



Agenda
Planning Commission Meeting
Wednesday, December 10, 2025
Richland City Hall ~ Council Chambers
625 Swift Boulevard

Regular Meeting - 6:00 p.m.

Welcome and Roll Call

Approval of Agenda: (Approved by Motion)

Approval of Minutes: (Approved by Motion)

1. Meeting Minutes for September 24, 2025 Planning Commission Meeting, October 8, 2025 Planning Commission Workshop and November 12, 2025 Planning Commission Workshop

Public Comments: Please limit public comments to 2 minutes. The public comment period is not an opportunity for dialogue with the Planning Commission, or for posing questions with the expectation of an immediate answer. Many questions require an opportunity for information-gathering and deliberation. For this reason, the Planning Commission will accept comments, but will not directly respond to comments, questions or concerns during public comment. Records intended for the Planning Commission's consideration must be submitted to the Planning Manager by 4:00 p.m. the day of the meeting for distribution.

Public Hearing: Please limit public comments to 2 minutes.

Unfinished Business - Public Hearing:

2. Proposed Amendment to RMC 23.54 Off-Street Parking and Landscaping

Presentation:

3. AHBL - Comprehensive Plan Update Survey Results
- Mike Stevens, Planning Manager

Communications:

Adjournment

This meeting will be broadcast live on [CityView Channel 192 on the City's website](#).

Richland City Hall is ADA accessible. 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.



PLANNING COMMISSION AGENDA ITEM COVERSHEET

Meeting Date: 12/10/2025

Agenda Category: Approval of Minutes

Prepared By:

Subject

Meeting Minutes for September 24, 2025 Planning Commission Meeting, October 8, 2025 Planning Commission Workshop and November 12, 2025 Planning Commission Workshop

Strategic Priority

Strategic Priority I - High Performance Government

Recommended Motion

Move to approve the September 24, 2025 Planning Commission Meeting, October 8, 2025 Planning Commission Workshop and November 12, 2025 Planning Commission Workshop minutes as presented.

Summary

Meeting Minutes for the September 24, 2025 Planning Commission Meeting, October 8, 2025 Planning Commission Workshop and November 12, 2025 Planning Commission Workshop are attached for review and consideration.

Attachments

1. 2025.09.24 Planning Commission Meeting Minutes - DRAFT
2. 2025.10.08 Planning Commission Workshop Minutes - DRAFT
3. 2025.11.12 Planning Commission Workshop Minutes - DRAFT



**MINUTES
 PLANNING COMMISSION MEETING
 WEDNESDAY, SEPTEMBER 24, 2025
 Richland City Hall – Council Chambers
 625 Swift Boulevard**

Planning Commission Regular Meeting - 6:00 p.m.

Chair Richardson called the meeting to order at 6:00 p.m.

Welcome and Roll Call:

Attendance: Chair Richardson	Present
Vice-Chair Nicholson	Present
Member Anderson	Present
Member Hernandez	Present
Member Lambert	Present
Member Leonard	Present
Member Samuel	Present

Also present were Councilmember VanDyke, Development Services Director Rizzitiello, Planning Manager Stevens, Planner Nelson and Administrative Assistant II Kirkpatrick.

Approval of Agenda:

VICE-CHAIR NICHOLSON MOVED AND COMMISSION MEMBER HERNANDEZ SECONDED THE MOTION TO APPROVE AGENDA WITH THE SWITCH OF PUBLIC COMMENT WITH THE PUBLIC HEARING.THE MOTION PASSED 7-0.

Approval of Minutes:

1. Approval of August 27, 2025, Planning Commission Meeting Minutes, and September 10, 2025, Planning Commission Workshop meeting minutes.

COMMISSION MEMBER SAMUEL MOVED, AND COMMISSION MEMBER LAMBERT SECONDED TO APPROVE THE AUGUST 27, 2025 PLANNING COMMISSION MEETING MINUTES AND THE SEPTEMBER 10, 2025 PLANNING COMMISSION WORKSHOP MINUTES. THE MOTION PASSED 6–0, WITH VICE-CHAIR NICHOLSON ABSTAINING.

Administrative Assistant II Kirkpatrick read the Public Comments procedure.

Public Comments:

None.

New Business:

2. 2026 Community Development Block Grant (CDBG) Application Presentation

Administrative Assistant II Kirkpatrick read the Public Hearing Procedures. Chair Richardson opened the public hearing.

The following individuals provided public comments:

Francesca Maier, a Richland resident and prior Planning Commission Member, recognized the tough job the Commission has tonight on deciding award amounts for CDBG, and thanked applicants for their service.

CDBG/HOME Administrator Lehman provided the Commission with an overview of the 2026 CDBG applications and went over that there is approximately \$43,720.00 available for Public Services and \$197,750.00 available for Public Facilities/Rehabilitation.

The applications for Public Service total \$93,950.00 with 7 applicants. The following representatives gave a presentation outlining their public service project and amount of grant funding requested.

Elijah Family Homes – Program Director Christine Stacy (\$10,000) Gave a brief presentation in support of their application for Transition to Success Program and the funds would be used for a Case Manager.

Senior Life Resources – Director of Mid-Columbia Meals on Wheels Brian Kinner (\$20,000) Presented on what resources Meals on Wheels currently offers, and due to growth of the community there is increased need for funds as they operate on donations alone.

ARC of Tri-Cities – Co-Executive Director Donna Tracy (\$10,450) Spoke in support of the Therapeutic Recreational Services program which provides activities and community engagement opportunities for adults (18 and older) with developmental disabilities who reside within the city of Richland.

Columbia Basin Industries – President and CEO Michael Novakovich (\$8,000) for the *Community Center Recreational Scholarships* program spoke in support of their grant request. The funds would help provide recreational opportunities for adults with disabilities residing in the city who may otherwise be unable to afford participation.

Domestic Violence Services of Benton and Franklin Counties – Program Director Shannon Snapp (\$20,000) spoke in support of their grant application requesting funds to help support the salary of a bilingual shelter case manager. The position would expand services by assisting with shelter intake and connecting clients to housing, healthcare, legal assistance, and employment resources.

Boys and Girls Club – Chief Development Officer Liz McLaughlin (\$13,500) The presenter provided a brief overview of the grant application for the Richland Teen Center at Chief Joseph Middle School, which offers daily after-school and summer programs serving nearly 200 youth. The program focuses on academic success, career exploration, mental health support, and life and workforce readiness.

Support, Advocacy and Resource Center – Executive Director JoDee Garretson (\$12,000) The request is to fund a portion of a full-time sexual assault advocate position, ensuring residents have 24/7 access to free, confidential crisis response services and ongoing support.

Committee members took a five-minute break to go through the priority spreadsheet and prepare for rankings.

After the brief break, commission members discussed priorities and provided rankings to CDBG and HOME Administrator Lehman. Following the priority rankings, commissioners debated funding amounts and strategies considering the reduced funding availability. The discussion also included consideration of HOME Grant funds that some applicants may be eligible to apply for.

COMMISSION MEMBER SAMUEL MOVED AND COMMISSION MEMBER LEONARD SECONDED THE MOTION TO FORWARD THE AMOUNTS AS INDICATED IN THE SPREADSHEET TO CITY COUNCIL AS THE RECOMMENDED DISTRIBUTION OF THE AVAILABLE GRANT FUNDS. MOTION CARRIED 7-0.

COMMISSION MEMBER SAMUEL MOVED, AND VICE-CHAIR NICHOLSON SECONDED, THAT IF ADDITIONAL FUNDS BECOME AVAILABLE, THE BOYS & GIRLS CLUB OF BENTON AND FRANKLIN COUNTIES SHALL RECEIVE THE ADDITIONAL ALLOCATION; AND IF FEWER FUNDS ARE AVAILABLE, REDUCTIONS SHALL BE APPLIED EVENLY ACROSS ALL AGENCIES. THE MOTION CARRIED 7-0.

Each commission member thanked applicants for their time and service to the community

CDBG/HOME Administrator Toni Lehman introduced the Public Facilities/Rehabilitation applications, which totaled \$299,200, with \$189,450 available for allocation.

Public Works requested \$199,200 for architectural barrier removal.

CDBG/HOME Administrator Toni Lehman – CDBG & HOME for Owner Occupied Rehab Program requested \$100,000

Following review of applications, commission members asked questions and expressed appreciation for the Owner-Occupied Rehabilitation Program, along with discussion regarding appropriate funding levels.

COMMISSION MEMBER HERNANDEZ MOTIONED AND COMMISSION MEMBER SAMUEL SECONDED THE MOTION TO GIVE ONE HUNDRED TWENTY-FIVE THOUSAND DOLLARS (\$125,000) TO THE CITY OF RICHLAND DEVELOPMENT SERVICES FOR OWNER OCCUPIED REHABILITATIONS AND FOR THE REMAINDER TO GO TO THE CITY OF RICHLAND PUBLIC WORKS ARCHITECTURAL BARRIER REMOVAL. MOTION CARRIED 7-0.

CHAIR RICHARDSON MOVED AND COMMISSION MEMBER SAMUEL SECONDED THE MOTION THAT IF ADDITIONAL FUNDS BECOME AVAILABLE, PUBLIC WORKS ARCHITECTURAL BARRIER REMOVAL SHALL RECEIVE THE ADDITIONAL ALLOCATION; AND IF FEWER FUNDS ARE AVAILABLE, REDUCTIONS SHALL BE APPLIED EVENLY ACROSS ALL APPLICANTS. MOTION CARRIED 7-0.

VICE-CHAIR NICHOLSON MADE A SUBMOTION AND COMMISSION MEMBER SAMUEL SECONDED THE MOTION THAT IF LESS FUNDS ARE RECEIVED THAT IT WOULD ONLY BE APPLIED TO PUBLIC WORKS ARCHITECTURAL BARRIER REMOVAL PROJECT. MOTION CARRIED 7-0.

3. RMC 23:54 Off-Street Parking and Landscaping Discussion

Planning Manager Stevens provided an update on the ongoing discussion regarding Off-Street Parking regulations, previously reviewed at the June Planning Workshop, along with other Boards and Commissions.

The three options to review:

1. Updating parking minimums to meet SB 5184 and abolish parking minimums within the Central Business District (CBD)
2. Modify parking code to comply with SB 5184
3. Abolish parking minimums citywide

Administrative Assistant II Kirkpatrick read the Public Hearing procedure.

The Public Hearing opened at 8:28 p.m. and closed at 8:39 p.m., with community members present.

