



Agenda
Economic Development Committee Meeting
Monday, September 15, 2025
Richland City Hall ~ Council Chambers
625 Swift Boulevard

Regular Meeting - 4:00 p.m.

Call to Order/Attendance:

Approval of Agenda: (Approved by Motion)

Public Comments: Public comments will be limited to 3 minutes per speaker.

Approval of Minutes: (Approved by Motion)

1. Approval of the July 28, 2025, Economic Development Committee Special Meeting Minutes

Business: (30 Minutes)

2. Commercial Façade Improvement Program - E&J Hospitality for Property Located at 1301A George Washington Way - CFIP2025-102
- Rebecca Williamson, Economic Development Specialist

Presentations: (10 Minutes)

3. Proposed Parking Code Amendment (Removing Parking Minimums Citywide) - Kimley Horn Consulting Staff
- Mike Rizzitiello, Development Services Director

Economic Development Update

Real Estate Update

Announcements: (3 Minutes)

Adjournment

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.



ECONOMIC DEVELOPMENT COMMITTEE AGENDA ITEM COVERSHEET

Meeting Date: 9/15/2025

Agenda Category: Approval of Minutes

Prepared By: Carly Kirkpatrick, Administrative Assistant II

Subject

Approval of the July 28, 2025, Economic Development Committee Special Meeting Minutes

Department

Development Services

Recommended Motion

Approve the July 28, 2025 special meeting minutes as presented.

Summary

The July 28, 2025, Economic Development Committee special meeting minutes are presented for the Committee's review and consideration.

Fiscal Impact

None.

Attachments

- I. Draft July 28, 2025 Economic Development Committee Special Meeting Minutes



MINUTES

ECONOMIC DEVELOPMENT COMMITTEE SPECIAL MEETING

Monday, July 28, 2025

Richland City Hall ~ Council Chambers

625 Swift Boulevard

CALL TO ORDER

Chair Bricker called the meeting to order at 4:00 pm.

ATTENDANCE

Attendance: Chair Bricker	Present
Vice-Chair Morasch	Present
Committee member Potts	Absent
Committee member Hall	Present
Committee member Spencer	Present
Committee member Griffin	Present
Committee member French	Absent
Committee member Jackson	Present

Also present were Councilmember Jones, Economic Development Manager Wallner, Planner Arrasmith, Economic Development Specialist Williamson and Administrative Assistant II Kirkpatrick.

APPROVAL OF AGENDA

VICE-CHAIR MORASCH MOVED AND COMMITTEE MEMBER SPENCER SECONDED THE MOTION TO APPROVE THE AGENDA AS PRESENTED. MOTION PASSED 6-0.

PUBLIC COMMENTS

None.

APPROVAL OF MINUTES

1. May 5, 2025 Special Meeting Minutes

Chair Bricker introduced the meeting minutes from May 5, 2025. There were no changes or discussions.

VICE-CHAIR MORASCH MOVED AND COMMITTEE MEMBER GRIFFIN SECONDED THE MOTION TO APPROVE THE MEETING MINUTES FROM MAY 5, 2025, MEETING. MOTION PASSED 6-0.

ITEMS OF BUSINESS

2. Establishing New Pricing for City-owned Properties in the Horn Rapids Business Center, Horn Rapids Commercial Plaza and the Horn Rapids Industrial Park

Chair Bricker recognized Economic Development Planner Arrasmith to give the staff presentation. During the presentation, Mr. Arrasmith presented a map outlining three pricing areas and reviewed the current land uses as well as the target markets for each section.

At the conclusion of the presentation, committee members inquired about comparable properties in the region and engaged in discussion regarding the proposed pricing structure. Chair Bricker requested to revisit the map to review individual lots, leading to further discussion on lot visibility and pricing considerations.

COMMITTEE MEMBER SPENCER MOVED, AND COMMITTEE MEMBER GRIFFIN SECONDED THE MOTION THAT THE ECONOMIC DEVELOPMENT COMMITTEE MAKE A POSITIVE RECOMMENDATION TO THE CITY COUNCIL TO AUTHORIZE THE SETTING OF NEW MINIMUM PRICES FOR CITY-OWNED PROPERTIES IN THE HORN RAPIDS BUSINESS CENTER, HORN RAPIDS COMMERCIAL PLAZA AND THE HORN RAPIDS INDUSTRIAL PARK. MOTION PASSED 7-0.

ECONOMIC DEVELOPMENT UPDATE

Economic Development Manager Wallner provided the following updates:

- Introduced Rebecca, a new member of the Economic Development team as the new Economic Development Specialist

Economic Development Specialist Williamson provided updates on the following:

- The Costco Ribbon Cutting event
- The Richland Small Business Passport initiative
- Upcoming Commercial Façade Improvement Program applications, expected to open this fall

Economic Development Manager Wallner provided the following additional updates:

- Continued interest in the Horn Rapids Industrial Park, with the possibility of bringing a project forward to the committee soon.
- She also recently attended the PNWER (Pacific NorthWest Economic Region) conference in Bellevue, WA and had a lot of takeaways, one being a better understanding for fusion.

REAL ESTATE UPDATE

Planner Arrasmith included the following in his update:

- One developer has withdrawn from their project, triggering a repurchase of the lot and that is still pending to Council, but should be moving forward shortly.
- The NWCEP segregation was approved to reconfigure the parcel for Washington Energy.

Chair Bricker asked which developer had withdrawn, and Mr. Arrasmith confirmed it was Matson Holdings LLC.

ANNOUNCEMENTS

No announcements were made by the Committee, or Council

Economic Development Manager Wallner mentioned the Downtown Loop progress and public outreach that is occurring with updates being available at thedowntownloop.com. She also mentioned that the committee is recruiting new members, and recruitment for LTAC (Lodging Tax Advisory Committee) is also underway, as it is being transitioned under the Economic Development division.

ADJOURNMENT

Chair Bricker adjourned the meeting at 4:23 p.m.

Prepared by:

Carly Kirkpatrick, Administrative Assistant II

Approved by:

Brad Bricker, Chairman



ECONOMIC DEVELOPMENT COMMITTEE AGENDA ITEM COVERSHEET

Meeting Date: 9/15/2025

Agenda Category: Business

Prepared By: Rebecca Williamson, Economic Development Specialist

Subject

Commercial Façade Improvement Program - E&J Hospitality for Property Located at 1301A George Washington Way - CFIP2025-102

Department

Development Services

Recommended Motion

Motion to recommend the City Council approve the application from E&J Hospitality for a Commercial Façade Improvement Program grant for improvements as outlined in application CFIP2025-102.

Summary

The City administers a Commercial Façade Improvement Program (CFIP). Established by Richland City Council on July 15, 2008 through Ordinance No. 15-08 and amended on August 1, 2017 via Resolution No. 136-17. The Program is intended to enhance the exterior appearance of private commercial buildings, eliminate blight, and encourage reinvestment in the community. Eligible improvements under the Program include: replacement of windows, exterior doors, roof-line lighting, and exterior wall enhancements.

E&J Hospitality (dba Denny's) has applied for CFIP funds to update the exterior of the building located at 1301A George Washington Way. E&J Hospitality has occupied this corner lot on George Washington Way and Williams Avenue for 45 years. The new owners have demonstrated their commitment to this location by making exterior improvements one of their first investments. The applicant is seeking CFIP funding to replace windows, exterior door, roof-line lighting, and exterior wall enhancement; all which are eligible expenses under the Program criteria.

The overall Project includes additional improvements not eligible for reimbursement, such as painting the roof and building, installing new interior and exterior signage, and other installation work. The total Project cost is estimated at \$77,776.58, of which \$20,000 qualifies for the maximum Program reimbursement.

Staff recommends that the Economic Development Committee provide an affirmative recommendation to the Richland City Council for the funding request.

Fiscal Impact

Based on eligible project costs, the commercial façade program would provide \$20,000 in matching funds for this project. If recommended, and subsequently approved by the City Council for the full match, the commercial façade program would have a balance of \$92,804 remaining for 2025 projects.

Attachments

1. CFIP2025-102 E&J Application
2. Summary of Bids
3. Renderings
4. Vicinity Map



Commercial Façade Improvement Program

Application

Applicant Name	Eric Fanciullo	Applicant Title	Owner
Applicant Phone	5095519433	Applicant Email	ejhosp@gmail.com
Applicant Mailing Address	1301A george washington way Richland wa 99354		
Applicant Relationship to Business	Owner and manage		
Business Name	E&J Hospitality DBA DENNYS	Business Phone	5099463441
Age of Building	45	UBI Number	605793238
Project Physical Address	1301A george washington way richland wa 99354		
Project Cost	\$400,000.00 \$77,768.58	Amount Requested	\$40,000.00 \$20,000.00
Amount of funding requested may not exceed 50% of project cost, and the maximum grant reimbursement is \$20,000.00 per enclosed unit (see graphic within guidelines and procedures document).			
Is the property owner different than the business owner?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, complete section in yellow below)		
Owner Name	S&B Marks LLC	Property Manager	Richard Marks
Owner Phone	206-321-0971	Owner Email	rmarks@seanet.com
Owner Mailing Address	1739 26th e ave east		
Have you obtained permission to complete this project from the property owner?	<input checked="" type="radio"/> Yes <input type="radio"/> No		
1) Have you used this program before?	<input type="checkbox"/> Yes <input checked="" type="radio"/> No (If yes, complete section 1a)		
1a) For what purpose or project did you use this program in the past? Please indicate the year utilized, and the funding amount you received. Attach one photo of the completed project to this application.			
2) Provide a brief description of the proposed improvements and note how you believe they will enhance the area surrounding your business. Attach a photo, rendering, or sketch of the proposed improvement to this application. Attach additional pages as necessary.			
With the city moving forward with going one way on George Washington way and the building being 45 years old. We have the opportunity to add some nice features to modernize the corner lot. I have recently purchased that Dennys restaurant from prior owner and have personally ran it sine 1995. I would like to invest in a refresh-See picture but the "slat wall will be about 4 feet taller then the picture - All new signage paint and high end led around building			
3) Will the project require any permits?	<input checked="" type="radio"/> Yes <input type="checkbox"/> No (If yes, complete section 3a)		
3a) Please indicate which permits you may need to obtain.			
<input checked="" type="checkbox"/> City of Richland Building Permits	<input type="checkbox"/> City of Richland Right-of-Way Permits		
<input type="checkbox"/> City of Richland Sewer/Water Permits	<input type="checkbox"/> Washington State Liquor Licensing		
4) Have you consulted with Richland Development Services?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
4a) If yes, which building division official did you speak with? If no, please email building@ci.richland.wa.us to set a consultation appointment.			
No I will email			

5) Can the project be completed within 12 months? Please explain.

yes_ want to start on the exterior soon- Asking for help with the LED Slat wall and Led band

Revenue (Attach additional pages as necessary)

Source	Amount
Sba business loan and original investment	\$ 336,000.00 \$45,380.00
Work below PLUS paint roof; paint building; two new signs outside	\$ 32,406.58
crating fees, installation fees, permitting fees, etc.	\$
	\$
	\$
	\$
Total	\$ 336,000.00 \$77,786.58

Expenses (Attach additional pages as necessary)

Source	Amount
Led band on roof line	\$ 11,000.00 \$9,550
Paint of roof New Windows	\$ 6,200.00 \$26,000 \$26,000
paint of buiding	\$ 7,500.00
Led slate wall 25%	\$ 7,500.00 \$7,280
New "americas Diner"	\$ 2,800.00
Uptown Facing Door	\$ 2,550
Total	\$ 36,000.00 \$45,380

You may use additional pages if necessary to complete the application. Please attach any additional information about the project or your organization that you believe is relevant to this application.

Application Requirements

Please check the box beside each item to note that you have met that requirement.

<input checked="" type="checkbox"/>	Requirements for Submittal
<input checked="" type="checkbox"/>	The business applicant has a current Richland Business License
<input checked="" type="checkbox"/>	The applicant has available funds to complete the project before requesting reimbursement from the City
<input checked="" type="checkbox"/>	The project complies with Richland Municipal Code and all applicable building and life safety codes
<input checked="" type="checkbox"/>	The project improvements are clearly visible to the general public
<input checked="" type="checkbox"/>	The reimbursement request is no more than 50% of total project cost
<input checked="" type="checkbox"/>	The project requests reimbursement of no more than \$20,000 per enclosed unit in this application
<input checked="" type="checkbox"/>	The project is well designed, and the applicant provided a sketch or rendering of the proposal
<input checked="" type="checkbox"/>	The project is permanent and long lasting
<input checked="" type="checkbox"/>	The applicant provided two (2) estimates for the project

Application Review Criteria

In order to encourage applicants to incorporate multiple improvements into a given project, it is recommended that all projects submitted attempt to ***fulfill some or all of the criteria listed below***. It is not required that a project fulfill each criterion, but projects that fulfill multiple criteria will be looked upon more favorably. The Economic Development Committee reserves the right to reject or table applications for further review if they do not meet the criteria described.

	CRITERIA CONSIDERED
Physical	
<input checked="" type="checkbox"/>	The project enhances the building and surrounding neighborhood
<input checked="" type="checkbox"/>	The project enhances existing historical or architectural features
<input checked="" type="checkbox"/>	The project is designed in consistency with the surrounding area
<input checked="" type="checkbox"/>	The project enhances the immediate common area shared by two or more businesses
<input checked="" type="checkbox"/>	The project is decorative and/or artfully designed in compatibility with its surrounding area
<input checked="" type="checkbox"/>	The project improvements replace existing aging or decaying exterior appurtenances
Programmatic Goals	
<input checked="" type="checkbox"/>	The project clusters two or more on-site improvements
<input type="checkbox"/>	It is the first application awarded at the project site
<input type="checkbox"/>	The improvements are in an area identified as a priority funding area
<input type="checkbox"/>	The project narrative describes the project's positive economic impact on the business
Relationship Building	
<input type="checkbox"/>	The project encourages favorable aesthetics in a shopping strip or center with adjacent retail/commercial vacancies
<input type="checkbox"/>	The project is performed in tandem with another demonstrated economic development effort in the immediate area, or is made by two or more adjacent businesses

By signing below, you are affirming that you:

- Have read the **Commercial Facade Improvement Program Guidelines and Procedures** document
- Are aware of the limitations of this program
- Certify that requested funds will only be used for purposes as described in this application and/or as approved by the City of Richland
- You understand that use of funds is subject to audit by the State of Washington
- Will submit, if approved for award, a detailed project schedule and updated budget within 30 days of receipt of a fully executed contract

eSigned via GovOS.com

eric fanciullo

Key: 2cbec5583122e25d0971227c0603c64b

Signature

eric fanciullo

07-30-2025

Printed Name

Date

Application Submittal

Applications completed digitally:

- Applications that were completed digitally may be saved and sent via email to info@richlandbusiness.com
- Save your application with a different file name than the original
- Attach any accompanying documentation as a separate attachment, saved as a PDF or JPG

Applications completed handwritten:

- Applications that are handwritten may be sent via email, dropped off, or mailed
- If sent via email, please legibly scan your document as a PDF
- If dropped off, bring to 625 Swift Blvd. in Richland: Attn: Mandy Wallner
- If mailed, mail to:

Richland BEDO
Attn: Mandy Wallner, Economic Development
625 Swift Boulevard, MS-18
Richland, WA 99352



Project Name: Denny's Richland

PROPOSAL IS VALID FOR 30 DAYS FROM: 8/15/25

Name: Eric Fanciullo
Phone: 509-551-9433
Email: ericfanciullo@gmail.com

Address: 1301 George Washington Way
Richland Washinton 99354
Quote #

Perfection Glass, Inc. will provide all labor, equipment, and material for the complete installation of the following items.

