	
County Use:	98 - Not Presently Assigned	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	0.830	Water / Sewer Type:	
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$247,600	Market Total Value:	\$247,600
Tax Year:	2022	Land Value:	\$247,600	Market Land Value:	\$247,600
Tax Area:	R1	Improvement Value:		Market Imprv Value:	
Property Tax:	\$2,724.76	Improved %:		Market Imprv %:	
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 291751 SNOW PEAK 3 LLC for Year 2022 - 2023

Property

Account

Property ID:291751

Abbreviated Legal Description:Section 2 Township 9 Range 28 Quarter SW; SHORT PLAT #3030, LOT 1, RECORDED 8/7/2007, UNDER AUDITOR'S FILE NO. 2007-025913. RECORDED IN VOLUME 1 OF SHORT PLATS, AT PAGE 3030, RECORDS OF BENTON COUNTY, WASHINGTON.

Parcel # / Geo ID:102983013030001

Agent Code:

Type:Real

Land Use Code99

Tax Area:R1 - R1

DFL N

Open Space:N

Remodel Property:N

Historic Property:N

Section:02

Multi-Family Redevelopment:N

Legal Acres:0.8301

Township:09

Range:28

Location

Address:VAN GIESEN ST
RICHLAND, WA 99354

Mapsco:

Neighborhood:Jadwin Corridor

Map ID:

Neighborhood CD:660201

Owner

Name:SNOW PEAK 3 LLC

Owner ID:215509

Mailing Address:307 N LINCOLN ST STE A
POST FALLS, ID 83854

% Ownership:100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 66412 (First Half/Next)	\$1220.51	\$8.53	\$0.00	\$0.00	\$1229.04
2023 - 66412 (Balance)	\$2440.97	\$17.05	\$0.00	\$0.00	\$2458.02

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023
Amount Due if Paid on: **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.
Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▸ Statement Details							
2023	66412	\$1229.04	\$1228.98	\$0.00	\$0.00	\$0.00	\$2458.02
▸ Statement Details							
2022	66721	\$1372.41	\$1362.35	\$0.00	\$0.00	\$2734.76	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$0
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$247,600
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0

(=) Market Value:	=	\$247,600
(-) Productivity Loss:	-	\$0

(=) Subtotal:	=	\$247,600
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$247,600

(=) Total Appraised Value:	=	\$247,600
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0

(=) Taxable Value:	=	\$247,600

Taxing Jurisdiction

Owner: SNOW PEAK 3 LLC

% Ownership: 100.000000000000%
Total Value: \$247,600
Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax	
RICH	RICHLAND	2.0181047376	\$247,600	\$247,600	\$499.68	
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$247,600	\$247,600	\$38.44	
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$247,600	\$247,600	\$6.19	
CNYVET	COUNTY VETERANS	0.0112499999	\$247,600	\$247,600	\$2.79	
COUNTY	COUNTY	0.9007089219	\$247,600	\$247,600	\$223.02	
PORTBNT	PORT OF BENTON	0.3316790761	\$247,600	\$247,600	\$82.12	
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$247,600	\$247,600	\$0.00	
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$247,600	\$247,600	\$351.91	
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$247,600	\$247,600	\$116.42	
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$247,600	\$247,600	\$582.10	
STATE	STATE SCHOOL	1.4169238836	\$247,600	\$247,600	\$350.83	
STATE2	STATE SCHOOL PART 2	0.7571640106	\$247,600	\$247,600	\$187.47	
Total Tax Rate:		9.8585213872				
Taxes w/Current Exemptions:					\$2,440.97	
Taxes w/o Exemptions:					\$2,440.97	

Improvement / Building

Property Image



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	0.8301	36157.00	0.00	0.00	1.00	\$247,600	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$0	\$247,600	\$0	\$247,600	\$247,600
2021	\$0	\$247,600	\$0	\$247,600	\$247,600

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	12/13/2016	QCD	Quit Claim Deed	CAMP 1 RICHLAND REAL ESTATE HOLDING CO	SNOW PEAK 3 LLC	2016-038135		\$0.00	124323	
2	11/02/2012	SWD	Statutory Warranty Deed	COMPANY SEVENTY NINE	CAMP 1 RICHLAND REAL ESTATE HOLA	2012-035060	12K04779	\$270,000.00	0	74448

Payout Agreement

No payout information available..

Assessor Website Treasurer Website Mapping Website

17

Mowry Square

Cherry Ln

Van Giesen St

Van Giesen St

S

VCA Animal
Medical Center

Ave

Ja

Property Detail Report

245 Van Giesen St #E, Richland, WA 99354-2691

APN: 102983012544003

Benton County Data as of: 03/06/2023

Owner Information

Owner Name:	Richland Senior Care LLC		
Vesting:	Corporation		
Mailing Address:	307 N Lincoln St #A, Post Falls, ID 83854-7963	Occupancy:	Absentee Owner

Location Information

Legal Description:	Lot2, Short Plat No. 3030, According To The Survey Thereof Recorded Under Auditors File No. 2007-025913, Records Of Benton County, Washington. Together With Lot 1, Short Plat No. 2544, According To Survey Thereof Recorded Under Auditors File No.			County:	Benton, WA
APN:	102983012544003	Alternate APN:	297717	Census Tract / Block:	010500 / 1000
Munic / Twnshp:		Twtnshp-Rng-Sec:	09-28-2	Legal Lot / Block:	2 /
Subdivision:	Short Plat #3030	Tract #:		Legal Book / Page:	
Neighborhood:	Guardian Angel Hom...	School District:	Richland School District		
Elementary School:	Jefferson Elementa...	Middle School:	Chief Joseph Middl...	High School:	Richland High Scho...
Latitude:	46.29361	Longitude:	-119.27705		

Last Transfer / Conveyance - Current Owner

Transfer / Rec Date:	11/14/2014 / 12/01/2014	Price:	\$14,276,000	Transfer Doc #:	2014.30715
Buyer Name:	Richland Senior Care LLC	Seller Name:	Cambridge Investors One LP	Deed Type:	General Warranty Deed

Last Market Sale

Sale / Rec Date:	11/14/2014 / 12/01/2014	Sale Price / Type:	\$14,276,000 /	Deed Type:	General Warranty Deed
Multi / Split Sale:		Price / Sq. Ft.:	\$197	New Construction:	
1st Mtg Amt / Type:	\$11,672,000 / Federal Housing Administration	1st Mtg Rate / Type:	3.92 / Estimated	1st Mtg Doc #:	2014.30716
2nd Mtg Amt / Type:		2nd Mtg Rate / Type:	\$4 /	Sale Doc #:	2014.30715
Seller Name:	Cambridge Investors One LP			Title Company:	Columbia Title
Lender:	Keybank NA				

Prior Sale Information

Sale / Rec Date:	12/10/2007 / 01/02/2008	Sale Price / Type:	\$5,350,000 /	Prior Deed Type:	Warranty Deed
1st Mtg Amt / Type:	\$5,350,000 / Conventional	1st Mtg Rate / Type:	/ Unk	Prior Sale Doc #:	2008.35
Prior Lender:	US Bank NA				

Property Characteristics

Gross Living Area:	72,397 Sq. Ft.	Total Rooms:	0	Year Built / Eff:	2001
Living Area:	72,397 Sq. Ft.	Bedrooms:		Stories:	1
Total Adj. Area:		Baths (F / H):		Parking Type:	
Above Grade:	72,397 Sq. Ft.	Pool:		Garage #:	
Basement Area:		Fireplace:		Garage Area:	
Style:		Cooling:	Central	Porch Type:	
Foundation:		Heating:	Heated	Patio Type:	Balcony
Quality:	Good	Exterior Wall:		Roof Type:	
Condition:	Average	Construction Type:	Wood/Steel	Roof Material:	

Site Information

Land Use:	Transient Lodging	Lot Area:	166,835 Sq. Ft.	Zoning:	
State Use:		Lot Width / Depth:		# of Buildings:	7
County Use:	17 - Institutional Lodging	Usable Lot:		Res / Comm Units:	
Site Influence:		Acres:	3.83	Water / Sewer Type:	Water / Sewer
Flood Zone Code:		Flood Map #:		Flood Map Date:	
Community Name:		Flood Panel #:		Inside SFHA:	Unknown

Tax Information

Assessed Year:	2022	Assessed Value:	\$9,174,740	Market Total Value:	\$9,174,740
Tax Year:	2022	Land Value:	\$725,490	Market Land Value:	\$725,490
Tax Area:	R1	Improvement Value:	\$8,449,250	Market Imprv Value:	\$8,449,250

Property Tax:	\$100,463.00	Improved %:	92.09%	Market Imprv %:	92.09%
Exemption:		Delinquent Year:			

Benton County Property Search

Property Search Results > 297717 RICHLAND SENIOR CARE LLC for Year 2022 - 2023

Property

Account

Property ID:

297717

Abbreviated Legal Description:

LOT2, SHORT PLAT NO. 3030, ACCORDING TO THE SURVEY THEREOF RECORDED UNDER AUDITOR'S FILE NO. 2007-025913, RECORDS OF BENTON COUNTY, WASHINGTON. TOGETHER WITH LOT 1, SHORT PLAT NO. 2544, ACCORDING TO SURVEY THEREOF RECORDED UNDER AUDITOR'S FILE NO. 2000-031676, RECORDS OF BENTON COUNTY, WASHINGTON. (CONSOLIDATION PER QCD, AF #2010-030077, 10/14/2010)

Parcel # / Geo ID:

102983012544003

Agent Code:

Type:

Real

Land Use Code:

17

Tax Area:

R1 - R1

DFL:

N

Open Space:

N

Remodel Property:

N

Historic Property:

N

Section:

02

Multi-Family Redevelopment:

N

Legal Acres:

3.8300

Township:

09

Range:

28

Location

Address:

245 VAN GIESEN ST BLDG E
RICHLAND, WA 99354

Mapsco:

Neighborhood:

Richland Assisted & Independant Living Facilities

Map ID:

Neighborhood CD:

660201AL

Owner

Name:

RICHLAND SENIOR CARE LLC

Owner ID:

213291

Mailing Address:

307 N LINCOLN ST STE A
POST FALLS, ID 83854

% Ownership:

100.0000000000%

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2023 - 70142 (First Half/Next)	\$45224.73	\$47.79	\$0.00	\$0.00	\$45272.52
2023 - 70142 (Balance)	\$90449.38	\$95.55	\$0.00	\$0.00	\$90544.93

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 03/13/2023

Amount Due if Paid on: **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2023	70142	\$45272.52	\$45272.41	\$0.00	\$0.00	\$0.00	\$90544.93
▶ Statement Details							
2022	70482	\$50231.53	\$50231.47	\$0.00	\$0.00	\$100463.00	\$0.00

Values

(+) Improvement Homesite Value:	+	\$0
(+) Improvement Non-Homesite Value:	+	\$8,449,250
(+) Land Homesite Value:	+	\$0
(+) Land Non-Homesite Value:	+	\$725,490
(+) Curr Use (HS):	+	\$0 \$0
(+) Curr Use (NHS):	+	\$0 \$0
(=) Market Value:	=	\$9,174,740
(-) Productivity Loss:	-	\$0
(=) Subtotal:	=	\$9,174,740
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$9,174,740

(=) Total Appraised Value:	=	\$9,174,740
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
(=) Taxable Value:	=	\$9,174,740

Taxing Jurisdiction

Owner: RICHLAND SENIOR CARE LLC
 % Ownership: 100.000000000000%
 Total Value: \$9,174,740
 Tax Area: R1 - R1

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	2.0181047376	\$9,174,740	\$9,174,740	\$18,515.59
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	0.1552429019	\$9,174,740	\$9,174,740	\$1,424.31
CNYHMNSVCS	COUNTY HUMAN SERVICES	0.0250000001	\$9,174,740	\$9,174,740	\$229.37
CNYVET	COUNTY VETERANS	0.0112499999	\$9,174,740	\$9,174,740	\$103.22
COUNTY	COUNTY	0.9007089219	\$9,174,740	\$9,174,740	\$8,263.77
PORTBNT	PORT OF BENTON	0.3316790761	\$9,174,740	\$9,174,740	\$3,043.07
PTBNT11AB	PORT OF BENTON 2011 A & B BOND	0.0000000000	\$9,174,740	\$9,174,740	\$0.00
SD400	SCHOOL DIST 400 DEBT SERVICE	1.4212967738	\$9,174,740	\$9,174,740	\$13,040.03
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	0.4701918332	\$9,174,740	\$9,174,740	\$4,313.89
SD400MO	SCHOOL DIST 400 ENRICHMENT	2.3509592485	\$9,174,740	\$9,174,740	\$21,569.44
STATE	STATE SCHOOL	1.4169238836	\$9,174,740	\$9,174,740	\$12,999.91
STATE2	STATE SCHOOL PART 2	0.7571640106	\$9,174,740	\$9,174,740	\$6,946.78
Total Tax Rate:		9.8585213872			
Taxes w/Current Exemptions:					\$90,449.38
Taxes w/o Exemptions:					\$90,449.38

Improvement / Building

Improvement #1:	Commercial	State Code:	417	9955.0 sqft	Value:	\$1,084,990
COMM Framing Class: Class D - Wood or Steel Frame			COMM HVAC: Package Unit			
COMM Shape: Irregular			COMM Sprinkler System: Y			

Type	Description	Class CD	Sub Class CD	Year Built	Area
Balcony	Balcony	Avg		2001	83.0
Balcony	Balcony	Avg		2001	137.0
Canopy	Canopy	Avg		2001	397.0
SERVGAR	Service Garage 528	Good		2001	448.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	5524.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	1745.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	1700.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	538.0

Improvement #2:	Commercial	State Code:	417	10016.0 sqft	Value:	\$1,118,060
COMM Framing Class: Class D - Wood or Steel Frame			COMM HVAC: Heat Pump			
COMM Shape: Irregular			COMM Sprinkler System: Y			

Type	Description	Class CD	Sub Class CD	Year Built	Area
Balcony	Balcony	Good		2001	88.0
Balcony	Balcony	Good		2001	40.0
Balcony	Balcony	Good		2001	172.0
Canopy	Canopy	Good		2001	312.0
SERVGAR	Service Garage 528	Good		2001	448.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	5498.0
APARTRES	Apartments, Multiple Residences 352	Good		2001	1735.0
APART	Apartment, High-Rise 300	Good		2001	2335.0

Improvement #3:	Commercial	State Code:	417	9609.0 sqft	Value:	\$984,810
COMM Framing Class: Class D - Wood or Steel Frame			COMM HVAC: Heat Pump			
COMM Shape: Irregular			COMM Sprinkler System: Y			

Type	Description	Class CD	Sub Class CD	Year Built	Area
Balcony	Balcony	Good		2001	147.0
Canopy	Canopy	Good		2001	312.0
SERVGAR	Service Garage 528	Good		2001	450.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	5380.0
APARTRES	Apartments, Multiple Residences 352	Good		2001	1699.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	1580.0
APARTRES	Apartments, Multiple Residences 352	Good		2001	500.0
Improvement #4: Commercial State Code: 417 10447.0 sqft Value: \$984,550					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Heat Pump					
COMM Shape: Irregular COMM Sprinkler System: Y					

Type	Description	Class CD	Sub Class CD	Year Built	Area
Balcony	Balcony	Avg		2001	83.0
Balcony	Balcony	Avg		2001	215.0
Balcony	Balcony	Avg		2001	81.0
SERVGAR	Service Garage 528	Fair		2001	461.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	5486.0
APARTRES	Apartments, Multiple Residences 352	Good		2001	1733.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2001	2102.0
APARTRES	Apartments, Multiple Residences 352	Good		2001	665.0
Improvement #5: Commercial State Code: 417 80.0 sqft Value: \$1,510					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Heat Pump					
COMM Shape: Rectangular					

Type	Description	Class CD	Sub Class CD	Year Built	Area
LCOMSHED	Light Commercial Shed 468	Avg		2001	80.0
Improvement #6: Commercial State Code: 417 4316.0 sqft Value: \$669,270					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Package Unit					
COMM Shape: Rectangular COMM Sprinkler System: Y					

Type	Description	Class CD	Sub Class CD	Year Built	Area
CLUBHSE	Clubhouse 311	Good		2011	4316.0
Canopy	Canopy	Avg		2011	100.0
Improvement #7: Commercial State Code: 417 14027.0 sqft Value: \$1,743,310					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Heat Pump					
COMM Shape: Irregular COMM Sprinkler System: Y					

Type	Description	Class CD	Sub Class CD	Year Built	Area
MULTRESA	Multiple Residences, Assisted Living 589	Good		2012	3607.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2012	5981.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2012	4439.0
Balcony	Balcony	Good		2012	10.0
Improvement #8: Commercial State Code: 417 14027.0 sqft Value: \$1,743,510					
COMM Framing Class: Class D - Wood or Steel Frame COMM HVAC: Heat Pump					
COMM Shape: Irregular COMM Sprinkler System: Y					

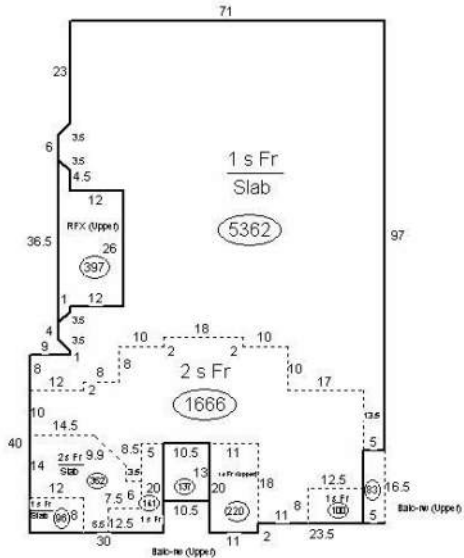
Type	Description	Class CD	Sub Class CD	Year Built	Area
MULTRESA	Multiple Residences, Assisted Living 589	Good		2012	3607.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2012	5981.0
MULTRESA	Multiple Residences, Assisted Living 589	Good		2012	4439.0
Balcony	Balcony	Good		2012	10.0
Improvement #9: Commercial State Code: 417 0.0 sqft Value: \$119,240					

Type	Description	Class CD	Sub Class CD	Year Built	Area
ASPH	Asphalt	Avg		2002	38000.0
CONC	Concrete	Avg		2002	6100.0
Deck	Deck	Avg		2002	110.0
FENCESPLT	Fencing-Split Rail	Avg		2002	1745.0
LAMPPOST	Lamp Posts	Avg		2002	11.0

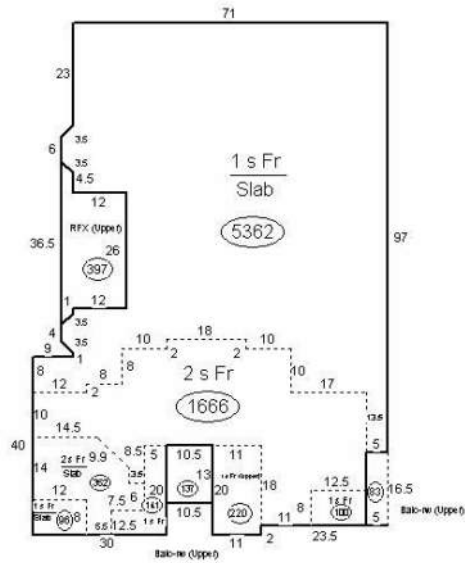
Property Image



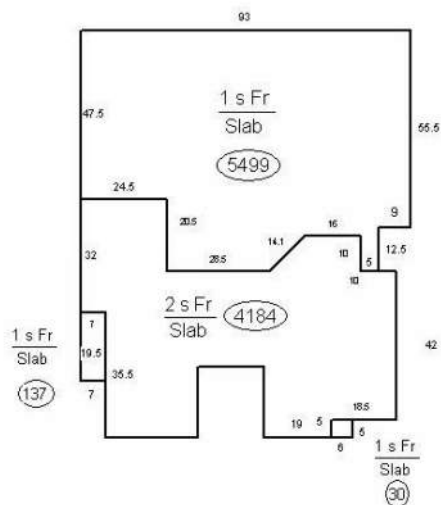




04 05 06 07 08 09 10



04 05 06 07 08 09 10



Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	11	Primary Commercial/Indust Land	3.8300	166835.00	0.00	0.00	1.00	\$725,490	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2023	N/A	N/A	N/A	N/A	N/A
2022	\$8,449,250	\$725,490	\$0	\$9,174,740	\$9,174,740
2021	\$8,449,250	\$725,490	\$0	\$9,174,740	\$9,174,740

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	Excise Number	Deed Number
1	11/14/2014	SWD	Statutory Warranty Deed	CAMBRIDGE INVESTORS ONE LP	RICHLAND SENIOR CARE LLC	2014-030715	14K05714	\$14,276,000.00	0	87803

Payout Agreement

No payout information available..

[Assessor Website](#) [Treasurer Website](#) [Mapping Website](#)

18

Van Giesen St

Van Giesen St

Van Giesen St

Lowry Square

Cherry Ln

VCA Animal Medical Center

Jadwin Ave

Jadwin Ave

Torbett Street KinderCare

S

ACOUSTICAL REPORT FOR



PROJECT: Noise Survey from the Proposed Equipment to the nearest Properties

SITE NO.: SEGEG00160B

SITE NAME : Car Wash

SITE ADDRESS: 311 Van Giesen Street
Richland, WA 99354

DATE: March 10, 2023

MH Project Number: 2204047.00

PREPARED BY:



MORRISON HERSHFIELD

600 Stewart Street, Suite 200
Seattle, WA 98101
206-268-7370

INTRODUCTION

This report presents a noise survey performed in the immediate vicinity of the proposed telecommunications site at 311 Van Giesen Street in Richland, WA. This noise survey extends from the existing and proposed equipment to the nearest properties. The purpose of this report is to document the existing conditions and the impacts of the acoustical changes due to the installation of proposed equipment. This report contains data on the existing and predicted noise environments, impact criteria and an evaluation of the predicted sound levels as they relate to the criteria.

AMBIENT CONDITIONS

Existing ambient noise levels were measured on site with a sound level meter on February 20, 2023 (1:44 pm). Measurements were conducted as close to the proposed location as possible and the property lines in accordance with the State of WA code for Maximum Environmental Noise Levels WAC 173-60-020. The average ambient noise level was 57.33 dBA, due primarily to vehicular traffic along the intersection of Van Giesen Street and Jadwin Avenue.

The proposed site is located on the SE corner of a property (*Parcel #102983020732025*) that has a car wash facility with seven (7) self-serve car wash bays and several coin operated commercial grade vacuum cleaners. The self-serve car wash facility, including the coin operated vacuum cleaners is open for business 24 hours, 7 days a week.

CODE REQUIREMENTS

The site is located within the City of Richland zoning jurisdiction on a property designated with a C-2 zoning. The City of Richland designates the C-2 zone as its retail business district. The receiving property to the South, East & West is also zoned as C-2. While the receiving property to the North, across Van Giesen Street is zoned R-3 (across 80-ft of Right of Way).

The City of Richland's Municipal Code 9.38.010 (Noise Regulation) incorporates the following Washington Administrative Code by reference for the maximum environmental noise levels:

- WAC 173-60-020
- WAC 173-60-040
- WAC 173-60-050
- WAC 173-60-090

PROPOSED EQUIPMENT

The following table presents a summary of the equipment and their proposed mounting height on the proposed tower.

Table 1: Proposed Equipment

Height	Description
76'-11"	(3) Panel Antennas [JMA-MX08FR0665-21]
76'-11"	(6) Remote Radio Head [Fujitsu TA08025-B605]
At grade	Equipment Cabinet [Charles Industry HEX Cube - PM639155N4]

The proposed equipment is based on the Zoning Drawings prepared by Morrison Hershfield for Dish Wireless dated 2/15/2023.

PREDICTED EQUIPMENT SOUND LEVELS

The following table presents a summary of the equipment and their associated noise levels:

Table 2: Equipment Noise Level

Equipment	dBA (each)	Qty	Combine dBA @ 5 ft
(1) Equipment Cabinet [Charles Industry HEX Cube - PM639155N4]	Max 65 @ 5 ft day time (Max 60 @ 5 ft night time)	1	65 (60)
Total dBA (Combined)			65 @ 5 ft

Methods established by ARI Standard 275-2010 and ASHRAE were used in predicting equipment noise levels to the receiving properties. Application factors such as location, height, and reflective surfaces are accounted for in the calculations.