Randy Slovic, a Richland resident, addressed the committee to share her perspective as a new resident twenty years ago and her immense interest in the city of Richland today, expressing hope that eliminating parking regulations would help the City grow to have more of a downtown area.

Francesca Maier, Richland resident and engineer, highlighted concerns regarding the factual basis of parking rate figures included in the materials. She noted that the City's outdated parking code continues to present challenges for development. She also encouraged the Commission to consider opportunities to strengthen bicycle-parking provisions if further revisions are made

Kurt Maier provided public comment as a Richland resident, not in his capacity as a City Councilmember, to share that he had been focused on reforming parking regulations even prior to SB 5184 due to the challenges they created for developers. He emphasized that the proposed ordinance does not take parking away but could encourage additional development in the city by removing outdated requirements.

Chair Richardson welcomed Robert Ferrin from Kimley-Horn joining via zoom.

The Commission discussed the consultants' scope, with Mr. Ferrin confirming that the scope of the work and recommendations were based on the Central Business District (CBD) and referenced parking reforms in other communities, including Spokane, WA when looking at a city-wide reform.

Commissioners raised questions regarding where parking would be accommodated if not mandated, the effects of accessory dwelling units (ADUs) and increased development of parking supply, and the assumption that parking would be found rather than provided.

Further discussion highlighted potential impacts of the proposed parking requirement changes. Benefits include supporting affordable housing, encouraging efficient land use, promoting walkability and transit use, reducing paved surfaces, and providing developers with greater design flexibility. Potential challenges include increased street parking demand, ADA and senior accessibility concerns, parking spillovers into surrounding areas, need for improvement with current transportation, and the possibility that parking supply may not align with actual demand.

Potential parking management strategies were also considered, including time limits, enforcement, assigned spaces, and other creative approaches to increase availability.

COMMISSION MEMBER SAMUEL MOVED AND COMMISSION MEMBER LAMBERT SECONDED THE MOTION THAT CITY STAFF COME BACK WITH A REVISED ORDINANCE 23.54 THAT IS SPECIFIC TO THE CENTRAL BUSINESS DISTRICT (CBD) PARKING REQUIREMENTS AND TAKE INTO ACCOUNT CONCERNS FROM COMMISSION MEMBERS. THOSE IN FAVOR: CHAIR RICHARDSON, COMMISSION MEMBERS HERNANDEZ, LAMBERT, LEONARD AND SAMUEL. THOSE OPPOSED: VICE-CHAIR NICHOLSON AND COMMISSION MEMBER ANDERSON

Planning Manager Stevens noted that a revised ordinance could be presented at the combined November/December meeting.

Communication:

Planning Manager Stevens stated that at the next workshop meeting on October 10, 2025, AHBL will provide an update on the Comprehensive Plan and Development Update.

Councilmember VanDyke reported that he attended the exit interview for the state's financial audit for the City of Richland, which the city successfully passed. He also noted the success of the recent Ironman event and expressed appreciation for the hard work of city staff.

Committee Member Samuel discussed the upcoming Board and Committee Recognition Dinner and encouraged members to attend.

Adjournment:

Chair Richardson adjourned the meeting at 9:31 P.M.

PREPARED BY: _____
Carly Kirkpatrick, Administrative Assistant

APPROVED BY: _____
Jet Richardson, Chair

DRAFT



**MINUTES
PLANNING COMMISSION WORKSHOP
WEDNESDAY, OCTOBER 8, 2025
Richland City Hall – Council Chambers
625 Swift Boulevard**

Planning Commission Regular Workshop - 6:00 p.m.

Chair Richardson called the meeting to order at 6:00 p.m.

Welcome and Roll Call:

Attendance: Chair Richardson	Present
Vice-Chair Nicholson	Present
Member Anderson	Present
Member Hernandez	Absent
Member Lambert	Present
Member Leonard	Present
Member Samuel	Absent

Also present were Councilmember VanDyke (remote via Zoom), Deputy City Manager Schiessl, Planning Manager Stevens, Senior Planner Ballard, Planner Nelson and Administrative Assistant II Kirkpatrick.

Agenda Item:

1. Comprehensive Plan - AHBL

The City of Richland is conducting its required Comprehensive Plan update under the Growth Management Act, incorporating new state goals related to climate and shoreline planning. The update will align the Plan with current legislative requirements while balancing local community priorities.

Public participation is a key part of the update process. The city has created a Future in Focus that brings together three major planning efforts—our Comprehensive Plan, City-wide Transportation Systems Plan, and Parks, Recreation and Open Space Plan—into one coordinated vision for the future. A community survey, opening October 10th, invites input on demographics, hopes and concerns for Richland, and a review of the city’s 2017 Vision Statement, which emphasizes progress, safety, diversity, and harmony between economic development and natural resources. Ms. Stickney is hopeful of coming back with survey results in December.

Commissioners asked how the community survey would be advertised, distributed, and whether there were specific targets or expectations for outreach.

Councilmember VanDyke reviewed the Strategic Plan and legislative priorities, explaining how these guide implementation and communication efforts.

Councilmember VanDyke, Development Services Director Rizzitiello, and Planning Manager Stevens provided closing comments on what to expect throughout the upcoming update process.

Staff noted that the Comprehensive Plan adoption is anticipated by the end of 2026, and Stickney committed to providing the Commission with a project schedule. Mike reported that Kimley-Horn is preparing the revisions requested by the Commission and will present them on December 10.

Adjournment:

Chair Richardson adjourned the meeting at 7:03 P.M.

PREPARED BY: _____
Carly Kirkpatrick, Administrative Assistant

APPROVED BY: _____
Jet Richardson, Chair

DRAFT



**MINUTES
PLANNING COMMISSION WORKSHOP
WEDNESDAY, NOVEMBER 12, 2025
Richland City Hall – Council Chambers
625 Swift Boulevard**

Planning Commission Regular Workshop - 6:00 p.m.

Chair Richardson called the meeting to order at 6:00 p.m.

Welcome and Roll Call:

Attendance: Chair Richardson	Present
Vice-Chair Nicholson	Present
Member Anderson	Present
Member Hernandez	Absent
Member Lambert	Present
Member Leonard	Present
Member Samuel	Present

Also present were Planning Manager Stevens, Senior Planner Ballard, and Planner Nelson.

Agenda Item:

1. Comprehensive Plan Update Open House - AHBL

Nicole Stickney, Associate Principle with AHBL, gave a presentation to review and inform the Commission on the Comprehensive Plan update. One of the updates was that the community survey deadline has been extended from October 31, 2025 to November 14, 2025. At the conclusion of the presentation the workshop was transitioned into an open-house format allowing attendees to walk around and ask questions of Staff, Commission members and Consultant.

Adjournment:

Chair Richardson adjourned the meeting at 7:30 P.M.

PREPARED BY: _____
Carly Kirkpatrick, Administrative Assistant

APPROVED BY: _____
Jet Richardson, Chair



PLANNING COMMISSION AGENDA ITEM COVERSHEET

Meeting Date: 12/10/2025

Agenda Category: Unfinished Business - Public Hearing

Prepared By: Mike Stevens, Planning Manager

Subject

Proposed Amendment to RMC 23.54 Off-Street Parking and Landscaping

Strategic Priority

Recommended Motion

Staff recommends that the Planning Commission conduct an open record public hearing concerning the updated parking code amendment and forward an official recommendation to city council for them to approve the updated parking code amendment.

Summary

This amendment aims to bring the RMC into compliance with Washington State 2025 Engrossed Substitute Senate Bill 5184 (SB 5184), the Parking Reform and Modernization Act (See Exhibit 9, Appendix C) and 2024 Substitute Senate Bill 6015 (SB 6015) (Exhibit 14), as well as encourage compact development, the development/redevelopment of lots, in-fill development, and reduce developer costs by removing the cost associated with potentially excessive off-street private parking. Furthermore, this amendment is intended to fulfill the request of the Planning Commission during their September 24, 2025 public hearing in which they directed staff to update the proposed amendment so as to only remove minimum parking requirements within the Central Business District (CBD) and Columbia Point North Waterfront District and to apply state parking code requirements elsewhere within the city.

Attachments

- I. December 10, 2025 Parking Amendment FULL Staff Report - PLN-T4-2025-00003

**CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION
STAFF REPORT TO THE PLANNING COMMISSION**

TO: PLANNING COMMISSION

PREPARED BY: MIKE STEVENS

FILE NO.: PLN-T4-2025-00003

MEETING DATE: DECEMBER 10, 2025

GENERAL INFORMATION:

APPLICANT: CITY OF RICHLAND
REQUEST: TEXT AMENDMENT TO RICHLAND MUNICIPAL CODE (RMC) CHAPTERS 23.06 DEFINITIONS, 23.22 COMMERCIAL ZONING DISTRICTS, AND 23.54, OFF-STREET PARKING AND LANDSCAPING, TO BRING THE RMC INTO COMPLIANCE WITH 2025 WASHINGTON STATE SENATE BILL 5184, THE PARKING REFORM AND MODERNIZATION ACT, AND 2024 WASHINGTON STATE SENATE BILL 6015, AND TO REMOVE THE MINIMUM NUMBER OF OFF-STREET PARKING SPACES REQUIRED IN THE CENTRAL BUSINESS DISTRICT AND COLUMBIA POINT NORTH WATERFRONT DISTRICT.
LOCATION: CITYWIDE

REASON FOR REQUEST

The amendment aims to bring the RMC into compliance with Washington State 2025 Engrossed Substitute Senate Bill 5184 (SB 5184), the Parking Reform and Modernization Act (See *Exhibit 9, Appendix C*) and 2024 Substitute Senate Bill 6015 (SB 6015) (*Exhibit 14*), as well as encourage compact development, the development/redevelopment of lots, in-fill development, and reduce developer costs by removing the cost associated with potentially excessive off-street private parking.

TEXT CHANGE

For the purposes of review, Staff has attached the following amended text of RMC Chapters 23.06, 23.22, and 23.54 with demonstrated changes inserted in [blue](#) and removed with ~~strikethrough~~. See *Exhibit 2* for the “draft” Ordinance.