BASE PRICE: REPLACEMENT OF STOREFRONT WINDOWS
Kawneer Storefront System, Trifab 451T, Center Glazed, #40 Anodized Dark Bronze Finish

GLAZING:
1" OA 1/4" SN68 / Argon / 1/4" Clear Tempered

ALTERNATE #1:
Kawneer Entrance System, 350 Stile, 6" Mutton, #40 Anodized Dark Bronze Finish
**** Doors to Include ****
- Surface mount Closer
- Continuous Geared Hinges
- 1786 Panic Exit Device
- CO9 Pull Handle

ALTERNATE #2: HARDWARE FOOR DOOR
- Replace Surface Mount Closer
- Replace 1786 Panic Exit Device

PRICE TO BREAK METAL CLAD BETWEEN WINDOW FRAMES - \$ 1997

BID:	\$ 34,520	ALTERNATE #1:	\$ 13,915
		ALTERNATE #2:	\$ 1,832

QUOTED BY Tanner Brown | (509) 853-5299 | tanner@perfectionglass.com

SIGNATURE

PROPOSAL DETAILS

- All proposals are good for 30 calendar days. After the 30-day period, the provided proposal may need to be revised.
- The customer is responsible for reviewing this proposal for accuracy to ensure all required aspects of the project are listed.
- Perfection Glass will not be held liable for issues arising by acts of God or other delays beyond our control.
- Perfection Glass will not be held responsible for material not listed on this proposal.
 - In the case in which material must be provided that is not listed in this proposal, a change order will be issued to the customer.
- If this agreement shall be default and placed with an attorney for collection, the owner agrees to pay all attorney's fees and cost of collection
- Perfection Glass will provide a one (1) year warranty on all workmanship.
- Manufacturer's warranties vary depending on the manufacturer. Perfection Glass will honor warranties on material from manufacturers, but labor to replace manufacturers defects will be charged to the customer.
- Expedited orders may require an additional fee, depending on material availability and production schedule.
- All lead times given are estimates. **Lead times are subject to change.**

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Family Owned & Operated Since 1978
 Commercial Storefront Windows & Doors
 Automatic Doors - Door Service & Repair
 Commercial Contract Glazing

Commercial Quote

304 E. Columbia Drive
 Kennewick, WA 99336
 509 586-0454 (Ph.)
 509 586-7493 (Fax)

Proposal Submitted To: Eric Fanciullo	Job Location: 1301 George Washington Way Richland, WA	Date: 09/03/2025	Job Name: Denny's - Richland
		Cell: 509-551-9433	
		Office:	Date Of Plans: N/A
			Addendum: None
		Attention: Eric Fanciullo	

Aluminum Framed Storefront

Kawneer VG451T, 2" x 4 1/2", Center Set, #40 Dark Bronze Anodized.
 Quantities include: Sixteen (16) replacement windows.

Glazing

1/4" Solarban 60 #2 over 1/4" Clear, warm edge spacers, 1" O.A.
 (tempered where indicated or in accordance to code)

Hollow Metal door

Hollow Metal door replacement
 43 3/4" x 83 3/16"
 Prepped for existing hardware
 Quantities include: One (1) RH Outswing

Demo and disposal of existing included

Installed Complete: \$28,734.00 (Sales Tax included)

Deduct \$2,674.00 if hollow metal door removed from project

Exclusions: glazing not listed above by others, door hardware, break shape, flashing or window wrap, all testing fees, permits, engineered design calculations, bonding, final cleaning, electrical and/or alarm hookups, preparation/protection and temporary closure of openings.

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practice. Any alteration or deviation from above specification involving extra cost will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accident's or delays beyond our control. Owner to carry fire, tornado and necessary insurance. Our workers are fully covered by Workman's Compensation insurance.

THIS PROPOSAL IS VALID FOR 30 DAYS


 Authorized Signature
 Todd Wilmotte

Acceptance Of Proposal. The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do work as specified. Payment will be made as outlined above.

Date Of Acceptance: _____

Signature: _____

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PROPOSAL

Client:	Denny's #6694	Project:	Denny's #6694	Date:	
Contact:	Eric Fanciullo ericfanciullo@gmail.com	Site Address:	1301 George Washington Way Richland, WA 99354		07/10/25
		Job#			Signs
					FSI Proj Mgr:
					Brandy Lomeli

The following is a proposal from Franchise Signs, International (FSI) to supply the signs requested at the above referenced location

QTY	Sign	DESCRIPTION	Price Each	TOTAL
	<i>New Signage</i>			
1	FD	4' x 8' Denny's French Diamond Sign	\$ 2,786.00	\$ 2,786.00
1	AD	12" x 12'-11" America's Diner Channel Letters	\$ 3,335.00	\$ 3,335.00
1	SW	Slat Wall Lighting System (approx. 72 sq ft)	\$ 3,750.00	\$ 3,750.00
1	LED	Starwire LED Border Tube Red (approx. 264 LF)	\$ 7,920.00	\$ 7,920.00
2	FR	1'-0" x 6'-0" LOUNGE face replacement for pylon sign	\$ 290.00	\$ 580.00
1	SW	Slat Wall Lighting System (approx. 95 sq ft)	\$ 4,940.00	\$ 4,940.00
1		Crating	\$ 220.00	\$ 220.00
		<i>Product subtotal</i>	\$ 18,591.00	
		<i>Sign Installation</i>		
1	FD	Installation 4' x 8' Denny's French Diamond Sign	\$ 850.00	\$ 850.00
1	AD	Install 12" x 12'-11" America's Diner Channel Letters	\$ 995.00	\$ 995.00
1	SW	Install Slat Wall Lighting System	\$ 1,750.00	\$ 1,750.00
1	LED	Install Starwire LED Border Tube	\$ 2,680.00	\$ 2,680.00
1	FR	Install (2) 1'-0" x 6'-0" S/F FaceLounge Replacement, clean pylon faces, service sign, paint cabienr and pole	\$ 2,000.00	\$ 2,000.00
		<i>Installation subtotal</i>	\$ 8,275.00	
		<i>Interior Signage</i>		
1	i10	18" RICHLAND Marquee "may drop down to a 12"	\$ 2,552.00	\$ 2,552.00
1		Crating	\$ 100.00	\$ 100.00
		<i>Subtotal Mfr Interior Signs</i>	\$ 2,652.00	
		<i>Standard Manufacturing Lead Time: 5 Weeks</i>		
		<i>Standard Permitting Lead Times: (Estimated) 2-4 weeks</i>		
		<i>Standard Shipping Lead Time: 1 Week</i>		
Important Information:			Proposal SUBTOTAL \$ 29,518.00	
NEC Code now requires #2161 transformers with secondary ground fault Unusual ground conditions causing excessive drilling time is not included Electrical service to sign location will be customer's responsibility Permit fees, Engineering & time to obtain not included and will be billed as required			Engineering	\$ - \$ -
			TAX	AT COST
			Survey	\$ 600.00
			Permit Acquisition	\$ 350.00
			PERMITS	At cost At cost
			FREIGHT	estimated \$ 3,100.00
			TOTAL	\$ 33,568.00

95 sq ft
100 sq ft

FSI Approval:

Brandy Lomell - Project Manager
Phone: 602-565-2479
lomelk.brandy@gmail.com

Accepted By:

Date:

Quote is valid for 30 days; 50% deposit is required; net due 30 days from date of final invoice
 Franchise Signs International, LLC 21421 N 11th Ave, Suite 4 Phoenix, Arizona 85027
 Phone: 623.792.3061 Fax: 623.792.3063



Lektron Branding Solutions
 4111 S 74th E Ave
 Tulsa, OK, 74145
 Phone: (918) 622-4978

Web: lektroninc.com

QUOTE

Quote Nbr.: Q003248
 Order Date: 8/11/2025
 Valid Until: 9/10/2025
 Sales Person: Wayne Campbell
 Customer ID: C0006431
 Reference:
 Payment Terms:
 For: Eric Fanciullo

FOR:	SHIP TO:	BILL TO:
E&J Hospitality 1301 George Washington Way Richland WA 99354 United States of America	E&J Hospitality 433 Greenbrook Place Richland WA 99352 United States of America	E&J Hospitality 1301 George Washington Way Richland WA 99354 United States of America

NO.	ITEM	QTY.	UOM	PRICE	AMOUNT
1	03LL-0816: 2024 - Laser Red 20L Bundle (existing housing, new .75" SMD PCB)	272.00	FT	22.49	6,117.28

This quote is active for 7 days. Freight is estimated and will be adjusted based on shipping rates at time of shipment. All orders paid with a credit card will incur a 3% credit card processing fee. To avoid this fee, customers can pay by ACH or check.

Email billing inquiries to A/R: Accounting@Lektroninc.com

Notes: Customer is responsible for final electrical hook-up to primary power supply and any required municipal or electrical permits, sales taxes, use taxes or other taxes. If Lektron to install, all other trades must be clear of installation area to avoid additional daily per diem charges of \$450.00/day if required to wait.

Estimated Freight: \$516.00
 Quote Total: \$6,117.28
 Tax Total: \$0.00
 Total (USD): \$6,633.28

Signature:

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Stark Design Plus
 6001 W Deschutes ave #618 Kennewick, WA 99336
 info@starkdesignplus.com
 (509) 371-9094

starkdesignplus.com



Quote 1880

Rooftop LED Installation

SALES REP INFO
 Matt Starkey
 Administrator
 matt@starkdesignplus.com
 (509) 205-7756

QUOTE DATE
 Fri, 07/25/2025
 QUOTE EXPIRY DATE
 Sun, 08/24/2025
 TERMS
 Due on receipt

REQUESTED BY
 Eric

SHIPPING ADDRESS
 Eric

CONTACT INFO
 Eric Fanciullo
 ejhosp@gmail.com
 (509) 551-9433

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. TAX)	TAXABLE
1	Sign-LED Tube Lighting	1	Each	\$2,700.00	\$2,700.00	Y

- Installation of 270' of LED tube on rooftop.
- Electrical hook up
- Quoted off of Lextron Vibraline.

Altec Bucket Truck

When you approve this quote, you are agreeing to pay 100% of the quoted price. We require a 50% deposit to begin work on your project. Once we receive your deposit, we'll schedule your project and email you an estimated completion date. The remaining balance is due upon completion of your order.
 Need to make that changes?
 No problem - but please realize, changes to quantity or specifications will affect your price. We will provide you with an updated quote based on the changes.

Subtotal: \$2,700.00
Sales Tax (8.8%): \$237.60
Total: \$2,937.60

Downpayment (100.0 %)

\$2,937.60

SIGNATURE:

DATE:

MacRoberts Handyman LLC
221007 E Game Farm Rd
Kennewick, WA 99337-9164 USA
5095281002
matthewmacroberts@gmail.com

Estimate

ADDRESS

Denny's
1301a George Washington
Way

ESTIMATE # 1373

DATE 09/03/2025

DATE	SERVICE	DESCRIPTION	QTY	RATE	AMOUNT
	Labor		10	160.00	1,600.00T
	Material		1	750.00	750.00T

Sign support

SUBTOTAL
TAX
TOTAL

2,350.00
204.45

\$2,554.45

Accepted By

Accepted Date

6/7

MP Construction, Inc.

6190 West Van Giesen.
West Richland, WA 99353

MPCONCI941BC
Licensed and Bonded
mark_mp_construction@msn.com

509-967-8191

Fax 509-967-3819

Date: 08/21/2025

Quote: 2508-169

Dennys Restaurant
1301A George Washington Way
Richland, WA 99352

New Back Door:

- Remove existing back door and frame, cut out of block
- Install Custom Hollow metal frame and door
- New Hinges, exist devise, auto closer and weather strip
- Install Door Scope door viewer
- Stainless steel lower armor plate on door,
- Interior door pull
- Use existing deadbolt
- Paint door

\$ 3,514.00 Plus WSST

Price is good for 30 days
All invoices are due on receipt

Thank You
Mark Phillips
Owner
509-554-1210

EXISTING CONDITIONS



6694 - RICHLAND, WA



EP-01 Exterior Paint SW 6670 Gold Crest	EP-02 Exterior Paint SW 9185 Gossamer Veil	EP-03 Exterior Paint SW 7048 Urbane Bronze	EP-08 Exterior Paint SW 6869 Stop Red	EWS-01 Slatwall System Illuminated Red Louvers	EXCC-1 Nichiha Vintage Wood Fiber Cement Color: Spruce
---	--	--	---	--	--

NOTICE!
SURVEY REQ'D
BEFORE PRODUCTION
 CONTACT FSI BEFORE
 PROCEEDING

New Faces



America's Diner Sign

New Sign

Red LED

LED

FD

EP-03

AMERICA'S DINER

Denny's

EWS-01

EP-02

EP-01

AD

EP-02

SW

EP-03

6694 - RICHLAND, WA







ECONOMIC DEVELOPMENT COMMITTEE AGENDA ITEM COVERSHEET

Meeting Date: 9/15/2025

Agenda Category: Presentations

Prepared By: Mike Rizzitiello, Development Services Director

Subject

Proposed Parking Code Amendment (Removing Parking Minimums Citywide) - Kimley Horn Consulting Staff

Department

Development Services

Recommended Motion

Summary

The City has retained Kimley-Horn, a nationally recognized consulting firm with expertise in parking management, to lead work on a proposed code amendment to evaluate parking in the Central Business District/ Waterfront area. A variety of public engagement efforts were made during this exercise. A Presentation was delivered to the City Council at their July 22nd, 2025 Special Workshop. Based upon the information furnished, the City Council directed staff to prepare an ordinance that would eliminate minimum parking requirements citywide.