When the average ambient noise level of 57.33 dBA was measured, none of the several commercial grade, coin operated automobile vacuum cleaner was in use.

The proposed equipment located at 76'-11" elevation produces no noise.

The proposed telecommunications equipment cabinet at grade level will be enclosed by a 6-foot tall wood fence and will have new landscaping (arborvitae; 5' tall at planting) on its east and south sides. *To its immediate west, approximately 20 feet away is a commercial grade, coin operated automobile vacuum cleaner (open for business 24hours/day).*

The proposed new equipment cabinet which is expected to run 24 hours a day. However, the sound emitting apparatus on the equipment cabinet will only run intermittently throughout the day.

CONCLUSIONS

With the only noise emitting proposed equipment fully enclosed by a 6-ft tall wood fence and bordered by 5-ft tall landscaping vegetations on two sides of the fence, the proposed installation will not add significant change in sound level from the existing ambient noise from the property (car wash facility; open 24 hours/day 7days/week).

Therefore, the new equipment noise is expected to meet the City of Richland's Municipal Code 9.38 limits at all other receiving property lines. No further mitigation will be required.

Please contact us if you have questions or require further information.

Respectfully Submitted
For the Firm,



Lance Cooke, PE
Morrison Hershfield Corp.

EXP 6/2/24

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*****
*           Federal Airways & Airspace           *
*           Summary Report: New Construction       *
*           Antenna Structure                     *
*****

```

Airspace User:

File: SEGEG00160B

Location: RICHLAND, WA

Latitude: 46°-17'-38.33" Longitude: 119°-16'-41.60"

SITE ELEVATION AMSL.....362 ft.

STRUCTURE HEIGHT.....80 ft.

OVERALL HEIGHT AMSL.....442 ft.

NOTICE CRITERIA

FAR 77.9(a): NNR (DNE 200 ft AGL)

FAR 77.9(b): NNR (DNE Notice Slope)

FAR 77.9(c): NNR (Not a Traverse Way)

FAR 77.9: NNR FAR 77.9 IFR Notice for RLD

FAR 77.9: NNR FAR 77.9 IFR Notice for PSC

FAR 77.9(d): NNR (Off Airport Construction)

NR = Notice Required

NNR = Notice Not Required

PNR = Possible Notice Required (depends upon actual IFR procedure)
For new construction review Air Navigation Facilities at bottom
of this report.

Notice to the FAA is not required at the analyzed location and height for
slope, height or Straight-In procedures. Please review the 'Air
Navigation'
section for notice requirements for offset IFR procedures and EMI.

OBSTRUCTION STANDARDS

FAR 77.17(a)(1): DNE 499 ft AGL

FAR 77.17(a)(2): DNE - Airport Surface

FAR 77.19(a): DNE - Horizontal Surface

FAR 77.19(b): DNE - Conical Surface

FAR 77.19(c): DNE - Primary Surface

FAR 77.19(d): DNE - Approach Surface

FAR 77.19(e): DNE - Approach Transitional Surface

FAR 77.19(e): DNE - Abeam Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: RLD: RICHLAND

Type: A RD: 6142.172 RE: 387.1

FAR 77.17(a)(1): DNE

FAR 77.17(a)(2): DNE - Height No Greater Than 200 feet AGL.

VFR Horizontal Surface: DNE

VFR Conical Surface: DNE

VFR Primary Surface: DNE

VFR Approach Surface: DNE

VFR Transitional Surface: DNE

The structure is within VFR - Traffic Pattern Airspace Runway Side Area.
Structures that exceed horizontal, conical, and/or 500' AGL will receive
a hazard determination from the FAA.

The structure is within VFR - Traffic Pattern Airspace Climb/Descent
Area.

Structures exceeding the greater of 350' AAE, 77.17(a)(2), or VFR

horizontal

and conical surfaces will receive a hazard determination from the FAA.
Maximum AMSL of Climb/Descent Area is 744 feet.

VFR TRAFFIC PATTERN AIRSPACE FOR: PSC: TRI-CITIES

Type: A RD: 37899.73 RE: 386

FAR 77.17(a)(1): DNE

FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.

VFR Horizontal Surface: DNE

VFR Conical Surface: DNE

VFR Primary Surface: DNE

VFR Approach Surface: DNE

VFR Transitional Surface: DNE

TERPS DEPARTURE PROCEDURE (FAA Order 8260.3, Volume 4)

FAR 77.17(a)(3) Departure Surface Criteria (40:1)

DNE Departure Surface

MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)

FAR 77.17(a)(4) MOCA Altitude Enroute Criteria

The Maximum Height Permitted is 1500 ft AMSL

PRIVATE LANDING FACILITIES

FACIL	BEARING	RANGE	DELTA ARP FAA
IDENT TYP NAME	To FACIL	IN NM	ELEVATION IFR

WA89 HEL KADLEC RGNL MEDICAL CENTER	192.69	.76	+58
No Impact to Private Landing Facility			
Below Notice Standards by: 117 feet.			

WT02 HEL HAMMER EVOC SKID PAD	329.1	4.48	+2
No Impact to Private Landing Facility			
Structure is beyond notice limit by 22221 feet.			

18WA HEL PASCO	31.83	5.72	-258
No Impact to Private Landing Facility			
Structure 258 ft below heliport.			

AIR NAVIGATION ELECTRONIC FACILITIES

GRND	FAC	ST	DIST	DELTA					
APCH	IDNT	TYPE	AT	FREQ	VECTOR	(ft)	ELEVA	ST	LOCATION
ANGLE	BEAR								

RLD	LOCALIZER	I	110.5	283.2	8020	+53	WA	RWY	19
RICHLAND	.38	189							

PSC	RADAR	I	2810.	97.28	39764	-23	WA	TRI-	
CITIES	-.03								

No Impact. This structure does not require Notice based upon EMI.
The studied location is within 20 NM of a Radar facility.
The calculated Radar Line-Of-Sight (LOS) distance is: 52 NM.
This location and height is within the Radar Line-Of-Sight.

PSC	VOR/DME	R	113.7	102.06	41605	+36	WA		
PASCO	.05								

CFR Title 47, §1.30000-\$1.30004

AM STUDY NOT REQUIRED: Structure is not near a FCC licensed AM station.
Movement Method Proof as specified in §73.151(c) is not required.
Please review 'AM Station Report' for details.

Nearest AM Station: KALE @ 9542 meters.

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02-08-2023
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*****
*           Federal Airways & Airspace           *
*           Summary Report: New Construction       *
*           Antenna Structure                     *
*****

```

Airspace User:

File: SEGEG00160B

Location: RICHLAND, WA

Latitude: 46°-17'-38.33" Longitude: 119°-16'-41.60"

SITE ELEVATION AMSL.....362 ft.

STRUCTURE HEIGHT.....90 ft.

OVERALL HEIGHT AMSL.....452 ft.

NOTICE CRITERIA

FAR 77.9(a): NNR (DNE 200 ft AGL)
 FAR 77.9(b): NR (Exceeds Notice Slope, Maximum: 448 ft.)
 FAR 77.9(c): NNR (Not a Traverse Way)
 FAR 77.9: NNR FAR 77.9 IFR Notice for RLD
 FAR 77.9: NNR FAR 77.9 IFR Notice for PSC
 FAR 77.9(d): NNR (Off Airport Construction)

NR = Notice Required

NNR = Notice Not Required

PNR = Possible Notice Required (depends upon actual IFR procedure)
 For new construction review Air Navigation Facilities at bottom
 of this report.

Notice to the FAA is required because height exceeds Notice Slope
 criteria.

The maximum height to avoid notice is 448 ft AMSL.

OBSTRUCTION STANDARDS

FAR 77.17(a)(1): DNE 499 ft AGL
 FAR 77.17(a)(2): DNE - Airport Surface
 FAR 77.19(a): DNE - Horizontal Surface
 FAR 77.19(b): DNE - Conical Surface
 FAR 77.19(c): DNE - Primary Surface
 FAR 77.19(d): DNE - Approach Surface
 FAR 77.19(e): DNE - Approach Transitional Surface
 FAR 77.19(e): DNE - Abeam Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: RLD: RICHLAND

Type: A RD: 6142.172 RE: 387.1

FAR 77.17(a)(1): DNE
 FAR 77.17(a)(2): DNE - Height No Greater Than 200 feet AGL.
 VFR Horizontal Surface: DNE
 VFR Conical Surface: DNE
 VFR Primary Surface: DNE
 VFR Approach Surface: DNE
 VFR Transitional Surface: DNE

The structure is within VFR - Traffic Pattern Airspace Runway Side Area.
 Structures that exceed horizontal, conical, and/or 500' AGL will receive
 a hazard determination from the FAA.

The structure is within VFR - Traffic Pattern Airspace Climb/Descent
 Area.

Structures exceeding the greater of 350' AAE, 77.17(a)(2), or VFR
 horizontal
 and conical surfaces will receive a hazard determination from the FAA.

Maximum AMSL of Climb/Descent Area is 744 feet.

VFR TRAFFIC PATTERN AIRSPACE FOR: PSC: TRI-CITIES

Type: A RD: 37899.73 RE: 386
FAR 77.17(a)(1): DNE
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
VFR Horizontal Surface: DNE
VFR Conical Surface: DNE
VFR Primary Surface: DNE
VFR Approach Surface: DNE
VFR Transitional Surface: DNE

TERPS DEPARTURE PROCEDURE (FAA Order 8260.3, Volume 4)
FAR 77.17(a)(3) Departure Surface Criteria (40:1)
DNE Departure Surface

MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)
FAR 77.17(a)(4) MOCA Altitude Enroute Criteria
The Maximum Height Permitted is 1500 ft AMSL

PRIVATE LANDING FACILITIES

FACIL	BEARING	RANGE	DELTA ARP FAA
IDENT TYP NAME	To FACIL	IN NM	ELEVATION IFR
WA89 HEL KADLEC RGNL MEDICAL CENTER	192.69	.76	+68
No Impact to Private Landing Facility Below Notice Standards by: 107 feet.			
WT02 HEL HAMMER EVOC SKID PAD	329.1	4.48	+12
No Impact to Private Landing Facility Structure is beyond notice limit by 22221 feet.			
18WA HEL PASCO	31.83	5.72	-248
No Impact to Private Landing Facility Structure 248 ft below heliport.			

AIR NAVIGATION ELECTRONIC FACILITIES

GRND	FAC	ST	DIST	DELTA					
APCH	IDNT	TYPE	AT	FREQ	VECTOR	(ft)	ELEVA	ST	LOCATION
ANGLE	BEAR								

RLD	LOCALIZER	I	110.5	283.2	8020	+63	WA	RWY	19
RICHLAND	.45	189							
PSC	RADAR	I	2810.	97.28	39764	-13	WA	TRI-	
CITIES	-.02								
No Impact. This structure does not require Notice based upon EMI. The studied location is within 20 NM of a Radar facility. The calculated Radar Line-Of-Sight (LOS) distance is: 52 NM. This location and height is within the Radar Line-Of-Sight.									
PSC	VOR/DME	R	113.7	102.06	41605	+46	WA		
PASCO	.06								

CFR Title 47, §1.30000-§1.30004

AM STUDY NOT REQUIRED: Structure is not near a FCC licensed AM station.
Movement Method Proof as specified in §73.151(c) is not required.
Please review 'AM Station Report' for details.

Nearest AM Station: KALE @ 9542 meters.

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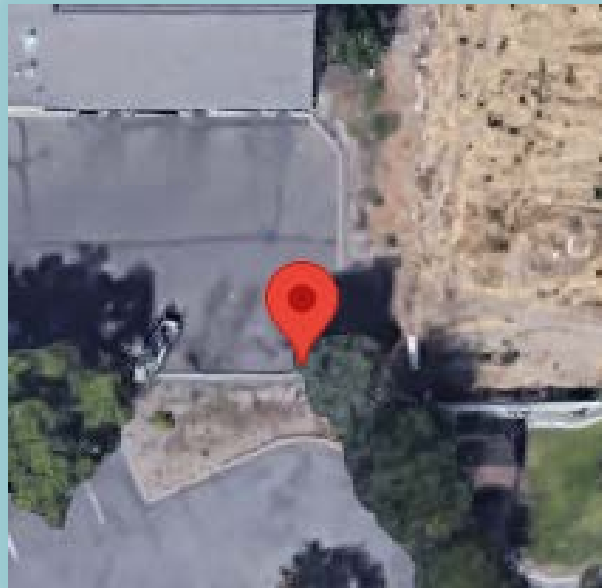
02-08-2023
11:31:02

Radio Frequency - Electromagnetic Energy (RF-EME) Report

Site No. SEGEG00160B

311 Van Giesen Street
Richland, Washington 99354
46° 17' 38.33" N, -119° 16' 41.60" W NAD83

EBI Project No. 6223000473
February 14, 2023



Prepared for:
Dish Wireless

Prepared by:
 **EBI Consulting**
environmental | engineering | due diligence

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1.0 INTRODUCTION.....	2
2.0 SITE DESCRIPTION	2
3.0 WORST-CASE PREDICTIVE MODELING	3
4.0 MITIGATION/SITE CONTROL OPTIONS	4
5.0 SUMMARY AND CONCLUSIONS	5
6.0 LIMITATIONS	5

APPENDICES

APPENDIX A CERTIFICATIONS

APPENDIX B RADIO FREQUENCY ELECTROMAGNETIC ENERGY SAFETY / SIGNAGE PLANS

APPENDIX C FEDERAL COMMUNICATIONS COMMISSION (FCC) REQUIREMENTS

REFERENCE DOCUMENTS (NOT ATTACHED)

CDs: SEGEG00160B_ZD_20220915125143

RFDS: RTC_RFDS-SEGEG00160B-FINAL-20220913-V.1_20220913122609

EXECUTIVE SUMMARY

Purpose of Report

EnviroBusiness Inc. (dba EBI Consulting) has been contracted by Dish Wireless to conduct radio frequency electromagnetic (RF-EME) modeling for Dish Wireless Site SEGEG00160B located at 311 Van Giesen Street in Richland, Washington to determine RF-EME exposure levels from proposed Dish Wireless communications equipment at this site. As described in greater detail in Appendix C of this report, the Federal Communications Commission (FCC) has developed Maximum Permissible Exposure (MPE) Limits for the general public and for occupational activities. This report summarizes the results of RF-EME modeling in relation to relevant FCC RF-EME compliance standards for limiting human exposure to RF-EME fields.

Statement of Compliance

A site is considered out of compliance with FCC regulations if there are areas that exceed the FCC exposure limits and there are no RF hazard mitigation measures in place. Any carrier which has an installation that contributes more than 5% of the applicable MPE must participate in mitigating these RF hazards.

As presented in the sections below, based on worst-case predictive modeling, there are no modeled areas on any accessible rooftop or ground-level walking/working surface related to the proposed antennas that exceed the FCC's occupational or general public exposure limits at this site. Additionally, there are areas where workers who may be elevated above the rooftop or ground may be exposed to power densities greater than the occupational limits. Therefore, workers should be informed about the presence and locations of antennas and their associated fields.

At the nearest walking/working surfaces to the Dish Wireless antennas, the maximum power density generated by the DISH antennas is approximately **4.44** percent of the FCC's general public limit (**0.89** percent of the FCC's occupational limit).

The composite exposure level from all carriers on this site is approximately **4.44** percent of the FCC's general public limit (**0.89** percent of the FCC's occupational limit) at the nearest walking/working surface to each antenna.

Recommended control measures are outlined in Section 4.0 and within the Site Safety Plan (attached); Dish Wireless should also provide procedures to shut down and lockout/tagout this wireless equipment in accordance with their own standard operating protocol. Non-telecom workers who will be working in areas of exceedance are required to contact Dish Wireless since only DISH has the ability to lockout/tagout the facility, or to authorize others to do so.

1.0 INTRODUCTION

Radio frequency waves are electromagnetic waves from the portion of the electromagnetic spectrum at frequencies lower than visible light and microwaves. The wavelengths of radio waves range from thousands of meters to around 30 centimeters. These wavelengths correspond to frequencies as low as 3 cycles per second (or hertz [Hz]) to as high as one gigahertz (one billion cycles per second).

Personal Communication (PCS) facilities used by Dish Wireless in this area will potentially operate within a frequency range of 600 to 5000 MHz. Facilities typically consist of: 1) electronic transceivers (the radios or cabinets) connected to wired telephone lines; and 2) antennas that send the wireless signals created by the transceivers to be received by individual subscriber units (PCS telephones). Transceivers are typically connected to antennas by coaxial cables.

Because of the short wavelength of PCS services, the antennas require line-of-site paths for good propagation, and are typically installed a distance above ground level. Antennas are constructed to concentrate energy towards the horizon, with as little energy as possible scattered towards the ground or the sky. This design, combined with the low power of PCS facilities, generally results in no possibility for exposure to approach Maximum Permissible Exposure (MPE) levels, with the exception of in areas in the immediate vicinity of the antennas.

MPE limits do not represent levels where a health risk exists, since they are designed to provide a substantial margin of safety. These limits apply for continuous exposures and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size or health.

2.0 SITE DESCRIPTION

This project site includes the following proposed wireless telecommunication antennas on a monopole located at 311 Van Giesen Street in Richland, Washington.

Ant #	Operator	Antenna Make	Antenna Model	Frequency (MHz)	Azimuth (deg.)	Mechanical Downtilt (deg.)	Horizontal Beamwidth (Degrees)	Aperture (feet)	Total Power Input (Watts)	Gain (dBd)*	Total ERP (Watts)	Total EIRP (Watts)
1	Dish	JMA	MX08FRO665-21 02DT 600	600	0	0	62	6.0	120	11.35	1459.42	2393.45
1	Dish	JMA	MX08FRO665-21 02DT 700	700	0	0	52	6.0	120	12.05	1714.67	2812.06
1	Dish	JMA	MX08FRO665-21 02DT 1900	1900	0	0	61	6.0	160	15.75	5359.45	8789.49
1	Dish	JMA	MX08FRO665-21 02DT 2100	2100	0	0	65	6.0	160	16.75	6747.14	11065.32
2	Dish	JMA	MX08FRO665-21 02DT 600	600	0	0	62	6.0	120	11.35	1459.42	2393.45
2	Dish	JMA	MX08FRO665-21 02DT 700	700	0	0	52	6.0	120	12.05	1714.67	2812.06
2	Dish	JMA	MX08FRO665-21 02DT 1900	1900	0	0	61	6.0	160	15.75	5359.45	8789.49
2	Dish	JMA	MX08FRO665-21 02DT 2100	2100	0	0	65	6.0	160	16.75	6747.14	11065.32
3	Dish	JMA	MX08FRO665-21 02DT 600	600	120	0	62	6.0	120	11.35	1459.42	2393.45
3	Dish	JMA	MX08FRO665-21 02DT 700	700	120	0	52	6.0	120	12.05	1714.67	2812.06
3	Dish	JMA	MX08FRO665-21 02DT 1900	1900	120	0	61	6.0	160	15.75	5359.45	8789.49
3	Dish	JMA	MX08FRO665-21 02DT 2100	2100	120	0	65	6.0	160	16.75	6747.14	11065.32
4	Dish	JMA	MX08FRO665-21 02DT 600	600	120	0	62	6.0	120	11.35	1459.42	2393.45
4	Dish	JMA	MX08FRO665-21 02DT 700	700	120	0	52	6.0	120	12.05	1714.67	2812.06
4	Dish	JMA	MX08FRO665-21 02DT 1900	1900	120	0	61	6.0	160	15.75	5359.45	8789.49
4	Dish	JMA	MX08FRO665-21 02DT 2100	2100	120	0	65	6.0	160	16.75	6747.14	11065.32
5	Dish	JMA	MX08FRO665-21 02DT 600	600	240	0	62	6.0	120	11.35	1459.42	2393.45

Ant #	Operator	Antenna Make	Antenna Model	Frequency (MHz)	Azimuth (deg.)	Mechanical Downtilt (deg.)	Horizontal Beamwidth (Degrees)	Aperture (feet)	Total Power Input (Watts)	Gain (dBd)*	Total ERP (Watts)	Total EIRP (Watts)
5	Dish	JMA	MX08FRO665-21 02DT 700	700	240	0	52	6.0	120	12.05	1714.67	2812.06
5	Dish	JMA	MX08FRO665-21 02DT 1900	1900	240	0	61	6.0	160	15.75	5359.45	8789.49
5	Dish	JMA	MX08FRO665-21 02DT 2100	2100	240	0	65	6.0	160	16.75	6747.14	11065.32
6	Dish	JMA	MX08FRO665-21 02DT 600	600	240	0	62	6.0	120	11.35	1459.42	2393.45
6	Dish	JMA	MX08FRO665-21 02DT 700	700	240	0	52	6.0	120	12.05	1714.67	2812.06
6	Dish	JMA	MX08FRO665-21 02DT 1900	1900	240	0	61	6.0	160	15.75	5359.45	8789.49
6	Dish	JMA	MX08FRO665-21 02DT 2100	2100	240	0	65	6.0	160	16.75	6747.14	11065.32

* Note there are 2 Dish Wireless antennas per sector at this site. For clarity, the different frequencies for each antenna are entered on separate lines.

Ant #	NAME	X	Y	Antenna Radiation Centerline	Z-Height Adjacent Building	Z-Height Adjacent Building 2	Z-Height Ground
1	Dish	119.5	36.0	77	53	57	77
2	Dish	122.7	36.2	77	53	57	77
3	Dish	125.8	30.8	77	53	57	77
4	Dish	124.1	27.9	77	53	57	77
5	Dish	118.1	28.2	77	53	57	77
6	Dish	116.6	30.8	77	53	57	77

* Note the Z-Height represents the distance from the antenna centerline in feet.

The above tables contain an inventory of proposed Dish Wireless antennas and other carrier antennas if sufficient information was available to model them. Note that EBI uses an assumed set of antenna specifications and powers for unknown and other carrier antennas for modeling purposes. The FCC guidelines incorporate two separate tiers of exposure limits that are based upon occupational/controlled exposure limits (for workers) and general population/uncontrolled exposure limits for members of the general public that may be exposed to antenna fields. While access to this site is considered controlled, the analysis has considered exposures with respect to both controlled and uncontrolled limits as an untrained worker may access adjacent rooftop locations. Additional information regarding controlled/uncontrolled exposure limits is provided in Appendix C. Appendix B presents a site safety plan that provides a plan view of the monopole with antenna locations.

3.0 WORST-CASE PREDICTIVE MODELING

EBI has performed theoretical MPE modeling using RoofMaster™ software to estimate the worst-case power density at the site's nearby broadcast levels resulting from operation of the antennas. RoofMaster™ is a widely-used predictive modeling program that has been developed by Waterford Consultants to predict RF power density values for rooftop and tower telecommunications sites produced by vertical collinear antennas that are typically used in the cellular, PCS, paging and other communications services. Using the computational methods set forth in Federal Communications Commission (FCC) Office of Engineering & Technology (OET) Bulletin 65, "Evaluating Compliance with FCC Guidelines for Human Exposure to Radiofrequency Electromagnetic Fields" (OET-65), RoofMaster™ calculates predicted power density in a scalable grid based on the contributions of all RF sources characterized in the study scenario.

At each grid location, the cumulative power density is expressed as a percentage of the FCC limits. Manufacturer antenna pattern data is utilized in these calculations. RoofMaster™ models consist of the Far Field model as specified in OET-65 and an implementation of the OET-65 Cylindrical Model (Sula9). The models utilize several operational specifications for different types of antennas to produce a plot of spatially-averaged power densities that can be expressed as a percentage of the applicable exposure limit.

For this report, EBI utilized antenna and power data provided by Dish Wireless and compared the resultant worst-case MPE levels to the FCC's occupational/controlled exposure limits outlined in OET Bulletin 65. The assumptions used in the modeling are based upon information provided by Dish Wireless and information gathered from other sources. Elevations of walking/working surfaces were estimated based on elevations provided and available aerial imagery. Sector orientation assignments were made assuming coverage is directed to areas of site. Changes to antenna mount heights or placement will impact site compliance. The parameters used for modeling are summarized in the Site Description antenna inventory table in Section 2.0.