ANALYSIS

The impetus for this code amendment began in December 2024 when the issue of parking within the downtown area was discussed at a city council meeting. Discussion carried forth over several months when it was ultimately determined that a parking study would be commissioned by the city. The city hired consulting firm Kimley-Horn to conduct a parking study in order to ascertain any recommended changes to the city parking code that could be achieved to facilitate additional development within Richland’s downtown area. Kimley-Horn conducted a parking study and held several online and in-person meetings with various city boards/commissions as well as stakeholders from the downtown area. Ultimately, Kimley-Horn provided the following recommendations to city council during their July 22, 2025 workshop:

1. Modify the existing parking code to meet the parking minimums set forth by SB 5184. SB 5184 which took effect on July 27, 2025. Titled 'The Parking Reform and Modernization Act,' removed completely, or capped, the minimum number of off-parking spaces cities and counties with populations of at least 30,000 people could mandate for a variety of land uses.
2. Abolish parking minimums in the Central Business District (CBD) and also incorporate SB 5184 modifications.
3. Abolish parking minimums city-wide. This option would require additional consideration (engagement) from stakeholders and citizens.

After discussion, the city council directed staff to prepare an ordinance that would remove parking minimums city-wide.

Off street parking minimums are increasingly seen as inefficient, contributing to higher housing costs, traffic congestion, and environmental degradation (urban heat island effect, increased storm water runoff, increased reliance on cars which increases greenhouse gas emissions, etc).

Abolishing mandatory parking minimums does not remove the need for parking and this amendment does not limit the amount of parking a developer may choose to provide. Rather, the amendment gives developers flexibility in the development of property to design a site to respond to the needs of a particular project/area instead of an arbitrary parking minimum.

On September 24, 2025 the Planning Commission conducted a public hearing on the proposed amendment to RMC Chapter 23.54 Off-Street Parking and Landscaping which proposed to remove all minimum number of off-street parking spaced city-wide.

A motion was approved directing city staff to come back with a revised ordinance that is specific to the CBD parking requirements and take into account concerns from commission members (*Exhibit 11*). In response to this motion Kimley-Horn drafted the Richland Parking Optimization Parking Memo on October 20, 2025 (*Exhibit 9*) and proposed revisions to RMC Chapters 23.03, 23.22, and 23.54 to comply with SB 5184 and SB 6015 while removing the requirement to provide a minimum number of off-street parking space in the CBD and the Columbia Point North Waterfront District.

Planning feels confident that the included Code provisions are compatible with state statutes and the Planning Commission's directive.

SEPA

The proposal is subject to State Environmental Policy Act review. The City of Richland issued a SEPA Threshold Determination of Non-Significance (DNS), project file number PLN-T1-2025-00308, for the proposal on August 13, 2025 (*Exhibit 3*), and published the DNS in the Tri-City Herald on August 17, 2025 (*Exhibit 4*). No appeals of the City's SEPA DNS were received.

PUBLIC NOTICE/ COMMENTS

Staff provided notice of the proposed amendment to local and state agencies via State Environmental Policy Act (SEPA), review on August 13, 2025 and to the public by publishing the Determination of Non-significance in the Tri-City Herald on August 17, 2025 (*Exhibit 4*) and on the city's website.

Staff provided notice to the Washington State Department of Commerce (Commerce) and other state agencies as required by RCW 36.70A on September 2, 2025 (*Exhibit 5*).

A Notice of Application and Public Hearing was provided to local and state agencies on September 2, 2025 and was published in the Tri-City Herald on September 7, 2025 (*Exhibit 7*) and on the city's official website.

The City received comments in response to the SEPA Determination of Non-significance from Bonneville Power Administration (BPA) stating they have no objection to the approval of the proposal, and a comment from Lora Rathbone, Richland resident, stating it is "a great idea to remove requirement (*sic*) for minimum number of parking spaces" (*Exhibit 6*).

The City received comments in response to the combined Notice of Application and Notice of Public Hearing from Francesca Maier, City of Richland Public Works, Commerce, and BPA (*Exhibit 12*).

The first public hearing was held September 24, 2025 by the Planning Commission. Public testimony was given at the meeting by Randy Slovic, Francesca Maier, and City Councilperson Kurt Maier all expressing support for the proposal to remove requiring minimum numbers of off-street parking spaces. Ms. Maier also recommended outdated/undersized bicycle parking standards be amended and that staff should review City of Spokane's ordinance. For a summary of their testimony please see Exhibit 11. Their entire testimony can be viewed at <https://richlandwa.new.swagit.com/videos/356636> at the 2 hour 26 minute, 2 hour 28 minute and 52 second, and 2 hour 32 minutes 5 second marks, respectively.

A public comment letter was received after the public hearing, on September 25, 2025, from Laila Krowiak, expressing support for market-based automobile parking and secure bicycle parking requirements (*Exhibit 13*).

The City of Richland Economic Development Committee (EDC), which is an advisory committee to the City Council, held a Special Meeting on December 1, 2025. The EDC approved a motion recommending that the City Council adopt the amendments to the RMC meeting the minimum requirements of SB 5184 only.

Notice of the December 10, 2025 Planning Commission Public Hearing was published in the Tri-City Herald on November 30, 2025 (*Exhibit 10*) and posted on the city's official website. Three (3) parties of record who provided testimony during the September 24, 2025 public hearing were also notified of the December 10, Public Hearing.

FINDINGS OF FACT

1. The City of Richland proposes to amend RMC Chapters 23.06 Definitions, 23.22 Commercial Zoning Districts, and 23.54 Off-Street Parking and Landscaping.
2. The purpose of the ensuing Code Amendment is to bring the RMC in compliance with SB 5184, The Parking Reform and Modernization Act; SB 6015; and to encourage the development/redevelopment of lots; and reduce developer costs associated with development by removing the cost associated with providing off-street parking on property zoned Central Business District and property located in the Columbia Point North Waterfront zoning district.
3. Notice of the proposed amendment was provided to local and state agencies. Notice was also published in the Tri-Cities Herald, posted on the city's official website. Notice was provided to the Washington State Dept. of Commerce and other state agencies as required by RCW 36.70A. *(See Exhibits 4, 7 and 10)*
4. The Washington State Department of Commerce received the 60-day Notice of Intent to Adopt Amendment and granted expedited review. *See Exhibit 5.*
5. The City issued a SEPA Threshold Determination of Non-Significance on August 13, 2025. No appeals of the DNS were received. *See Exhibit 3.*
6. An open-record public hearing was held by the Planning Commission on September 24, 2025.
7. The Planning Commission directed staff to amend the proposal so as to remove minimum parking requirements within the CBD and Columbia Point North Waterfront District and apply updated state requirements elsewhere within the city.
8. A special meeting was held by the EDC where the proposed amendments to RMC Chapters 23.06 Definitions, 23.22 Commercial Zoning Districts, and 23.54 Off-Street Parking and Landscaping were discussed and a motion approved recommending that the City Council adopt only the amendments to the RMC need to meet the minimum requirements of SB 5184.
9. Notice of the December 10, 2025 Planning Commission Public Hearing was published in the Tri-City Herald on November 30, 2025 *(Exhibit 10)* and posted on the city's official website. Three (3) parties of record who provided testimony during the September 24, 2025 public hearing were also notified of the December 10, Public Hearing.

CONCLUSIONS OF LAW

1. The Planning Commission has jurisdiction to hold an open record public hearing and issue a recommendation on the proposed municipal code amendment to the City Council per RMC 23.70.210.B.
2. The proposed code amendment is consistent with the goals and policies of the City's Comprehensive Plan.

STAFF RECOMMENDATION

Staff recommends the Planning Commission concur with the findings and conclusions set forth in Staff Report (PLN-T4-2025-00003, dated December 10, 2025) and recommend to the City Council adoption of the proposed amendments to RMC Chapters 23.06 Definitions, 23.22 Commercial Zoning Districts, and 23.54, Off-Street Parking And Landscaping, as provided in the draft ordinance attached to this report *(Exhibit 2)*.

RECOMMENDED MOTION – PLANNING COMMISSION

“I move that the Planning Commission recommend approval of the proposed amendments to RMC Chapters 23.06, 23.22, and 23.54 as identified in the draft ordinance. This recommendation is based upon the listed Findings of Fact and Conclusions of Law.”

EXHIBITS

1. Application Materials
2. Draft Ordinance
3. SEPA DNS, SEPA Checklist for file PLN-T1-2025-00308
4. SEPA DNS Affidavit of Publication
5. Department of Commerce Expedited Review
6. Public and Agency Comments in response to SEPA DNS published August 17, 2025
7. Notice of Application and Public Hearing published on September 7, 2025, and Affidavit of Publication
8. Staff Summary of Kimley Horn Parking Optimization Project Options
9. October 20, 2025 Parking Optimization Memo, without Exhibit A
10. Notice of Public Hearing published on November 30, 2025, and Affidavit of Publication
11. September 24, 2025 Planning Commission Meeting DRAFT Minutes
12. Public and Agency Comments in response to NOA/NOPH published September 7, 2025
13. Public Comment from Laila Krowiak September 25, 2025
14. 2024 Washington State Substitute Senate Bill 6015



City of Richland
 625 Swift Blvd
 Richland WA 99352
 (509) 942-7794

Plan Snapshot Report

Plan Type: Type 4	Plan #: PLN-T4-2025-00003	App Date: 08/26/2025
Work Class: T4 - Municipal Code Text Amendment	District: City of Richland	Exp Date: NOT AVAILABLE
Status: In Review		Completed: NOT COMPLETED
Description: Amendment to RMC Chapter 23.54 Off-Street Parking and Landscaping		Approval Expire Date:

Parcel:	Address:	Zone:
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Applicant
 Richland City
 Business: (509) 942-7390

Plan Custom Fields

PreAppQuestionBox	Waived	CodeSection	RMC Chapter 23.54 Off-Street Parking and Landscaping	AmendmentSummary	Proposed amendment to Richland Municipal Code (RMC) Chapter 23.54 Off-Street Parking and Landscaping. At a minimum the proposal would bring the RMC in compliance with Washington State SB 5184, The Parking Reform and Modernization Act. As proposed this amendment will remove all minimum requirements for the number of off-street parking spaces within the City entirely.
AmendmentReason	To bring the RMC in compliance with Washington State SB 5184; to encourage the development/redevelopment of lots (especially traditionally small commercial lots dating from the early years of post WWII development); reduce costs associated with development by essentially removing the cost associated with providing parking; increasing walkability by not requiring off-street parking that increases pedestrian travel length as they have to traverse parking lots..	CompPlanQuestion	A comprehensive plan amendment is not necessary to implement the proposed amendment as the proposed code amendment is consistent with applicable provisions of the Comprehensive Plan.	AmendmentSubstantial Relation	Yes. This proposal would bring the municipal code into compliance with Washington SB 5184. Potentially reducing upfront development costs would lower the cost of new residential construction and commercial construction which would benefit residents and potential businesses/employers.