Staff and Kimley-Horn are currently drafting the proposed ordinance, which will be brought forward for further review and consideration. Planning Commission also had a workshop on this topic on Wednesday, September 10th, 2025. They will be taking it up for further action at a upcoming meeting.

Fiscal Impact

None.

Attachments

1. Kimley Horn Memo 2025.09.05
2. Parking Optimization Presentation-EDC Meeting
3. Ordinance No. 2025-23 - Parking Ordinance

MEMORANDUM

To: Joe Schiessl, AICP
Deputy City Manager, City of Richland

From: Robert Ferrin, PTMP
Kimley-Horn & Associates, Inc.

Date: September 5, 2025

Subject: City of Richland Parking Optimization Project

INTRODUCTION

This memorandum provides an overview of Kimley-Horn’s advisory services performed for the City of Richland Parking Optimization Project. The Optimization Project focused on needed adjustments to the City of Richland’s Zoning Code and general guidance on parking management principles to manage parking now and in the future in the Central Business District. This memorandum outlines existing conditions, industry best practices, stakeholder engagement process and feedback, and parking optimization recommendations the City should explore for implementation. The analysis of existing conditions, parking industry trends, and public engagement informed recommendations proposed by Kimley-Horn. An initial project study area map is included in **Figure 1**. These recommendations are focused on changes to both the Richland Zoning Code and the introduction of parking management strategies to support potential outcomes created by Zoning Code changes. **Figure 2** illustrates potential approaches the City may consider in optimizing both its parking regulatory and management strategies to support economic development goals. Certain parking management strategies should be implemented when specific conditions or “triggers,” indicate the need for them.



Figure 1: Initial Project Study Area

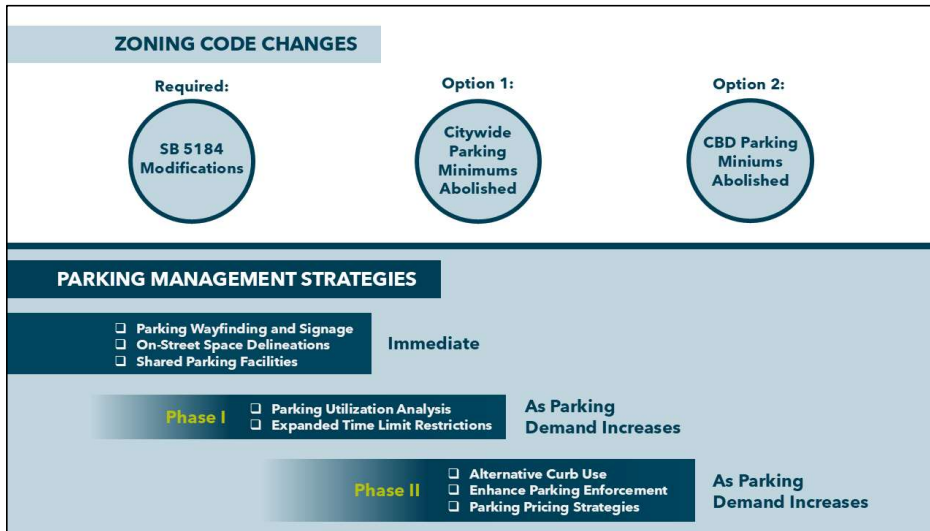


Figure 2: Parking Optimization Recommendations

EXISTING CONDITIONS

The existing conditions review analyzed relevant planning documents, zoning code, and state legislation related to minimum parking requirements and general parking management in Richland. Local planning efforts and state legislation provided policy guidance to identify relevant local and statewide goals. The zoning code outlines minimum parking requirements for development and redevelopment of private property. Reviewed plan documents included:

- Richland Parking Study and Planning Strategies Report (2024)
- Richland Strategic Plan (FY24-26)
- Downtown Connectivity Study (2020)
- City of Richland Comprehensive Plan (2019)
- Strategic Leadership Plan (2018)

The major goals outlined in these plans, including increased housing, mixed-use development, urban infill, and economic development, are impacted by zoning and parking requirements. The Richland Parking Study and Planning Strategies Report, commissioned by the City in partnership with the Benton-Franklin Council of Governments, analyzed parking capacity and utilization in Richland’s Central Business District (CBD). Key findings indicated an abundance of underutilized parking in the CBD. Off-street parking utilization peaked at 50% and averaged 38% parking utilization, while on-street parking utilization peaked at 26% and averaged 20% parking utilization (Stantec, 2024). The data gathered and analyzed in this study demonstrated ample parking availability and highlighted potential opportunities for surface parking lot redevelopment. In addition to performing a document review Kimley Horn also closely studied aerial photography and spoke with long-term City employees and residents to gain local familiarity. Results of this study, coupled with parking optimization trends nationally and regionally, and local

knowledge, led City leadership to consider the impact minimum parking requirements have on the ability of the private market to redevelop underutilized property in the CBD.

The Richland zoning code was analyzed for parking regulations, requirements, and guidelines. A summary of reviewed code can be found in **Table 1**. The current code establishes minimums and standards for new developments. More detailed information regarding minimum parking requirements, including potential adjustments, can be found in **Appendix A and B**. These minimum parking requirements can lead to an overabundance of parking spaces, restricting the amount of land that can be used for other uses. In addition to outlining minimum vehicle parking requirements, the current code also outlines bicycle parking requirements, parking requirement exceptions for mixed-use and shared parking, and requirements for lots where there is a plan on redeveloping to a different use classification.

Commented [RF1]: Attach as report is finalized

Table 1: Summary of reviewed current zoning code sections

Current Zoning Code	Subject	Summary
23.54.010	Off-Street Parking Required	Off-street parking must be provided and improved for all new developments. For existing uses that alter in a way increases parking needs by more than 10%, additional parking must be provided unless the increase is four spaces or fewer.
23.54.020	Standards and Requirements	Specific parking standard requirements based on use. Full breakdown of parking requirements can be found in Table 2
23.54.050	Bicycles	Outlines bicycle parking minimum requirements along with standards for areas around the bicycle parking spaces
23.54.060	Mixed Occupancies	Mixed use development must combine the parking requirements for all the various uses in the development. Parking designed for one use cannot be counted for any other use
23.54.070 & .080	Joint Use of Parking Facilities	Two uses may use one parking facility, and the parking minimum is therefore reduced by 10%
23.54.100	Spaces Lost for Access	If a development is changing the use of an existing lot, the new development must provide additional parking equal to the number of spaces taken away. The development must also meet parking minimums for the new use.
23.54.120	Layout Plan	Documentation illustrating the location of buildings, parking spaces, landscaping, access aisles, and driveways as part of the permit issuance process.

The State of Washington passed Senate Bill (SB) 5184, see **Appendix C**, impacting minimum parking requirements established at the local level, including that of the City of Richland. SB 5184 went into effect on July 27th, 2025, and aims to optimize minimum parking requirements to assist in meeting statewide goals of affordable housing, urban development, and sustainability. These goals are closely aligned with the goals in several aforementioned city planning studies. Many uses, including hotels, schools, and hospitals, are not affected by the bill. Land uses identified in the Richland Zoning Code that will no longer have minimum parking requirements based on the passage of SB 5184 include:

Commented [RF2]: Attach SB 5184 in final version

- Residences under 1,200 square feet (SF)
- Affordable housing
- Commercial spaces under 3,000 SF
- Senior housing
- Childcare centers
- Ground level nonresidential spaces in mixed-use developments
- Buildings undergoing a use change (nonresidential to residential, commercial)

Additionally, minimum parking requirements for most residential uses will be reduced. For example, residential uses that now must provide at least 1 to 2 spaces per dwelling unit will only be required to provide 0.5 to 1 space per dwelling unit. The full breakdown of Richland’s adjusted minimum parking requirements can be found in **Appendix B**. The City is obligated to comply with SB 5184 by no later than January 2027. Early adoption is allowed.

INDUSTRY BEST PRACTICE

Various cities around the nation are implementing parking optimization to support economic development, meet sustainability goals, and take a market-based approach to the delivery of on-site parking. Parking optimization can involve abolishing minimum parking requirements, reducing minimum parking requirements, or implementing parking maximums, often integrating multiple strategies together. The optimization can occur at a jurisdictional-wide level, or within certain geographies of a city such as a CBD or around high-capacity transit stops. An analysis of cities was conducted to evaluate the impacts of parking optimization on economic development and the overall parking system. Cities were chosen based on similar geographic location and population. Cities in proximity to Richland that adopted parking optimization include:

- Bellingham, WA
- College Place, WA
- Pasco, WA
- Port Townsend, WA
- Spokane, WA
- Walla Walla, WA
- Beaverton, OR
- Bend, OR
- Corvallis, OR
- Eugene, OR
- Portland, OR
- Springfield, OR

Many of these local cities, including Pasco and Walla Walla are following trends of abolishment of minimum parking requirements either city-wide or in a portion of the city. And following the passage of SB 5184 the cities of Bremerton and Bothell both approved a complete abolishment of minimum parking requirements.

An additional three cities were chosen to analyze parking optimization impacts, Fayetteville, AR; Sandpoint, ID; and Chattahoochee Hills, GA.

Fayetteville, AK

Fayetteville, Arkansas adopted parking optimization in 2015 to combat issues of vacant parking lots and costly minimum parking requirements. Fayetteville removed minimum parking requirements from commercial developments and reduced minimum parking requirements for residential developments. They also established parking maximums to limit the amount of space a development can use for parking. Positive economic outcomes that resulted from the optimization include Feed and Folly, a restaurant developed on a 40-year-old vacant lot, and W. Prairie St. Development, a mixed-use residential, commercial, and office space project.

Sandpoint, ID

Sandpoint is a city in northern Idaho that adopted parking optimization in 2009. Optimization was specifically concentrated in the downtown area. The City was having issues with larger developments who were buying smaller lots to meet minimum parking requirements. This led to the loss of several smaller businesses who were losing their lots. The optimization took a dynamic approach, with the removal of minimum parking requirements in the downtown core and reduced minimum parking requirements in the rest of the city. Additionally, the City wanted to increase affordable housing, so reduced the parking minimum by 20% for new affordable housing developments. The parking optimization led to new commercial development such as Kochava Tech Startup. Kochava redeveloped a vacant lumber storage facility into their headquarters, which is now assessed to be over \$2 million.

Chattahoochee Hills, GA

Chattahoochee Hills is a rural city in Georgia that wanted to protect farmland and natural forests. In the early 2000's, highway development led to expanding commercial development which required large amounts of space to meet minimum parking requirements. In 2007, the City optimized the code to change minimum parking requirements into parking maximums, limiting the amount of space that can be used for parking. As a result, the town was able to protect 70% of its rural land. Additionally, the lack of minimum parking requirements resulted in neighborhoods that were developed compactly, promoting walkability while also preserving natural land.

STAKEHOLDER ENGAGEMENT

Kimley-Horn held several stakeholder meetings centered around the parking system and parking optimization in Richland. Kimley-Horn initially met with the City of Richland City Council to introduce the project and gain insights into opportunities and challenges within the current system. Three virtual meetings were held with strategic stakeholders including but not limited to:

- Public agencies including Ben Franklin Transit, Chamber of Commerce and the Richland Public Library
- Major employers including Columbia Basin College and Kadlec Healthcare
- Private businesses and developers including The Lodge and Park Place
- City staff including the City Manager's Office and Planning and Development

These meetings aimed to identify parking challenges and opportunities, experiences with minimum parking requirements, and exploring opportunities to increase mobility and access through other modes of transit. During these meetings, stakeholders expressed desires for improved signage, enhanced and safer pedestrian and bike infrastructure, and more visible and accessible on-street parking. Additionally, when asked about their experience with minimum parking requirements, respondents noted many parking lots being vacant and having negative feelings specifically as they relate to the impact on small businesses.

Following the three virtual stakeholder meetings, Kimley-Horn met with the City of Richland Planning Commission to review stakeholder feedback and workshop potential recommendations. One of the main parking-related issues mentioned was the lack of on-street parking visibility and drivers not knowing where to park on-street. A formalized on-street signage system and delineation of parking space with pavement markings were both mentioned to help combat this issue. The meeting also discusses additional points including the need for better parking wayfinding and signage, improved pedestrian infrastructure, enhancements to transit shelters, and increasing bike rack accessibility and visibility.

Following the Planning Commission workshop session an additional stakeholder meeting was held that was open to the general public. The community-wide conversation had similar goals of identifying parking challenges and opportunities, experiences with minimum parking requirements, and exploring opportunities to increase mobility and access through other modes of transit. Similar comments were received regarding the overabundance of vacant off-street parking. During this meeting there was an emphasis placed on the need for improved pedestrian and bicycle parking infrastructure. Additionally, a recommendation was made to prioritize the placement of parking at the building rear to improve pedestrian accessibility and safety. Common themes received throughout the stakeholder engagement process included:

- Improving parking wayfinding and signage (especially during special events)
- Focus on pedestrian and cycling safety and infrastructure enhancements
- General de-emphasis of parking in favor of more active modes of transportation
- Leveraging and expanding the use of on-street parking
- Managing parking where demand exists including the use of time limits and, in the future, paid parking
- Reduction in the amount of underutilized parking lots through increased economic development

At the conclusion of the stakeholder engagement process, Kimley-Horn presented the existing conditions review, industry best practices, stakeholder feedback, and preliminary recommendations to Richland's City Council. During this meeting, council reviewed preliminary recommendations and provided feedback on those they believed viable. Regarding zoning code changes, majority of council members were in favor of city-wide parking minimum removal. Regarding parking management strategies, as identified in **Figure 2**, Council identified parking space delineations and implementation of signage and wayfinding as the most critical. For the remaining management strategies, they stressed that they should only be implemented if parking demand warrants it. Feedback from this Council meeting influenced the recommendations outlined in the section below.

RECOMMENDATIONS

There are various forms of parking optimization occurring around the country to support the growing need for affordable housing, sustainable development, broader economic development, and transportation policy initiatives. Many cities are addressing parking related issues by revising their zoning code as it relates to minimum parking requirements. Senate Bill 5184 requires the City to make changes to the zoning code; however, there are two additional approaches the City should consider. The two options are the removal of parking minimums in the CBD or removal of parking minimums city-wide.