There are no other wireless carriers with equipment installed at this site.

Based on worst-case predictive modeling, there are no modeled areas on any accessible rooftop or ground-level walking/working surface related to the proposed Dish Wireless antennas that exceed the FCC's occupational or general public exposure limits at this site. At the nearest walking/working surfaces to the Dish Wireless antennas, the maximum power density generated by the Dish Wireless antennas is approximately 4.44 percent of the FCC's general public limit (0.89 percent of the FCC's occupational limit). The composite exposure level from all carriers on this site is approximately 4.44 percent of the FCC's general public limit (0.89 percent of the FCC's occupational limit) at the nearest walking/working surface to each antenna.

The Site Safety Plan also presents areas where Dish Wireless antennas contribute greater than 5% of the applicable MPE limit for a site. A site is considered out of compliance with FCC regulations if there are areas that exceed the FCC exposure limits and there are no RF hazard mitigation measures in place. Any carrier which has an installation that contributes more than 5% of the applicable MPE must participate in mitigating these RF hazards.

The inputs used in the modeling are summarized in the Site Description antenna inventory table in Section 2.0. A graphical representation of the RoofMaster™ modeling results is presented in Appendix B. Microwave dish antennas are designed for point-to-point operations at the elevations of the installed equipment rather than ground level coverage. The maximum power density generated by all carrier antennas, including microwaves and panel antennas, is included in the modeling results presented within this report.

4.0 MITIGATION/SITE CONTROL OPTIONS

EBI's modeling indicates that there are no areas in front of the Dish Wireless antennas that exceed the FCC standards for occupational or general public exposure. All exposures above the FCC's safe limits require that individuals be elevated above the rooftop or ground. In order to alert people accessing the monopole, a Warning sign and an NOC Information sign are recommended for installation 10 feet above ground level at the base of the monopole.

Barriers are recommended for installation when possible to block access to the areas in front of the antennas that exceed the FCC general public and/or occupational limits. Barriers may consist of rope, chain, or fencing. Painted stripes should only be used as a last resort. There are no barriers recommended at this site. Barriers are not recommended for installation because there are no exceedances on any walking/working surface.

These protocols and recommended control measures have been summarized and included with a graphic representation of the antennas and associated signage and control areas in a RF-EME Site Safety Plan, which is included as Appendix B. Individuals and workers accessing the monopole should be provided with a copy of the attached Site Safety Plan, made aware of the posted signage, and signify their understanding of the Site Safety Plan.

To reduce the risk of exposure, EBI recommends that access to areas associated with the active antenna installation be restricted and secured where possible.

Implementation of the signage recommended in the Site Safety Plan and in this report will bring this site into compliance with the FCC's rules and regulations.

5.0 SUMMARY AND CONCLUSIONS

EBI has prepared a Radiofrequency – Electromagnetic Energy (RF-EME) Compliance Report for telecommunications equipment installed by Dish Wireless Site Number SEGEG00160B located at 311 Van Giesen Street in Richland, Washington to determine worst-case predicted RF-EME exposure levels from wireless communications equipment installed at this site. This report summarizes the results of RF-EME modeling in relation to relevant Federal Communications Commission (FCC) RF-EME compliance standards for limiting human exposure to RF-EME fields.

As presented in the sections above, based on the FCC criteria, there are no modeled areas on any accessible rooftop or ground-level walking/working surface related to the proposed antennas that exceed the FCC's occupational or general public exposure limits at this site.

Workers should be informed about the presence and locations of antennas and their associated fields. Recommended control measures are outlined in Section 4.0 and within the Site Safety Plan (attached); Dish Wireless should also provide procedures to shut down and lockout/tagout this wireless equipment in accordance with their own standard operating protocol. Non-telecom workers who will be working in areas of exceedance are required to contact Dish Wireless since only Dish Wireless has the ability to lockout/tagout the facility, or to authorize others to do so.

6.0 LIMITATIONS

This report was prepared for the use of Dish Wireless. It was performed in accordance with generally accepted practices of other consultants undertaking similar studies at the same time and in the same locale under like circumstances. The conclusions provided by EBI are based solely on the information provided by the client. The observations in this report are valid on the date of the investigation. Any additional information that becomes available concerning the site should be provided to EBI so that our conclusions may be revised and modified, if necessary. This report has been prepared in accordance with Standard Conditions for Engagement and authorized proposal, both of which are integral parts of this report. No other warranty, expressed or implied, is made.

Appendix A

Certifications

Preparer Certification

I, Nathaniel Boucher, state that:

- I am an employee of EnviroBusiness Inc. (d/b/a EBI Consulting), which provides RF-EME safety and compliance services to the wireless communications industry.
- I have successfully completed RF-EME safety training, and I am aware of the potential hazards from RF-EME and would be classified “occupational” under the FCC regulations.
- I am fully aware of and familiar with the Rules and Regulations of both the Federal Communications Commissions (FCC) and the Occupational Safety and Health Administration (OSHA) with regard to Human Exposure to Radio Frequency Radiation.
- I have reviewed the data provided by the client and incorporated it into this Site Compliance Report such that the information contained in this report is true and accurate to the best of my knowledge.



Reviewed and Approved by:



sealed 16feb2023 mike@h2dc.com
H2DC PLLC WA UBI#: 604 476 076

Michael McGuire
Electrical Engineer
mike@h2dc.com

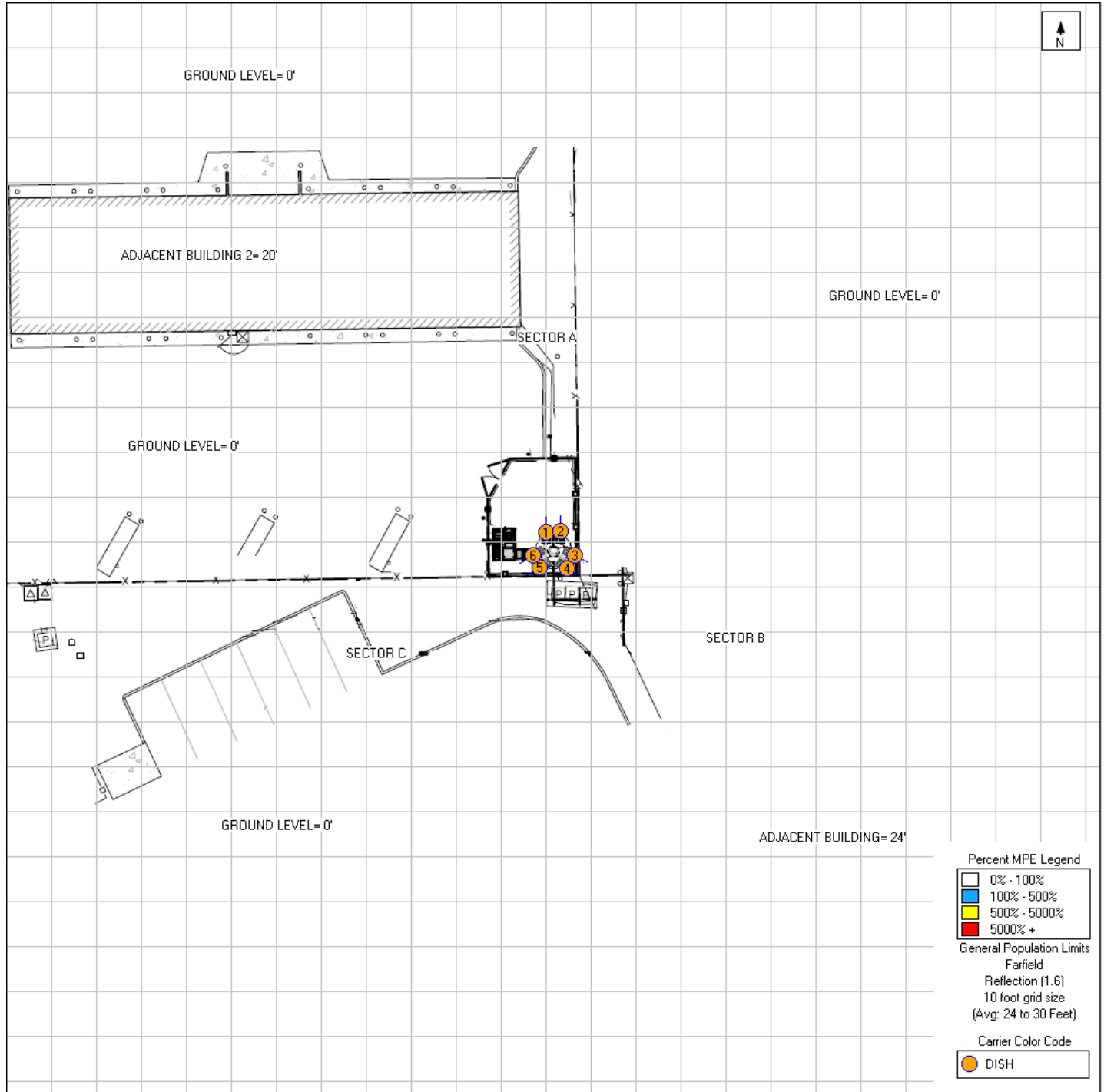
Note that EBI's scope of work is limited to an evaluation of the Radio Frequency – Electromagnetic Energy (RF-EME) field generated by the antennas and broadcast equipment noted in this report. The engineering and design of the building and related structures, as well as the impact of the antennas and broadcast equipment on the structural integrity of the building, are specifically excluded from EBI's scope of work.

Appendix B

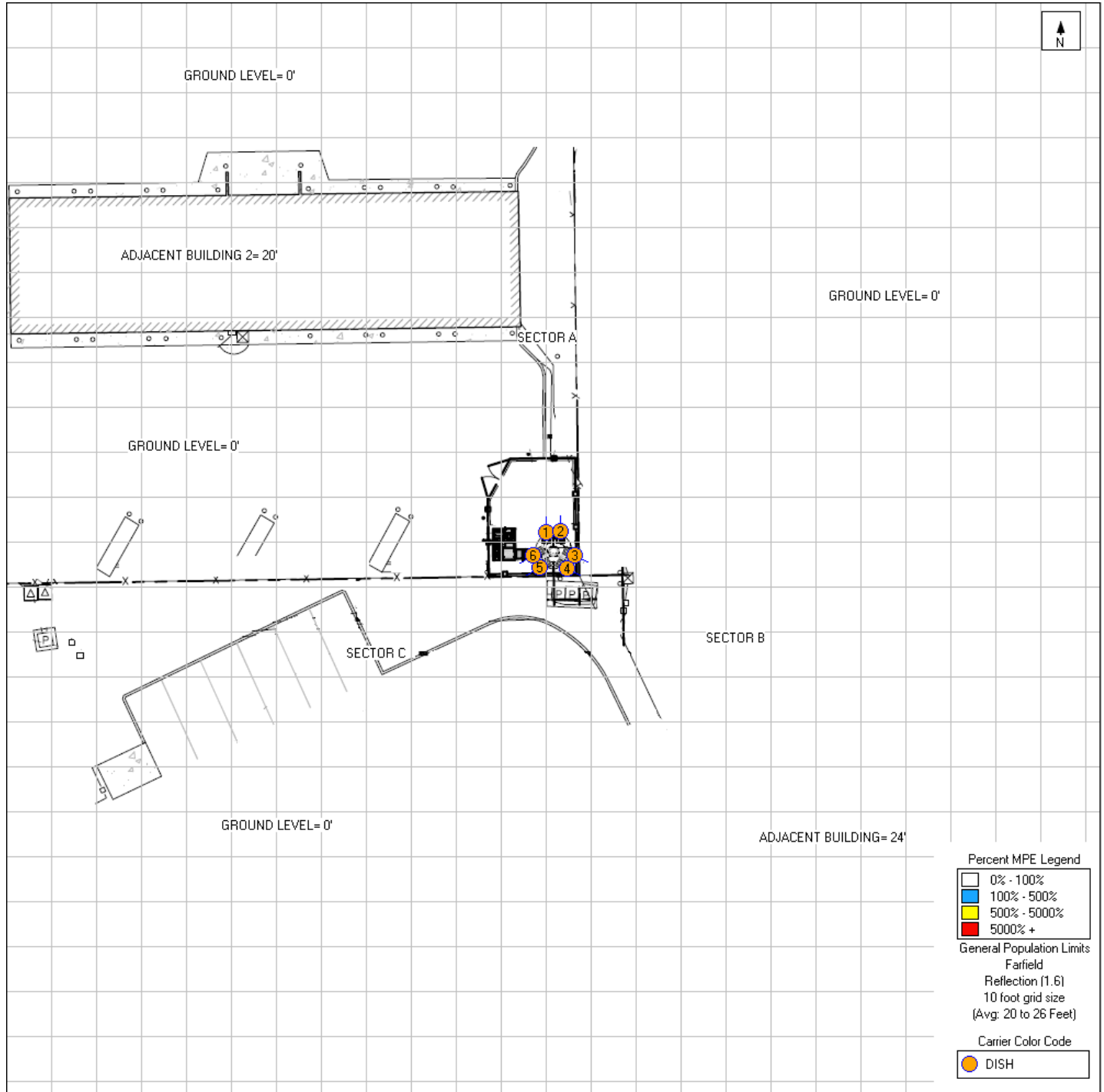
Radio Frequency Electromagnetic Energy

Safety Information and Signage Plans

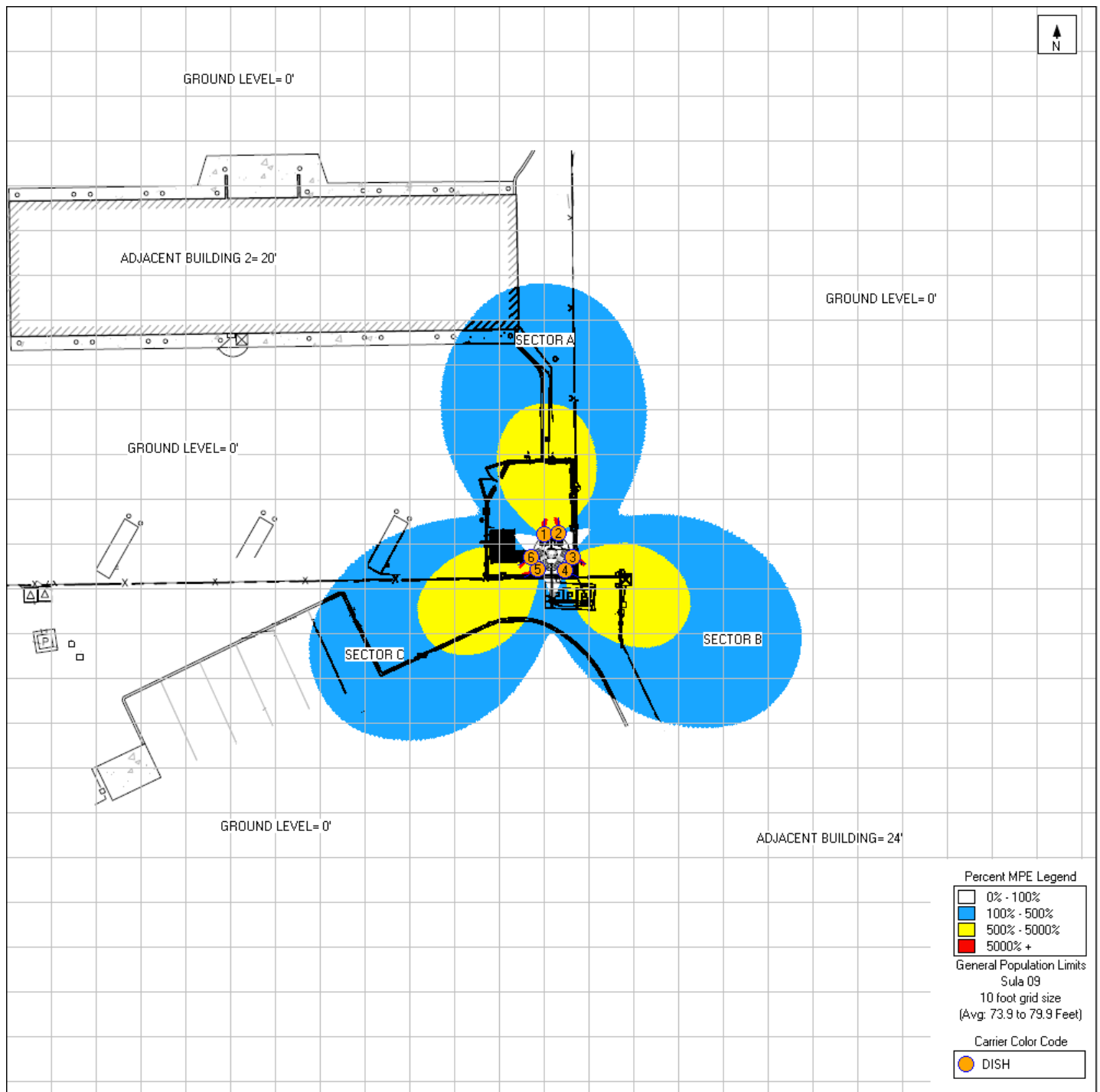
Nearest Walking Surface (Adjacent Building Roof Level) Simulation



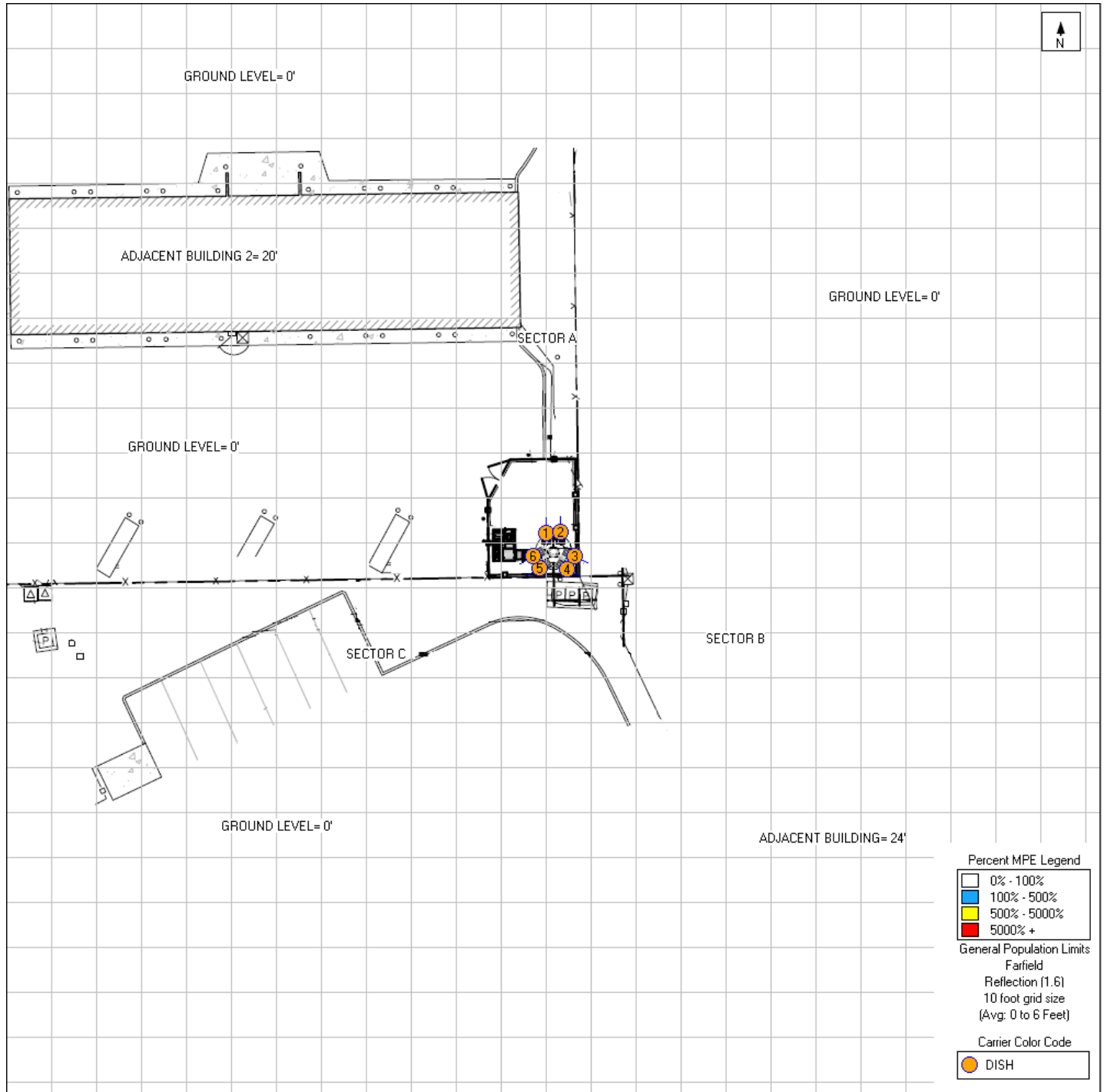
Adjacent Building 2 Roof Level Simulation



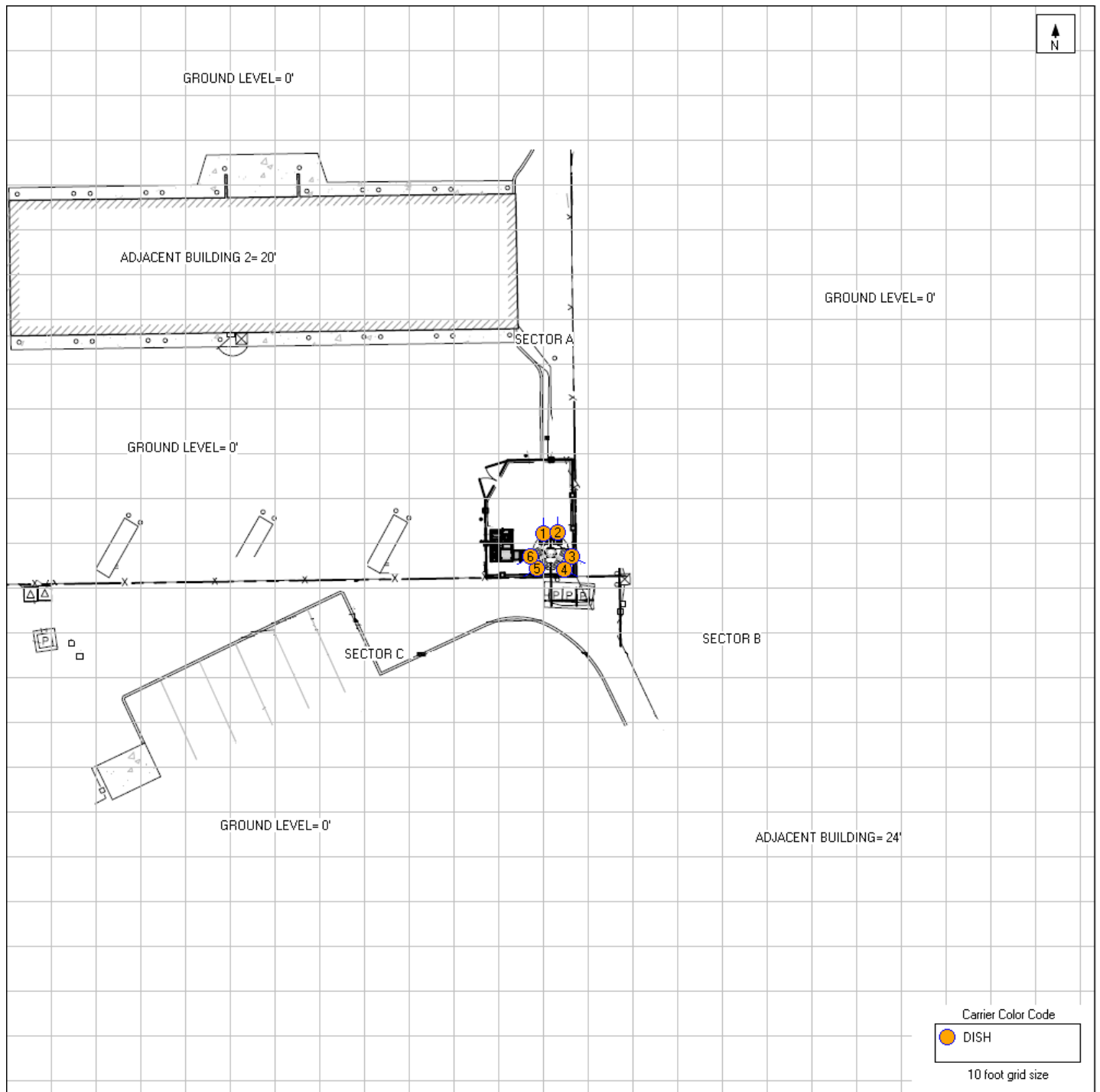
Antenna Face Level Simulation



Ground Level Simulation



Dish Wireless Safety (Signage) Plan



Post 10 feet above ground level
at the base of the monopole.