Exhibit 2

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 CHAPTERS 23.06 DEFINITIONS; 23.22 COMMERCIAL ZONING DISTRICTS; AND 23.54 OFF-STREET PARKING AND LANDSCAPING OF THE RICHLAND MUNICIPAL CODE (RMC) TO BRING THE RMC INTO COMPLIANCE WITH 2025 WASHINGTON STATE SENATE BILL 5184, THE PARKING REFORM AND MODERNIZATION ACT, AND 2024 WASHINGTON STATE SENATE BILL 6015; AND TO ELIMINATE THE MINIMUM NUMBER OF OFF-STREET PARKING SPACES REQUIRED IN THE CENTRAL BUSINESS DISTRICT AND THE COLUMBIA POINT NORTH WATERFRONT DISTRICT.

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 the minimum number of off-street parking spaces required in the Central Business District and Columbia Point North Waterfront District; 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 must adopt the requirements of SB 5184 within 18 months of July 27, 2025; and

WHEREAS, during the 2024 regular legislative session, the Washington State Legislature passed Substitute Senate Bill 6015 (“SB 6015”), relating to minimum parking requirements for residential development; and

WHEREAS, cities planning under Chapter 36.70A RCW must implement SB 6015, whose effective date is June 6, 2024; 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 December 10, 2025, the Richland Planning Commission conducted a second 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 23.06 of the Richland Municipal Code, entitled Definitions as first enacted by recodification occurring through Ordinance No. 28-05, and last amended by Ordinance No. 2022-19, is hereby amended as follows:

Chapter 23.06 Definitions

Sections:

- 23.06.010 Definitions – Introductory.
- 23.06.020 Accessory apartment unit.
- 23.06.025 Accessory dwelling unit.
- 23.06.027 Adult family home.
- 23.06.030 Adult use establishment.
- [23.06.033 Affordable housing.](#)

23.06.035 Agriculture.
23.06.040 Airport commercial.
23.06.045 Airport industrial.
23.06.050 Alley.
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23.06.065 Apparel and accessory stores.
23.06.070 Apartment.
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23.06.010 Definitions – Introductory.

For the purpose of this title, certain terms and words are defined in this chapter. When not inconsistent with the context, words used in the present tense shall include the future; the singular number shall include the plural, and the plural, the singular; the word “shall” is always mandatory and the word “may” denotes a use of discretion in making a decision. The words “used” or “occupied,” unless the context otherwise requires, shall be considered as though followed by the words “or intended, arranged or designed to be used or occupied.” [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.020 Accessory apartment unit.

An “accessory apartment unit” is located within or adjacent to a detached one-family dwelling, located on the same lot and is a habitable living unit that provides the basic requirements of shelter, heating, cooking, and sanitation subject to the provisions of RMC 23.42.020. [Ord. 28-05 § 1.02; Ord. 05-13 § 1.01; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.025 Accessory dwelling unit.

“Accessory dwelling unit” means a dwelling unit located within a building that contains a nonresidential main or primary use. Occupancy of accessory dwelling units is reserved for the manager or owner of the main or primary use of the building. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.027 Adult family home.

“Adult family home” means a facility licensed pursuant to Chapter 70.128 RCW, or the regular family dwelling of a person or persons who are providing personal care, special care, and/or room and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.030 Adult use establishment.

“Adult use establishment” means any adult motion picture theater, adult panoram establishment, adult retail establishment or live adult entertainment establishment, as defined herein, or any establishment which provides one or more of the activities listed herein.

A. “Adult motion picture theater” means any commercial establishment where films, motion pictures, video cassettes, computer images or other similar photographic reproductions depict specified sexual activities or specified anatomical areas to patrons for a payment of a fee, membership fee, or other charge.

B. Adult Panoram Establishment. “Adult panoram” means a commercial establishment where one or more motion picture projectors, slide projectors, computers or similar devices are used to show films, video cassettes, slides, or other forms of photographic reproductions depicting specified sexual activities or specified anatomical areas to patrons for a payment of a fee, membership fee, or other charge.

C. “Live adult entertainment establishment” means any commercial establishment featuring go-go dancers, exotic dancers, strippers, male or female impersonators, or similar entertainers that emphasize specified anatomical areas and/or whose performances or other activities include or mimic specified sexual activities.

D. “Adult retail establishment” means any retail establishment which, for money or any other form of consideration, either:

1. Has as one of its principal purposes to sell, exchange, rent, loan, trade, transfer, and/or provide for viewing, off the premises, any adult-oriented merchandise, as defined in RMC 5.21.010; or
2. Provides, as its substantial stock-in-trade, for the sale, exchange, rental, loan, trade, transfer and/or viewing or use, off of the premises, any adult-oriented merchandise as defined in RMC 5.21.010. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.033 Affordable housing.

“Affordable housing” means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed 30 percent of the monthly income of a household whose income is:

1. For rental housing, 60 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development;
2. For owner-occupied housing, 80 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

23.06.035 Agriculture.

“Agriculture” means the tilling of the soil, the raising of crops, horticulture, floriculture, viticulture, apiculture, small livestock farming, dairying, livestock or animal husbandry, and sod farming, including all uses incidental thereto, including the sale of the agricultural products grown or raised upon the site. “Agriculture” excludes the following activities: hog farm, livestock feed lot, poultry farm, slaughterhouse, fertilizer works, bone yard, plant for the reduction or processing of animal matter, or similar manufacturing, processing, warehousing, storage, and related industrial and commercial activities whether or not dependent upon or closely allied to the agriculture industry. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.040 Airport commercial.

“Airport commercial” means the retail sale of aviation-related products and services including aircraft service and rental, air passenger services, and air terminal activities including passenger ticketing, baggage, taxi service, car rental, restaurants, hotels and gift shops. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.045 Airport industrial.

“Airport industrial” means research, design, fabrication and assembly of aircraft, aircraft parts, airfreight terminals and aviation-related products. This use also includes storage and wholesale trade of aviation-related products and air cargo operations and associated storage and processing. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.050 Alley.

“Alley” means a passage or way open to public travel, affording generally a secondary means of vehicular access to abutting lots, but not intended for the general traffic circulation and including vehicular ways satisfying this definition but designated by some other name. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.053 Amendment.

“Amendment” means a change to the text of the city’s zoning regulations. [Ord. 24-14 § 1.01; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.055 Animal shelter.

“Animal shelter” means a service use maintained and operated primarily for the impounding, holding and/or disposal of lost, stray, unwanted, or injured animals. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.065 Apparel and accessory stores.

“Apparel and accessory stores” means stores primarily engaged in selling new clothing, shoes, jewelry, and related articles for personal wear and adornment and stores that rent clothing such as costumes or formal wear. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.070 Apartment.

“Apartment” means a room or suite of two or more rooms, which is designed for, intended for, or occupied by one family, with facilities for cooking therein. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.071 Apartment, studio.

“Apartment, studio” means a self-contained, small apartment which combines living room, kitchenette and bedroom into a single room. [Ord. 55-15 § 1; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.075 Arcade.

“Arcade” means a commercial establishment containing six or more video, pinball, pool tables or other games, or a business with more than one game per 500 square feet of gross floor area. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.080 Area of special flood hazard.

Repealed by Ord. 59-19. [Ord. 28-05 § 1.02; amended during 2011 recodification].

23.06.085 Art galleries.

“Art galleries” means establishments or other private or public places intended primarily for art exhibitions where people may view and/or purchase paintings, sculptures, or other works. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.090 Assisted living facility.

“Assisted living facility” means an establishment which provides living quarters and a variety of limited personal care and supportive health care to individuals who are unable to live independently due to infirmity of age, physical or mental handicap, but who do not need the skilled nursing care of a convalescent or nursing home. These facilities may consist of individual dwelling units of a barrier-free design, with separate bathroom facilities, a full kitchen or no kitchen. The facility may provide a minimal amount of supportive health care monitoring, such as assistance with medication, but is limited to health care services which do not require state or federal licensing. In addition, these facilities may have a communal dining area, recreation facilities (library, lounge, game room), laundry facilities and open space. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.095 Auto parts sales.

“Auto parts sales” means a commercial establishment primarily engaged in the retail sale of new auto parts, automobile accessories and tools, where no automobile maintenance or repair services are provided. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.100 Automobile repair.

“Automobile repair” means an establishment which provides major automobile repair, minor automobile repair or an automobile repair specialty shop as defined herein.

A. “Major automobile repair” means general repair, engine rebuilding, rebuilding or reconditioning of motor vehicles or trailers; collision service, including body, frame or fender straightening or repair; overall painting or paint shop or other major repair or maintenance, including operations which may require open flame or welding.

B. “Minor automobile repair” means minor repairs, replacement of minor parts to passenger automobiles and trucks not exceeding one and one-half tons capacity, including any auto lubrication services and engine tune-up services but specifically excluding operations specified under “automobile repair, major” and “automobile repair, specialty shop.”

C. “Automobile repair specialty shop” means a retail and service place of business engaged primarily in light repair and sale of goods and services for automotive vehicles including brakes, muffler and tire shops, and their accessory uses. Major automobile repair is excluded from this definition. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.105 Automobile service station.

“Automobile service station” means a retail place of business for the servicing or fueling of motor vehicles, including tube and tire repairs, battery charging, storage of merchandise and supplies related to the servicing of motor vehicles, sale of gasoline and other fuel and lubricants, and minor motor vehicle repairs. Such use excludes items constituting “major automobile repair.” [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.110 Automobile wrecking.

“Automobile wrecking” means the dismantling or wrecking of used motor vehicles or trailers, or the storage, sale or dumping of dismantled, partially dismantled, obsolete or wrecked vehicles or their parts. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.115 Base flood.

Repealed by Ord. 59-19. [Ord. 28-05 § 1.02].

23.06.117 Basement.

“Basement” means any area of a building having its floor subgrade (below ground level) on all sides. [Ord. 28-05 § 1.02; Ord. 01-07; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.120 Bed and breakfast.

“Bed and breakfast” means a one-family detached dwelling unit occupied by a resident owner/manager within which up to four rental bedrooms are made available for overnight accommodation. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.125 Block front.

“Block front” means that property abutting on one side of a street and lying between the two nearest intersecting or intercepting streets or nearest intersecting or intercepting streets and railroad right-of-way, waterway, or subdivided acreage. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.130 Book, stationery and art supply store.