Based on local and state policy guidance, industry best practices, and stakeholder feedback, Kimley-Horn recommends abolishing parking minimums across the entire City. This would assist the City in achieving its goals of increased housing, mixed-use development, and urban infill while maximizing the use of underutilized surface parking lots to meet future parking demands.

REMOVAL OF MINIMUM PARKING REQUIREMENT CITY-WIDE

One of the approaches the City of Richland should consider is the removal of minimum parking requirements throughout the entire city. During the City Council workshop this approach received the most support from council members. City-wide abolishment has been adopted by many of the benchmarked cities and is gaining momentum in the State of Washington following the passage of SB 5184. Whereas two years ago there were no jurisdictions in the State of Washington that had abolished minimum parking requirements, there are now at least five jurisdictions that have done so. This approach would require the revision of the City's zoning code which would then deregulate parking minimums for the entire city. The proposed code revisions can be found in the sections below; a detailed breakdown of each code section can be found in **Appendix A**.

CODE ADJUSTMENTS

This section provides an overview of necessary code changes that need to be made to the existing zoning code if the City decides to abolish minimum parking requirements city-wide. Any sections that outline minimum vehicle parking requirements should be adjusted or removed. A full breakdown of the recommended code changes and additional administrative-related code changes can be found in **Appendix A**.

If the City were to move towards full abolishment of minimum parking requirements, the City should still retain portions of the off-street parking and loading zoning code chapter as it relates to the function and form of parking if provided in a development, and bicycle parking and other transportation demand management related requirements herein.

Removal of Code:

Majority of the code changes require the removal of code sections. The following sections should be removed from the zoning code:

- 23.54.020 – (Off-street parking) Standards and requirements
- 23.54.030 – Unspecified Uses
- 23.54.060 – Mixed occupancies
- 23.54.070 – Joint use of parking facilities – Continuance assured
- 23.54.080 – Joint use of parking facilities – Spaces required

Off-Street Parking Required (23.54.010): revised code provision

The current code requires properties to have a minimum number of parking spaces depending on use. The name of this section should be changed to “No minimum off-street parking required.” The entirety of this code section can be removed and replaced with verbiage that states that there is no required minimum number of off-street parking spaces.

Bicycles (23.54.050): revised code provision

This zoning code section sets guidelines for bicycle parking required for developments. Space requirements are based on use and size of the property. Physical characteristics, accessibility, maintenance and illumination standards are also outlined.

Any verbiage tying the requirement for bicycle parking to vehicle parking requirements should be adjusted to reflect that vehicle parking spaces are no longer required. The code should indicate that bicycle parking spaces be provided near a building’s main entrance, for example within 100 feet of the entrance. Additionally, end-of-trip facility requirements could be explored in future code revisions for certain developments, depending on the intensity of the use. These end-of-trip facility requirements could include:

- Secure bike shelter that can accommodate 10 to 20 bicycle parking spaces
- Shower and changing facilities with basic utilities
- Security features to increase safety and security of bicycle storage

Additional Parking Management Considerations

Along with adjustments to the zoning code, this approach should also include ongoing parking analysis that would be used to gauge the success of the parking minimum removal. This process would also help determine when it is appropriate to implement parking management strategies such as expanded time-limited parking or the introduction of paid parking to the Central Business District. A full breakdown of these parking management strategies can be found in the Additional Parking Management Considerations section.

REMOVAL OF MINIMUM PARKING REQUIREMENTS IN THE CENTRAL BUSINESS DISTRICT

This section outlines the approach the City should take if it decided to abolish parking minimums in the CBD only, and not City-Wide.

Based on the findings of the Richland Parking Study and Planning Strategies Report, the CBD is experiencing low utilization of both on- and off-street parking. The City could implement changes required by SB 5184 as a first step, potentially ahead of the mandatory deadline of January 2027, and consider the removal of minimum vehicle parking requirements in the CBD, as illustrated in **Figure 3**. This would assist the City in achieving its goals while maximizing the use of underutilized surface parking lots in the CBD to meet future parking demands. The City should evaluate applicable recommended code changes found in the section below. This approach would require considerable code adjustments and parking requirement consolidations.



Figure 3: Central Business District Map

CODE ADJUSTMENTS

If the City removes minimum vehicle parking requirements in the CBD, it is recommended, and now required by state law, the City update its zoning code by January 2027, to be in alignment with Washington Senate Bill 5184. These code adjustments would apply to the entire city, except the CBD where minimum vehicle parking requirements would be abolished. These adjustments in the city zoning code would include:

Off-Street Parking Required (23.54.010): revised code provision

The current code requires properties to have a minimum number of parking spaces depending on use. Based on SB 5184, the City is now required to lower minimum parking requirements for many uses. The adjusted minimum parking requirements can be found in **Appendix B**. Alongside these state-required changes, it is also recommended the City consolidate several use categories in the minimum parking requirements table for ease of use by applicants and City staff. Code classifications have been consolidated based on comparable parking requirements according to changes made as a result of SB 5184. Sections in **Appendix B** that are marked through in red are current code classifications that could be consolidated and sections underlined are the resultant consolidations.

Commented [RF3]: Please include in final deliverable review

Bicycles (23.54.050): revised code provision

This code section should include the same adjustments as in the Bicycle section above; however, it should keep the minimum bicycle parking verbiage in the current code. Bike parking minimums for buildings is five spaces; however, as demand increases, the City should explore raising these requirements.

Joint Use of Parking Facilities (23.54.070 & 23.54.080): revised code provision

These two zoning code sections permit two or more properties to share parking. This allows the properties to adjust the parking requirements by 10% or up to 25% if board approved.

The code could be expanded to allow more flexibility with how parking is shared. The language could be expanded to allow an off-site parking facility to be used as a shared facility based on the results of a shared parking study conducted by a professional subject matter expert. This shared parking study would utilize industry accepted resources such as the ITE Parking Generation Manual and the ULI Shared Parking Manual. This could allow multiple sites to share one larger parking garage, increasing the amount of space for additional developments in a more dynamic way than is currently stated in the zoning code. The use of off-site parking like parking garages would decrease the amount of surface lots and be a more efficient use of space. The code could also establish a specific radius that the parking facility is allowed to be from the site, for example 500-800 feet.

Working alongside off-site parking facilities, the City could employ the use of valet parking as a management tool to enhance shared parking resources. Valet parking allows for efficient use of off-site and non-proximate parking. Valet services using tandem and stacked parking can improve efficiency and conserve parking space. Stating these parking management strategies as possible parking efficiency tools in the zoning code may encourage the use of these tools for future developments.

ADDITIONAL PARKING MANAGEMENT CONSIDERATIONS

This section outlines additional considerations the City should explore as it is implementing zoning code parking optimizations. While these considerations are not related to the zoning code, they may be relevant and helpful to consider when adjusting the zoning code. Several of these considerations are management strategies that can create a more efficient and convenient public on- and off-street parking system. Some of the management strategies below should be considered for immediate implementation, while others should be considered in the future when parking demand increases.

Immediate Considerations

The following parking management strategies should be considered immediately in tandem with any upcoming zoning code changes affecting minimum parking requirement revisions.

Parking Wayfinding and Signage

During stakeholder engagement, difficulty wayfinding to parking spaces due to lack of signage or an understanding of where publicly available parking was located was a commonly discussed issue. These wayfinding challenges were commonly associated with special event parking needs. A comprehensive parking wayfinding signage system can better manage congestion, increase customer service, and increase parking utilization by providing drivers parking location information. Proper wayfinding signage should include City branding, emphasize public parking opportunities, and provide directions to City-managed facilities and associated major destinations. An initial phase of parking wayfinding signage should highlight parking opportunities at Amon Park to leverage this public parking asset to meet parking demand for the Farmers Market and general Parkway parking demands. Additionally, time limited parking street signage should be implemented for on-street parking. This will help identify and delineate parking spaces from other curb uses.

Off-street parking signage should be placed in locations around the facility, specifically signs to direct customers to and throughout the facility. Additional signage should be placed along key

corridors/roadways that lead up to the parking facility. It is also recommended that the City conduct stakeholder engagement to help the development of the wayfinding program.

On-Street Space Delineations

On-street parking in Richland is currently offered in select areas of the Central Business District and in residential areas around the CBD. During stakeholder engagement, one of the main points of feedback heard was the desire for improved visibility and accessibility of on-street parking. One common practice to improve parking space visibility is to have space delineations on the street. This comes in the form of lines that demarcate parking spaces from each other. Spaces should be standardized in either the City's code or in the design guidelines. Spaces should be 20 feet in length. Along with proper on-street parking signage, space delineations can indicate to users where public on-street parking is offered.

Shared Parking Facilities

The concept of shared parking is when a property owner or manager allows a portion of off-street parking spaces to be used by the public. Shared parking helps promote sustainable, user- and tenant-friendly method to better manage off-street parking supply. As minimum parking requirements are reduced or abolished, underutilized off-street parking lots may be redeveloped into other uses. The reduction of parking supply may warrant the need for a shared parking program. This program would ensure that parking spaces are being properly utilized and not sitting vacant. There are several considerations that property owners and the City should consider to ensure that a shared parking system is successful:

- **Signage:** As mentioned above, signage can be a valuable tool to help improve parking visibility and increase user understanding. Many parking lots in Richland are recommended to minimize street frontage, which reduces visibility. To help address this issue, the City should consider wayfinding to help direct parkers to public off-street lots. These signs should be consistent, easily understood, and highly visible. Proper signage in the parking lot should properly display any restrictions and parking prohibitions.
- **Safety:** Parkers select parking based on perceptions of safety. Successful shared parking lots are those located in areas where users do not have to worry about vehicle vandalism/theft. If the area does not promote high user confidence, the City could consider additional measures like improved lighting, surveillance, and security surveillance.
- **Maintenance:** Shared parking facilities are more attractive when maintenance is consistent and thorough. Maintenance includes landscaping, trash upkeep, pavement renovations, pothole remediations, and line paintings.
- **Enforcement:** Currently, the City does not hire parking enforcement officers to enforce public parking. As the City enters agreements with private parking facilities and has spaces with restrictions, it may be necessary to think about parking enforcement. Enforcement of these facilities may be the responsibility of the City or the private property owner.
- **Liability:** Cooperating parties may wish an insurance or legal team to guide any lot improvements necessary, specify authorized times of shared facility use, and designate maintenance responsibilities. At a minimum, shared parking lots should meet applicable City minimum liability insurance requirements.

If the City decides to enter into a shared parking program, it will be necessary to form a working group between any private property owners and the City. This group will collaborate to determine locations where shared parking is necessary. These lots should be in locations of high parking demand or areas of interest. The City should also determine minimum requirements that will be standard across all shared lots. The City should also enter agreements that outline roles and responsibilities of the involved parties.

Phase 1 Considerations

The following parking management strategies should be considered as parking demand increases. These management strategies should be determined after the City conducts a parking performance analysis. The ongoing analysis is outlined below.

Ongoing Parking Utilization Analysis

To assess the health and performance of the on- and off-street parking system the City should consider performing ongoing parking utilization studies. These studies would be specific to the Central Business District. The initial parking study should be conducted about two (2) years following the adoption of Parking Optimization zoning code revisions and every other year thereafter. The purpose of these studies is to determine whether observed parking utilization has increased to such a level to warrant the consideration of additional parking management strategy implementation. Findings from previously performed studies indicate CBD parking is underutilized. The following parking utilization guidance should be followed to inform future parking management strategy implementation consideration:

- Under 60% parking utilization is considered underutilized
- 60-80% parking utilization is optimal for on-street parking facilities
- 80% or greater parking utilization is approaching effective full on-street parking facilities
- 90% or greater parking utilization is approaching effective full for off-street parking facilities

Initial phase parking management strategies should be considered for implementation when observed peak parking utilization is 80% or greater in the CBD. Once those strategies are implemented, if observed peak parking utilization is consistently 80% or greater on-street and 90% or greater off-street then the City should consider future phase parking management strategy implementation as outlined in this report.

Expanded Time Limit Restrictions

A well-managed parking system uses a variety of strategies to encourage the turnover of desirable parking spaces. It is recommended the city explore the continued utilization of posted signage and space delineation via pavement markings to help delineate curb uses. This action will assist parkers in locating on-street parking. This concept could be implemented with the new street infrastructure project on George Washington Way and Jadwin Avenue where an additional 200 on-street parking spaces will be added to the on-street public parking system Downtown. The City could consider implementing tiered time limits to assist with this goal. Tiered time limits should be based on space desirability, ensuring high turnover in high-traffic areas. It also allows people to park further if they desire to stay longer. Time limits should be added when average on-street parking peak demand is observed between 60-80%.

It is industry best practice to set the default time-limit at 2 to 3 hours in length. Additional data and local context are needed to determine the optimal locations for short term 15/30 minute time limits and longer-term 4+ hour time limits. Short-term parking spaces should be implemented in areas that require high turnover likely in the more desirable locations. Short-term time limits in desirable locations force long-term parkers to park further allowing for improved congestion. The City should build upon its existing time limited parking program where it has already implemented 2-hour time limits in high demand areas such as at The Parkway.

Phase 2 Considerations

These parking management strategies should be considered after Phase 1 management strategies are implemented. As parking demand increases, the City should conduct the necessary parking analysis to determine if these strategies are warranted.

Alternative Curb Uses

Additional consideration should be given to how the curb is managed within the CBD. Considerable stakeholder feedback expressed the desire for improved bicycle, bus, and pedestrian infrastructure. Many cities designate portions of the curb for paid vehicle parking but also loading, transit, or micromobility. These designations can benefit accessibility, congestion, and turn over. As curbside demands increase and diversify, the City should explore the use of loading zones, transit stops, micromobility and bike parking spaces, and time limited parking to increase access to the curb for the benefit of businesses and adjacent traffic generators.

Enhance Parking Enforcement

Enforcement of parking spaces is critical component of any parking management program. Consistent enforcement of time limits encourages parking compliance, freeing up desired spaces and helping with overall parking space turnover. Enforcement officers patrol enforcement areas for compliance. Responsibilities include checking meters, enforcing time limits, and patrolling permit parking zones. These officers can also act as ambassadors in the Downtown area to answer questions of visitors.

Parking Pricing Strategies

Along with parking time limits, the City may consider adopting a parking pricing strategy as parking demands increase. Paid parking should be implemented following the implementation of time limited parking and in areas when average on-street parking peak demand is observed exceeding 80%. Best practice strategies like performance-based pricing refers to the process of modifying parking price based on a target occupancy. Spaces deemed more desirable will likely have higher occupancies meaning they will charge the most. This model enable drivers to choose between paying a premium to park close or opting for a lower rate, a short walk away. Occupancy studies should be conducted regularly to inform any rate adjustments needed.