Final Compliance Configuration							
	GUIDELINES	NOTICE	CAUTION	WARNING	NOC INFO	BARRIER/MARKER	
Access Point(s)	0	0	0	1	1	0	N/A
Alpha	0	0	0	0	0	0	N/A
Beta	0	0	0	0	0	0	N/A
Gamma	0	0	0	0	0	0	N/A

Sign	Posting Instructions	Required Signage / Mitigation
	NOC Information Information signs are used to provide contact information for any questions or concerns for personnel accessing the site.	Securely post 10 feet above ground level at the base of the monopole in a manner conspicuous to all individuals entering thereon as indicated in the signage plan.
	Guidelines Informational sign used to notify workers that there are active antennas installed and provide guidelines for working in RF environments.	Signage not required.
	Notice Used to notify individuals they are entering an area where the power density emitted from transmitting antennas may exceed the FCC's MPE limit for the general public or occupational exposures.	Signage not required.
	Caution Used to notify individuals that they are entering a hot spot where either the general public or occupational FCC's MPE limit is or could be exceeded.	Signage not required.
	Warning Used to notify individuals that they are entering a hot zone where the occupational FCC's MPE limit has been exceeded by 10x.	Securely post 10 feet above ground level at the base of the monopole in a manner conspicuous to all individuals entering thereon as indicated in the signage plan.

Appendix C

Federal Communications Commission (FCC) Requirements

The FCC has established Maximum Permissible Exposure (MPE) limits for human exposure to Radiofrequency Electromagnetic (RF-EME) energy fields, based on exposure limits recommended by the National Council on Radiation Protection and Measurements (NCRP) and, over a wide range of frequencies, the exposure limits developed by the Institute of Electrical and Electronics Engineers, Inc. (IEEE) and adopted by the American National Standards Institute (ANSI) to replace the 1982 ANSI guidelines. Limits for localized absorption are based on recommendations of both ANSI/IEEE and NCRP.

The FCC guidelines incorporate two separate tiers of exposure limits that are based upon occupational/controlled exposure limits (for workers) and general public/uncontrolled exposure limits for members of the general public.

Occupational/controlled exposure limits apply to situations in which persons are exposed as a consequence of their employment and in which those persons who are exposed have been made fully aware of the potential for exposure and can exercise control over their exposure. Occupational/controlled exposure limits also apply where exposure is of a transient nature as a result of incidental passage through a location where exposure levels may be above general public/uncontrolled limits (see below), as long as the exposed person has been made fully aware of the potential for exposure and can exercise control over his or her exposure by leaving the area or by some other appropriate means.

General public/uncontrolled exposure limits apply to situations in which the general public may be exposed or in which persons who are exposed as a consequence of their employment may not be made fully aware of the potential for exposure or cannot exercise control over their exposure. Therefore, members of the general public would always be considered under this category when exposure is not employment-related, for example, in the case of a telecommunications tower that exposes persons in a nearby residential area.

Table I and Figure I (below), which are included within the FCC's OET Bulletin 65, summarize the MPE limits for RF emissions. These limits are designed to provide a substantial margin of safety. They vary by frequency to take into account the different types of equipment that may be in operation at a particular facility and are "time-averaged" limits to reflect different durations resulting from controlled and uncontrolled exposures.

The FCC's MPEs are measured in terms of power (mW) over a unit surface area (cm²). Known as the power density, the FCC has established an occupational MPE of 5 milliwatts per square centimeter (mW/cm²) and an uncontrolled MPE of 1 mW/cm² for equipment operating in the 1900 MHz frequency range. For the Dish Wireless equipment operating at 600 MHz or 850 MHz, the FCC's occupational MPE is 2.83 mW/cm² and an uncontrolled MPE of 0.57 mW/cm². For the Dish Wireless equipment operating at 1900 MHz, the FCC's occupational MPE is 5.0 mW/cm² and an uncontrolled MPE limit of 1.0 mW/cm². These limits are considered protective of these populations.

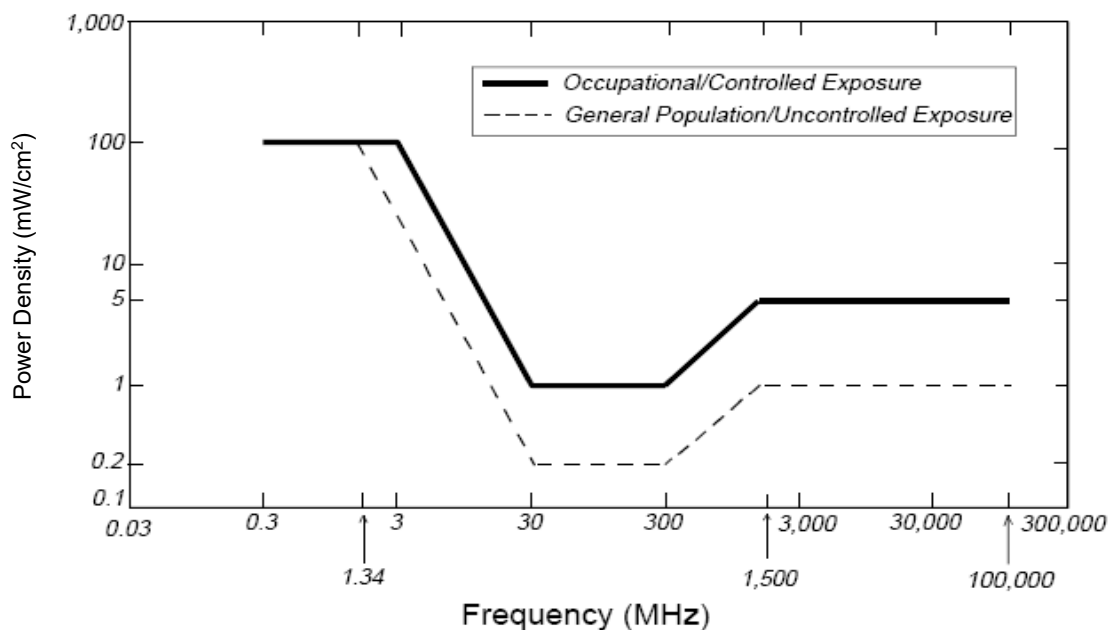
Table 1: Limits for Maximum Permissible Exposure (MPE)				
(A) Limits for Occupational/Controlled Exposure				
Frequency Range (MHz)	Electric Field Strength (E) (V/m)	Magnetic Field Strength (H) (A/m)	Power Density (S) (mW/cm ²)	Averaging Time [E] ² , [H] ² , or S (minutes)
0.3-3.0	614	1.63	(100)*	6
3.0-30	1842/f	4.89/f	(900/f ²)*	6
30-300	61.4	0.163	1.0	6
300-1,500	--	--	f/300	6
1,500-100,000	--	--	5	6
(B) Limits for General Public/Uncontrolled Exposure				
Frequency Range (MHz)	Electric Field Strength (E) (V/m)	Magnetic Field Strength (H) (A/m)	Power Density (S) (mW/cm ²)	Averaging Time [E] ² , [H] ² , or S (minutes)
0.3-1.34	614	1.63	(100)*	30
1.34-30	824/f	2.19/f	(180/f ²)*	30
30-300	27.5	0.073	0.2	30
300-1,500	--	--	f/1,500	30
1,500-100,000	--	--	1.0	30

f = Frequency in (MHz)

* Plane-wave equivalent power density

Figure 1. FCC Limits for Maximum Permissible Exposure (MPE)

Plane-wave Equivalent Power Density



Based on the above, the most restrictive thresholds for exposures of unlimited duration to RF energy for several personal wireless services are summarized below:

Personal Wireless Service	Approximate Frequency	Occupational MPE	Public MPE
Microwave (Point-to-Point)	5,000 - 80,000 MHz	5.00 mW/cm ²	1.00 mW/cm ²
Broadband Radio (BRS)	2,600 MHz	5.00 mW/cm ²	1.00 mW/cm ²
Wireless Communication (WCS)	2,300 MHz	5.00 mW/cm ²	1.00 mW/cm ²
Advanced Wireless (AWS)	2,100 MHz	5.00 mW/cm ²	1.00 mW/cm ²
Personal Communication (PCS)	1,950 MHz	5.00 mW/cm ²	1.00 mW/cm ²
Cellular Telephone	870 MHz	2.90 mW/cm ²	0.58 mW/cm ²
Specialized Mobile Radio (SMR)	855 MHz	2.85 mW/cm ²	0.57 mW/cm ²
Long Term Evolution (LTE)	700 MHz	2.33 mW/cm ²	0.47 mW/cm ²
Most Restrictive Frequency Range	30-300 MHz	1.00 mW/cm ²	0.20 mW/cm ²

MPE limits are designed to provide a substantial margin of safety. These limits apply for continuous exposures and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health.

Personal Communication (PCS) facilities used by Dish Wireless in this area will potentially operate within a frequency range of 600 to 2100 MHz. Facilities typically consist of: 1) electronic transceivers (the radios or cabinets) connected to wired telephone lines; and 2) antennas that send the wireless signals created by the transceivers to be received by individual subscriber units (PCS telephones). Transceivers are typically connected to antennas by coaxial cables.

Because of the short wavelength of PCS services, the antennas require line-of-site paths for good propagation, and are typically installed above ground level. Antennas are constructed to concentrate energy towards the horizon, with as little energy as possible scattered towards the ground or the sky. This design, combined with the low power of PCS facilities, generally results in no possibility for exposure to approach Maximum Permissible Exposure (MPE) levels, with the exception of areas directly in front of the antennas.

FCC Compliance Requirement

A site is considered out of compliance with FCC regulations if there are areas that exceed the FCC exposure limits and there are no RF hazard mitigation measures in place. Any carrier which has an installation that contributes more than 5% of the applicable MPE must participate in mitigating these RF hazards.

VIEW 1

SEGE00160B Car Wash

311 VAN GIESEN ST
RICHLAND, WA 99354

LOOKING SOUTHEAST TOWARD SITE



Before Installation



After Installation



Visual impact will be affected by location and visibility of observer. This document is for planning and information purposes only and is conceptual. This is solely the photographer's interpretation of the proposed development.



MORRISON HERSHFIELD
600 Stewart St., Suite 200
Seattle, WA 98101

LOOKING SOUTHWEST TOWARD SITE



After Installation

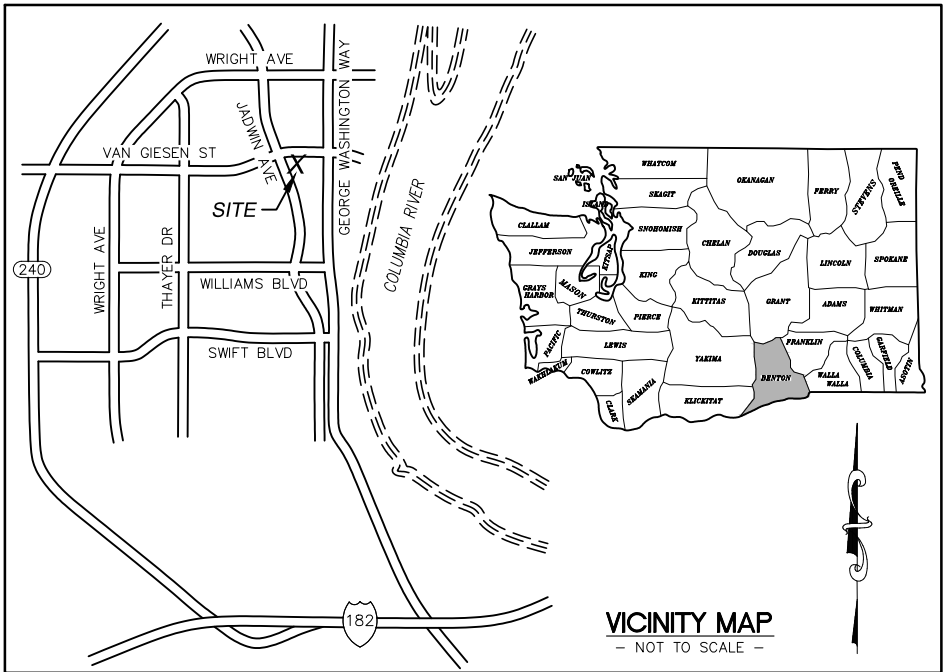


Before Installation



Exhibit 2

Site Plan



ALL THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLAT RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF SOUTHERLY BOUNDARY OF VAN GIESEN STREET AND EASTERLY BOUNDARY OF JADWIN AVENUE;

THENCE SOUTHERLY ALONG EASTERLY BOUNDARY OF JADWIN AVENUE A DISTANCE OF 167 FEET;

THENCE EASTERLY AT RIGHT ANGLES TO JADWIN AVENUE IN AN EASTERLY DIRECTION A DISTANCE OF 160 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTHERLY AT RIGHT ANGLES AND PARALLEL TO JADWIN AVENUE A DISTANCE OF 130 FEET MORE OR LESS TO A POINT ON SOUTHERLY BOUNDARY OF VAN GIESEN STREET;

THENCE EASTERLY ALONG SAID SOUTHERLY BOUNDARY A DISTANCE OF 195 FEET;

THENCE SOUTHERLY AT RIGHT ANGLES TO VAN GIESEN STREET A DISTANCE OF 140 FEET;

THENCE WESTERLY AT RIGHT ANGLES AND PARALLEL TO VAN GIESEN STREET A DISTANCE OF 140 FEET;

THENCE NORTH TO THE TRUE POINT OF BEGINNING.

 CORRESPONDS WITH ITEM NUMBER IN 'SCHEDULE B' OF TITLE REPORT.

THE FOLLOWING EASEMENTS FROM THE REFERENCED TITLE REPORT CONTAIN SUFFICIENT INFORMATION TO BE DEPICTED ON THE PLAN. OTHER EASEMENTS OR ENCUMBRANCES, IF ANY, MAY AFFECT THE PROPERTY, BUT LACK SUFFICIENT INFORMATION TO BE SHOWN.

 NONE OF RECORD.

1. TITLE INFORMATION PER TITLE REPORT PROVIDED BY PLM CORPORATE DATED OCTOBER 11, 2022
2. FIELD WORK CONDUCTED IN AUGUST 2022.
3. BASIS OF BEARING: WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (NAD83/91).
4. UNDERGROUND UTILITIES SHOWN HEREON, IF ANY, WERE DELINEATED FROM SURFACE EVIDENCE AND/OR UTILITY COMPANY RECORDS. CRITICAL LOCATIONS SHOULD BE VERIFIED PRIOR TO DESIGN AND CONSTRUCTION.
5. FEMA DESIGNATION: ZONE 'C' (AREA OF MINIMAL FLOOD HAZARD), FIRM MAP NUMBER 5355.330010E, EFFECTIVE DATE MARCH 1, 1984.

COORDINATE DATA AT PROPOSED TOWER LOCATION:
NAD 83/91
LAT - 46°17'38.33" N NAVD 88
LONG - 119°16'41.60" W ELEV= 362.1 FEET

LAT - 46.293980° N
LONG - 119.278222° W

BENCHMARK IS BASED ON
WSRN PUGET SOUND
REFERENCE NETWORK.

ELEVATION DERIVED USING GPS.
ACCURACY MEETS OR EXCEEDS
1A STANDARDS AS DEFINED ON
THE FAA ASAC INFORMATION
SHEET 91:003.



	SUBJECT BOUNDARY LINE		FIRE HYDRANT
	RIGHT-OF-WAY CENTERLINE		GATE VALVE
	RIGHT-OF-WAY LINE		WATER METER
	ADJACENT BOUNDARY LINE		FIRE STAND PIPE
	SECTIONAL BREAKDOWN LINE		IRRIGATION CONTROL
	OVERHEAD POWER LINE		CATCH BASIN, TYPE I
	BURIED POWER LINE		CATCH BASIN, TYPE II
	BURIED GAS LINE		SIGN
	OVERHEAD TELEPHONE LINE		BOLLARD
	BURIED TELEPHONE LINE		MAIL BOX
	BURIED WATER LINE		SPOT ELEVATION
	BURIED SANITARY SEWER		
	BURIED STORM DRAIN		
	DITCH LINE/FLOW LINE		
	ROCK RETAINING WALL		
	VEGETATION LINE		
	CHAIN LINK FENCE		
	WOOD FENCE		
	BARBED WIRE/WIRE FENCE		
	TRANSFORMER		
	LIGHT STANDARD		
	POWER VAULT		
	UTILITY BOX		
	UTILITY POLE		
	GUY ANCHOR		
	GAS VALVE		
	GAS METER		
	TELEPHONE VAULT		
	TEL. MANHOLE		
	TEL. PEDESTAL		

NOTE:

1. ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL) AND ARE REFERENCED TO THE NAVD88 DATUM.
2. ALL TOWER, TREE AND APPURTENANCE HEIGHTS ARE ABOVE GROUND LEVEL (AGL) AND ARE ACCURATE TO ± 0.5 FEET OR $\pm 1\%$ OF TOTAL HEIGHT, WHICHEVER IS GREATER.

DECIDUOUS TREE

AL=ALDER
MP=MAPLE
DS=DECIDUOUS
MA=MADRONA
OK=OAK
CH=CHERRY

EVERGREEN TREE

CE=CEDAR
DF=DOUGLAS FIR
HE=HEMLOCK
PI=PINE
EVG=EVERGREEN

NOTE:

TREE DRIP LINES ARE NOT TO SCALE. TREE SYMBOLS
REFERENCE TRUNK LOCATION ONLY. TRUNK DIAMETERS
WERE APPROXIMATED AT 3.5' TO 4' ABOVE GROUND LEVEL.
TREES SHOWN ARE FOR REFERENCE ONLY AND OTHER
TREES AND VEGETATION MAY EXIST.

1. RECORD OF SURVEY PREPARED BY AHLB,
RECORDED FEBRUARY 18, 2021, RECORDING
#201-008122, RECORDS OF BENTON COUNTY
WASHINGTON.
2. RECORD OF SURVEY PREPARED BY ROGERS
SURVEYING INC, RECORDED APRIL 12, 2007 IN
BOOK 1 OF SURVEYS, PAGE 3740, RECORDS OF
BENTON COUNTY, WASHINGTON.
3. RECORD OF SURVEY PREPARED BY DAVID EVANS
AND ASSOCIATES, RECORDED JUNE 7, 1984 IN
BOOK 1 OF SURVEYS, PAGE 890, RECORDS OF
BENTON COUNTY, WASHINGTON.

THIS PLAN DOES NOT REPRESENT A BOUNDARY SURVEY. SUBJECT AND ADJACENT PROPERTY LINES ARE DEPICTED USING FIELD-FOUND EVIDENCE AND RECORD INFORMATION.

UNDERGROUND UTILITIES
EXIST IN THE AREA AND
UTILITY INFORMATION SHOWN
MAY BE INCOMPLETE. STATE
LAW REQUIRES THAT
CONTRACTOR CONTACT THE
ONE-CALL UTILITY LOCATE
SERVICE AT LEAST 48 HOURS
BEFORE STARTING ANY
CONSTRUCTION.



Know what's below.
Call before you dig.



dish
WIRELESS



CAMP+
ASSOCIATES



DUNCANSON
Company, Inc.

145 SW 155th Street, Suite 102
Seattle, Washington 98166
Phone 206.244.4141
Fax 206.244.4455

SITE

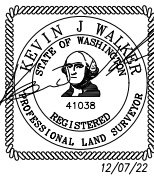
SEGE00160B
GUARDIAN ANGEL

311 VAN GIESEN ST
RICHLAND, WA 99354
BENTON COUNTY

THIS DRAWING WAS CREATED FOR THE
EXCLUSIVE USE OF THE CLIENT NAMED HEREON.
AND IS NOT TO BE USED IN WHOLE OR IN PART
WITHOUT WRITTEN AUTHORIZATION FROM

© 2022, DUNCANSON COMPANY, INC.

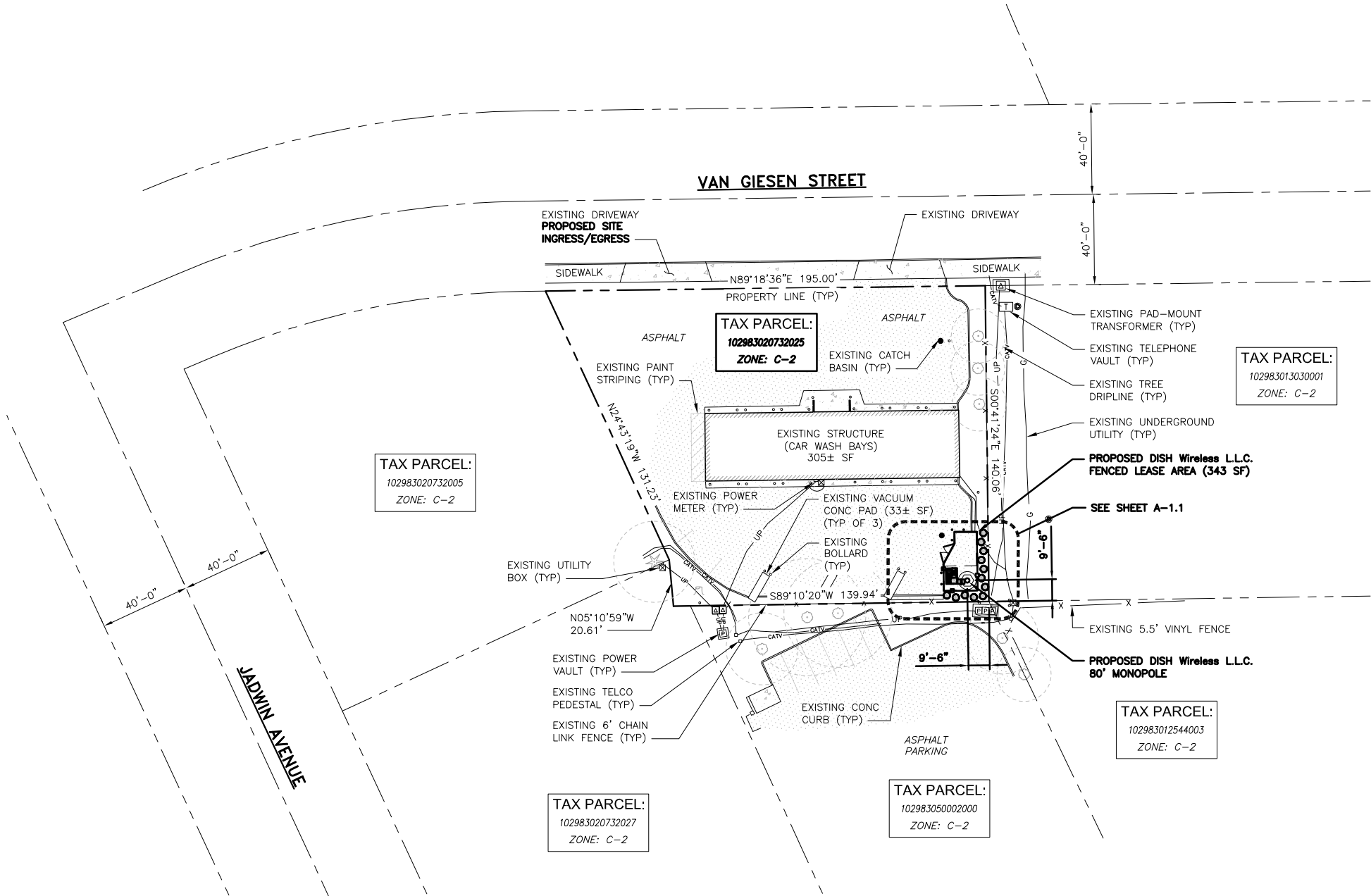
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FLD. BOOK:	595/26
DRAWN BY:	DAS
JOB #:	20135.074
DATE:	8/11/22

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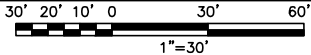
SHEET TITLE
EXISTING SITE SURVEY
SEC 2, TWP 9 N, RNG 28 E, WM

SHEET NUMBER

SV1



OVERALL SITE PLAN



NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. ANTENNAS AND MOUNTS OMITTED FOR CLARITY.