“Book, stationery and art supply store” means an establishment engaged in the retail sale of books and magazines, stationery, CDs, record and tapes, video and art supplies. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.135 Building.

“Building” means any structure having a roof supported by columns or by walls and intended for the shelter, housing, or enclosure of any person, animal, or chattel. When any portion thereof is completely separated from every other portion thereof by a masonry division or fire wall without any window, door or other opening therein, which wall extends from the ground to the upper surface of the roof at every point, then each such portion shall be deemed to be a separate building. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.140 Building, accessory.

“Building, accessory” means a detached subordinate building, the use of which is necessary and incidental to that of a main building on the same lot, and which does not change or alter the character of the premises. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.145 Building, main.

“Building, main” means a building in which is conducted the principal use of the lot on which it is situated. In any residential district, any dwelling shall be deemed to be a main building on the lot on which the same is situated. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.150 Building, hardware and garden supply store.

“Building, hardware and garden supply store” means an establishment engaged in selling lumber and other building materials such as paint, glass, wallpaper, tools, seeds, and fertilizer. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.155 Bus station.

“Bus station” means an establishment for the storage, dispatch, repair and maintenance of coaches and other vehicles of a public transit system. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.160 Bus terminal.

“Bus terminal” means an establishment that sells tickets, provides scheduling information and serves as a point of arrival and departure for an inter-city bus line. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.165 Bus transfer station.

“Bus transfer station” means land in a centralized location used by a municipal bus service as a point of departure for multiple bus routes and where bus passengers transfer from one bus to another. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.170 Cafeteria.

“Cafeteria” means an enclosed building or portion thereof used for the preparation, sale, and consumption of food and beverages. Typically, food services offered in a cafeteria are provided as an accessory use to employees or other groups of people and are not generally offered to the general public. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.175 Car wash.

“Car wash” means a facility designed for the cleaning of automobiles, of which there are two types:

A. “Car wash, automatic” means a tunnel-like structure through which cars are pulled or driven and in which high-pressure sprays and brushes clean, dry and may wax vehicles.

B. “Car wash, self-service” means a coin-actuated, self-service washing system enclosed in a walled bay, open front and rear, of not less than eight feet in height. The pumps, water heaters and like equipment are completely housed. Additional facilities may include drying material dispensers and vacuum cleaners. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.180 Carport.

“Carport” means a covered space for the housing primarily of motor vehicles and enclosed on no more than two sides by walls, screens, cabinets, or other type of enclosures. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.185 Cemetery.

“Cemetery” means land used or intended to be used for the burial of the dead and dedicated for cemetery purposes including columbariums, crematoriums, mausoleums, and funeral establishments, when operated in conjunction with and within the boundary of such cemetery. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.190 Church.

“Church” means a structure, group of structures, or portion thereof which is utilized for the purpose of conducting religious worship, services or ceremonies. A church may contain facilities such as a sanctuary or chapel, assembly rooms, offices, kitchen, parsonage, or multi-purpose facilities. Graded educational facilities, dwelling units except parsonages, day care facilities, and facilities for the training of religious orders shall not be considered incidental to church usage, but may be allowed subject to other provisions of this title. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.195 City officials and agencies.

The word “city” means the city of Richland in Benton County, Washington; the term “city council” means the city council of said city; the terms “planning commission” or “physical planning commission” or “commission” mean the planning commission of the city; the term “board” or “board of adjustment” means the board of adjustment of the city; the term “administrative official” or “city planner” means such person as the city manager shall designate

to administer and enforce this title. [Ord. 28-05 § 1.02; amended during 2011 recodification; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.200 Cinema.

“Cinema” means a motion picture theater. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.205 Clinic.

“Clinic” means a building or portion of a building containing offices for providing medical, dental, psychiatric or chiropractic services for outpatients only. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.207 Clinic, school-based.

“Clinic, school-based” means a building or portion of a building, co-located on a school campus, containing offices for providing limited outpatient medical services to children and their families within the respective school district, as well as to district staff and faculty. Such facilities are operated by independent healthcare organizations. [Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.210 Club or fraternal societies.

“Club” or “fraternal societies” means an association of persons (whether or not incorporated) organized for some common nonprofit purpose, but not including a group organized primarily to render a service customarily carried on as a business. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.215 Commercial recreation.

“Commercial recreation” means establishments engaged in providing amusement or entertainment for a fee or admission charge. There are two categories of commercial recreation:

A. Indoor Commercial Recreation. Including but not limited to such activities as dance halls, bowling alleys, billiard and pool establishments, skating rinks, indoor batting cages and miniature golf.

B. Outdoor Commercial Recreation. Including but not limited to such activities as outdoor batting cages, arenas, golf courses, putting courses, outdoor miniature golf, amusement parks, riding academies, carnival operations, expositions, and marinas. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.216 Commercial spaces.

"Commercial spaces" means commercial use for nonresidential business purposes, including retail, office, wholesale, general merchandise, and food services.

23.06.217 Concessionaire.

“Concessionaire,” for the purposes of this title, means and includes any person, firm, or corporation involved in any activity involving the sale of any goods or services, whether conducted for profit or not, on any property located within the PPF – parks and public facilities

district. Any concession activity shall be clearly incidental to and supportive of an established primary permitted use in the underlying zoning district. [Ord. 28-05 § 1.02; Ord. 13-08; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.220 Convention center.

“Convention center” means a building or area designated to accommodate large groups of people usually for social occasions, or the exchange of information related to professional or commercial activity. Such a facility typically contains various large assembly halls, conference rooms, and food service facilities. [Ord. 28-05 § 1.02; Ord. 32-11 § 1; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.225 Contractors’ offices and shops.

“Contractors’ offices and shops” means a combination of uses in a single building or lot that includes the assembly, storage and/or manufacture of products typically used in building construction such as cabinetry, heating/cooling systems, plumbing and mechanical systems together with administrative offices. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.230 Contractors’ yards.

“Contractors’ yards” means the portion of a lot outside of a contractor’s office and shop that is used for the outdoor storage of vehicles, equipment and supplies. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.235 Court.

“Court” means an open, unoccupied space, other than a yard, on the same lot with a building or group of buildings, which is bounded on two or more sides by such building or buildings. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.240 Cultural institution.

“Cultural institution” means establishments such as museums, art galleries, and botanical and zoological gardens of historic, educational or cultural interests which are not operated for profit. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.245 Day care center.

“Day care center” means a licensed facility, other than a family day care home, providing regularly scheduled care for a group of children for periods less than 24 hours. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.250 Delicatessen.

“Delicatessen” means retail food stores selling ready-to-eat food products such as cooked meats, prepared salads or seafood, health food or other specialty food items. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.255 Department store.

“Department store” means a large retail store arranged into departments for the sale of a variety of consumer goods. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.260 Dependent recreational vehicle.

“Dependent recreational vehicle” means a recreational vehicle which does not contain water or sewage disposal facilities. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.265 Designated manufactured home.

“Designated manufactured home” means a manufactured home which:

- A. Is comprised of at least two fully enclosed parallel sections each not less than 12 feet wide by 36 feet long;
- B. Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of not less than 3:12 pitch; and
- C. Has exterior siding similar in appearance to siding materials commonly used on conventional site-built International Building Code single-family residences. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.270 Development.

“Development” means any manmade change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials, but not including any open wire fences in any F district. [Ord. 28-05 § 1.02; Ord. 01-07; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.275 District.

“District” means a portion of the city within which certain uses of land and buildings are permitted, and certain other uses of land and buildings are prohibited, or within which certain yards and other open spaces are required, or within which certain lot areas are established, or within which certain height limits are required for buildings, or within which a combination of such aforesaid regulations are applied, all as set forth and specified in this title, or any of the districts with which any combining regulations are combined. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.280 Dormitories, fraternities and sororities.

“Dormitories,” “fraternities” and “sororities” mean a building occupied by and maintained exclusively for students affiliated with an academic or professional college or university, or other recognized institution of higher learning. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.285 Drinking establishment.

“Drinking establishment” means a business primarily engaged in the retail sale of alcoholic beverages for consumption on the premises, including nightclubs, bars, cocktail lounges, and taverns. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.290 Drive-through.

“Drive-through” means a facility which, by its design, allows people to receive goods and/or services while remaining in their automobiles. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.295 Drug store/pharmacy.

“Drug store/pharmacy” means an establishment engaged in the retail sale of prescription drugs, nonprescription medicines, cosmetics, vitamins, first-aid supplies, and other health-related products. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.300 Dwelling, one-family attached.

“Dwelling, one-family attached” means a building designed for or containing one dwelling unit, which is attached on one or both sides with a common wall/zero lot line wall to one or more buildings of the same type. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.305 Dwelling, one-family detached.

“Dwelling, one-family detached” means a detached building designed for or containing one dwelling unit, which may include an accessory apartment subject to the provisions of the zoning districts and RMC 23.42.020. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.310 Dwelling, two-family detached.

“Dwelling, two-family detached” means a detached building designed for or containing two independent dwelling units. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.315 Dwelling, multiple-family.

“Dwelling, multiple-family” means a building or portion thereof designed for or containing three or more independent dwelling units. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.320 Dwelling unit.

“Dwelling unit” means a building or portion thereof providing complete housekeeping facilities for one family, which may include an accessory apartment unit subject to the provisions of the zoning districts and RMC 23.42.020. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.325 Electronic equipment stores.

“Electronic equipment stores” means establishments engaged in the retail sale of a variety of electronic equipment including computers, televisions, stereos, and cameras. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.327 Emergency housing.

“Emergency housing” means temporary indoor accommodations for individuals or families who are experiencing homelessness or at imminent risk of becoming homeless that are intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement. [Ord. 2022-19 § 1].

23.06.329 Emergency shelter.

“Emergency shelter” means a facility that provides a temporary shelter for individuals or families who are currently experiencing homelessness. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations. [Ord. 2022-19 § 1].

23.06.330 Essential public facilities.

“Essential public facilities” means a facility, conveyance or site whose services are provided by a governmental agency, a private or nonprofit organization under contract to or with substantial funding from government agencies, or a private organization subject to public service obligations, which is necessary to adequately provide a public service and which is typically hard to site. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.335 Equipment rental.

“Equipment rental” means the use of a building or land for the purpose of providing tools, implements, or other articles to individuals or businesses on a temporary basis for a specified fee. This use does not include the rental of automobiles or trucks. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.340 Family.