Off-Street Parking Opportunity Scorecard

Currently the parking system in Richland is severely underutilized, meaning there is a higher parking supply than demand. This results in many underutilized parking lots that sit vacant. As parking minimum requirements are either reduced or are abolished, underutilized lots may be redeveloped into other uses. Redevelopment could lead to more traffic generators, which could increase parking demand. In the future, the City may be presented with the opportunity to construct a parking garage. These off-street facilities are a considerable investment and require proper planning. To assist with this potential opportunity, the City should utilize an off-street parking investment scorecard. The scorecard aims to help guide the City through a process of determining if the off-street parking facility is a feasible opportunity. The scorecard balances many different goals like density, affordable housing, and financial sustainability. The scorecard also contemplates various ways the City could invest in off-street parking system like entering into public-private partnership (P3). The tool should be used as an initial vetting tool to determine the feasibility of the parking garage and should be followed by a more in-depth parking analysis. At this point in time, the City's parking demand would not warrant the need for a parking garage; however, this tool should be used in the future when parking demand increases, and the City believes that a parking garage is needed. An example scorecard can be found in **Appendix D** along with descriptions of each criterion that is assessed.



Parking Optimization Project

September 15, 2025

Economic Development
Committee Meeting

Presented by **Kimley»»Horn**



Today's Agenda

- Introduction + Project Background
- Policy Review + SB 5184 impacts
- Parking Optimization Trends
- Stakeholder Engagement + Feedback
- Recommendations
- Questions + Feedback

Introduction & Project Background



Project Scope

- Existing zoning code review
- Development of new parking code
- Development of applicable transportation demand management tools
- Industry Best Practice research
- Meeting participation and facilitation

Policy Review

Local Plans

- Parking Study (2024)
- Strategic Plan (FY24-26)
- Downtown Connectivity Study (2020)
- Comprehensive Plan (2019)
- Strategic Leadership Plan (2018)

Goals:

- Increase housing, mixed-use development, density, urban infill, and economic development

State Legislature

- Senate Bill 5184

Zoning Code

- 23.54.010 - **Off-Street Parking Required**
- 23.54.020 - **Standards and Requirements**
- 23.54.050 - **Bicycles**
- 23.54.060 - **Mixed Occupancies**
- 23.54.070 & 0.80 - **Joint Use of Parking Facilities**
- 23.54.100 - **Spaces Lost for Access**
- 23.54.110 - **Improvement of Parking Spaces**
- 23.54.120 - **Layout Plan**

Senate Bill 5184 *(effective 7-27-2025)*

Statewide legislation aimed to reform parking requirements in support of **affordable housing, urban development, and sustainability goal**

Uses that will no longer have parking minimums:

- Residences under 1,200 square feet
- Commercial spaces under 3,000 square feet
- Affordable housing
- Senior housing
- Childcare centers
- Ground level nonresidential spaces in mixed-use buildings
- Buildings undergoing use changes (non-residential to residential, commercial use)

Overall, parking requirements will be reduced

- Ex. Residential uses currently require 1-2 spaces per dwelling unit, under SB 5184 residential uses will require 0.5-1 spaces per dwelling unit

Parking Optimization Trends

National Context

- Trend started in 2017
- Abolishing or “right-sizing” parking requirements
 - 225 abolished city-wide
 - 2,200+ abolished a portion of City
- On average, parking is still being provided at a similar rate as previously required
- Establishing parking maximums

Regional Context

- Bothell (2025)
- Bremerton (2025)
- Pasco (2025)*
- Walla Walla (2024)*
- Bellingham (2024)
- Port Townsend (2024)
- Spokane (2024)
- Portland (2023)
- Eugene (2023)
- Bend (2023)
- Beaverton (2023)
- Springfield (2023)
- Corvallis (2022)

* CBD only

Sandpoint, ID

Population: 10,024

Year of Reform: 2009

Scale: City-center

Issue:

- Large developments were buying out smaller lots to meet parking minimums
- Small businesses operated in smaller lots and were losing their properties
- Historic renovations lead to parking updates

Reform:

- Parking minimum removal (downtown core)
- Parking minimum reduced outside of downtown core (residential)

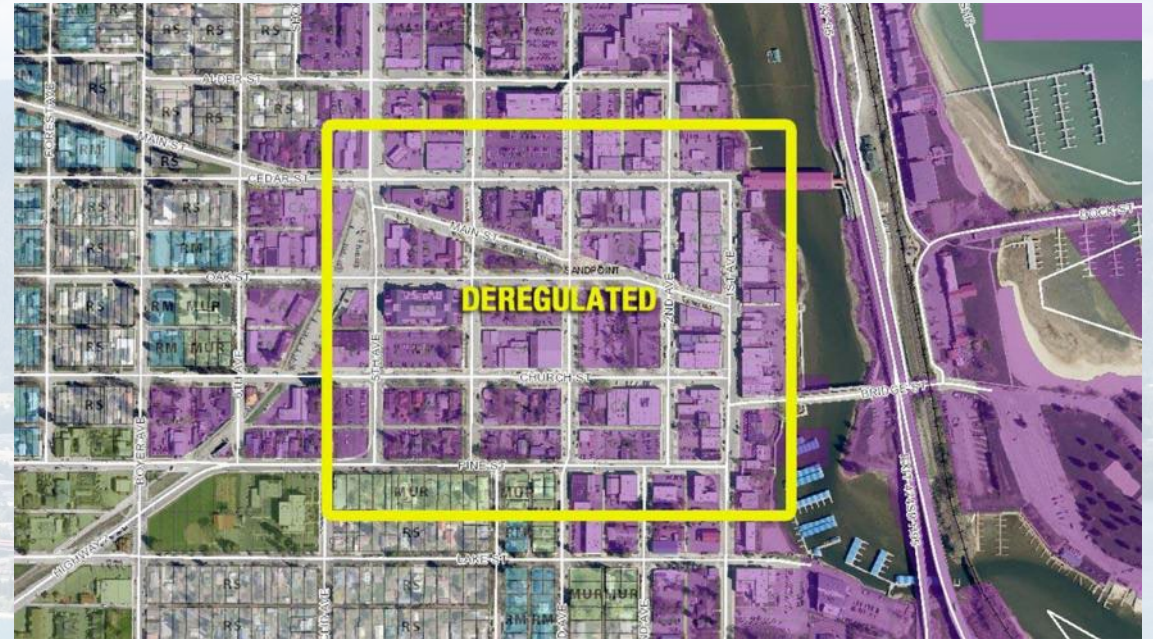
Parking Optimization

Parking Minimum Removal:

- Downtown Sandpoint was exempt from parking minimums (all uses)

Parking Minimum Reduced

- Outside the downtown core, non-residential developments were exempt from parking minimums
- Affordable housing has a reduced parking minimum of 20%



Map of Downtown Sandpoint,
Parking Minimum Exempt Zone
Map Source: Sandpoint Planning
Department

Impacts

Kochava Tech Startup

- Vacant lumber storage building
- Tech startup redeveloped the vacant building into new headquarters
- Building now is assessed over \$2 million

Belwood 301

- Vacant furniture store
- Renovated into commercial/office mixed-use building



Kochava
Redevelopment
Image by
Google Maps



Belwood 301
Image by
Belwood 301

Stakeholder Engagement

Several stakeholder meetings were held to help understand the parking systems.

Meetings aimed at identifying:

- Parking challenges and opportunities
- Experiences with parking requirements
- Opportunities with mobility and other modes of transit

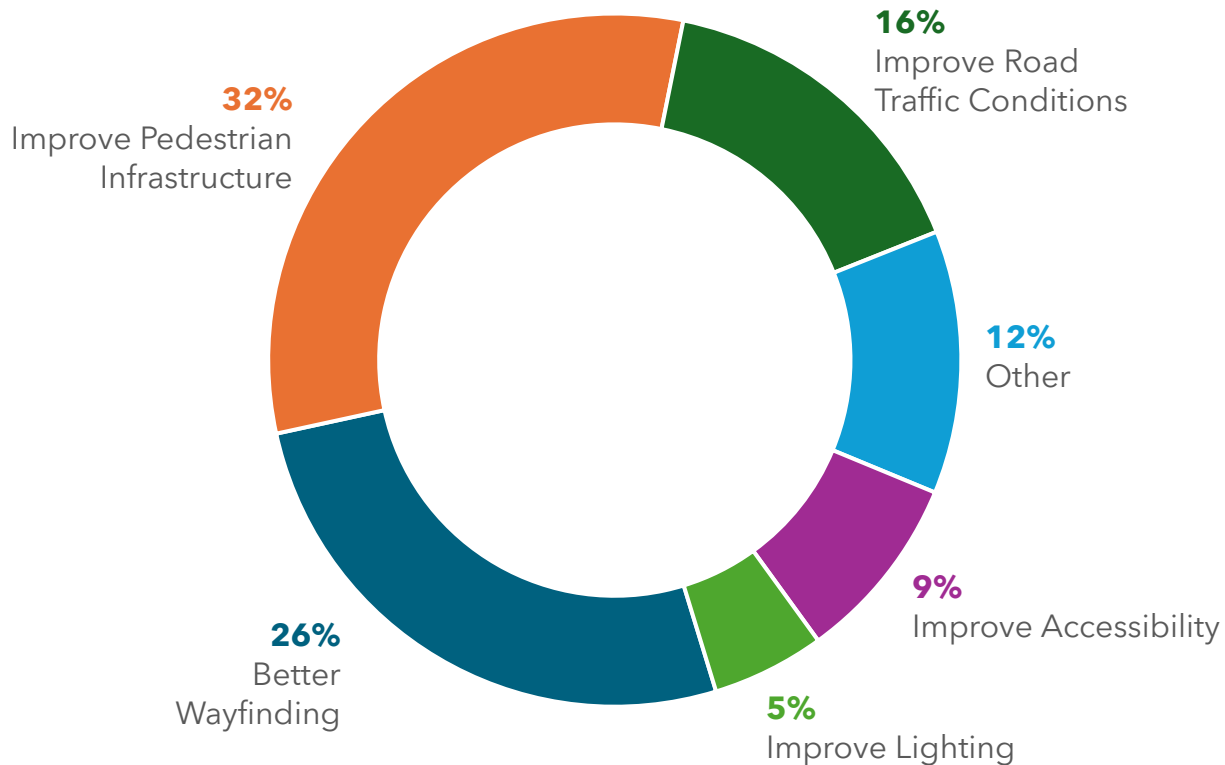
Meetings

- City Council Kickoff Meeting (*March*)
- Three virtual meetings with strategic stakeholders (*May-June*):
 - Public agencies
 - Major employers
 - Private Businesses
 - City Staff
- Planning Commission Workshop (*June*)
- General Public Meeting (*June*)
- City Council Workshop (*July*)

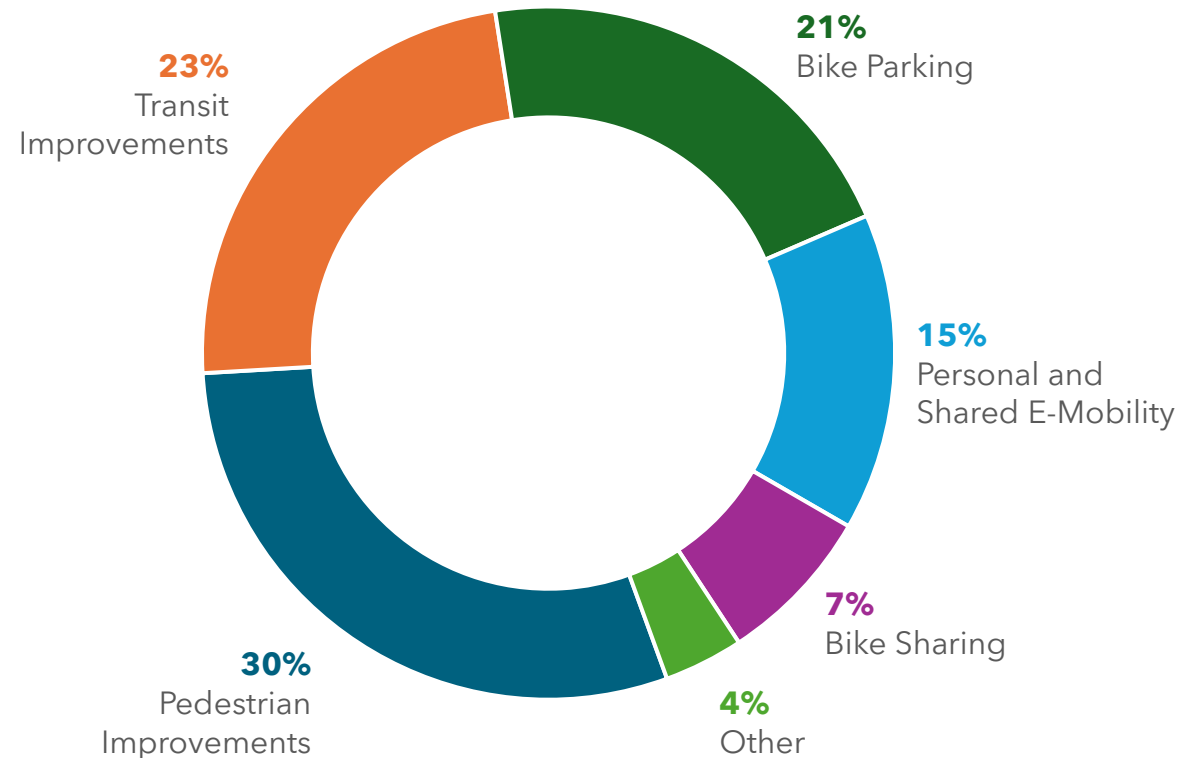
Stakeholder Meeting Results

A virtual survey was administered to meeting attendees, which aimed to understand how the parking and transit system in Richland is perceived.

- How could the parking experience be improved?



- Are there other transportation/mobility options we should consider to enhance access?



Stakeholder Meeting Results

A virtual survey was administered to meeting attendees, which aimed to understand how the parking and transit system in Richland is perceived.