LEGAL DESCRIPTION

PLAT OF RICHLAND BLOCK 732 PORTION OF LOTS 4 AND 5 DESCRIBED AS FOLLOWS: THAT PORTION OF LOTS 4 AND 5, BLOCK 732, PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLL



5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120



MORRISON HERSHFIELD
600 STEWART STREET, SUITE 200
SEATTLE, WA 98101
Tel: 206.268.7370
www.morrisonhershfield.com

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

DRAWN BY:	CHECKED BY:	APPROVED BY:
JA	RKL	RL

RFDS REV #: 1

ZONING DOCUMENTS

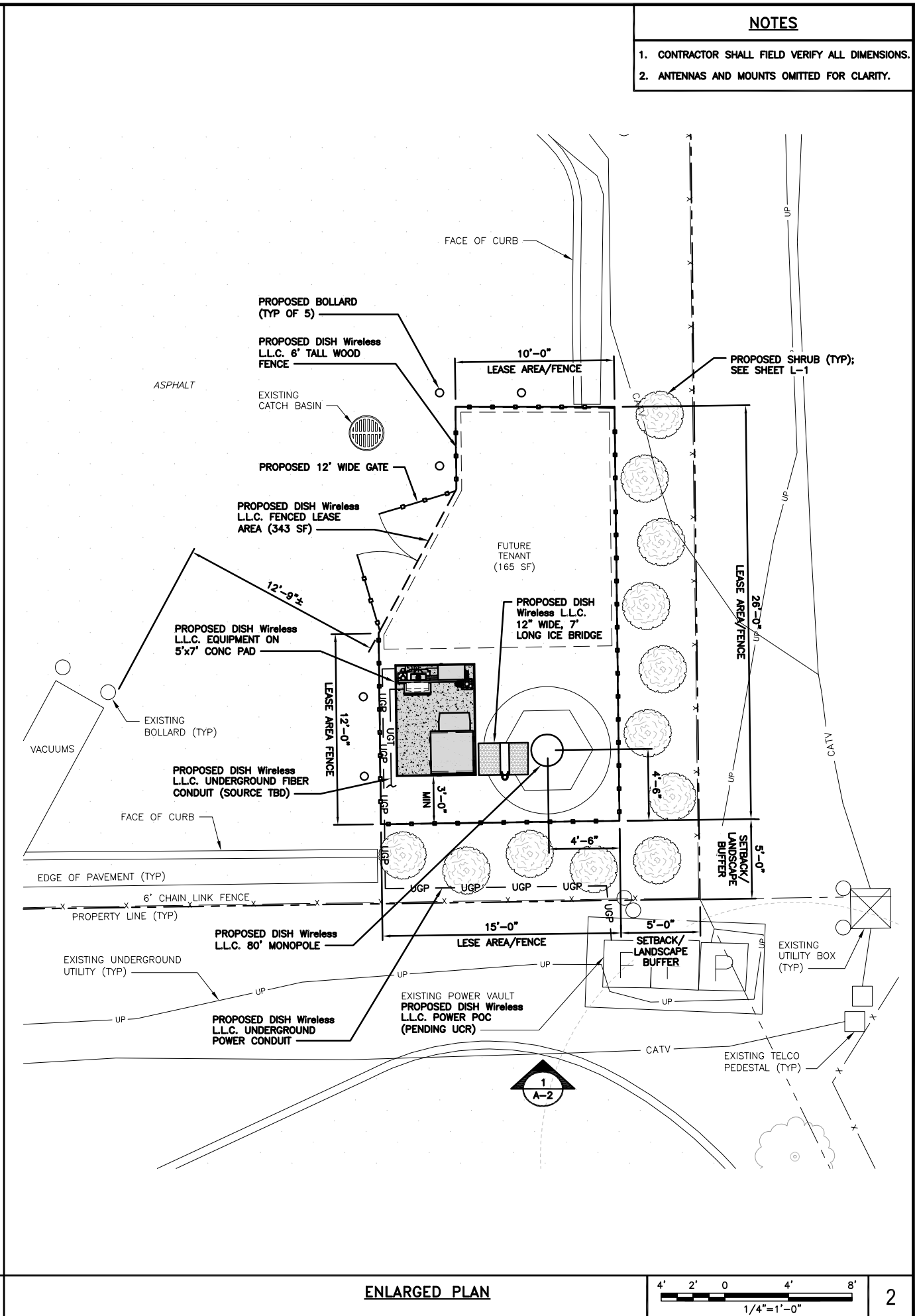
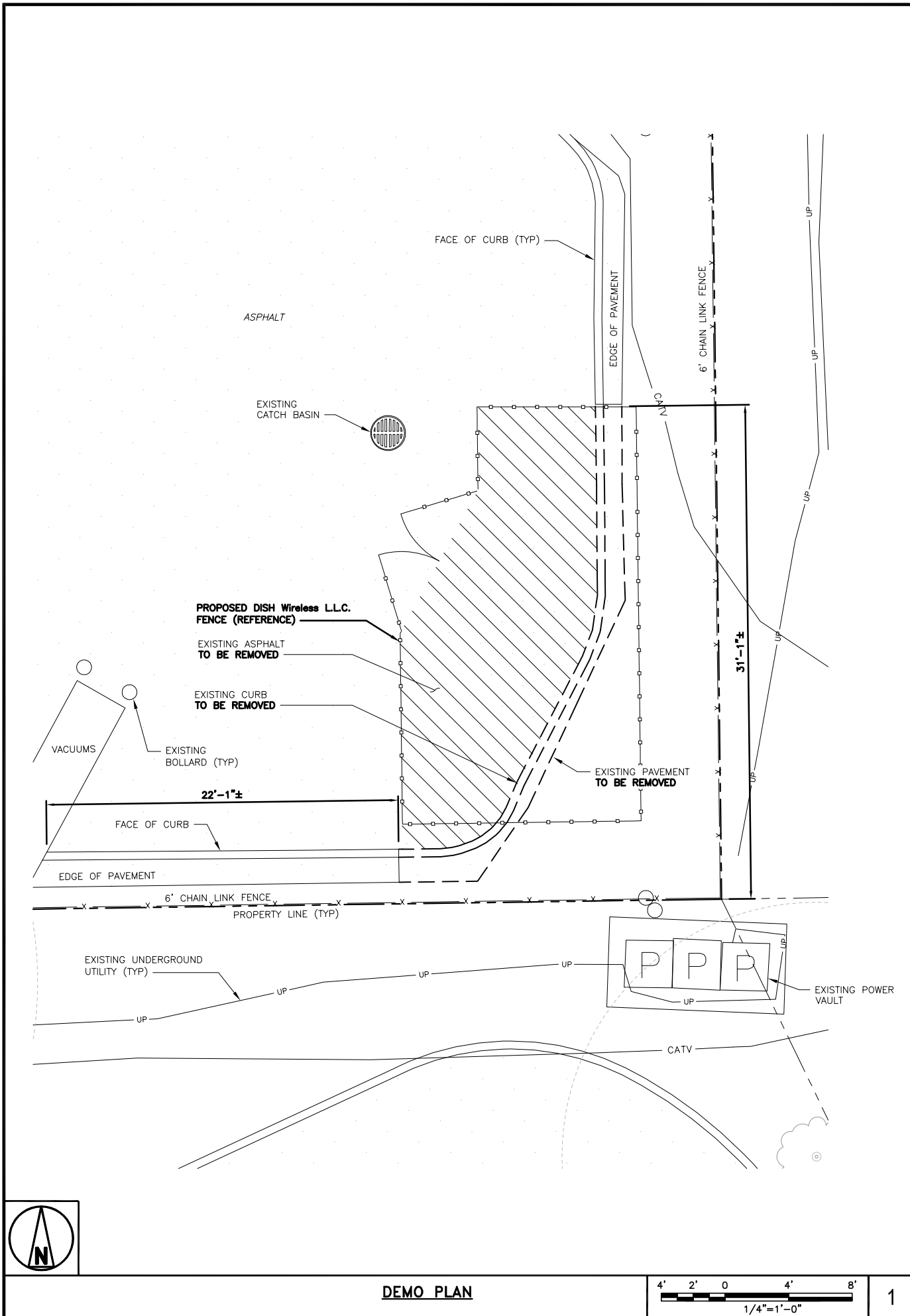
SUBMITTALS		
REV	DATE	DESCRIPTION
A	09/07/22	ISSUED FOR REVIEW
B	09/14/22	ISSUED FOR REVIEW
O	10/04/22	ISSUED FOR ZONING PERMIT
O	11/07/22	ISSUED FOR ZONING PERMIT
O	02/15/23	ISSUED FOR ZONING PERMIT

A&E PROJECT NUMBER
220404700

DISH Wireless L.L.C.
PROJECT INFORMATION
SEGE00160B
CAR WASH
311 VAN GIESEN ST
RICHLAND, WA 99354

SHEET TITLE
OVERALL
SITE PLAN

SHEET NUMBER
A-1



- NOTES**
1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
 2. ANTENNAS AND MOUNTS OMITTED FOR CLARITY.



5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120



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DRAWN BY:	CHECKED BY:	APPROVED BY:
JA	RKL	RL

RFDS REV #: 1

ZONING DOCUMENTS

SUBMITTALS		
REV	DATE	DESCRIPTION
A	09/07/22	ISSUED FOR REVIEW
B	09/14/22	ISSUED FOR REVIEW
O	10/04/22	ISSUED FOR ZONING PERMIT
O	11/07/22	ISSUED FOR ZONING PERMIT
O	02/15/23	ISSUED FOR ZONING PERMIT

A&E PROJECT NUMBER
220404700

DISH Wireless L.L.C.
PROJECT INFORMATION
SEGE00160B
CAR WASH
311 VAN GIESEN ST
RICHLAND, WA 99354

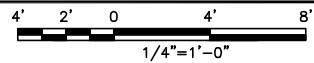
SHEET TITLE
**DEMO PLAN AND
ENLARGED PLAN**

SHEET NUMBER

A-1.1

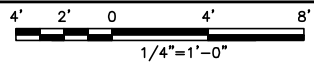


DEMO PLAN

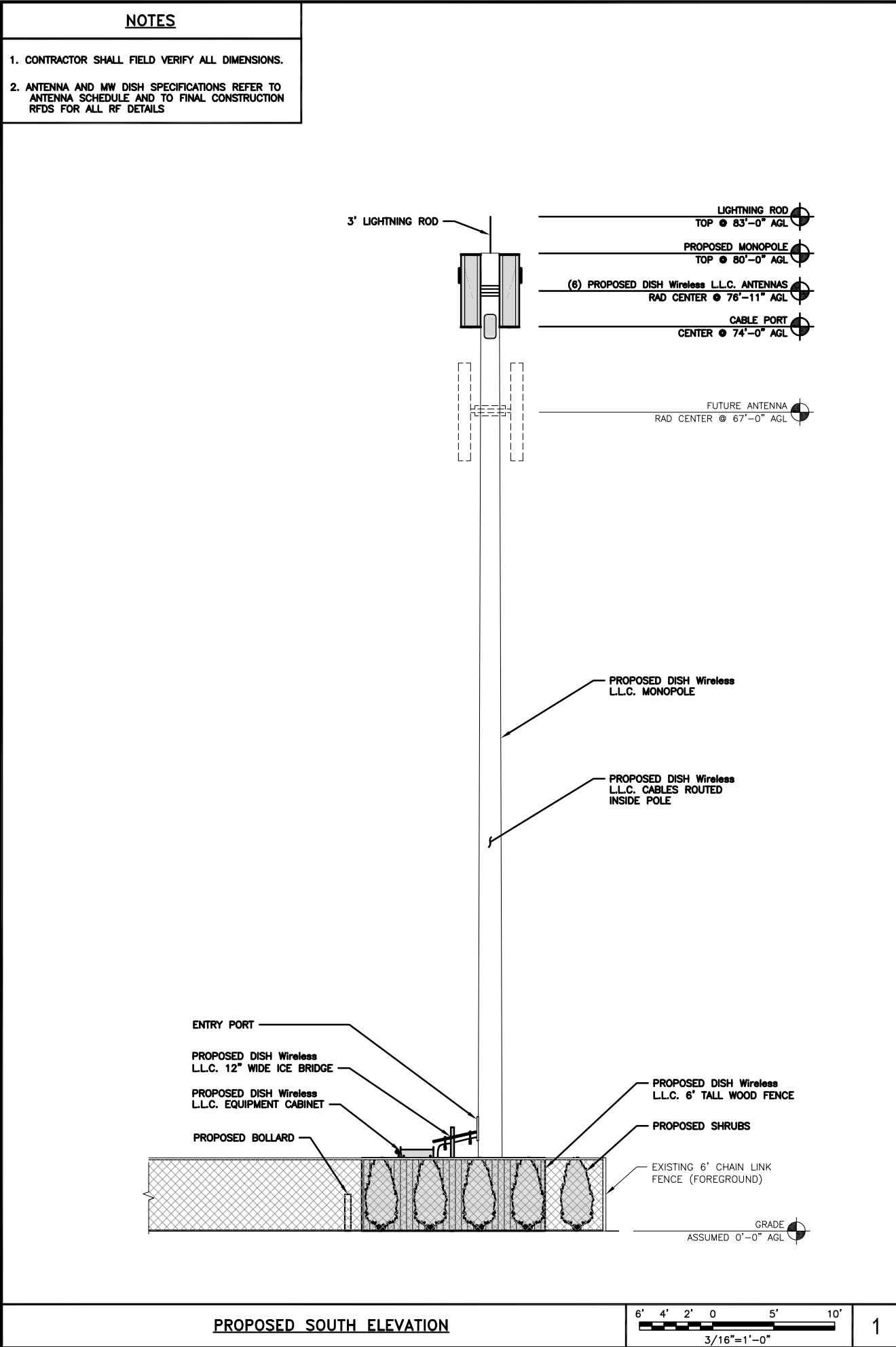


1

ENLARGED PLAN



2

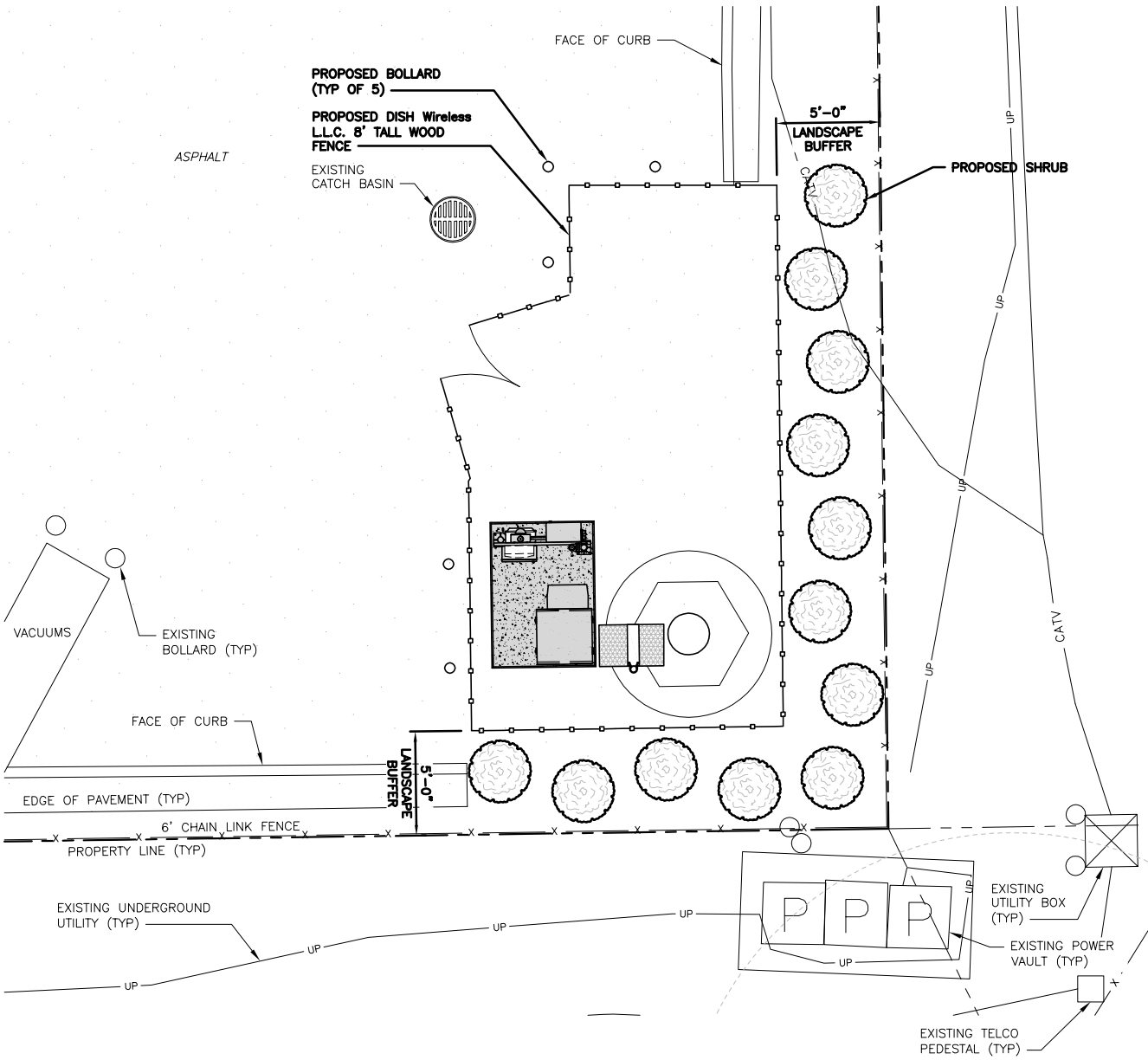


LANDSCAPE LEGEND				
COMMON NAME (SCIENTIFIC NAME)	TYPE	TOTAL COUNT	SPACING	SIZE & PLANTING (HT x WT)
 ARBORVITAE (THUJA OCCIDENTALIS)	TREE, SMALL TREE, SHRUB	12	4'-0" O.C. (MAX)	6'-0" H

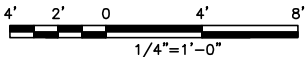
GENERAL PLANTING NOTES:

1. ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL, FREE OF PEST AND DISEASE.
2. ALL PLANTS MUST BE CONTAINER-GROWN OR BALLED AND BURLAPPED AS SPECIFIED.
3. ALL TREES MUST BE STRAIGHT TRUNKED, FULL HEADED AND MEET ALL REQUIREMENTS SPECIFIED.
4. ALL PLANTS ARE SUBJECT TO THE APPROVAL OF CONSTRUCTION MANAGER BEFORE, DURING, AND AFTER INSTALLATION.
5. ALL TREES MUST BE GUYED OR STAKED AS SHOWN.
6. ALL PLANTS AND PLANTING AREAS MUST BE COMPLETELY MULCHED WITH 2" MIN. OF MULCH IN ENTIRE PLANTING AREA AS SPECIFIED.
7. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING COURSE OF THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL DAMAGE TO UTILITIES.
8. THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING (INCLUDING, BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZATION, ETC.) OF PLANTING AREAS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE ENGINEER'S REPRESENTATIVE.
9. THE CONTRACTOR AGREES TO PERFORM ALL LANDSCAPE MAINTENANCE (INCLUDING WATERING) THROUGHOUT THE ONE YEAR GUARANTEE PERIOD UNLESS OTHERWISE DETERMINED.
10. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE (1)

- YEAR BEGINNING AT THE DATE OF TOTAL ACCEPTANCE. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD.
11. THE OWNER'S REPRESENTATIVE WILL APPROVE THE STAKED LOCATION OF ALL PLANT MATERIAL PRIOR TO INSTALLATION.
 12. AFTER BEING DUG AT THE NURSERY SOURCE, ALL TREES IN LEAF SHALL BE ACCUMULATED FOR TWO (2) WEEKS UNDER A MIST SYSTEM PRIOR TO INSTALLATION.
 13. ANY PLANT MATERIAL THAT DIES, TURNS BROWN OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, SIZE AND MEETING ALL SPECIFICATIONS.
 14. STANDARDS SET FORTH IN AMERICAN ASSOCIATION OF NURSERYMEN (AAN) AS PUBLISHED BY "AMERICAN STANDARD FOR NURSERY STOCK", LATEST EDITION, REPRESENTS GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL. ALL TREE PROTECTION MEASURES SHALL BE INSTALLED PRIOR TO GRADING.
 15. UNDISTURBED BUFFERS SHALL BE REPLANTED TO BUFFER STANDARDS WHERE SPARSELY VEGETATED OR WHERE DISTURBED AT APPROVED UTILITY CROSSINGS. REPLANTING IS SUBJECT TO COUNTY ARBORIST APPROVAL.
 16. TREES TO BE A MINIMUM OF 10'-0" IN HEIGHT AND 3" CALIPER TRUNK AT TIME OF PLANTING.
 17. CONTRACTOR SHALL MAINTAIN TREE WATERING SCHEDULE UTILIZING WATER BAGS, IF TREES ARE PLANTED BETWEEN THE MONTHS OF JUNE & SEPTEMBER FOR A PERIOD OF ONE YEAR. CONTRACTOR SHALL REMOVE BAGS ONCE THEY ARE NO LONGER NEEDED.



LANDSCAPE PLAN



1



5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120



MORRISON HERSHFIELD
600 STEWART STREET, SUITE 200
SEATTLE, WA 98101
Tel: 206.268.7370
www.morrisonhershfield.com

IT IS A VIOLATION OF LAW FOR ANY PERSON,
UNLESS THEY ARE ACTING UNDER THE DIRECTION
OF A LICENSED PROFESSIONAL ENGINEER,
TO ALTER THIS DOCUMENT.

DRAWN BY:	CHECKED BY:	APPROVED BY:
JA	RKL	RL

RFDS REV #: 1

ZONING
DOCUMENTS

SUBMITTALS		
REV	DATE	DESCRIPTION
A	09/07/22	ISSUED FOR REVIEW
B	09/14/22	ISSUED FOR REVIEW
O	10/04/22	ISSUED FOR ZONING PERMIT
O	11/07/22	ISSUED FOR ZONING PERMIT
O	02/15/23	ISSUED FOR ZONING PERMIT

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LANDSCAPE PLAN

SHEET NUMBER
L-1



Exhibit 3

SEPA Checklist

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 [\[HELP\]](#)

1. Name of proposed project, if applicable:

[SEGE00160B Car Wash](#)

2. Name of applicant:

[DISH WIRELESS, LLC by Leslie Bradley/Morrison Hershfield as Agent for DISH Wireless, LLC](#)

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

[Leslie Bradley/Morrison Hershfield, 600 Stewart Street, Suite 200, Seattle, WA 98101; Cell Phone \(206\) 992-1684](#)

4. Date checklist prepared: [January 31, 2023](#)
5. Agency requesting checklist: [City of Richland, WA Planning Department](#)
6. Proposed timing or schedule (including phasing, if applicable):
[Anticipating Construction commencement on or before June 1, 2023.](#)
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
[No future additions, expansion or further activity is anticipated at this time.](#)
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
[An NIER Report has been prepared and submitted as part of the Special Use Permit Application.](#)
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
[None known.](#)
10. List any government approvals or permits that will be needed for your proposal, if known.
[Special Use Permit, SEPA Threshold Determination and Building Permit](#)
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.) [Dish Wireless is proposing to install an 80' steel monopole to support installation of antennas, radios and support equipment for this site within their new wireless network. The proposed monopole will be surrounded by a 6' wood fence and an approximate lease area of 350 SF. The tower and lease area is designed to support a future additional carrier.](#)
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.
[Site Address: 311 Van Giesen Street, Richland, WA. See attached plans for Site Plan, Legal Description and Vicinity Map, etc.](#)

B. Environmental Elements [\[HELP\]](#)

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

a. General description of the site:

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

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

[Steepest slope is 1% or less.](#)

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.