“Family” means one or more persons occupying a premises and living as a single, nonprofit housekeeping unit, as distinguished from a group occupying a hotel, club, boardinghouse or rooming house, fraternity or sorority house. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.345 Family day care home.

“Family day care home” means a licensed facility in the licensee’s home providing regularly scheduled care for 12 or fewer children for periods less than 24 hours. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.350 Farming of land.

“Farming of land” means the growing of seasonal crops and/or the tilling of soil. For purposes of this definition, the farming of land is typically an interim or temporary land use and would not typically include agricultural activities that are of a long-term nature, such as the planting of orchards or vineyards or the raising of livestock. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.355 Fence.

“Fence” means an upright structure serving as an enclosure, barrier or boundary usually made of posts, boards, wire, iron, steel, or masonry. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.360 Financial institution.

“Financial institution” means a business or institution engaged in monetary transactions such as banks, lending, savings and loan institutions and credit unions but excluding pay day loan businesses. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.365 Flood or flooding – Flood Insurance Rate Map (FIRM) – Flood Insurance Study.
Repealed by Ord. 59-19. [Ord. 28-05 § 1.02].

23.06.370 Florist.

“Florist” means an establishment engaged in the retail sale of flowers and plants. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.373 Food service establishment.

“Food service establishment” means a retail establishment that prepares and sells food and beverages for immediate consumption.

23.06.375 Food stores.

“Food stores” means stores primarily engaged in selling food and beverages for home preparation and consumption. It includes grocery stores; mini-market or convenience store uses; meat and fish markets, including freezer provisioners; fruit and vegetable markets; candy, nut, and confectionery stores; dairy products stores; retail bakeries; wine and beer shops; liquor stores; and miscellaneous stores specializing in items such as spices, coffee, or health foods. As an accessory use, a food store may also sell prepared foods for on-site or off-site consumption. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.380 Food wagon.

“Food wagon” means a vehicle that is used for retail food sales that is capable of operating from a variety of sites, rather than from a fixed location. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.385 Fuel station/mini-mart.

“Fuel station/mini-mart” means establishments engaged primarily in the sale of automobile gasoline or other auto fuel to the general public. Such uses may include mini-market or

convenience store uses involving the sale of snack food and beverage items. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.390 Funeral establishment.

A “funeral establishment” is a place of business devoted exclusively to such activities as are related to the preparation and arrangements for the funeral, transportation, burial, or other disposition of dead bodies, and including but not limited to: (A) a chapel in which memorial, funeral, or religious services may be conducted; and (B) a preparation room equipped for the preparation and embalming of dead bodies for burial or transportation. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.395 Furniture, home furnishings, and appliance stores.

“Furniture, home furnishings, and appliance stores” means businesses primarily engaged in the retail sale of goods used for furnishing the home, such as furniture, floor coverings, draperies, lighting fixtures, woodstoves, domestic cook stoves, refrigerators, and other household electrical and gas appliances. This category also includes rental of furniture, appliances, and the like. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.400 General service businesses.

“General service businesses” means establishments which provide services involving the maintenance, repair or improvement of personal and household goods including computer and consumer electronics repair and service, custom framing shops, jewelry repair, locksmiths, shoe repair, tailors, upholstery shops, and similar uses. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.405 Grade plane.

“Grade plane” means a reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than six feet from the building, between the building and a point six feet from the building. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.410 Gross floor area (GFA).

“Gross floor area” means the sum of the areas of all floors included within the surrounding walls of a building, or portion thereof, exclusive of vents, shafts, and courts, [inclusive of commercial outdoor dining areas](#). [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.415 Guest room.

“Guest room” means a room which is intended, arranged, or designed to be occupied or which is occupied by one or more guests, but in which no provision is made for cooking, and not including dormitories for sleeping purposes. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.420 Habitable floor.

“Habitable floor” means any floor usable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof, except for a floor used only for storage purposes. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.425 Hazardous waste.

“Hazardous waste” means all dangerous and extremely hazardous waste as defined by RCW 70.105.010. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.430 Hazardous waste storage.

“Hazardous waste storage” means the holding of dangerous waste for a temporary period as regulated by the Washington State Dangerous Waste Regulations, Chapter 173-30 WAC. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.435 Hazardous waste treatment.

“Hazardous waste treatment” means the physical, chemical, or biological processing of dangerous waste to make wastes nondangerous or less dangerous, safer for transport, amenable for storage, or reduced in volume. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.440 Hazardous waste treatment and storage facilities, off site.

“Hazardous waste treatment and storage facilities, off site” means treatment and storage facilities that treat or store waste generated on properties other than those on which the off-site facilities are located. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.445 Hazardous waste treatment and storage facilities, on site.

“Hazardous waste treatment and storage facilities, on site” means treatment and storage facilities that treat and store wastes generated on the same, geographically contiguous, or bordering property. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.450 Hedge.

“Hedge” means a row of closely planted shrubs, bushes, or low growing trees forming a barrier, enclosure, or boundary. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.455 Height of building.

“Height of building” means the vertical distance from grade plane to the average height of the highest roof surface. (See RMC 23.06.405 for definition of “grade plane.”) [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.460 Hog farm.

“Hog farm” means a lot, structure or building used for the raising or keeping of six or more hogs or swine. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.465 Home occupations.

“Home occupations” means an occupation or business activity conducted within a dwelling unit by a member or members of the family who occupy the dwelling, where the occupation or business activity is clearly incidental and secondary to the use of the dwelling for living purposes and the residential character of the dwelling is maintained. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.470 Health/fitness center.

“Health/fitness center” means a building, group of buildings or combination of buildings and outdoor uses which together are used for sports, health and recreational uses whether on a membership basis or for the general public. Such facilities include, but are not limited to, gymnasiums, weight-reducing centers, dance studios, tennis, handball or racquetball courts, indoor or outdoor swimming pools and spas, weight training, exercise classes, and running tracks. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.475 Health/fitness facility.

“Health/fitness facility” means health clubs, aerobics centers, athletic clubs and gymnasiums, handball and racquetball clubs, weight-reducing centers, dance studios, and other businesses primarily engaged in indoor health and recreation activities, whether on a membership basis or for the general public. Health/fitness facilities are conducted in buildings no larger than 5,000 square feet in area. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.477 Health spa.

“Health spa” means a commercial facility providing body treatments, massage, gyms, spas, health and wellness activities and similar services. [Ord. 28-05 § 1.02; Ord. 04-09; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.480 Homeless shelter.

Repealed by Ord. 2022-19. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1].

23.06.485 Hospital.

“Hospital” means a licensed institution designed within an integrated campus setting for the diagnosis, care, and treatment of human illness, both mental and physical. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.490 Hospital or clinic for large animals.

“Hospital or clinic for large animals” means a medical facility or institution providing in-patient and outpatient veterinary service consisting of the prevention, cure, or alleviation of disease and injury to large animals or livestock. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.495 Hospital or clinic for small animals.

“Hospital or clinic for small animals” means a medical facility or institution providing inpatient and outpatient veterinary service consisting of the prevention, cure, or alleviation of disease and

injury to dogs, birds, cats, and similar small animals. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.500 Hot tub.

“Hot tub” means a nonpermanent structure intended for recreational bathing, in which all controls, water heating, and water circulating equipment are an integral part of the product. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.505 Hotel.

“Hotel” means any building or portion thereof containing six or more guest rooms, which is used, designed, or intended to be used, let, or hired out to be occupied, or which is occupied by six or more individuals for compensation, whether the compensation be paid directly or indirectly. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.510 House-banked card room.

“House-banked card room” as used in this title means an establishment licensed by the Washington State Gambling Commission (the “Commission”) to offer “house-banked card games” as described in WAC 230-40-010 and subject to regulation by the Commission under RCW 9.46.070 and Chapter 230-40 WAC. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.515 Junkyard.

“Junkyard” means the use of more than 100 square feet of the area of any lot, or the use of any portion of that half of any lot (but not exceeding a depth or width, as the case may be, of 100 feet) which adjoins any street, for the storage, keeping or abandonment of junk, including scrap metals or other scrap material, or the use of any area for an automobile wrecking yard; provided, however, that this definition shall not be deemed to include uses conducted entirely within an enclosed building or lots for the outdoor display and sale of used automobiles in operable condition. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.520 Kennel, commercial.

“Kennel, commercial” means any lot, premises, building, or structure where six or more dogs, cats, and/or household pets over six months of age are kept. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.525 Landscaping.

“Landscaping” shall consist of any of the following or combination thereof: material such as, but not limited to, grass, ground covers, shrubs, vines, hedges, and trees; and nonliving durable material commonly used in landscaping such as, but not limited to, rocks, pebbles, bark, sand, walls, or fences, but excluding paving and artificial plants. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.530 Landscaping material sales.

“Landscaping material sales” means establishments engaged in the retail sale of materials commonly used in landscaping such as trees, shrubs, bark, gravel, patio bricks, concrete blocks,

pond liners, and similar materials. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.535 Large livestock farming.

“Large livestock farming” means the keeping of domesticated animals such as horses, ponies, burros, dairy and beef cattle, sheep, goats, swine, and similar animals which are kept for personal or agricultural use, or raised for sale and profit. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.540 Lattice tower.

“Lattice tower” is a wireless communications support structure, which consists of metal crossed strips or bars to support antennas and related equipment. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.545 Laundry, self-service.

“Laundry, self-service” means a business providing home-type washing, drying and/or ironing facilities where customers primarily complete the laundering of their own clothes. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.550 Laundry/dry cleaning, retail.

“Laundry/dry cleaning, retail” means a business providing drop off and pick up services of laundry and dry cleaning where the actual laundry/dry cleaning activities are completed at an off-site commercial laundry/dry cleaning facility. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.552 Laundry/dry cleaning, neighborhood.

“Laundry/dry cleaning, neighborhood” means a business providing drop off and pick up services of laundry and dry cleaning and where actual laundry/dry cleaning activities are completed on site in a process that primarily uses solvents or chemicals that are not regulated as hazardous by the Environmental Protection Agency. Such businesses shall operate in facilities that are 2,000 square feet in area or less. [Ord. 28-05 § 1.02; Ord. 15-07; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.555 Laundry/dry cleaning, commercial.

“Laundry/dry cleaning, commercial” means a business providing commercial laundry or dry cleaning services. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.560 Livestock feed lot.

“Livestock feed lot” means a lot, structure or building, or confined area used intensively for raising or keeping of more than six head of beef cattle or similar livestock for the purpose of feeding, breeding, conditioning, or holding the same for marketing or slaughter in which animal waste may accumulate, but not including barns, pens or similar structures. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.565 Lot.