- When asked about parking availability downtown, **75%** said it was not hard to find parking.
- When asked to describe their experience with parking minimums:

Descriptions of Parking Minimums	Percentage of Responses
Vacant Lots	31%
Generally Negative	28%
Pedestrian Concerns	22%
Hurts Small Businesses	13%
Heat Island Concerns	13%
Bike Concerns	9%
Neutral	6%

Stakeholder Meeting Results

Proposed Improvements from Engagement:

- Formalized parking signage and wayfinding
- Safer pedestrian and bike infrastructure
- Increased visibility and delineations for parking spaces
- Enhancements to transit shelters
- Deprioritize parking for other modes of transit
- Expanded on-street parking
- Redevelopment of the underutilized parking lots

City Council Workshop Feedback

Key Takeaways included:

- General understanding that parking is plentiful and currently underutilized in the Central Business District, except for special event conditions
- Acknowledgement that parking minimum requirements can be a barrier to redevelopment opportunities
- Emphasized need to institute parking management strategies including:
 - Shared parking management
 - On-street parking space delineation
 - Parking wayfinding signage
- Majority of Council Members were comfortable with a City-Wide abolishment of parking minimum requirements



Recommendations

ZONING CODE CHANGES

Required:



Option 1:



Option 2:



PARKING MANAGEMENT STRATEGIES

- Parking Wayfinding and Signage
- On-Street Space Delineations
- Shared Parking Facilities

Immediate

Phase I

- Parking Utilization Analysis
- Expanded Time Limit Restrictions

As Parking Demand Increases

Phase II

- Alternative Curb Use
- Enhance Parking Enforcement
- Parking Pricing Strategies

As Parking Demand Increases

Recommended Actions

Below are two different recommended approaches the City can take to optimize the parking system. While each vary in method, both options require changes to Section 23.54 of the City's zoning code

Required Actions

Modifying Zoning Code

Overview:

- Modification of parking minimums set by SB 5184
- Deregulation and lowering of minimums for some uses

Recommendation Option 1

Abolishing Parking Minimums
City-Wide

Overview:

- Removal of parking minimums city-wide
- Additional consideration needed (engagement)



Recommendation Option 2

Abolishing Parking Minimums
in the CBD

Overview:

- Removal of parking minimums in the CBD
- Rest of City code must follow SB 5184 modifications

SB 5184 changes must take place by January 2027

Recommended Actions

Recommendation Option 1:

Abolishing Parking Minimums City-wide

Following stakeholder engagement, majority of City Council supported minimum parking requirements City-wide.

City would remove all parking minimums to assist with broader City goals.

Changes to the zoning code include text revisions and removal of code sections that outline minimum parking requirements.

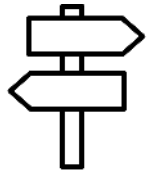
Code Sections for Removal:

- 23.54.020 - **Standards and Requirements**
- 23.54.030 - **Unspecified uses**
- 23.54.060 - **Mixed Occupancies**
- 23.54.070 &.080 - **Joint Use of Parking Facilities**

Recommended Actions

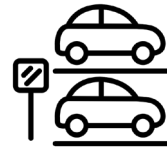
Parking Management Strategies (Immediate)

These additional considerations do not directly relate to the zoning code but are management strategies that can create a more efficient parking system.



Parking Wayfinding and Signage

- Comprehensive, streamlined wayfinding and signage system
- Includes city branding, highlights parking opportunities, and directions to parking facilities
- Proper signage at all on-street parking spaces/blocks



On-Street Space Delineations

- Standardize on-street parking space dimensions
- Spaces should be no less than 20 feet in length
- Improves visibility and user understanding of on-street parking

Recommended Actions

Parking Management Strategies (Immediate)

These additional considerations do not directly relate to the zoning code but are management strategies that can create a more efficient parking system.



Shared Parking Facilities

- Agreement between the City and private property owners
- Allows public parking in private lots in areas of high demand
- Ensures parking lots are properly utilized and not vacant



Downtown Walla Walla Parking Lot

Recommended Actions

Parking Management Strategies

These additional considerations do not directly relate to the zoning code but are management strategies that can create a more efficient parking system. Should be considered as parking demand increases.



Parking Utilization Analysis

- Ongoing parking studies to assess parking system performance
- May be performed annually or every other year, specifically in the CBD
- Should be used to determine if additional parking management strategies are needed



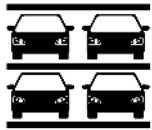
Time Limits Restrictions

- Time limits for streets with peak utilization of 60-80%
- Default time-limits, 2-3-hour durations
- Tiered time limits, shorter durations for more desirable parking zones

Recommended Actions

Parking Management Strategies

These additional considerations do not directly relate to the zoning code but are management strategies that can create a more efficient parking system. Should be considered as parking demand increases.



Alternative Curb Uses

- As curb demand increases, other curb options should be explored
- Loading, transit, or micromobility curb uses
- Work with local businesses to determine best suited use

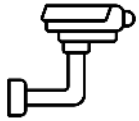


Downtown Walla Walla Alternative Curb Uses

Recommended Actions

Parking Management Strategies

These additional considerations do not directly relate to the zoning code but are management strategies that can create a more efficient parking system. Should be considered as parking demand increases.



Parking Enforcement

- Encourages compliance, frees up space, improves turnover
- Enforcement officers check meters, enforce time limits, and patrol permit parking zones
- Can be ambassadors to visitors with questions



Pricing Strategies

- Implemented in areas with peak utilization exceeding 80%
- Price should be based on target occupancy
- Regular studies to assess price

City Zoning Code Revisions: Next Steps

Upcoming Activities

- 9-15-25 Economic Development Committee Meeting
- 9-24-25 Planning Commission Meeting
- 10-21-25 City Council Meeting (First Reading)
- 11-4 -25 City Council Meeting (Second Reading)
- January 2027 SB 5184 revisions must be approved

WHEN RECORDED RETURN TO:

Richland City Clerk's Office
625 Swift Boulevard, MS-07
Richland, WA 99352

ORDINANCE NO. 2025-23

**AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON,
AMENDING CHAPTER 23.54 OF THE RICHLAND MUNICIPAL
CODE REGARDING OFF-STREET PARKING AND LANDSCAPING.**

WHEREAS, the City has need, from time to time, to amend the Richland Municipal Code (RMC) to bring it into alignment with best practices and Washington state law; and

WHEREAS, during the 2025 regular legislative session, the Washington State Legislature passed Engrossed Substitute Senate Bill 5184 ("SB 5184"), known as the Parking Reform and Modernization Act, mandating new limits pertaining to minimum off-street parking for certain types of land uses in cities with populations in excess of 30,000; and

WHEREAS, the City is required to come into compliance with SB 5184; and

WHEREAS, in addition to changes necessary to comply with new state law, the City intends to exceed the new limits established by SB 5184 by eliminating all existing references to minimum off-street parking requirements currently found in the Richland Zoning Code; and

WHEREAS, exceeding the standards set forth in SB 5184 serves the City's interests by implementing key policies of the City's adopted Comprehensive Land Use Plan, lowering housing costs by reducing land development expenses associated with off-street parking, eliminating unnecessary regulation of citizens, and increasing the relevance of public transportation services; and

WHEREAS, cities with populations in excess of 50,000 are required to implement the requirements of SB 5184 within 18 months of July 27, 2025; and

WHEREAS, on September 24, 2025, the Richland Planning Commission conducted a public hearing to receive testimony on the proposed code amendment; and

WHEREAS, on [Date], 2025, Richland City Council conducted a public hearing to receive testimony on the proposed code amendment.

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

Section 1. Chapter 23.54 of the Richland Municipal Code, entitled Off-street parking and landscaping, as first enacted by recodification occurring through Ordinance No. 28-05, and last amended by Ordinance No. 10-21, is hereby amended as follows:

**Chapter 23.54
OFF-STREET PARKING AND LANDSCAPING**

Sections:

23.54.010 No minimum ~~Off-street parking required.~~

~~23.54.020 Standards and requirements.~~

~~23.54.030 Unspecified uses.~~

23.54.040 Motorcycles.

23.54.050 Bicycles.

23.54.055 Compact car spaces.

~~23.54.060 Mixed occupancies.~~

~~23.54.070 Joint use of parking facilities — Continuance assured.~~

~~23.54.080 Joint use of parking facilities — Spaces required.~~

23.54.090 Location of parking spaces.

23.54.100 Spaces lost for access.

23.54.110 Improvement of parking spaces.

23.54.120 Layout plan.

23.54.130 Loading and unloading.

23.54.140 Landscaping of parking facilities.

23.54.150 Adjustments of landscaping standards.

23.54.160 Perimeter landscaping of industrial facilities.

23.54.010 No minimum ~~Off-street parking required.~~

Except as provided herein, there is no required minimum number of off-street parking spaces required. ~~In all use districts space for the off street parking of vehicles shall be provided and improved for use in accordance with the following:~~

~~A. For all new construction and development, off-street parking shall be provided in accordance with the requirements set forth in this chapter.~~

~~B. 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.

23.54.020 Standards and requirements.

The minimum required parking spaces for the respective uses shall be as follows:

A.	Residential Uses	Number of Parking Stalls Required
1.	Single-family attached and detached dwellings, manufactured homes, condominiums and duplexes	2 spaces per dwelling unit.
2.	Multiple-family complexes Apartments, studio	1.5 spaces per dwelling unit. 1 space per dwelling unit.
3.	Housing for the elderly	1 space per 2 dwelling units.
4.	Rooming houses, boardinghouses and dormitories	1 space per person capacity.
5.	Hotels and motels	1 space/room, plus required space for any restaurant (1 space per 100 square feet of GFA*), plus 50% of required spaces for other associated uses.
B.	Institutional Uses	Number of Parking Stalls Required
1.	Elementary and middle schools	2 spaces for each classroom.
2.	High schools	8 spaces for each classroom.
3.	Colleges, universities and instructional facilities—adult	1 space per every 3 seats in classrooms.
4.	Day-care centers	2 spaces per staff person with a minimum of 4 spaces.
5.	Churches, mortuaries and funeral homes	1 space per 4 seats in the chapel or nave.
6.	Rest homes, nursing homes and convalescent centers	1 space per staff doctor plus 1 space for every 3 other staff plus 1 space per every 5 beds.
7.	Hospitals	1 space per staff doctor, plus 1 space for every 3 other staff members, plus 1 space for every 3 beds.
8.	Medical and dental clinics	1 space per 250 square feet of GFA.
C.	Office Uses	Number of Parking Stalls Required

1.	Banks, businesses or professional offices	1 space per 350 square feet of GFA less 3 spaces for each drive-through window up to a maximum reduction of 33% of the required spaces.
2.	Drive-through windows—banks	6 spaces per drive-through window (8' wide x 18' long) plus 1 service space and 1 exit space per window.
3.	Drive-through windows—nonbank and nonfood	1 service space per window plus 1 stacking space per window (8' wide x 18' long) plus 1 parking space per maximum number of on-duty employees.
D.	Commercial and Industrial Uses	Number of Parking Stalls Required
1.	Food stores, markets, drugstores, liquor stores, and designed shopping centers less than 3,000 square feet GFA (exclusive of basement areas)	1 space per 400 square feet of GFA.
2.	Food stores, markets, drugstores, liquor stores, and designed shopping centers more than 3,000 square feet GFA (exclusive of basement areas)	1 space per 300 square feet of GFA.
3.	Small appliance, personal service, hardware, household equipment, clothing and other retail stores	1 space per 400 square feet of GFA.
4.	Large appliance and furniture stores	1 space per 800 square feet of GFA.
5.	Wholesale stores, warehouses, storage buildings, motor vehicle or machinery sales	1 space per employee, with a minimum of 4 spaces.
6.	Service stations	1 space per employee, plus 1 space per service bay (bay not counted as a space), with a minimum of 4 spaces.
7.	Automobile laundries and car washes	2 spaces at the ingress and 2 spaces at the egress of each lane or washing bay.
8.	Self-service laundromat	1 space per 2 washing machines.
9.	Manufacturing	1 space per each 2 employees on the largest shift.
E.	Restaurant and Tavern Uses	Number of Parking Stalls Required
1.	Seated customers	1 space per 100 square feet of GFA.
2.	Take-out service	1 space per 100 square feet of GFA.
3.	Drive-in only	1 space per 50 square feet of GFA.

4.	Drive-in as fixed type of facility	1 space per 100 square feet of GFA.
5.	Drive-through	5 spaces per window with a minimum of 8 spaces.
F.	Places of Assembly and Recreational Facilities	Number of Parking Stalls Required
1.	Places of assembly, dance halls, skating rinks and exhibition halls without fixed seats	1 space per 150 square feet of GFA.
2.	Places of assembly, stadiums, sports arenas, auditoriums with fixed seats	1 space per 3 seats.
3.	Bowling alleys	5 spaces per each lane.
4.	Tennis, squash, handball, etc.	2 spaces per court.
5.	Swimming pools	1 space per 50 square feet of surface water area.
6.	Basketball and volleyball	6 spaces per court.
7.	Golf	7 spaces per green.
8.	Indoor not previously mentioned	1 space per 250 square feet of GFA.
9.	Outdoor not previously mentioned	1 space per 2,500 square feet of land area.

~~*—GFA = Gross Floor Area.~~

~~**23.54.030 Unspecified uses.**~~

~~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.~~

~~**23.54.040 Motorcycles.**~~

~~When P parking spaces for motorcycles are provided: shall be provided as follows:~~

~~A. All multiple family developments and nonresidential uses listed in RMC 23.54.020 shall provide one motorcycle space for every 25 required automobile spaces, with a minimum of one space.~~

~~BA.~~ Each motorcycle space shall be easily accessible and have adequate space for a standard size motorcycle.

~~CB.~~ Spaces shall be surfaced in accordance with RMC 23.54.110.

~~D. The normal automobile parking requirement may be reduced by one space for every three motorcycle spaces provided, up to a maximum reduction of five percent of the required spaces.~~

~~EC.~~ Motorcycle parking areas shall be clearly identified with appropriate striping.

23.54.050 Bicycles.

Parking spaces for bicycles shall be provided as follows:

A. All commercial (office, retail, wholesale, warehousing), industrial, institutional, and recreational uses, except businesses whose main purpose is servicing automobiles, shall provide a minimum of five bicycle spaces, with an additional bicycle space for each 30 ~~required~~ parking stalls provided. Schools shall provide five spaces per elementary and junior high classroom, and two spaces per high school classroom.

B. Required bicycle parking spaces shall be located within 100 feet of the main entrance of a building, be well lit, and visible to pedestrians and bicyclists.

~~BC.~~ Devices shall be provided to which bicycles can be securely locked.

~~CD.~~ Spaces shall be easily accessible, large enough to park a full sized 10-speed bicycle when other bicycles are present, have a durable and dust-free surface, graded and drained, and be maintained in a trash-free manner.