[Soil types found on site are gravel, sand and clay.](#)

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
[None known.](#)
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.
[Fill will not be required.any excess soil from the foundation shall be hauled away to an appropriate location.](#)
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
[Minimal to no erosion is anticipated during construction.](#)
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
[Less than 1% will be covered with impervious surfaces.](#)
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
[No formal measures are proposed. While none is anticipated, best construction processes shall be used to minimize any erosion that would happen.](#)

2. **Air** [\[help\]](#)

- 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.
[The only anticipated emissions will be from the construction vehicle exhausts during the construction window.](#)
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
[None known or anticipated.](#)
- c. Proposed measures to reduce or control emissions or other impacts to air, if any:
[Only run vehicles when needed, with no idling engines.](#)

3. **Water** [\[help\]](#)

- a. Surface Water: [\[help\]](#)
- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
[None in the immediate vicinity. The Columbia River is located directly to the east approximately one-half mile from the proposed installation.](#)
 - 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 work required within 200 feet of the waters of the Columbia River.](#)
 - 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
[None.](#)
 - 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
[No surface water or diversions required.](#)

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

To my knowledge the proposal does not lie within a 100-year floodplain.

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

There will be no discharges of waste materials to surface waters.

b. Ground Water: [\[help\]](#)

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.

Ground water or other water sources are not required for the proposal. This is an unmanned facility.

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 waste material will be discharged from the site. This is an unmanned facility.

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.

Runoff quantities will be none to minimal as the lease area will primarily consist of gravel on top of open ground and any runoff will be absorbed on site.

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

No waste material will be discharged from the site. This is an unmanned facility.

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

The proposal will not affect the drainage patterns in the vicinity of the site.

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

None proposed.

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

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?

No vegetation will be removed. The proposed lease area is in the corner of the parcel that is currently covered by asphalt.

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

None known.

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

We have proposed the planting of arborvitae on the south and eastern property lines to comply with the City Code requirements.

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

None known.

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

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

Examples include:

birds: hawk, heron, eagle, songbirds, other:
 mammals: deer, bear, elk, beaver, other:
 fish: bass, salmon, trout, herring, shellfish, other _____

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

None known.

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

Not to my knowledge.

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

None planned.

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

None known.

6. **Energy and Natural Resources** [\[help\]](#)

- 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.

Traditional electricity will be used to meet the project's energy needs. It will be used for powering the antennas, radios and supporting cabinet.

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

The proposal should not affect the use of solar energy by other properties.

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

None proposed.

7. **Environmental Health** [\[help\]](#)

- 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 environmental health hazards are anticipated.

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

None known.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None known.

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

None known.

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

None proposed/required.

b. *Noise*

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

The ambient noise will have no effect on the proposal.

- 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. Construction Noise is anticipated on a short term basis. Equipment operation will be continuous and I have provided a Noise Report to address the anticipated levels at the site.

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

There are no proposed measures to control the minimal impacts in this Commercially zoned property.

8. Land and Shoreline Use [\[help\]](#)

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

The current use of the site is a neighborhood carwash. Adjacent properties include a convenience store (7-Eleven), a Pet Emergency Clinic, Mexican Restaurant, an assisted living facility and apartments across the street to the north.

- 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?

I have no knowledge of the project site being used a working farmland or forest land.

- 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 it will not.

- c. Describe any structures on the site.

There is a six (6) bay car wash with an office/storage space between each set of three bays on either side.

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

No structures will be demolished.

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

The current zoning classification is C-2.

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

The current comprehensive plan designation is Commercial.

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

Not applicable.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No part of the site has been classified as a critical area.

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

The proposed facility will be unmanned so no one will reside or work in the completed project.

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

The completed project will not displace anyone.

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

Not applicable.

- L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
The current area is designated as a commercial area with neighborhood residential properties. The proposed use of the project will help support the community by providing another option for cell phone services.
- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:
Not applicable.

9. **Housing** [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
No housing units will be provided.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
No units will be eliminated.
- c. Proposed measures to reduce or control housing impacts, if any:
Not applicable.

10. **Aesthetics** [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
The tallest height of the proposed structure is 80'. The principal material of the pole is steel.
- b. What views in the immediate vicinity would be altered or obstructed?
The area (and surrounding) is flat. The proposed structural will extend vertically 80'. Depend on your vantage point, the pole will be visible in the skyline.
- b. Proposed measures to reduce or control aesthetic impacts, if any:
The proposed pole will be a non-reflective metal grey to minimize any visual impact. Should it be required by the jurisdiction, the antennas and equipment can also be painted to match the pole for additional minimization of visual impacts.

11. **Light and Glare** [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
The proposed facility will not produce any light or glare.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
The proposed facility will not produce any light or glare so no safety hazard will be produced or interfere with views.
- c. What existing off-site sources of light or glare may affect your proposal?
None known.
- d. Proposed measures to reduce or control light and glare impacts, if any:
None proposed.

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

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

There are walking, biking, and perhaps bird watching opportunities in the immediate vicinity.

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

None of the recreational opportunities would be displaced as a result of the application.

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

None proposed, not applicable.

13. Historic and cultural preservation [\[help\]](#)

- 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.

There are some residential properties to the west of the proposed site on Jadwin that were built in the 1940's-1960's.

- 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 professional studies have been completed.

- 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.

Simple aerial map reviews, City GIS maps and visual observation of the surrounding area were used to assess the potential impacts.

- 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 proposed.

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

- 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.

Van Giesen Street and Jadwin Avenue are the most immediate streets adjacent to the site. The existing access to the site for the carwash will also serve as access to the facility. There is on street parking available for the cell tech to visit the site when needed.

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

The area served by public transit will not be affected by the proposal. Ben Franklin Transit serves the area (Route 23) at the intersection of Van Giesen and Jadwin approximately 200 feet from the site. Further to the west is Route 126 at the intersection of Van Giesen and George Washington Way.

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

No parking spaces are proposed as there is on-street parking in front of the Car Wash. No parking spaces will be eliminated.

- 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).

No improvements are required for the existing roads, streets, pedestrian, bicycle or state transportation facilities to serve the project.

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

No, it will not.

- 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?

Once the site is built, there will be a maximum of one trip per month for general maintenance of the site unless there is an issue with the performance of the equipment which would be repaired as quickly as possible.

- 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 it will not.

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

Not applicable.

15. Public Services [\[help\]](#)

- 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.

There will not be an increased need for public services once the site is constructed.

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

Not applicable.

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

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

- c. 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.

Utilities proposed for use at the site are electricity and telco. Richland Energy Services will provide power service. Telco Service is TBD but should be Spectrum/Charter.

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

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

Signature: Leslie J Bradley as Agent for Dish Wireless, LLC  _____
Name of signee Leslie Bradley as Agent for DISH WIRELESS, LLC _____
Position and Agency/Organization Project Manager, Morrison Hershfield _____
Date Submitted: March 13, 2023 _____

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

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

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

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

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

Proposed measures to avoid or reduce such increases are:

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

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?

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?

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:

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:

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



Exhibit 4

Determination of Non-significance



File No. EA2023-110

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal: Construction of an 80-foot tall cellular monopole and associated maintenance equipment.

Proponent: Dish Wireless, LLC
Attn: Leslie Bradley/Morrison Hershfield – Agent for Dish Wireless, LLC
600 Stewart Street, Suite 200
Seattle, WA 98101

Location of Proposal: The site address is 311 Van Giesen Street, Richland, WA 99352.

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.

() 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.

(**X**) 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: Mike Stevens

Position/Title: Planning Manager

Address: 625 Swift Blvd., MS #35, Richland, WA 99352

Date: May 1, 2023

Signature 



Exhibit 5

Public Notice and Affidavits



CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (SUP2023-102 & EA2023-110)

Notice is hereby given that Leslie Bradley, for Morrison Hershfield Engineering, has filed a Special Use Permit application on behalf of Dish Wireless, LLC to construct an 80-foot-tall cellular monopole structure at 311 Van Giesen Street, Assessor's Parcel Number 102983020732025. The facility will lease approximately 350 square feet on the property for the pole and related equipment.

Public Hearing: The Richland Hearing Examiner will conduct a public hearing and review of the application at 6:00 p.m., Monday, May 8, 2023. All interested parties are invited to attend in-person and present testimony at the public hearing or by visiting the City of Richland website (www.ci.richland.wa.us) and joining via Zoom. Copies of the complete application packet can be obtained by visiting the City of Richland website (www.ci.richland.wa.us).

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development. The environmental checklist and related file information are available to the public and can be viewed at www.ci.richland.wa.us.

Public Comment: Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Kyle Hendricks, Planner, 625 Swift Boulevard, MS #35, Richland, WA 99352. Comments may also be emailed to khendricks@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Thursday, April 21, 2023, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing. Written comment will not be accepted after 6 p.m. on Sunday, May 7, 2023; however verbal comments may be presented during the public hearing.

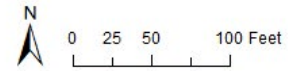
Appeal: The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 23 Zoning. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.

Vicinity Map

Item: 311 Van Giesen St cellular monopole

Applicant: Leslie Bradley

File #: SUP2023-102 & EA2023-110



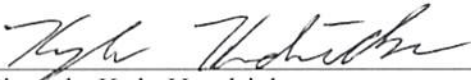
AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

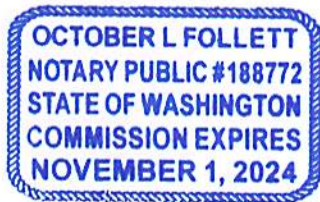
COMES NOW, **Kyle Hendricks**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.
2. On the 6th day of April, 2023, I posted the attached NOTICE OF PUBLIC HEARING, File Number SUP2023-102 & EA2023-110 in the following location:

To the immediate east of an existing entrance to Van Giesen Car Wash 360 feet east of the Van Giesen Street/Jadwin Avenue intersection.


Signed: Kyle Hendricks

SIGNED AND SWORN to before me this 6th day of April 2023, by Kyle Hendricks.




Signature of Notary

October L. Follett
Printed Name

Notary Public in and for the State of Washington,
Residing in Benton County

My appointment expires: 11-1-2024

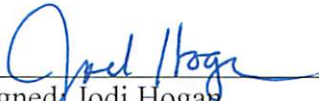
AFFIDAVIT OF MAILING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

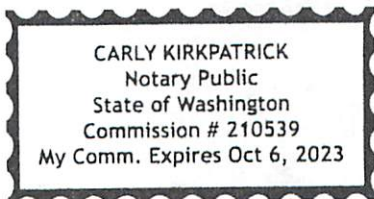
COMES NOW, Jodi Hogan, who, being first duly sworn upon oath deposes and says:

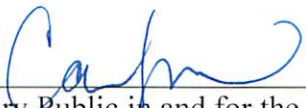
1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

2. On the 6th day of April, 2023, I mailed a copy of the attached NOTICE OF PUBLIC HEARING (SUP2023-102 & EA2023-110) to the attached list of individuals via regular USPS on the date indicated above. The Richland Planning Commission will conduct a public hearing and review of the application on May 8, 2023.


Signed, Jodi Hogan

SIGNED AND SWORN to before me this 11th day of April, 2023 by Jodi Hogan.




Notary Public in and for the State of Washington,


Print Name

Residing at Benton County

My appointment expires: Oct. 6, 2023



Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee

The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald

el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi

Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
36823	406565	Print Legal Ad-IPL01176250 - IPL0117625	SUP 2023-102 & EA2023-11	\$87.86	1	26 L

Attention: Jennifer Anderson
CITY OF RICHLAND/LEGALS
625 SWIFT BLVD. MS-05
RICHLAND, WA 99352

**CITY OF RICHLAND
NOTICE OF SEPA
DETERMINATION**

Date Notice Issued: April 10, 2023,
per WAC 197-11-340(2)

File #: SUP2023-102 & EA2023-110

Proponent: Leslie Bradley, for Morrison Hershfield Engineering

Proposal: Special Use Permit application on behalf of Dish Wireless, LLC to construct an 80-foot-tall cellular monopole structure.

Location of Proposal(s): The site address is 311 Van Giesen Street, Assessor's Parcel Number 102983020732025.

Public Comments Due:
April 21, 2023

Contact: Kyle Hendricks, Planner,
625 Swift Boulevard, MS #35,
Richland, WA 99352

khendricks@ci.richland.wa.us

Date Published: Monday, April 10,
2023

IPL0117625

Apr 10 2023

COUNTY OF BENTON)

SS

STATE OF WASHINGTON)

Stefani Beard, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, ran 1 time (s) commencing on 04/10/2023, and ending on 04/10/2023 and that said newspaper was regularly distributed to its subscribers during all of this period.

1 insertion(s) published on:

04/10/23

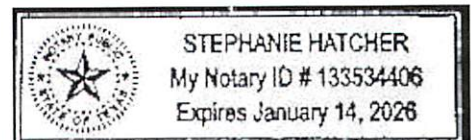
Stefani Beard

(Signature of Legals Clerk)

Sworn to and subscribed before me this 10th day
of April in the year of 2023

Stephanie Hatcher

Notary Public in and for the state of Texas, residing in
Dallas County



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!



Exhibit 6

Agency Comments

Hendricks, Kyle

From: Reathafor, Jason
Sent: Friday, April 7, 2023 9:55 AM
To: Hendricks, Kyle
Cc: Whittier, John; DAlessandro, Carlo
Subject: RE: 311 Van Giesen Street Special Use Permit

Kyle,
There are existing easements in that corner of the property that may prohibit construction of the proposed monopole.

Thank you for the opportunity to comment, Jason

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, April 6, 2023 9:54 AM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; rand461@ECY.WA.GOV; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; dxrodgers@bpa.gov; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; jmcshane@kid.org; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; jecottrell@bpa.gov; junior.campos@charter.com; katherine.cichy@ziply.com; kelly.cooper@doh.wa.gov; kevin.knodel@rsd.edu; KSliger@bft.org; development@kid.org; webmaster@kid.org; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; michael.tovey@ziply.com; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; gonsetp@wsdot.wa.gov; QWright@portofbenton.com; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; SDefoe@kid.org; scplanning@wsdot.wa.gov; Tyutyunnik, Ruvim <rtutyunnik@CI.RICHLAND.WA.US>; rittemwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; william.simpson@commerce.wa.gov; AviationLandUse@wsdot.wa.gov
Subject: 311 Van Giesen Street Special Use Permit

Good morning,

Attached is the referral packet for a Special Use Permit application from Dish wireless to install an 80-foot-tall monopole cell tower near the southeast corner of the property. The proposal will create a fenced enclosure approximately 350 square feet in size for the related equipment, this area will be leased from the car wash. A monopole cell tower of this size is permissible in a Retail Commercial (C-2) district with a Special Use Permit in accordance with Richland Municipal Code [23.62.070](#). This item will be reviewed, and a decision will be issued by the Hearing Examiner after a public meeting.

Please review and reply with questions or comments to be included in the staff report by the end of day April 21st, 2023. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development.

Thank you,



Kyle Hendricks

Planner

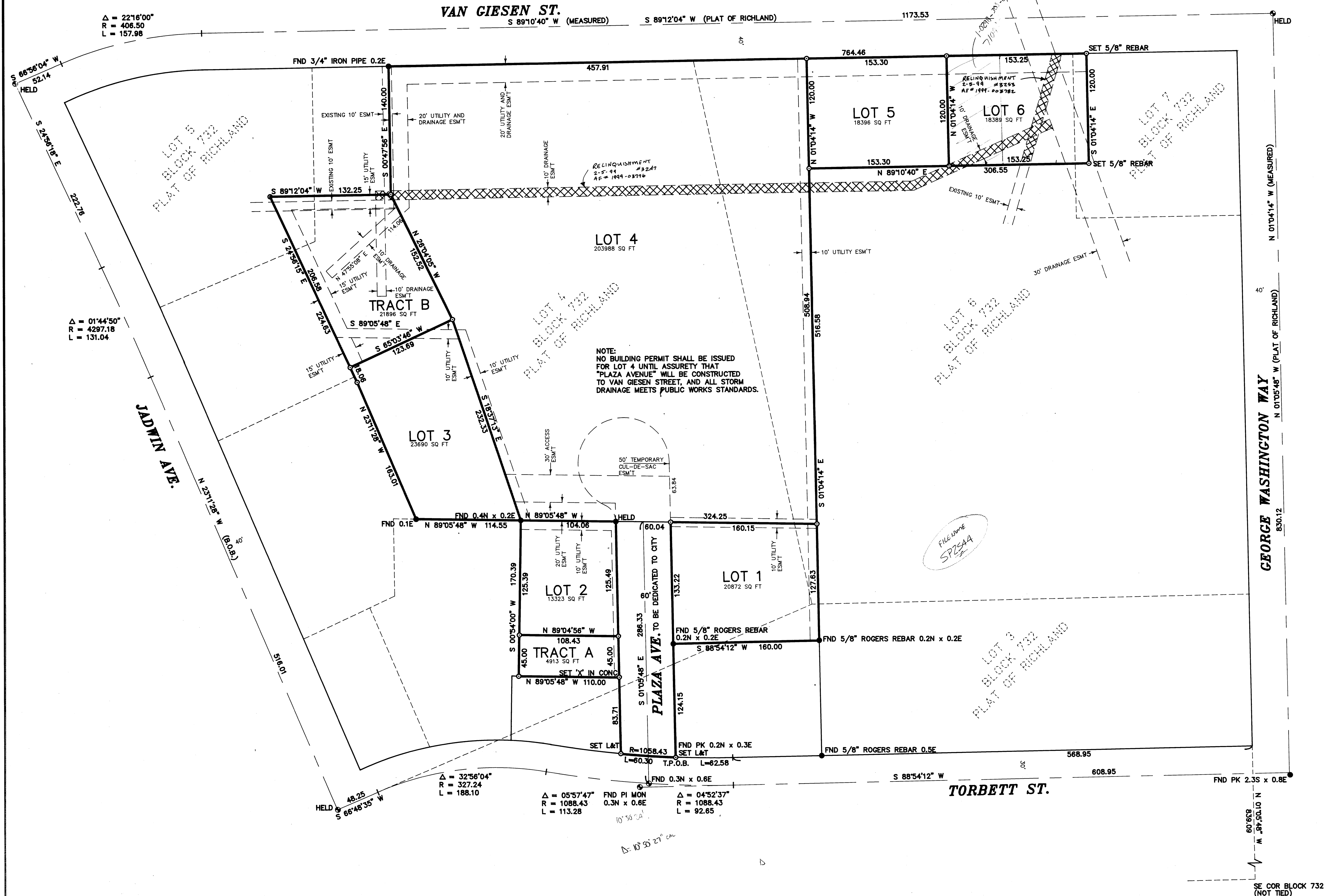
625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7683

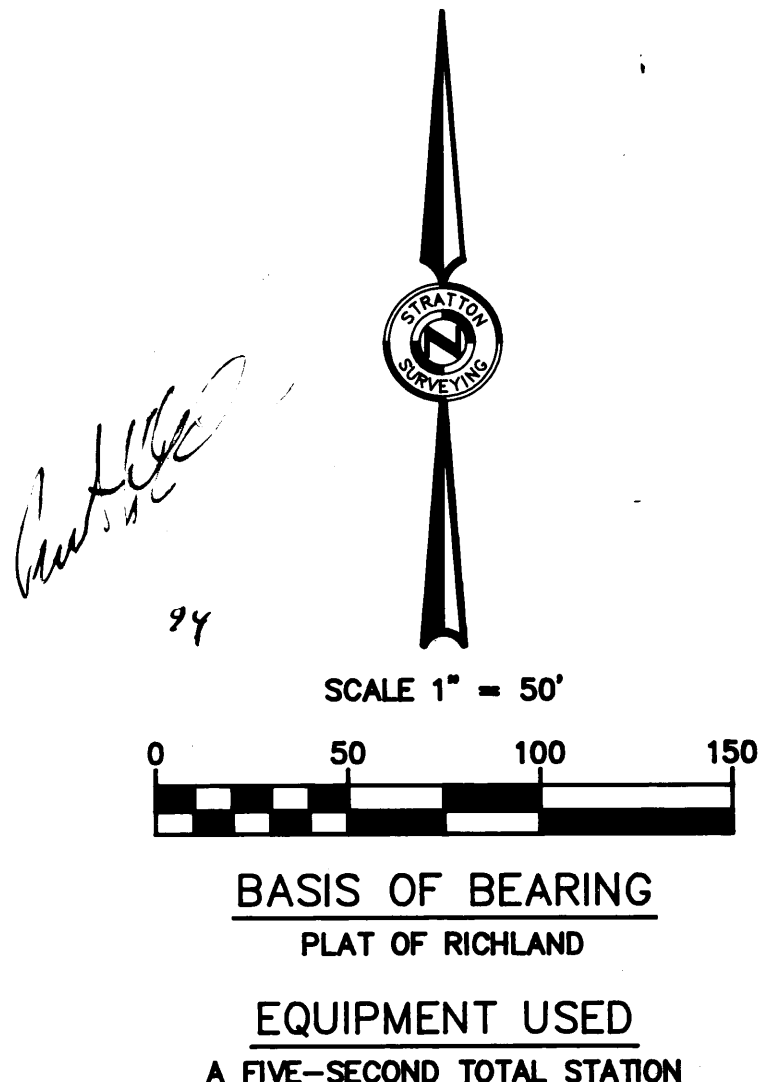
Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

0298-305

THE FINAL PLAT
Richland Plaza
E 1/2 OF THE W 1/2 SEC.2, T.9 N., R.29 E., W.M.
CITY OF RICHLAND
BENTON COUNTY, WASHINGTON



- LEGEND**
- = SET 5/8" REBAR LS14120 OR AS INDICATED
 - = FOUND BRASS CAP (CASED)
 - = FOUND 5/8" REBAR OR AS INDICATED
 - T.P.O.B. = TRUE POINT OF BEGINNING
 - L&T = LEAD AND TACK WITH TAG



PLAT FOR COMPANY SEVENTY NINE	
STRATTON SURVEYING & MAPPING 1354 GRANDRIDGE BLVD SUITE B KENNEWICK, WASHINGTON 99336 (509) 735-7364	
1698PL-1.DWG	
DATE: 6/28/93	SHT. 1 OF 2
DRAWN BY: RLS/KK	JOB # 1696

RICHLAND PLAZA

THE FINAL PLAT
Richland Plaza
E 1/2 OF THE W 1/2 SEC.2, T.9 N., R.29 E., W.M.
CITY OF RICHLAND
BENTON COUNTY, WASHINGTON

DESCRIPTION

THAT PORTION OF LOTS 3, 4, 5, 6 AND 7 OF BLOCK 732, OF THE PLAT OF RICHLAND, AS RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY WASHINGTON, LYING IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER, AND THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER, ALL IN SECTION 2, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M. CITY OF RICHLAND, BENTON COUNTY WASHINGTON, THE BOUNDARY OF SAID PARCEL IS DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID BLOCK 732; THENCE NORTH 1° 05' 48" WEST ALONG THE WESTERLY RIGHT-OF-WAY LINE OF A STREET KNOWN AS GEORGE WASHINGTON WAY 839.09 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF A STREET KNOWN AS TORBETT STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE SOUTH 88° 54' 12" WEST 568.95 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT, THE RADIUS POINT OF WHICH BEARS NORTH 1° 05' 48" WEST 1058.43 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE 62.58 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTHWESTERLY ALONG SAID CURVE 60.23 FEET; THENCE NORTH 1° 05' 48" EAST 83.71 FEET; THENCE NORTH 89° 05' 48" WEST 110.00 FEET; THENCE NORTH 0° 54' 00" EAST 170.39 FEET; THENCE NORTH 89° 05' 48" WEST 114.55 FEET; THENCE NORTH 23° 11' 28" WEST 163.01 FEET; THENCE NORTH 24° 58' 15" WEST 224.63 FEET; THENCE NORTH 89° 12' 04" EAST 132.25 FEET; THENCE NORTH 0° 47' 56" WEST 140.00 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF A CITY STREET KNOWN AS VAN GIESEN STREET; THENCE NORTH 89° 10' 40" EAST ALONG SAID RIGHT-OF-WAY LINE 764.46 FEET; THENCE SOUTH 1° 04' 14" EAST 120.00 FEET; THENCE SOUTH 89° 10' 40" WEST 306.55 FEET; THENCE SOUTH 1° 04' 14" EAST PARALLEL TO SAID GEORGE WASHINGTON WAY 516.58 FEET; THENCE SOUTH 88° 54' 12" WEST 160.00 FEET; THENCE SOUTH 1° 05' 48" EAST 124.15 FEET TO THE SAID POINT OF BEGINNING.