“Lot” means land occupied or to be occupied by a principal use or building or unit group of buildings and accessory buildings, together with such open spaces as are required under the provisions of this title, having not less than the minimum area required by this title, for a lot in the district in which such lot is situated, and having its principal frontage on a street, or having a permanent means of access to a street. A lot as defined herein is not necessarily the same as a platted lot. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.567 Lot area.

“Lot area” means the total horizontal area included within lot lines. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.570 Lot, corner.

“Lot, corner” means a lot bounded on two or more sides by street lines; provided, that the interior angle of intersection or interception of said street lines does not exceed 135 degrees. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.572 Lot, interior.

“Lot, interior” means a lot other than a corner lot. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.575 Lot line, front.

“Lot line, front” means, in the case of an interior lot, a line separating the lot from the street; in the case of a corner lot, a line separating the narrowest street frontage of the lot from the street; except in those cases in a C-1 district where a lot has two or more street frontages of equal length or nearly equal length, the front lot line shall be considered to be the line adjoining the street which the comprehensive plan shows is intended to carry the heaviest traffic flow. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.577 Lot line, rear.

“Lot line, rear” means the lot line which is generally opposite the front lot line. If the rear lot line is less than 10 feet in length, or if the lot comes to a point at the rear, the rear lot line shall be deemed to be a line parallel to the front lot line, not less than 10 feet long, lying wholly within the lot and farthest from the front lot line. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.580 Lot line, side.

“Lot line, side” means any lot boundary line not a front lot line or a rear lot line. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.582 Lot depth.

“Lot depth” means the shortest horizontal distance between the front lot line and a line drawn parallel to the front lot line through the midpoint of the rear lot line. For lots with front lines containing curves or angles, the measurement shall be taken from a line drawn parallel to a base line adjoining the front corners of the lot and lying midway between said base line and a line

drawn parallel to said base line tangent to the curve or through the angle point. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.584 Lot width.

“Lot width” means the distance between side lot lines measured at right angles to the lot depth at its midpoint. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.586 Lowest floor.

Repealed by Ord. 59-19. [Ord. 28-05 § 1.02; Ord. 01-07].

23.06.587 Lumberyard.

“Lumberyard” means a business that sells building materials and/or lumber in large quantities, and includes a significant portion of its product storage outdoors or in warehouse portions of a building. [Ord. 28-05 § 1.02; Ord. 01-07; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.590 Macrofacility.

“Macrofacility” is a large wireless communication facility that provides radio frequency coverage for a cellular telephone network. Generally, macro cell antennas are mounted on ground-based towers, rooftops and other existing structures at a height that provides a clear view over the surrounding buildings and terrain. Macro cell facilities typically contain antennas that are greater than three cubic feet per antenna, and typically cover large geographic areas with relatively high capacity and may be capable of hosting multiple wireless service providers. [Ord. 07-19 § 1; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.595 Mailing services.

“Mailing services” means a private establishment engaged in the business of renting mailboxes, accepting packages for delivery, selling packaging materials and/or providing bulk mailing services for customers. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.600 Manufactured home.

“Manufactured home” means a single-family residence constructed after June 15, 1976, and in accordance with the U.S. Department of Housing and Urban Development (HUD) requirements for manufactured housing and bearing the appropriate insignia indicating such compliance. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.605 Manufactured home lot, park, and stand.

“Manufactured home lot” means a designated portion of a manufactured home park designed for the accommodation of one manufactured home and its accessory structures.

“Manufactured home park” means any site, lot, field or tract of land under the ownership or management of one person, partnership, firm or corporation which is divided into manufactured home lots for tenancy or lease, upon which two or more manufactured homes are located and occupied for dwelling purposes.

“Manufactured home stand” means that area of a manufactured home lot which has been reserved for the placement of a manufactured home. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.610 Manufacturing, general.

“Manufacturing, general” means a manufacturing use, typically having the potential of creating moderate noise, smoke, dust, vibration or other environmental impacts or pollution, and including but not limited to the following:

- A. Production of items made from stone or concrete;
- B. Production of items from ferrous or nonferrous metals through use of a machine shop, welding or fabrication; or from nonferrous metals through use of a foundry; or from ferrous metals through use of a foundry heated by electricity (induction melting);
- C. Production of finished goods that typically are not for household or office use, such as barrels, ceramic molds, or cardboard cartons, from materials that are already refined, or from raw materials that do not need refining, such as paper, fabric, leather, premilled wood; or wool, clay, cork, semiprecious or precious metals or stones, fiber, or other similar materials;
- D. Production of finished goods, for household or nonhousehold use, such as toys, film, pens, or linoleum from plastic, rubber, or celluloid;
- E. Production of parts to be assembled into a finished product;
- F. Development of film on a wholesale basis;
- G. Production of items through biological processes, such as pharmaceuticals and industrial purifiers, manufactured by bioengineering techniques;
- H. Production of items such as paint and coatings, dyestuffs, fertilizer, glue, cosmetics, clay, or pharmaceuticals that require the mixing or packaging of chemicals;
- I. Food processing for human consumption except that involving the milling of grain or the refining of sugar. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.615 Manufacturing, heavy.

“Manufacturing, heavy” means a manufacturing use, typically having the potential of creating substantial noise, smoke, dust, vibration and other environmental impacts or pollution, and including but not limited to:

- A. Processing or refining of raw materials, such as but not limited to minerals, petroleum, rubber, wood or wood pulp, into other products;
- B. The milling of grain or refining of sugar, except when accessory to a use defined as food processing for human consumption or as a retail sales and service use;

- C. Slaughterhouses, including packing and freezing of meat products;
- D. Refining, extruding, rolling, or drawing of ferrous or nonferrous metals, or the use of a noninduction foundry for ferrous metal;
- E. Production of large durable goods such as motorcycles, cars, manufactured homes, airplanes, or heavy farm, industrial, or construction machinery;
- F. Manufacturing of electrical components, such as semi-conductors and circuit boards, using chemical processes such as etching or metal coating;
- G. Production of industrial organic and inorganic chemicals, and soaps and detergents; and
- H. Conversion of solid waste into useful products or preparation of solid waste for disposal at another location by processing to change its physical form or chemical composition. This includes the off-site treatment or storage of hazardous waste as regulated by the State Department of Ecology. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.617 Manufacturing, light.

“Manufacturing, light” means a manufacturing use, typically having little or no potential of creating noise, smoke, dust, vibration or other environmental impacts or pollution, and including but not limited to the following:

- A. Production, assembly, finishing, and/or packaging of articles from parts made at another location, such as assembly of clocks, electrical appliances, or medical equipment;
- B. Production of finished household and office goods, such as jewelry, clothing or cloth, toys, furniture, or tents, from materials that are already refined, or from raw materials that do not need refining, such as paper, fabric, leather, premilled wood; or wool, clay, cork, semi-precious or precious metals or stones, fiber, or other similar materials;
- C. Canning or bottling of food or beverages for human or animal consumption using a mechanized assembly line;
- D. Printing plants with more than 5,000 square feet of gross floor area;
- E. Electronic product and component manufacturing including radio, TV, computers, data systems equipment, optical, photographic, engineering and similar precision instruments and high-tech industries. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.620 Manufacturing use.

“Manufacturing use” means a business establishment in which articles are produced by hand or by machinery, from raw or prepared materials, by giving to those materials new forms, qualities, properties, or combinations, in a process frequently characterized by the repetitive production of items made to the same or similar specifications. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.625 Marinas.

“Marinas” means an establishment providing docking, moorage space and activities relating to the maintenance and minor repair of pleasure boats and yachts. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.630 Marine equipment rentals.

“Marine equipment rentals” means a business engaged in the rental of marine equipment, such as boats or jet skis, to individuals or businesses on a temporary basis for a specified fee. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.635 Marine gas sales.

“Marine gas sales” means a business typically associated with a marina that engages in retail gasoline sales for boats and other marine equipment. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.640 Master plan.

“Master plan” means a detailed site plan for certain distinct areas of the city for which specific plans have been reviewed and approved by the planning commission and the city council. A master plan for a distinct area is not to be construed as a substitute for the comprehensive plan as set forth in Chapter 23.01 RMC. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.645 Microbrewery.

“Microbrewery” means a small-scale beer brewing plant located within a restaurant or tavern building in which a portion of the building is used for the production of beer for wholesale distribution and for on-site retail sale to restaurant or tavern patrons. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.647 Mobile vehicle food hub.

“Mobile vehicle food hub” means a designated space where multiple vehicle-based food service vendors operate and may feature seating area(s) specifically provided for patrons to eat meals purchased from said vehicle-based food service vendors.

23.06.650 Microfacility.

Repealed by Ord. 07-19. [Ord. 28-05 § 1.02].

23.06.655 Mini-warehouse.

“Mini-warehouse” means a structure containing separate storage spaces of varying sizes that are leased or rented on an individual basis and outdoor yards for the storage of goods where storage, retrieval and transport are the responsibilities of the renter or lessee. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.660 Mobile home.

“Mobile home” means a single-family residence transportable in one or more sections that are eight feet or more in width and 32 feet or more in length, built on a permanent chassis, designed

to be used as a permanent dwelling and constructed before June 15, 1976. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.665 Monopole.

“Monopole” means a vertical support structure consisting of a single vertical metal, concrete, or wooden pole, typically round or square and driven into the ground or attached to a foundation. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.670 Motel.

“Motel” means a building or group of buildings containing guest rooms designed or used to provide transient lodging. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.675 Nursing home or rest home.

“Nursing home” or “rest home” means a home for aged, chronically ill, incurable persons, or persons in need of convalescent care outside of a hospital in which two or more persons not of the immediate family are received, kept, or provided with food and shelter or care for compensation, but not including hospitals, clinics, or similar institutions devoted primarily to the diagnosis and treatment of disease or injury, maternity cases, or mental illness. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.680 Nursery, plant.

“Nursery, plant” means an enterprise, establishment or portion thereof that conducts the retailing or wholesaling of plants grown on the site, as well as accessory items such as clay pots, potting soil, fertilizers, insecticides, garden implements, etc. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.685 Office – Corporate.

“Office – corporate” means an establishment primarily engaged in providing internal office administration services as opposed to customer service in a single building or a campus setting; for example, the headquarters, regional offices and/or the administrative offices for a corporation. Generally, the majority of the traffic generated from corporate offices comes from employees and not the general public. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.687 Office – Consulting services.