~~DE.~~ Spaces shall be adequately illuminated during normal hours of operation.

23.54.055 Compact car spaces.

Any parking lot of four or more spaces may have 25 percent of the provided ~~required~~ spaces marked for compact cars. Compact car spaces for commercial developments must be no less than nine feet wide and 15 feet long. Multifamily development compact car spaces must be no less than seven and one-half feet wide and 15 feet long. In addition to the dimension standards of this section, all compact car spaces must have adequate back-up space to efficiently and safely negotiate the parking area.

~~23.54.060 Mixed occupancies.~~

~~In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required facilities for any other use except as hereinafter specified for a joint use.~~

~~23.54.070 Joint use of parking facilities—Continuance assured.~~

~~Two or more properties may jointly use a common parking facility, provided said facility is jointly owned or otherwise secured by easement or other sufficient legal document that assures continuance of the joint use of said facility.~~

~~23.54.080 Joint use of parking facilities—Spaces required.~~

~~For joint use of parking facilities, the total number of required spaces may be reduced by 10 percent. The number may be reduced by a total of 25 percent with the approval of the board of adjustment. Under the following circumstances, further reduction may be made:~~

~~A. No more than 50 percent of the parking spaces required for a theater, church, bowling alley, dance hall, bar, restaurant, or other enterprise which is primarily a nighttime or Sunday use may be supplied by the off-street parking spaces allocable to certain other types of uses specified under RMC 23.54.020.~~

~~B. No more than 50 percent of the parking spaces required for a bank, business office, retail store, personal service shop, household equipment or furniture shop, or other enterprise which is primarily a daytime and non-Sunday use may be supplied by the off-street parking spaces allocable to certain nighttime or Sunday uses.~~

~~Application to the board of adjustment for more than 10 percent reduction shall be by letter, stating the reasons for the request.~~

23.54.090 Location of parking spaces.

Provided ~~Required~~ off-street parking spaces shall be located as follows:

A. For any type of dwelling: on the same lot with the building to be served.

B. For any other use except one served by an approved joint-use parking facility: on the same lot with, or not more than 500 ~~300~~ feet from, the building or use to be served.

C. For a use served by an approved joint-use parking facility: on the same lot with, or not more than 800 feet from, the building or use to be served.

D. For a planned shopping center: in the location or locations contemplated by the general overall layout scheme for said center at ultimate development (e.g., peripheral parking).

23.54.100 Spaces lost for access.

In situations where parking spaces attributed to one use become the official means of access to another use, the latter use shall, as a condition of site or building plan approval, provide a number of spaces equal to the number rendered unusable. Such spaces shall be in addition to the number required for the new use, and the allocation shall be documented in a manner satisfactory to the administrative official.

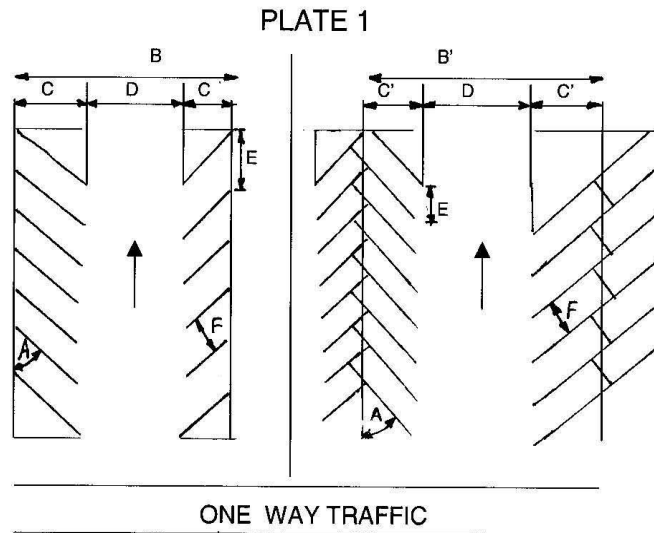
23.54.110 Improvement of parking spaces.

Any parking facility for four or more vehicles shall be improved in accordance with the following requirements:

- A. Off-street parking facilities; including but not limited to a parking, loading, circulation area, aisle, or driveway shall be surfaced with Portland cement, asphaltic concrete, or other approved hard surface in order to provide a ~~durable and~~ dust-free parking surface; and shall be graded and drained so as to dispose of surface water to the satisfaction of the city engineer; and shall be maintained in good condition free of weeds, dust, trash, and debris. Applicants are encouraged to consider use of permeable surfaces as a means to reducing storm water runoff. Hard surface materials other than concrete and asphalt may be permitted and are subject to additional review and prior approval by the Zoning Administrator. ~~Nonemployee parking areas shall be paved and all such spaces shall be delineated by striping as shown in attached Plate 3 which is set forth at the end of this section.~~
- B. Any lighting used to illuminate any off-street parking facility shall be so arranged as to reflect light away from any residential adjoining premises.
- C. No more than two feet six inches of overhang beyond a wheel stop may be counted as part of a parking space. Said overhang shall not interfere with landscaping or decrease the clear width of a sidewalk to less than four feet by its encroachment.
- D. Off-street parking area layout and dimensions shall be not less than as shown by Plates 1, 2 and 3, which are set forth at the end of this section. Exits and entrances shall be approved by the administrative official.
- E. Except for parking spaces or other vehicle use areas under, on, or within buildings, and areas serving single-family and two-family uses, off-street parking facilities shall be landscaped in accordance with RMC 23.54.140.

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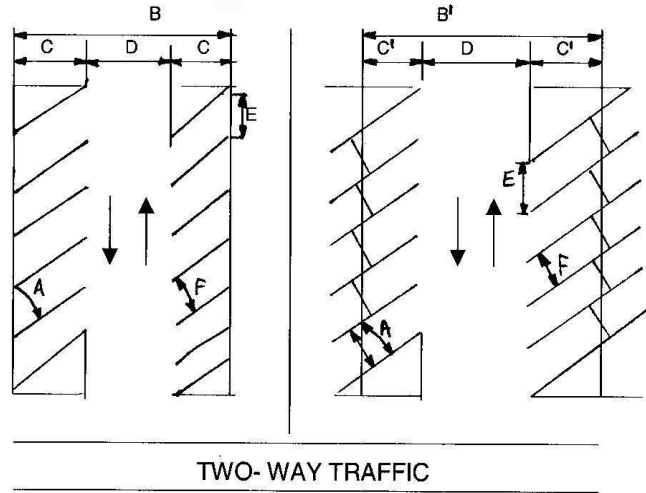
PLATE 1 - 23.54.110



A Parking Angle (Degrees)	B Parking Section Width	C Parking Bank Width	D Traffic Aisle Width	E Curb Length Per Car	F Car Stall Width	B1 Parking Section Width	C1 Parking Bank Width
0	30'	9'	12'	20'	9'	30'	9'
35	49.6'	18.8'	12'	15.8'	9'	42.4'	15.2'
40	51.2'	19.6'	12'	14.1'	9'	44.6'	16.3'
45	53.2'	20.6'	12'	12.7'	9'	46.6'	17.3'
50	54.6'	21.3'	12'	11.7'	9'	48.4'	18.2'
55	56.2'	21.6'	13'	10.9'	9'	51'	19.0'
60	58.8'	21.9'	15'	10.4'	9'	54.2'	19.6'
65	61.0'	22'	17'	9.9'	9'	57'	20.0'
70	62.8'	21.9'	19'	9.6'	9'	59.6'	20.3'
90	64.0'	20.0	24'	9.0'	9'	--	--

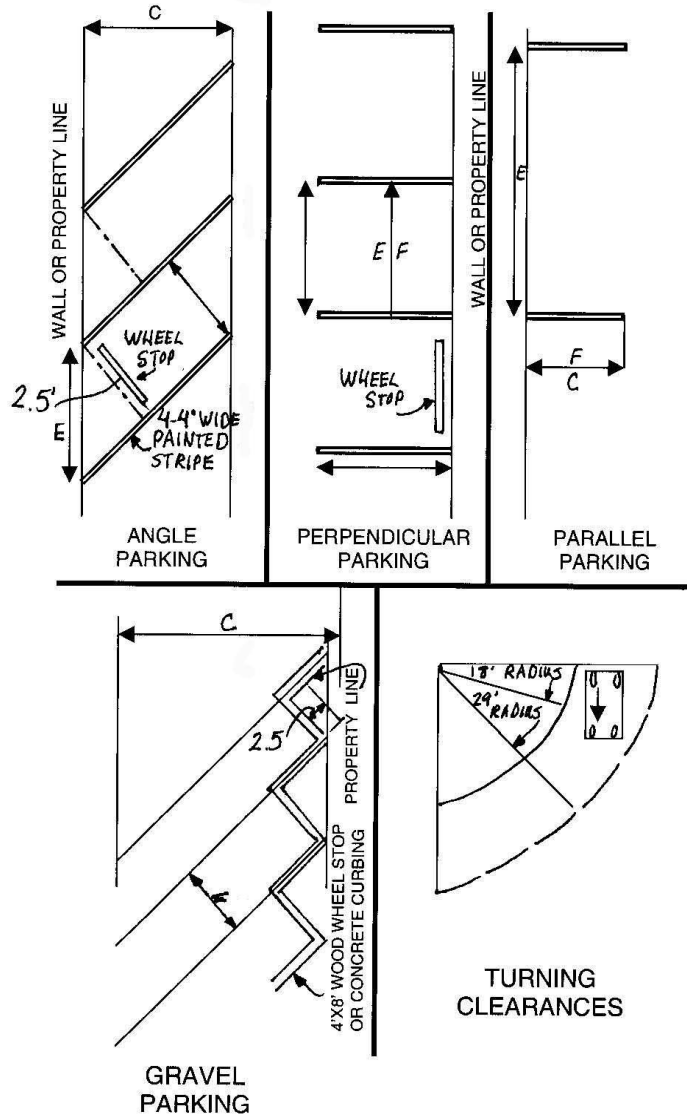
PLATE 2 - 23.54.110

PLATE 2



A	B	C	D	E	F	B1	C1
0	38'	9'	20'	20'	9'	38'	9'
35	57.6'	18.8'	20'	15.8'	9'	50.4'	15.2'
40	59.2'	19.6'	20'	14.1'	9'	52.6'	16.3'
45	61.2'	20.6'	20'	12.7'	9'	54.6'	17.3'
50	62.6'	21.3'	20'	11.7'	9'	56.4'	18.2'
55	63.2'	21.6'	20'	10.9'	9'	58'	19.0'
60	63.8'	21.9'	20'	10.4'	9'	59.2'	19.6'
65	64.0'	22'	20'	9.9'	9'	60'	20.0'
70	63.8'	21.9'	20'	9.6'	9'	60.6'	20.3'
90	64.0'	20.0	24'	9.0'	9'	--	--

PLATE 3



23.54.120 Layout plan.

Prior to the issuance of a permit for any commercial, multiple-family, industrial, public or semipublic building or use, an [engineered plan prepared by a licensed civil engineer or licensed architect](#) showing the proposed and existing building or buildings; the layout, dimension and number of parking spaces; and any required landscaping of the lot area, including that required for an off-street parking facility, shall be submitted to and approved by the [City Engineer and Zoning Administrator](#). ~~administrative official.~~

Any landscape plan submitted pursuant to this section shall be in conformance with the requirements of RMC 23.54.140 [and shall be prepared by a licensed architect or licensed landscape architect](#). Said plans shall be drawn to scale, including dimensions and distances, and shall clearly delineate the existing and proposed parking spaces, other vehicle use areas, access aisles, driveways, irrigation systems (sprinklers or water outlet locations), and the name of each plant species (both specific and common name), the location, size and description (including the height and spread of crown at maturity of trees and shrubs) of all landscape materials to be installed or, if existing, to be maintained in accordance with the requirements of RMC 23.54.140. [A landscape plan prepared under this section shall be submitted to and approved by the Zoning Administrator.](#)

23.54.130 Loading and unloading.

On every lot in a commercial or industrial district, and on every lot in any district on which is conducted any hotel, public or semipublic use, there shall be provided space, either inside or outside a building, for the loading and unloading of goods and materials. Such space shall be not less than 10 feet in width, 25 feet in length, nor less than 15 feet in height when covered. Such space shall be provided with access to an alley or a street.

23.54.140 Landscaping of parking facilities.

The purpose of landscaping requirements for parking facilities is to protect and promote the public health, safety, and general welfare by reducing wind and air turbulence, heat and noise, and the glare of automobile lights; to act as a natural drainage system and ameliorate stormwater drainage problems; to reduce the level of carbon dioxide and return pure oxygen to the atmosphere; to prevent soil erosion; to provide shade; to conserve and stabilize property values and to otherwise facilitate the creation of a convenient, attractive and harmonious community; to relieve the blighted appearance of parking facilities; and to generally preserve and promote a healthful and pleasant environment.

A. Design Criteria. Landscape areas shall be located in such a manner as to divide and break up the large expanses of pavement; divide and define driveways, parking stalls and corridors; limit cross-taxiing; delineate and separate pedestrian and vehicular traffic and screen parking facilities from abutting properties. Planting areas and landscaping shall be reasonably dispersed throughout the parking lot with the interior dimensions of such areas being sufficient to protect the landscaping materials planted therein and to ensure proper growth. The primary landscaping materials used shall be trees, which provide shade or are capable of providing shade at maturity. Shrubbery, hedges and other planting materials shall be used to complement the tree landscaping, but shall

not be the sole contribution to the landscaping. Effective use of earth berms and existing topography is encouraged as a component of the landscape plan. [Use of native shrub steppe plantings for required landscaping will satisfy these design criteria if the resulting product satisfies Washington Department of Fish and Wildlife standards for Priority Habitat.](#)

B. Interior Coverage. A minimum of five percent of the interior of a parking facility shall be landscaped. Landscaping which is required for screening along the perimeter of any lot and border plantings adjacent to buildings upon which a parking lot abuts shall not be considered as part of the interior coverage requirements. Parking spaces abutting a perimeter for which landscaping is required by other requirements of this section shall not be considered as a part of the interior of the parking facility.

1. For off-street parking facilities providing 10 or fewer parking stalls as required by RMC 23.54.020, and in areas zoned for industrial use, the interior coverage requirements stated herein shall not apply.
2. Any interior landscape area shall contain a minimum of 50 square feet, shall have a minimum dimension of at least five feet, and shall include at least one tree with the remaining area adequately landscaped with shrubs, ground cover or other approved landscaping materials not to exceed three feet in height.
3. Trees shall number not less than one for each 100 square feet of required interior coverage.