CONTAINS 7.82 ACRES.

TOGETHER WITH AND SUBJECT TO COVENANTS, EASEMENTS, RESERVATIONS AND RESTRICTIONS OF RECORD AND IN VIEW.

BEARING	DISTANCE	NORTH	SOUTH	EAST	WEST
N 85 04 45 W	60.23	4.1185	0.0000	0.0000	60.0890
N 01 05 48 W	83.71	83.8947	0.0000	0.0000	1.8021
N 89 05 48 W	110.00	1.7343	0.0000	0.0000	108.9863
N 00 54 00 E	170.39	170.3690	0.0000	2.6764	0.0000
N 89 05 48 W	114.55	1.8061	0.0000	0.0000	114.5358
N 23 11 28 W	163.01	149.8382	0.0000	0.0000	64.1932
N 24 56 15 W	224.63	203.6874	0.0000	0.0000	94.7105
N 89 12 04 E	132.25	1.8441	0.0000	132.2371	0.0000
N 00 47 56 W	140.00	139.9864	0.0000	0.0000	1.9520
N 89 10 40 E	764.46	10.9710	0.0000	764.3813	0.0000
S 01 04 14 E	120.00	0.0000	119.9791	2.2420	0.0000
S 89 10 40 W	306.55	0.0000	4.3994	0.0000	306.5184
S 01 04 14 E	516.58	0.0000	516.4898	9.6516	0.0000
S 88 54 12 W	160.00	0.0000	3.0625	0.0000	159.9707
S 01 05 48 E	124.15	0.0000	124.1273	2.3761	0.0000
		768.0497	768.0580	913.5645	913.5581

APPROVALS

THE PLAT "RICHLAND PLAZA", IS HEREBY APPROVED BY AND FOR THE CITY OF RICHLAND, STATE OF WASHINGTON.

[Signature] 6/8/93
CHAIRMAN, RICHLAND PLANNING COMMISSION DATE
[Signature] 6-30-93
PUBLIC WORKS DEPARTMENT, RICHLAND DATE
[Signature] 6/30/93
CITY MANAGER, RICHLAND DATE
[Signature] 6/30/93
CLERK, CITY OF RICHLAND DATE

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY CASCADE NATURAL GAS.

[Signature] Dist. Clerk 6-2-93
CASCADE NATURAL GAS TITLE DATE

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY GENERAL TELEPHONE COMPANY.

[Signature] Senior Eng 6/2/93
GENERAL TELEPHONE CO. TITLE DATE

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY UNITED ARTISTS TELEVISION.

[Signature] Chief Engineer June 2, 1993
UNITED ARTISTS TELEVISION TITLE DATE

SURVEYOR'S CERTIFICATE

I, ROBERT H. STRATTON, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, HEREBY CERTIFY THAT THE PLAT OF "RICHLAND PLAZA" AS SHOWN HERON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL COURSES AND DISTANCES ARE CORRECTLY SHOWN AND THAT SAID PLAT IS STAKED ON THE GROUND WITH IRON PINS MARKED L514120.

[Signature] 14 MAY 1993
ROBERT H. STRATTON DATE
WASHINGTON REG. NO 14120

NOTE:

- IN ACCORDANCE WITH RICHLAND MUNICIPAL CODE CHAPTER 12 ALL LOTS WITHIN THE SUBDIVISION SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA WITHIN PUBLIC RIGHT-OF-WAY BETWEEN THE BACK OF THE CURBLINE AND THE PROPERTY LINE.
- ACCESS FOR GARBAGE TRUCKS, EMERGENCY VEHICLES AND THE PUBLIC WILL BE REQUIRED FOR LOTS 3 AND 4 AND FROM PLAZA AVENUE TO VAN GIESSEN STREET. (LOCATION TO BE DETERMINED BY PROPERTY OWNER)
- TRACT A & B ARE TO BE COMBINED WITH ADJACENT PARCELS WITH ACCESS TO BE PROVIDED THROUGH THOSE PARCELS.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED, ARE OWNERS OF THE TRACT OF LAND DESCRIBED ON THE PLAT OF "RICHLAND PLAZA", AND HEREBY DECLARE SAID PLAT AND DEDICATE TO THE PUBLIC FOR THE USE OF THE PUBLIC FOREVER, ALL STREETS, RIGHT OF WAYS, AND EASEMENTS SHOWN HEREON

COMPANY SEVENTY NINE
[Signature]
JACK L. NELSON: PARTNER
[Signature]
MAX S. BURRUP: PARTNER

ACKNOWLEDGMENT

STATE OF WASHINGTON
COUNTY OF BENTON

THIS IS TO CERTIFY THAT ON THIS DAY PERSONALLY APPEARED BEFORE ME, JACK L. NELSON; AND MAX S. BURRUP, PARTNERS IN COMPANY SEVENTY NINE, TO ME KNOWN TO BE THE INDIVIDUALS DESCRIBED IN AND WHO EXECUTED THE FOREGOING DEDICATION AND ACKNOWLEDGED THAT THEY SIGNED THE SAME OF THEIR OWN FREE WILL.

GIVEN UNDER MY HAND AND SEAL THIS 2 DAY OF June, 1993.

[Signature]
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

RESIDING AT [Signature], WA

TREASURERS CERTIFICATE

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND INCLUDING THE YEAR 1994 A.D.

[Signature] 7/1/93
BENTON COUNTY TREASURER DATE
[Signature] 7/1/93
BENTON COUNTY ASSESSOR DATE

1-0298-302-0732-026
-041
-035

INDEX			
1/4	SEC	T.	R.
1/4	2	9 N.	29 E.

AUDITOR'S CERTIFICATE
FILED FOR RECORD THIS 1st DAY OF July, 1993 AT 12 MINUTES PAST 12 P.M. AND RECORDED IN VOLUME 17 OF PLATS PAGE 152
ROBERT H. STRATTON, P.L.S.
[Signature]
BENTON COUNTY AUDITOR
INDEX NO. 93-18907
FEE NO.

PLAT FOR COMPANY SEVENTY NINE	
STRATTON SURVEYING & MAPPING 1354 GRANDRIDGE BLVD SUITE B KENNEWICK, WASHINGTON 99336 (509) 735-7364	
1696PL-2.DWG	
DATE: 5/14/93	SHT. 2 OF 2
DRAWN BY: RLS	JOB # 1696

619-300
Vol 259, Pg 639
Mar. 5, 1971

EASEMENT DEED

1707 - 5 - 11 - 1111
Latter 98101

00833

The Grantor, **Commonwealth Investors Group**, a Washington limited partnership for and in consideration of the sum of one dollar (\$1.00) and other valuable considerations, conveys and quit claims to the City of Richland, Washington, as their interest may appear, a municipal corporation, an easement in, under and across the following described property situated in the County of Benton, State of Washington: **A portion of Lots 4 and 5, Block 732, Plat of Richland, as recorded in records of Benton County, Wash. being 10 feet in width and 5 feet on each side of the following described lines:**

Beginning at the northeast corner of Lot 5, Block 732, thence N 89°12'04" E. along the north line of Lot 4, Block 732, a distance of 80.00 feet to the true point of beginning, thence S. 0°47'56" E. a distance of 145.00 feet, thence S. 89°12'04" W. parallel to the north line of said Lot a distance of 139.52 feet, thence N. 24°56'18" W. a distance of 5.48 feet to a point on the south property line of the present Red Steer Drive Inn, said point lying S. 0°47'56" E. a distance of 140.00 and S. 89°12'04" W. a distance of 59.52 feet from the northeast corner of Lot 5 and terminus of Described Line.

for the purpose of constructing, installing, maintaining, repairing, replacing and operating an underground power line and appurtenances with the full right to go upon said premises at any time for such purposes, together with the right to trim brush and trees that may interfere with the construction, maintenance and operation of same and the right to permit franchise holders and utility licensees of the City of Richland to place telephone and telegraph and television cable circuits in said underground trench.

Dated this 12 day of February, 1971.

COMMONWEALTH INVESTORS GROUP, a Washington limited partnership
By: INVESTMENT EXCHANGE CORPORATION,
General Partner

Laurason T. Hunt (Seal)

Kent A. Whittaker (Seal)
Secy Pro Tem

STATE OF WASHINGTON, }
County of King } ss.

On this 12th day of February, 19 71, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared

Laurason T. Hunt and Kent A. Whittaker
to me known to be the President and Secretary Pro Tem respectively, of
Investment Exchange Corporation

the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument and that the seal affixed (if any) is the corporate seal of said corporation.

Witness my hand and official seal hereto affixed the day and year first above written.

Green D. Harris
Notary Public in and for the State of Washington,
residing at

ENTERED ON
PLAT (26-B) 833
12-13-71 V.B.J.

EASEMENT DEED

419606
Vol 259, page 831
3/2/71

00836

The Grantor, GEORGE ROMNEY, Secretary of Housing and Urban Development, for and in consideration of the sum of one dollar (\$1.00) and other valuable considerations, conveys and quit claims to the City of Richland, Washington, a municipal corporation, an easement in, under and across the following described property situated in the County of Benton, State of Washington: A portion of Lots 4 and 5, Block 732, Plat of Richland, as recorded in records of Benton County, Washington being 10 feet in width and 5 feet on each side of the following described lines:

Beginning at the northeast corner of Lot 5, Block 732, thence N. 89°12'04" E. along the north line of Lot 4, Block 732, a distance of 80.00 feet to the true point of beginning, thence S. 0°47'56" E. a distance of 145.00 feet, thence S. 89°12'04" W. parallel to the north line of said Lot a distance of 139.52 feet, thence N. 24°56'18" W. a distance of 5.48 feet to a point on the south property line of the present Red Steer Drive Inn, said point lying S. 0°47'56" E. a distance of 140.00 and S. 89°12'04" W. a distance of 59.52 feet from the northeast corner of Lot 5 and terminus of Described Line.

for the purpose of constructing, installing, maintaining, repairing, replacing and operating an underground power line and appurtenances with the full right to go upon said premises at any time for such purposes, together with the right to trim brush and trees that may interfere with the construction, maintenance and operation of same and the right to permit franchise holders and utility licensees of the City of Richland to place telephone and telegraph and television cable circuits in said underground trench.

Dated this 2nd day of March, 1971.

In witness whereof the undersigned has set his hand and seal as Field Office Realty Officer, FHA Field Office, Spokane, Washington, for and on behalf of the said Secretary of Housing and Urban Development, under authority and by virtue of the Code of Federal Regulations, Title 24, Chapter II, Part 200, Subpart D.

WITNESSES

Secretary of Housing and Urban Development

By: Federal Housing Commissioner

By

Field Office Realty Officer
FHA Field Office, Spokane, Washington

STATE OF WASHINGTON
COUNTY OF

I, ALYDA M. KEMP, do hereby certify that on this 2nd day of March, 1971, personally appeared before me H. S. BARNES, to me known to be the Field Office Realty Officer, FHA Field Office, Spokane, Washington, and the individual described in and who executed the within instrument, by virtue of the authority vested in him by the Code of Federal Regulations, Title 24, Chapter II, Part 200, Subpart D, and acknowledged that he signed and sealed the same as his free and voluntary act and deed, for and on behalf of GEORGE ROMNEY, Secretary of Housing and Urban Development, for the uses and purposes therein mentioned.

Given under my hand and official seal the day and year last above written.

Alyda M. Kemp
Notary Public in and for the State of
Washington residing at Spokane in said
County

ALREADY ENTERED
SEE PAGE 833 KBJ.

VOL 266 484

629532

FILED BY

City of Richland

Jan 10 10 54 AM '72

VERNON MILLER, AUDITOR
DEPUTY

RECORDED IN VOL

INDEXED BY

CHECKED BY

EASEMENT DEED

79-243

The Grantor, Statewide Stations, Inc., a Delaware corporation, for and in consideration of the sum of one dollar (\$1.00) and other valuable considerations, conveys and quit claims to the City of Richland, Washington, a municipal corporation, an easement in, under and across the following described property situated in the County of Benton, State of Washington: A portion of Lot 5, Block 732, Plat of Richland, as recorded in records of Benton County, Washington, being more particularly described as follows:

Beginning at the northwest corner of Lot 5, block 732, Plat of Richland, thence S. 23°11'28" E. along the westerly line of said Lot 5 a distance of 167.00 feet, thence N. 65°03'42" E. along the southeasterly property line of Texaco, Inc., Oil Co., a distance of 145.00 feet to the TRUE POINT OF BEGINNING, thence continuing N. 65°03'42" E. along said property line a distance of 15 feet to the southeast corner of said Texaco property, thence N. 24°56'18" W. along the northeasterly line of said Texaco property, a distance of 10 feet, thence S. 65°03'42" W. a distance of 15 feet, thence S. 24°56'18" E. a distance of 10 feet to the TRUE POINT OF BEGINNING, and terminus of description.

for the purpose of constructing, installing, maintaining, repairing, replacing and operating an underground power line and appurtenances with the full right to go upon said premises at any time for such purposes, together with the right to trim brush and trees that may interfere with the construction, maintenance and operation of same and the right to permit franchise

MAIL TO:

CITY OF RICHLAND

P. O. Box 190

Richland, Washington 99352

Entered on
Plat 26-B
3-16-76 R.K.W.

890

00800

RELINQUISHMENT OF EASEMENT

OFFICIAL RECORDS

THE CITY OF RICHLAND, WASHINGTON, a municipal corporation organized under the laws of the State of Washington, for consideration paid, hereby relinquishes to the owner of the property situated in Benton County, Washington and described as follows:

A PORTION OF LOT 4, BLOCK 732, PLAT OF RICHLAND AS RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS;

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 4, BLOCK 732, SAID POINT IS ON THE EAST MARGIN OF JADWIN AVENUE; THENCE N 23°11'28" W 515.91 FEET ALONG SAID EAST MARGIN TO A POINT ON THE SOUTH LINE OF AN EXISTING EASEMENT AS SHOWN ON EASEMENT SHEET 26-C, PLAT OF RICHLAND EASEMENT RECORDS, SAID POINT IS THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID EAST MARGIN N 23°11'28" W 0.10 FEET TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID EAST MARGIN, NORTHERLY 10.23 FEET THROUGH A CENTRAL ANGLE OF 0°08'07" ALONG A TANGENT CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 4337.18 FEET TO A POINT ON THE NORTH LINE OF SAID EXISTING EASEMENT; THENCE LEAVING SAID EAST MARGIN N 79°02'35" E 215.79 FEET ALONG SAID NORTH LINE OF SAID EXISTING EASEMENT; THENCE N 00°47'56" W 121.72 FEET ALONG THE WEST LINE OF SAID EXISTING EASEMENT; THENCE LEAVING SAID WEST LINE N 89°44'42" E 10.00 FEET TO A POINT ON THE EAST LINE OF SAID EXISTING EASEMENT; THENCE S 00°47'56" E 130.00 FEET ALONG SAID EAST LINE OF SAID EXISTING EASEMENT; THENCE S 79°02'39" W 221.98 FEET ALONG THE SOUTH LINE OF SAID EXISTING EASEMENT TO THE TRUE POINT OF BEGINNING.

CONTAINS 3448 SQUARE FEET, MORE OR LESS, ACCORDING TO THE BEARINGS AND DISTANCES LISTED ABOVE AND AS DEPICTED ON THE ATTACHED EXHIBIT MAP.

IN WITNESS WHEREOF, the City of Richland, Washington has caused this instrument to be executed by its proper officers and its corporate seal to be hereunto affixed this _____ day of _____, 1996.

CITY OF RICHLAND

JOSEPH C. KING, CITY MANAGER

ATTEST:

KEN HAYS, CITY CLERK

FILED BY
SEP 16 2 14 PM '96202
9/15/96
RECORDED & INDEXED
COUNTY CLERK'S OFFICE
BENTON COUNTY, WASHINGTON
DEPUTY

STATE OF WASHINGTON)

COUNTY OF BENTON)

On this 9th day of September, 1996, before me the undersigned, Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Joseph C. King & Ken Hays, to me known to be the City Manager and City Clerk, respectively, of the City of Richland, Washington, a municipal corporation, the corporation that executed the foregoing instrument and acknowledged the same instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument and that the seal affixed is the corporate seal of said municipal corporation.

WITNESS my hand and official seal hereunto affixed the day and year in this Certificate above written.

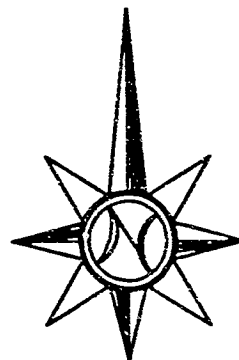


William H. King
Notary Public in and for the State of
Washington residing at Richland, WA 99354

CL VAN GIESEN ST.

S 89° 12' 04" W 417.60'

OFFICIAL RECORDS



DENOTES EASEMENT
 TO BE RELINQUISHED

DATE : 2-23-95
FILE : LOT48732
DRAWN BY E.M.
CHECKED BY D.R.P. JR.



WHEN RECORDED RETURN TO.

City Attorney
City of Richland
P.O. Box 190
Richland, WA 99352

Portion of Parcel #1-0298-305-0000-004 and #1-0298-305-0000-006

RELINQUISHMENT OF EASEMENT

The **CITY OF RICHLAND**, Washington, a municipal corporation, for and in consideration of the transfer of property, hereby relinquishes to Company Seventy Nine, the owner(s) of property situated in Benton County, Washington and described as follows:

A PORTION OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., SITUATED IN THE CITY OF RICHLAND, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS;

A 10.00 FOOT WIDE EASEMENT ACROSS A PORTION OF LOTS 4,5,6, AND TRACT "B" OF THE PLAT OF RICHLAND PLAZA AS RECORDED IN VOLUME 14 OF PLATS PAGE 152, RECORDS OF SAID COUNTY, ALSO BEING A PORTION OF LOTS 4 AND 6 OF BLOCK 732 OF THE PLAT OF RICHLAND AS RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF SAID COUNTY. 5.00 FEET OF SAID WIDTH LYING ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE;

BEGINNING AT THE NORTHEAST CORNER OF BLOCK 732, OF SAID PLAT OF RICHLAND, SAID POINT IS ON THE SOUTH MARGIN OF VAN GIESEN STREET AND ON THE WEST MARGIN OF GEORGE WASHINGTON WAY; THENCE SOUTH 89°12'04" WEST A DISTANCE OF 941.3 FEET ALONG THE SAID SOUTH MARGIN OF VAN GIESEN STREET TO THE CENTERLINE OF SAID EXISTING 10.00 FOOT EASEMENT AS SHOWN ON EASEMENT SHEET #37-A AND 26-B, RECORDS OF CITY OF RICHLAND; THENCE LEAVING SAID SOUTH MARGIN SOUTH 00°47'56" EAST A DISTANCE OF 133.10 FEET, MORE OR LESS, ALONG SAID CENTERLINE TO THE CENTERLINE OF AN EXISTING EASEMENT AS SHOWN ON SAID EASEMENT SHEETS 37-A AND 26-B; THENCE NORTH 89°58'38" EAST ALONG SAID CENTERLINE A DISTANCE OF 4.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 89°58'38" EAST A DISTANCE OF 578.42 ALONG SAID CENTERLINE; THENCE NORTH 65°12'36" EAST A DISTANCE OF 170.31 FEET, MORE OR LESS, ALONG SAID CENTERLINE TO THE SOUTHWESTERLY LINE OF AN EXISTING 30.00 FOOT WIDE STORM DRAIN EASEMENT SHOWN ON SAID EASEMENT SHEETS 26-B AND 37-A AND THE TERMINUS OF SAID CENTERLINE.

THE SIDELINES OF SAID STRIP SHALL BE LENGTHENED OR SHORTENED TO MEET THE SAID SOUTHWESTERLY LINE OF SAID 30.00 FOOT WIDE STORM DRAIN EASEMENT;



1999-003776

Page: 2 of 3

02/05/1999 12:00P

10.00 Benton County

IN WITNESS WHEREOF, the City of Richland, Washington has caused this instrument to be executed by its proper officers and its corporate seal to be hereunto affixed this 15th day of July, 1998

Kenneth R. Bays
Kenneth R. Bays, City Clerk

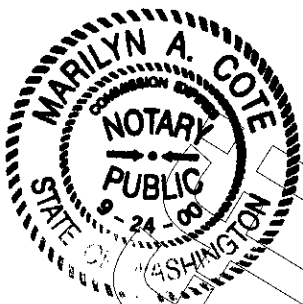
Jill Monley 7/14/98
Jill Monley, City Manager

702 7/14/98

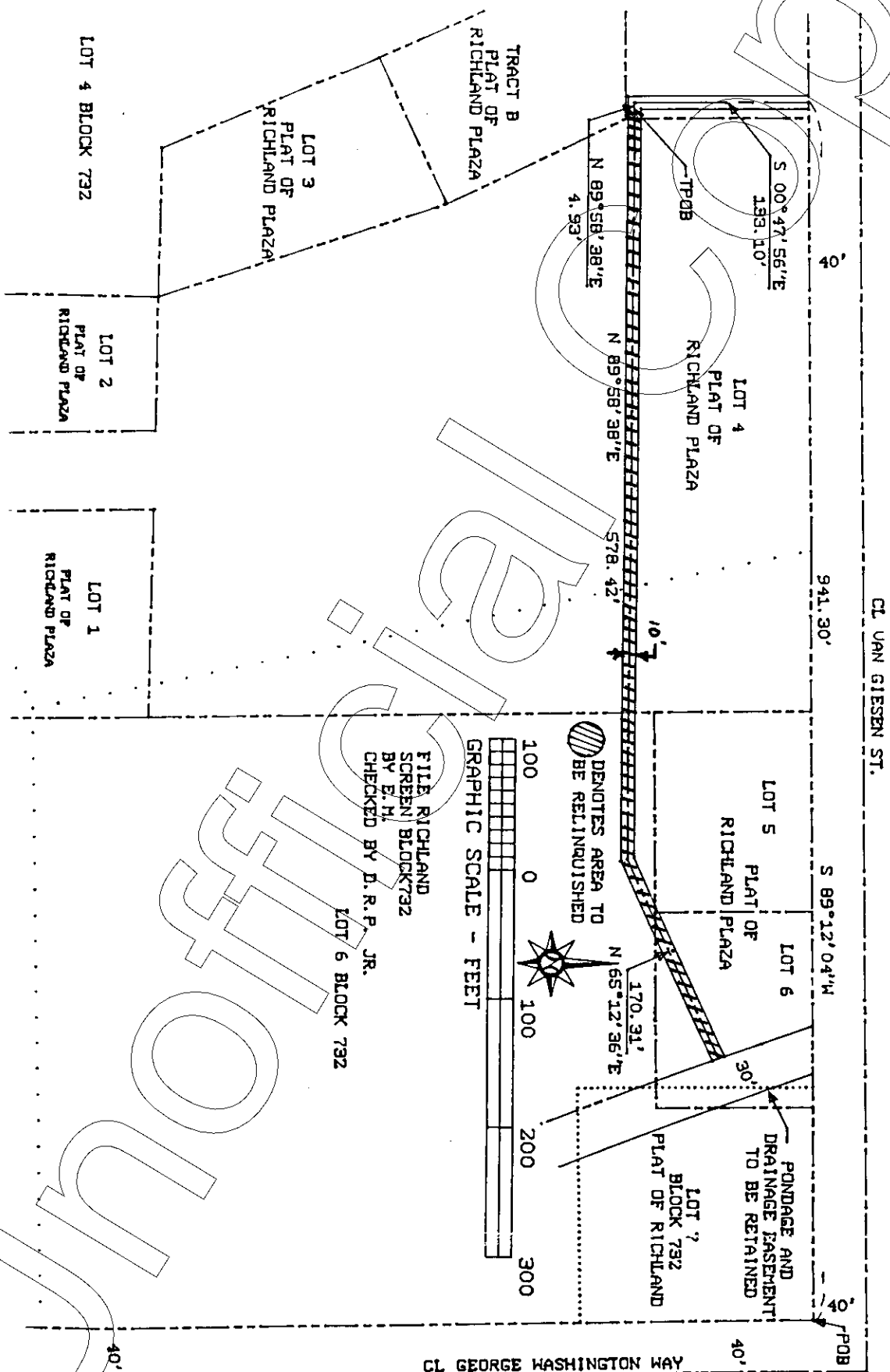
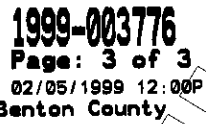
STATE OF WASHINGTON)
COUNTY OF BENTON) :ss

On this 15th day of July, 1998, before me the undersigned, Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Jill Monley and Kenneth R. Bays, to me known to be the ^{Interim} City Manager and City Clerk, respectively, of the City of Richland, Washington, the corporation that executed the foregoing instrument and acknowledged the same instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they are authorized to execute the said instrument and that the seal affixed is the corporate seal of said municipal corporation.