C. Perimeter Coverage Adjacent to Abutting Properties. A minimum landscape strip of five feet in width shall be required along any side of a parking facility that abuts adjoining property that is not a public right-of-way when such facilities will not be entirely screened visually by an intervening building or structure; provided, that when such parking facility abuts and is designed in coordination with a parking facility on the adjoining property such landscape strip shall not be required abutting such adjoining parking facility; and provided further, that in areas zoned for industrial use, the perimeter coverage requirements stated herein shall not apply.

1. Perimeter landscape strip shall be planted or installed with a wall, hedge, or other durable landscape barrier to form a continuous screen between the parking facility and abutting property. The height of any such barrier shall be not less than three feet and no more than six feet.
2. Trees shall also be planted for each 40 linear feet and shall have at least 25 square feet of planting area.
3. Where a proposed parking facility abuts an existing hedge, wall or other durable landscape barrier on an abutting property, said existing barrier may be used to satisfy the landscape barrier requirements of this subsection; provided, that said existing barrier meets all applicable standards of this section.

D. Perimeter Coverage Adjacent to Public Right-of-Way. A minimum landscape strip of 10 feet in width shall be required along any side of a parking facility that abuts a public right-of-way, excluding dedicated alleys; provided, that in areas zoned for industrial use, the perimeter coverage requirements stated herein shall not apply.

1. Perimeter landscape strip shall be planted or installed with a wall, hedge, or other durable landscape barrier of at least three feet in height which shall be placed along the parking facility side of such landscape strip.
2. If such a durable barrier is of nonliving material, one shrub for each 10 linear feet shall be planted along the street side of such barrier; provided, that if the shrubs are of sufficient height at the time of planting to be readily visible over the top of such barrier, they may be planted along the parking facility side of such barrier. The remainder of the landscape strip shall be landscaped with ground cover or other approved landscape treatment excluding pavement.
3. At least one shrub for each 50 square feet shall be provided.
4. Trees shall also be planted for each 30 linear feet or portion thereof and shall have at least 50 square feet of planting area.
5. No tree, as measured from its center, shall be located within 10 feet of a street light standard, or within five feet of a fire hydrant, a vehicular driveway, or a public sidewalk.

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

1. Trees shall be species having an average mature spread of crown of greater than 15 feet and shall be a minimum of six to eight feet in height and have a diameter at breast height (dbh) caliper of at least one and one-half inches at planting. Diameter at breast height is measured at four and one-half feet from average grade within six feet of the tree trunk so as not to include mounding at the tree base. Trees having an average mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread. Tree species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than 12 feet to such public works, unless the tree root system is completely contained within a barrier being a minimum of five feet deep and five feet wide.
2. Shrubs shall be a minimum of two feet in height when measured immediately after planting.
3. Hedges shall be planted and maintained so as to form a continuous, unbroken, solid, and visual screen within a maximum of two years after time of planting.
4. Vines shall be a minimum of 30 inches in height immediately after planting and may be used in conjunction with fences, screens or walls to meet physical barrier requirements as specified in this section.

5. Lawn grass shall be planted in species normally grown as permanent lawn in Benton County. Grass areas may be sodded, plugged, sprigged or seeded, except that solid sod shall be used in swales or other areas subject to erosion; and provided, that in areas where other than solid sod or grass seed is used, nurse grass seed shall be sown for immediate effect and protection until coverage is otherwise achieved.

6. Ground covers used in lieu of grass shall be planted or installed in such a manner as to present a finished appearance, and if of living material, shall complete coverage within 12 months after planting.

~~F. Coverage Transfer to Public Right-of-Way. For sites where landscaping coverage of a public right-of-way would comply with the general intent and standards of this section, the transfer of the area requirements, or a portion thereof, from within the property line to the public right-of-way may be approved by the city; provided, that the area measurement shall not be less than that required by, and shall comply with, all other design standards and requirements of this section; and further provided, that a revocable permit for use of the right-of-way shall be secured from the city by the owner of the site by stipulating full financial responsibility for costs of movement, replacement and relocation should such permit be revoked by the city.~~

~~FG. Driveway and Street Intersections. To ensure that landscape materials do not constitute a safety hazard, a vision clearance triangle (VCT) shall be provided at all intersections of public rights-of-way and driveways in accordance with Ch. 12.11 RMC. Within this VCT area unobstructed cross-visibility at a level between three feet and 10 feet shall be provided. However, trees having limbs or foliage trimmed, except during early growth stages, so as to not extend into the VCT area shall be allowed. Landscaping material shall not be located closer than four feet from the edge or top of the curb line or driveway apron, except for required ground cover. The VCT for said intersections shall be as follows:~~

- ~~1. At intersections of public rights-of-way the VCT shall be formed by measuring 20 feet along each property line from the intersection and connecting the end point of such lines formed by such measurement.~~
- ~~2. At intersections of driveways with public rights-of-way the VCT shall be formed by measuring 10 feet along the property line and the driveway apron or top of the curb lines and connecting the end point of such lines formed by such measurement.~~

~~GH. Curbing. In order to protect the landscaping materials planted and to ensure proper growth, all planter areas shall be separated from contiguous property, including parking stalls, by curb stops. Such curb stops shall be of Portland cement or shall otherwise conform to Standard Specifications for Municipal Public Works Construction (APWA Standards), or shall be approved by the city engineer.~~

~~HI. Installation. All landscaping shall be installed in a workmanlike manner and according to accepted good planting procedures. All elements of landscaping, exclusive of plant material other than hedges, shall be installed so as to meet all other applicable ordinances and code requirements.~~

I. Maintenance. The owner, tenant or duly authorized agent, if any, shall be responsible for the maintenance of all landscaping required pursuant to this section. Such landscaping shall be maintained in good condition so as to present a neat and orderly appearance; shall be kept free from refuse and debris; and living landscape material shall be kept alive and in a healthy condition. If an underground irrigation system is not provided, all landscaped areas shall be provided with a readily available water supply with at least one outlet located within 150 feet of all plant material to be maintained.

1. The administrative official shall inspect all landscaping and no certificates of occupancy or similar authorization will be issued unless the landscaping meets the requirements herein provided.

2. In those cases where landscaping cannot be safely installed due to the time of year without jeopardizing living landscape material, or for other good cause, a temporary certificate of occupancy may be issued for a period of six months; provided, that the property owner, lessee, or duly authorized agent shall furnish satisfactory assurances guaranteeing installation of the approved landscaping.

J. Landscaping of Existing Lots. Any reconstruction of a building or structure or lot area, including off-street parking facility, consisting of increases of 50 percent or greater of the existing building lot area or parking facility shall be subject to the standards specified herein. In such cases, the existing parking facility, as well as any new facility, shall be improved in accordance with the standards stated herein; provided, that:

~~1. A sufficient period of time, but no longer than three years, shall be allowed to bring existing development into compliance with the standards stated herein.~~

12. In instances where existing parking spaces are used to achieve compliance, the parking facility shall be considered to comply with the parking standards and requirements of RMC 23.54.020; provided, however, that no more than 10 percent of the total number of required spaces may be removed for purposes of providing landscape areas.

23. No alteration of existing building nor acquisition of additional land to increase the lot area shall be required in order to bring the property into compliance with the landscaping requirements herein.

23.54.150 Adjustments of landscaping standards.

Where literal interpretation of the provisions of RMC 23.54.140 or special conditions or circumstances exist which would create a hardship in the development and/or maintenance of the landscaping, or where easements, pedestrian ways, trail systems, existing vegetation, continuity of design concepts within a zoning district, parking design, emergency vehicle access, or other matters of public design, safety or welfare would be promoted, the administrative official may adjust the provisions of RMC 23.54.140, provided it is determined that such an adjustment will not be contrary to the public interest and will be in keeping with and preserve the intent of RMC 23.54.140.

A. An application for adjustment of landscaping requirements shall be filed on forms prescribed by the city, executed and sworn to by the owner or tenant of the property concerned or by duly authorized agents. Such application shall clearly and in detail state what adjustment of requirements are being requested and the reasons such adjustments are warranted, and shall be accompanied with such supplementary data, such as sketches, surveys and statistical information as is deemed necessary to substantiate the adjustment.

B. Any decision of the administrative official, under this section, may be appealed by the applicant to the board of adjustment. Such an appeal shall be heard by the board of adjustment in accordance with RMC 23.70.070.

23.54.160 Perimeter landscaping of industrial facilities.

Plans for construction and development of new uses on parcels of land zoned industrial (I-M, and M-2) pursuant to the city's zoning ordinance shall include, along with other required plans, a landscaping plan that at a minimum sets forth landscape treatment adjacent to all public rights-of-way.

A. Landscape Plan Requirements. A landscaping plan, drawn to scale, shall include the following information:

1. Property boundaries;
2. Location of existing and proposed buildings and uses;
3. Driveway intersections with streets;
4. Location of plantings;
5. Common and scientific names of plantings;
6. Size and description of plantings, height and caliper at planting, and spread of crown at maturity for trees; and
7. Location of underground sprinklers.

B. Minimum Design Criteria. A landscape strip shall be located adjacent to all public rights-of-way in that portion of the parcel on which construction or development is proposed and shall meet the following minimum criteria:

1. The landscape strip shall be a minimum of 10 feet in width.
2. One tree is required for each 40 linear feet or portion thereof of the required landscape strip, and each tree shall have at least 50 square feet of planting area. Trees shall be planted in a balanced manner throughout the required landscape strip but are not required to be planted on 40-foot centers.

3. No tree, as measured from its center, shall be located within 10 feet of a street light standard, or within five feet of a fire hydrant, a vehicular driveway, or a public sidewalk.
4. In addition to the required trees, the entire landscape strip shall, at a minimum, include landscape cover of decorative rock, bark, or similar treatment. Vegetative cover of lawn, low-lying shrubs, or flowers are encouraged.
5. Landscape areas shall be provided with an underground irrigation system capable of sustaining the required trees and other planted vegetation. Low water consumptive landscape techniques are encouraged.

C. Landscaping Material. Landscaping materials used to achieve the design criteria set forth in this section shall conform to the following standards:

1. Trees shall be species having an average mature spread of crown of greater than 15 feet and shall be a minimum of eight feet overall height and a one-and-one-half-inch caliper immediately after planting. Trees having an average mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread. Tree species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than 12 feet to such public works, unless the tree root system is installed within an approved root barrier.
2. Lawn grass shall be planted in species normally grown as permanent lawn in Benton County. Grass areas may be sodded, sprigged, or seeded, except that solid sod shall be used in swales or other areas subject to erosion.

D. Installation. All landscaping shall be installed in a workmanlike manner and according to accepted good planting procedures. Trees shall be staked on planting to avoid disturbance by wind and shall remain staked for a minimum of one year after planting.

E. Coverage Transfer to Public Right-of-Way. For sites where landscaping coverage of a public right-of-way would comply with the general intent and standards of this section, the transfer of the area requirements, or a portion thereof, from within the property line to the public right-of-way may be approved by the city; provided, that the area measurement shall not be less than that required by, and shall comply with, all other design standards and requirements of this section; and further provided, that a revocable permit for use of the right-of-way shall be secured from the city by the owner of the site by stipulating full financial responsibility for costs of movement, replacement, and relocation should such permit be revoked by the city.

F. Driveway and Street Intersections. To ensure that landscape materials do not constitute a safety hazard, a vision clearance triangle (VCT) shall be provided at all intersections of public rights-of-way and driveways. Said VCT shall comply with all provisions of Chapter 12.11 RMC, Intersection Sight Distance.

G. Maintenance. The owner, tenant, or duly authorized agent, if any, shall be responsible for the maintenance of all landscaping required pursuant to this section. Such landscaping shall be maintained in good condition so as to present a neat and orderly appearance; shall be kept free from refuse and debris; and living landscape material shall be kept alive and in a healthy condition. Landscaping shall at all times be maintained in a manner consistent with the vehicular sight distance requirements of subsection (F) of this section.

1. The administrative official shall inspect all landscaping and no certificates of occupancy or similar authorization will be issued unless the landscaping meets the requirements herein provided.

2. In those cases where landscaping cannot be installed due to the time of year without jeopardizing living landscape material, or for other good cause, a temporary certificate of occupancy may be issued for a period of six months; provided, that the property owner, lessee, or duly authorized agent shall furnish satisfactory assurances guaranteeing installation of the approved landscaping.

H. Adjustment of Landscaping Standards. Adjustments from the specific requirements of this section shall be reviewed and approved in accordance with the provisions of RMC 23.54.150.

I. Landscaping of Developed Industrial-Zoned Property. On developed industrially zoned properties whenever any structure(s) is altered, expanded or reconstructed in a manner which increases the total gross floor area of structure(s) located on the lot by 50 percent or more ~~over what existed on March 21, 1994~~, or whenever a change of use occurs to an existing structure or facility which increases the required number of parking stalls by 50 percent or more over what was required of the prior use, landscaping of the lot shall be provided in accordance with the provisions of this subsection.

1. The square footage of landscaped area provided pursuant to this subsection shall be the same as would be required if a new facility were constructed on the parcel.

2. Landscaping shall be located on the property in accordance with provisions for new industrial facilities. In those instances where existing structures and/or pavement preclude the location of the required landscaping adjacent to the street right-of-way as set forth for new facilities, landscaping shall be located on the lot in a manner that most closely meets the objectives of the landscaping requirements by providing an aesthetically appealing streetscape and providing for uniformity of appearance in the industrially zoned areas of the city.

3. No alteration of existing structures, acquisition of additional land, or removal of existing asphalt/concrete walks, drives or parking areas shall be required in order to bring the property into compliance with landscaping requirements herein.

J. A temporary exemption may be granted upon the filing and acceptance by the city of an application by any start-up business for a delay in installing required landscaping. This exemption

may be granted up to, but shall not exceed, four years. The following information must be provided by the applicant to the administrative official, to demonstrate:

1. The business has no more than three years of business history;
2. No more than one corporation may be an investor in the start-up business and that corporation cannot own more than 10 percent of the start-up business; and
3. The landscape ordinance imposes a financial burden on the start-up business such that deferral of the required landscaping would increase the likelihood of the new business's success. Criteria to establish this hardship must be provided to the above designated personnel and approval of the exemption shall not be unreasonably withheld. The determination of city staff shall be final.

Section 2. The City Clerk is directed to file with the Auditor of Benton County, Washington a copy of this Ordinance, duly certified by the Clerk as a true copy.

Section 3. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 4. 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 5. 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 ___ day of _____, 2025.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

First Reading: _____

Second Reading: _____

Date Published: _____