WITNESS my hand and official seal hereto affixed the day and year above written.



Marilyn A. Cote
Notary Public in and for the State of Washington;
residing at Kennewick



619-300
Vol 259 Pg 639
11/16/71

1904-320
2000-98101

EASEMENT DEED

00833

The Grantor, **Commonwealth Investors Group**, a Washington limited partnership for and in consideration of the sum of one dollar (\$1.00) and other valuable considerations, conveys and quit claims to the City of Richland, Washington, as their interest may appear, a municipal corporation, an easement in, under and across the following described property situated in the County of Benton, State of Washington: A portion of Lots 4 and 5, Block 732, Plat of Richland, as recorded in records of Benton County, Wash. being 10 feet in width and 5 feet on each side of the following described lines:

Beginning at the northeast corner of Lot 5, Block 732, thence N 89°12'04" E. along the north line of Lot 4, Block 732, a distance of 80.00 feet to the true point of beginning, thence S. 0°47'56" E. a distance of 145.00 feet, thence S. 89°12'04" W. parallel to the north line of said Lot a distance of 139.52 feet, thence N. 24°56'18" W. a distance of 5.48 feet to a point on the south property line of the present Red Steer Drive Inn, said point lying S. 0°47'56" E. a distance of 140.00 and S. 89°12'04" W. a distance of 59.52 feet from the northeast corner of Lot 5 and terminus of Described Line.

for the purpose of constructing, installing, maintaining, repairing, replacing and operating an underground power line and appurtenances with the full right to go upon said premises at any time for such purposes, together with the right to trim brush and trees that may interfere with the construction, maintenance and operation of same and the right to permit franchise holders and utility licensees of the City of Richland to place telephone and telegraph and television cable circuits in said underground trench.

Dated this 12 day of February, 19 71.

COMMONWEALTH INVESTORS GROUP, a
Washington limited partnership
By: INVESTMENT EXCHANGE CORPORATION,
General Partner

by Laurason T. Hunt (Seal)

Kent A. Whittaker (Seal)
SECY PRO TEM

STATE OF WASHINGTON, }
County of King } ss.

On this 12th day of February, 19 71, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared

Laurason T. Hunt and Kent A. Whittaker
to me known to be the President and Secretary Pro Tem respectively, of

Investment Exchange Corporation
the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument and that the seal affixed (if any) is the corporate seal of said corporation.

Witness my hand and official seal hereto affixed the day and year first above written.

[Signature]
Notary Public in and for the State of Washington,
residing at

ENTERED ON
PLAT (26-B) 833

12-13-71 V.B.T.

EASEMENT DEED

419606
Vol 259, page 831
3/2/71

00836

The Grantor, GEORGE ROONEY, Secretary of Housing and Urban Development, for and in consideration of the sum of one dollar (\$1.00) and other valuable considerations, conveys and quit claims to the City of Richland, Washington, a municipal corporation, an easement in, under and across the following described property situated in the County of Benton, State of Washington: A portion of Lots 4 and 5, Block 732, Plat of Richland, as recorded in records of Benton County, Washington being 10 feet in width and 5 feet on each side of the following described lines:

Beginning at the northeast corner of Lot 5, Block 732, thence N. 89°12'04" E. along the north line of Lot 4, Block 732, a distance of 30.00 feet to the true point of beginning, thence S. 0°47'56" E. a distance of 145.00 feet, thence S. 89°12'04" W. parallel to the north line of said Lot a distance of 139.52 feet, thence N. 24°56'13" W. a distance of 5.48 feet to a point on the south property line of the present Red Steer Drive Inn, said point lying S. 0°47'56" E. a distance of 140.00 and S. 89°12'04" W. a distance of 59.52 feet from the northeast corner of Lot 5 and terminus of Described Line.

for the purpose of constructing, installing, maintaining, repairing, replacing and operating an underground power line and appurtenances with the full right to go upon said premises at any time for such purposes, together with the right to trim brush and trees that may interfere with the construction, maintenance and operation of same and the right to permit franchise holders and utility licensees of the City of Richland to place telephone and telegraph and television cable circuits in said underground trench.

Dated this 2nd day of March, 1971.

In witness whereof the undersigned has set his hand and seal as Field Office Realty Officer, FHA Field Office, Spokane, Washington, for and on behalf of the said Secretary of Housing and Urban Development, under authority and by virtue of the Code of Federal Regulations, Title 24, Chapter II, Part 200, Subpart D.

WITNESSES

Secretary of Housing and Urban Development

By: Federal Housing Commissioner

By

Field Office Realty Officer
FHA Field Office, Spokane, Washington

STATE OF WASHINGTON
COUNTY OF

I, ALYDA M. KEMP, do hereby certify that on this 2nd day of March, 1971, personally appeared before me H. S. BARNES, to me known to be the Field Office Realty Officer, FHA Field Office, Spokane, Washington, and the individual described in and who executed the within instrument, by virtue of the authority vested in him by the Code of Federal Regulations, Title 24, Chapter II, Part 200, Subpart D, and acknowledged that he signed and sealed the same as his free and voluntary act and deed, for and on behalf of GEORGE ROONEY, Secretary of Housing and Urban Development, for the uses and purposes therein mentioned.

Given under my hand and official seal the day and year last above written.

Alyda M. Kemp

Notary Public in and for the State of
Washington residing at Spokane in said
County

ALREADY ENTERED
SEE PAGE 833 V.B.J.

Hendricks, Kyle

From: WSDOT Aviation Land Use Inquiries and Application Submittals
<AviationLandUse@WSDOT.WA.GOV>
Sent: Thursday, April 6, 2023 2:19 PM
To: Hendricks, Kyle
Subject: RE: [EXTERNAL] 311 Van Giesen Street Special Use Permit
Attachments: Richland Cell Tower Zone 4-6-23.jpg; Richland Cell Tower 4-6-23.JPG
Importance: High

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

M Hendricks,

WSDOT Aviation Division reviewed this proposal on 04/06/2023. The proposed tower falls within WSDOT compatibility zone 6 in which communication towers are permitted on a limited basis only. In general, this is not an issue, however, if the tower will emit 5G, it could impact the ability for certain aircraft to land in poor weather. The FAA works to make this information known to pilots as a precaution. The tower also exceeds the 14 CFR Part 77.9(b) plane by 19 feet in reference to runway 08/26 at the Richland Airport (RLD). The FAA requests that the sponsor notify them of this construction project. Forms 7460-1 and 7460-2 are required. For more information and access to these forms, visit: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

I am attaching images denoting the compatibility zone and the FAA Obstruction Evaluation / Airport Airspace Analysis tool. If you have any questions please let me know.

Cheers,

David Ison, PhD | Aviation Planner
Airport Land Use Compatibility & Emerging Aviation Technologies
Washington State Department of Transportation
isond@wsdot.wa.gov C: 360-890-5258

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, April 6, 2023 9:54 AM
To: Acevedo, Mizaël <macevedo@CI.RICHLAND.WA.US>; Anderson, Ryan (ECY) <rand461@ecy.wa.gov>; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; dxrogers@bpa.gov; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; jmcshane@kid.org; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; jecottrell@bpa.gov; junior.campos@charter.com; katherine.cichy@ziply.com; Cooper, Kelly (DOH) <Kelly.Cooper@DOH.WA.GOV>; kevin.knodel@rsd.edu; KSliger@bft.org; development@kid.org; webmaster@kid.org; mjdeklyne@bpa.gov;

map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; michael.tovey@ziply.com; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Gonseth, Paul <GonsetP@wsdot.wa.gov>; QWright@portofbenton.com; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; SDefoe@kid.org; WSDOT SC Planning Mailbox <SCPlanning@WSDOT.WA.GOV>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; rittemwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; Simpson, William (COM) <william.simpson@commerce.wa.gov>; WSDOT Aviation Land Use Inquiries and Application Submittals <AviationLandUse@WSDOT.WA.GOV>

Subject: [EXTERNAL] 311 Van Giesen Street Special Use Permit

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Good morning,

Attached is the referral packet for a Special Use Permit application from Dish wireless to install an 80-foot-tall monopole cell tower near the southeast corner of the property. The proposal will create a fenced enclosure approximately 350 square feet in size for the related equipment, this area will be leased from the car wash. A monopole cell tower of this size is permissible in a Retail Commercial (C-2) district with a Special Use Permit in accordance with Richland Municipal Code [23.62.070](#). This item will be reviewed, and a decision will be issued by the Hearing Examiner after a public meeting.

Please review and reply with questions or comments to be included in the staff report by the end of day April 21st, 2023. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development.

Thank you,



Kyle Hendricks
Planner

625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7683

Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

* Structure Type:

TOWER | Antenna Tower

Please select structure type and complete location point information.

Latitude:

46 Deg 17 M 38 S N

Longitude:

119 Deg 16 M 43 S W

Horizontal Datum:

NAD83

Site Elevation (SE):

384 (nearest foot)

Structure Height :

80 (nearest foot)

Is structure on airport:

☒ No

☐ Yes

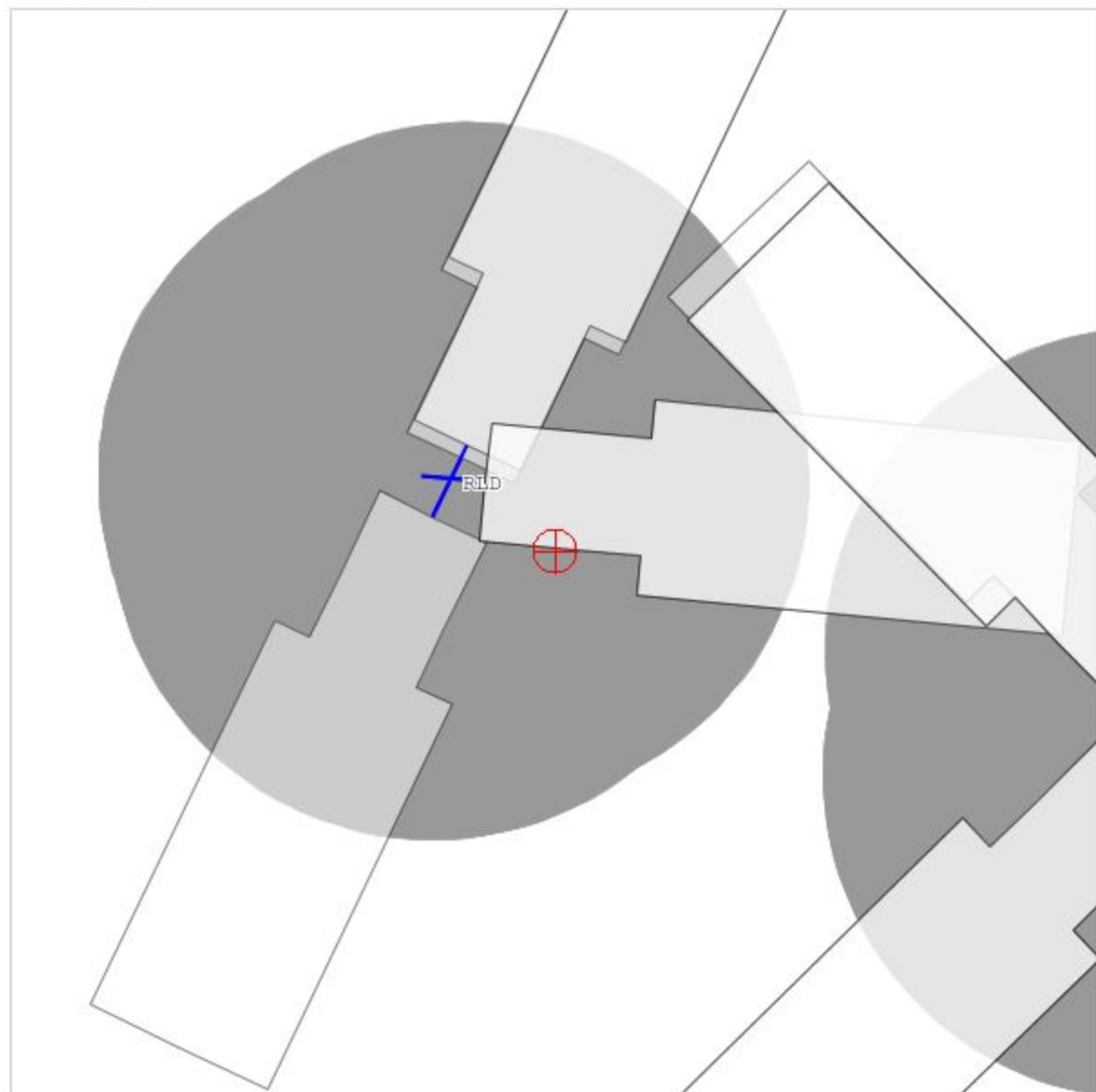
Submit

Results

You exceed the following Notice Criteria:

77.9(b) by 19 ft. The nearest airport is RLD, and the nearest runway is 08/26.

The FAA requests that you file





Hendricks, Kyle

From: Stevens, Mike
Sent: Wednesday, April 19, 2023 2:21 PM
To: Hendricks, Kyle
Subject: FW: Section 106 Notification of SHPO/THPO Concurrence- Email ID #8275253

Place in the SUP file for the cell tower on Van Giesen.

Thanks!

From: towernotifyinfo@fcc.gov <towernotifyinfo@fcc.gov>
Sent: Wednesday, April 19, 2023 1:16 PM
To: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Subject: Section 106 Notification of SHPO/THPO Concurrence- Email ID #8275253

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

This is to notify you that the Lead SHPO/THPO has concurred with the following filing:

Date of Action: 04/19/2023

Direct Effect: No Historic Properties in Area of Potential Effects (APE)

Visual Effect: No Adverse Effect on Historic Properties in APE

Comment Text: None

File Number: 0010490933

TCNS Number: 263042

Purpose: New Tower Submission Packet

Notification Date: 7AM EST 04/07/2023

Applicant: Dish Wireless LLC

Consultant: EnviroBusiness Inc. d/b/a EBI Consulting (EBI 6123001227)

Positive Train Control Filing Subject to Expedited Treatment Under Program Comment: No

Site Name: SEGEG00160B

Site Address: 311 Van Giesen St

Detailed Description of Project: Proposed construction of a new telecommunications monopole tower and compound resulting in ground disturbance. Please see Attachment 4 of this filing for project design details. (6123001227)

Site Coordinates: 46-17-38.3 N, 119-16-41.6 W

City: Richland

County: BENTON

State:WA

Lead SHPO/THPO: Washington State Department of Archaeology and Historic Preservation

NOTICE OF FRAUDULENT USE OF SYSTEM, ABUSE OF PASSWORD AND RELATED MISUSE

Use of the Section 106 system is intended to facilitate consultation under Section 106 of the National Historic Preservation Act and may contain information that is confidential, privileged or otherwise protected from disclosure under applicable laws. Any person having access to Section 106 information shall use it only for its intended purpose. Appropriate action will be taken with respect to any misuse of the system.

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Hendricks, Kyle

From: Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>
Sent: Friday, April 21, 2023 3:09 PM
To: Hendricks, Kyle
Cc: Cummings,Nicole M (BPA) - TERR-TRI CITIES RMHQ
Subject: RE: [EXTERNAL] 311 Van Giesen Street Special Use Permit

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Kyle,

Bonneville Power Administration's (BPA) has had the opportunity to review 311 Van Giesen Street Special Use Permit. The application is for the construction of an 80-foot tall cellular monopole structure to be located 311 Van Giesen Street in Richland, WA.

In researching our records, we have found that this proposal will not directly impact BPA facilities approximately 1500 feet west of the subject property. BPA does not have any objections to the approval of this request at this time.

If you have any questions or need additional information, please feel free to contact Nicole Cummings at (509) 542-5499 or by email at nmcummings@bpa.gov.

Thank you for the opportunity to review this application.


Deborah Rodgers
Realty Technician Contractor
2211 North Commercial Avenue, Pasco, WA 99301
Bonneville Power Administration | TERR/Tri-Cities-RMHQ
Real Property Field Services | P 509.544.4749
dxrodgers@bpa.gov

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, April 6, 2023 9:54 AM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; rand461@ECY.WA.GOV; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; jmcshane@kid.org; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Cottrell II,Joseph E (BPA) - TERR-TRI CITIES RMHQ <jecottrell@bpa.gov>; junior.campos@charter.com; katherine.cichy@ziply.com; kelly.cooper@doh.wa.gov; kevin.knodel@rsd.edu; KSliger@bft.org; development@kid.org; webmaster@kid.org; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; michael.tovey@ziply.com; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr,

Bruce <borr@CI.RICHLAND.WA.US>; gonsetp@wsdot.wa.gov; QWright@portofbenton.com; ReathaFord, Jason <JReathaFord@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; SDefoe@kid.org; scplanning@wsdot.wa.gov; Tyutyunnik, Ruvim <rtutyunnik@CI.RICHLAND.WA.US>; rittemwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; william.simpson@commerce.wa.gov; AviationLandUse@wsdot.wa.gov

Subject: [EXTERNAL] 311 Van Giesen Street Special Use Permit

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Please review and reply with questions or comments to be included in the staff report by the end of day April 21st, 2023. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development.

Thank you,



Kyle Hendricks

Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7683

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Hendricks, Kyle

From: Acevedo, Mizael
Sent: Monday, April 17, 2023 9:11 AM
To: Hendricks, Kyle
Subject: RE: 311 Van Giesen Street Special Use Permit

No comments at this time.

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, April 6, 2023 9:54 AM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; rand461@ECY.WA.GOV; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; dxroddgers@bpa.gov; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; jmcshane@kid.org; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; jecottrell@bpa.gov; junior.campos@charter.com; katherine.cichy@ziply.com; kelly.cooper@doh.wa.gov; kevin.knodel@rsd.edu; KSliger@bft.org; development@kid.org; webmaster@kid.org; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; michael.tovey@ziply.com; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; gonsetp@wsdot.wa.gov; QWright@portofbenton.com; ReathaFord, Jason <JReathaFord@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; SDefoe@kid.org; scplanning@wsdot.wa.gov; Tyutyunnik, Ruvim <rtutyunnik@CI.RICHLAND.WA.US>; rittermwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; william.simpson@commerce.wa.gov; AviationLandUse@wsdot.wa.gov
Subject: 311 Van Giesen Street Special Use Permit

Good morning,

Attached is the referral packet for a Special Use Permit application from Dish wireless to install an 80-foot-tall monopole cell tower near the southeast corner of the property. The proposal will create a fenced enclosure approximately 350 square feet in size for the related equipment, this area will be leased from the car wash. A monopole cell tower of this size is permittable in a Retail Commercial (C-2) district with a Special Use Permit in accordance with Richland Municipal Code [23.62.070](#). This item will be reviewed, and a decision will be issued by the Hearing Examiner after a public meeting.

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Thank you,



Kyle Hendricks

Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7683

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Hendricks, Kyle

From: Buechler, Ken
Sent: Sunday, April 16, 2023 6:24 PM
To: Hendricks, Kyle
Subject: RE: 311 Van Giesen Street Special Use Permit

Fire is good with this.



Kenneth Buechler

Fire Marshal

625 Swift Blvd., MS-16 | Richland, WA 99352
(509) 942-7556
(509) 578-9321

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, April 6, 2023 9:54 AM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; rand461@ECY.WA.GOV; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; dxrodgers@bpa.gov; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; jmcshane@kid.org; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; jecottrell@bpa.gov; junior.campos@charter.com; katherine.cichy@ziply.com; kelly.cooper@doh.wa.gov; kevin.knodel@rsd.edu; KSliger@bft.org; development@kid.org; webmaster@kid.org; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; michael.tovey@ziply.com; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; gonsetp@wsdot.wa.gov; QWright@portofbenton.com; ReathaFord, Jason <JReathaFord@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; SDefoe@kid.org; scplanning@wsdot.wa.gov; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; rittemwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; william.simpson@commerce.wa.gov; AviationLandUse@wsdot.wa.gov
Subject: 311 Van Giesen Street Special Use Permit

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Kyle Hendricks

Planner

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Hendricks, Kyle

From: Daniel Tissell <DTissell@kid.org>
Sent: Wednesday, April 12, 2023 12:55 PM
To: Hendricks, Kyle
Subject: RE: 311 Van Giesen Street Special Use Permit

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Kyle,

KID has no comments regarding this matter.

Thanks,

Daniel Tissell, P.E.
Engineering Manager
Kennewick Irrigation District
2015 S. Ely Street
Kennewick, WA 99337
(509) 586-6012 ext. 116



From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Thursday, April 6, 2023 9:54 AM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; rand461@ECY.WA.GOV; AshleyMorton@ctuir.org; bmidmanager@badgermountainirrigation.com; Michelle.Cooke@co.benton.wa.us; Benton County - Segregations <Segregations@co.benton.wa.us>; osp@noanet.net; engservice@bentonpud.org; bbarlow@bft.org; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; carrie.thompson@bnsf.com; Casey_Barney@Yakama.com; catherinedickson@ctuir.org; clark.posey@co.benton.wa.us; Corrine_Camuso@Yakama.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; sepa@dahp.wa.gov; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; darrick@basindisposal.com; david@portofbenton.com; Davis, Deanna <d.davis@bces.wa.gov>; dxroddgers@bpa.gov; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; emendenhall@westrichland.org; FormerOrchards@ecy.wa.gov; gary.graff@ecy.wa.gov; gis@co.benton.wa.us; greg.wendt@co.benton.wa.us; Hester, Laura <lhester@CI.RICHLAND.WA.US>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Jason McShane <JMcShane@kid.org>; Jessica_Lally@Yakama.com; john.lyle@bentoncleanair.org; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; jecottrell@bpa.gov; junior.campos@charter.com; katherine.cichy@ziply.com; kelly.cooper@doh.wa.gov; kevin.knodel@rsd.edu; KSliger@bft.org; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; mjdeklyne@bpa.gov; map@bces.wa.gov; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; michael.tovey@ziply.com; langn@bentonpud.org; noah.lee@bentoncleanair.org; Noah_Oliver@Yakama.com; Orr, Bruce <borr@CI.RICHLAND.WA.US>; gonsetp@wsdot.wa.gov; QWright@portofbenton.com; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; reviewteam@commerce.wa.gov; richard.krasner@rsd.edu; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; robin.priddy@bentoncleanair.org; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; seand@bfhd.wa.gov; sepacenter@dnr.wa.gov; separegister@ecy.wa.gov; sepaunit@ecy.wa.gov; Seth Defoe <SDefoe@kid.org>; scplanning@wsdot.wa.gov; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; rittermwr@dfw.wa.gov; R3Planning@dfw.wa.gov; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John

<jwhittier@CI.RICHLAND.WA.US>; william.simpson@commerce.wa.gov; AviationLandUse@wsdot.wa.gov

Subject: 311 Van Giesen Street Special Use Permit

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Thank you,



Kyle Hendricks

Planner

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