“Office – consulting services” means establishments providing a wide variety of professional services including but not limited to: accountants, engineers, geologists, architects, financial consultants, landscape architects, land planners, surveyors and interior designers who generally conduct research, provide analysis of information, computer simulation, diagramming, mapping and/or drafting in order to create new products or plans. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.690 Office – General.

“Office – general” means an establishment which provides administrative, professional, educational, financial, governmental or customer services to individuals, businesses, institutions

and/or governmental agencies in an office setting; for example, branch banks, travel agencies, medical offices, real estate offices, insurance agencies, government offices, customer service offices, data processing services, union or charitable organization offices and wholesalers' offices. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.695 Office – Research and development.

“Office – research and development” means an office/laboratory establishment engaged in the research, analysis, design, development and/or testing of a product. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.700 Office supply store.

“Office supply store” means stores selling office products such as stationery, legal forms, writing implements, computers, copies, office furniture, and similar products. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.705 Outdoor advertising sign.

“Outdoor advertising sign” means any lettered, figure, or pictorial matter or other sign of any kind or character whatsoever, made visible for outdoor advertising purposes anywhere. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.710 Outdoor advertising structure.

“Outdoor advertising structure” means any structure of any kind or character erected or maintained for outdoor advertising purposes, upon which any outdoor advertising sign may be placed, including also outdoor advertising statuary. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.715 Outdoor storage.

“Outdoor storage” means the storage of any products, materials, vehicles, equipment, junk, or scrap outside the confines of an enclosed building, and more specifically defined as:

- A. Merchandise Display. Display of products and materials, and operable vehicles and equipment for the principal purpose of offering for sale at retail, and incidental to the business existing on the premises;
- B. Equipment and Material Storage. Storage of any equipment or materials in usable condition which are not being specifically displayed as merchandise or offered for sale at retail; and
- C. Junk and Scrap Storage. Storage of used products or scrap materials such as wood, cloth, paper, glass, metal, plastic, or rock material, which could be refurbished, recycled, or converted into usable stock or material. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.720 Parking lot.

“Parking lot” means an open area, other than a street or alley, used for the temporary parking of automobiles and available for public use, whether free or for compensation, or as an

accommodation for clients or customers. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.725 Parking space, automobile (off street).

“Parking space, automobile (off street)” means space within a public or private parking area, or within a building designed for or used for the temporary parking or storage of one motor vehicle. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.728 Parking structure.

“Parking structure” means a structure used for the parking of vehicles where parking is accommodated on two or more levels. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.729 Parking, tandem.

“Parking, tandem” is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress.

23.06.730 Pasture.

“Pasture” means a fenced enclosure or confined area used for the grazing of livestock or small animals which contains sufficient vegetation to serve as the principal food source for the livestock confined therein. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.732 Patio.

“Patio” means an outdoor space that is often paved or decked directly adjacent to a main building that is at or within 30 inches of adjacent grade. [Ord. 32-11 § 2; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.735 Pawn shop.

“Pawn shop” means an establishment engaged in the buying or selling of new or secondhand merchandise and offering loans in exchange for personal property. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.740 Pen.

“Pen” means a fenced enclosure or small confined area used for the raising or keeping of livestock or small animals, but not including barns, sheds or similar structures, or pasture. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.742 Permanent supportive housing.

“Permanent supportive housing” is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or

physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in Chapter 59.18 RCW. [Ord. 2022-19 § 1].

23.06.745 Personal loan business.

“Personal loan business” means an establishment engaged in the business of cashing payroll checks and/or providing small, nonsecured, short-term loans to individuals. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.750 Personal services business.

“Personal services business” means a business primarily engaged in providing services generally involving the maintenance of the human body, or other services to one's person. Such businesses include, but are not limited to, barber and beauty shops, photographic studios, body piercing, manicuring shops, tanning parlors, body wrapping, tattoo parlors and massage practitioners. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.755 Pet shop and pet supply store.

“Pet shop” and “pet supply store” mean establishments engaged in the retail sale of pets, pet food, supplies and the grooming of pets. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.760 Photo processing, copying and printing services.

“Photo processing, copying and printing services” means retail establishments that provide duplicating services using photocopy, blueprint and offset printing equipment, including collating of booklets and reports. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.765 Pool, private.

“Pool, private” means a swimming pool built accessory to a dwelling unit and used for the enjoyment of the family living therein. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.770 Pool, public.

“Pool, public” means a swimming pool to which the general public has access through the payment of a fee or admission charge. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.775 Pool, semi-public.

“Pool, semi-public” means a swimming pool accessory to a hotel, motel, multiple dwelling or similar use to which the general public does not have usual access, and located for the convenience of the guests or patrons of a hotel, motel or similar use. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.777 Porch.

“Porch” means an outdoor, typically raised and covered area, providing an entrance way to a building. [Ord. 32-11 § 2; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.780 Portable food vendor.

“Portable food vendor” means the vending of food and/or beverages from a movable cart-type stand which is located on the same lot as, and in conjunction with, a permitted use. Portable food vending stands cannot be self-propelled, must serve only walk-up customers, and may not be stored outdoors when the portable food vendor is not open for business. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.785 Poultry farm.

“Poultry farm” means a lot, structure or building used intensively for the raising, feeding, breeding, or keeping of chickens, turkeys, or other poultry for marketing or slaughter, or for the production of eggs for sale. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.790 Public agency building.

“Public agency building” means any agency office for the administration of any governmental activity or program. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.792 Public agency facility.

“Public agency facility” means a lot, structure, facility or building which is necessary for the operation of a public utility on which is performed a public service such as supplying water, wastewater disposal, electrical, transportation or communication service, usually as a monopoly or pursuant to a franchise by a business organization under governmental regulation, or directly by government. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.795 Radio and television studio.

“Radio and television studio” means an establishment engaged in transmitting oral and visual programs, and which consists of a studio, transmitter, and antennas. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.797 Reclassification.

“Reclassification” means a change in the city’s zoning map, resulting in a change in zoning designation on one or more parcels of property. Also referred to as a rezone. [Ord. 24-14 § 1.01; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.800 Recreational club.

“Recreational club” means an area devoted to facilities and equipment for recreational purposes, swimming pools, tennis courts, playgrounds, community clubhouses, and other similar uses maintained by a nonprofit organization whose membership is limited to the residents within the area in which it is located; provided, that membership shall not be denied to residents of the area based solely on race, creed or color. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.802 Recreational vehicle.

“Recreational vehicle” means a vehicular-type unit designed for temporary living quarters for recreational, camping, or travel use, which either has its own motive power or is mounted on or drawn by another vehicle. “Recreational vehicle” shall include, but not be limited to, the following:

A. Travel Trailer. A vehicular, portable structure built on a chassis and drawn by a motorized vehicle and which is designed to be used as a temporary dwelling for travel, recreational and vacation uses;

B. Camper. A structure designed to be mounted on a truck chassis for use as a temporary dwelling for travel, recreational and vacation uses;

C. Motor Home. A portable, temporary dwelling to be used for travel, recreational and vacation use constructed as an integral part of a self-propelled vehicle;

D. Camping Trailer. A folding structure mounted on wheels and designed for travel, recreational and vacation uses.

(See also “Dependent recreational vehicle,” RMC 23.06.260.) [Ord. 28-05 § 1.02; Ord. 01-10 § 1.01; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.805 Recreational vehicle campground.

“Recreational vehicle campground” means a lot or parcel of land occupied or intended for occupancy by recreational vehicles or tents for travel, recreational or vacation usage for short periods of stay subject to the provisions of this title. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.807 Recreational vehicle park.

“Recreational vehicle park” means a lot or parcel of land occupied or intended for occupancy by recreational vehicles for travel, recreational or vacation uses allowing for longer periods of stay subject to the provisions of this title. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.809 Recreational vehicle space.

“Recreational vehicle space” means a parcel of land in a recreational vehicle park or campground for the placement of a single recreational vehicle and the exclusive use of its occupants. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.810 Restaurant.

“Restaurant” means a retail establishment engaged in the preparation and sale of food and beverages, including coffee shops, sandwich shops, ice cream parlors, fast food take-out, espresso stands, and similar uses. The term “restaurant” can be further described by the following types:

A. Restaurant, Drive-Through. A “restaurant” which has one or more drive-through lanes for ordering and dispensing of food and beverages to patrons remaining in their vehicles, for consumption off the premises. A drive-through restaurant may also have seating facilities.

B. Restaurant, Lounge. A restaurant which includes licensed on-site provision of alcoholic beverages for consumption on the premises as an accessory to food service.

C. Restaurant, Sit-Down. A restaurant at which all food and drink is consumed on the premises.

D. Restaurant, Take-Out. A restaurant that offers a take-out service whereby food may be consumed off the premises. A take-out restaurant may also have seating facilities. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.817 Sales, retail.

“Sales, retail” means sale to the ultimate consumer for direct consumption and not for resale. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.820 Sales, wholesale.

“Sales, wholesale” means sale for resale not for direct consumption. For the purpose of land use classifications, a business primarily engaged in wholesale sales, with less than 25 percent of the square footage of sales in related retail, will be classified as wholesale. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.825 Sanitary station or sanitary dumping station.

“Sanitary station” or “sanitary dumping station” means a facility used for removing and disposing of wastes from recreational vehicle sewage holding tanks. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.830 School.

“School” means public or private graded educational institution facility, structure or building but not including trade schools. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.832 School, alternative.

“School, alternative” means a school which offers a curriculum which is equivalent to but is a substitute for the curriculum commonly found in more traditional public or private schools. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.833 School, commercial.

“School, commercial” means a business establishment where instruction is given, in exchange for payment of a fee. Examples of subjects taught include, but are not limited to, dance, computer skills, music, and martial arts. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.834 School, trade.

“School, trade” means an educational facility, structure or building operated as a business enterprise offering instruction or training in the trades or industrial arts such as welding, brick laying, machinery operation, cooking, printing or similar trades or industrial arts, but not including schools. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.835 Secondhand/consignment store.

“Secondhand/consignment store” means an establishment engaged in the retail sale of used clothing, sports equipment, appliances, and other merchandise. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.840 Senior housing.

“Senior housing” means ~~a complex of dwellings, exclusively designed for and occupied by households having least one person 62 years of age or older.~~ any residential housing that is advertised, maintained, designed, or constructed for the express or implied purpose of providing housing for persons 55 years of age, or older, who are independent and do not require assistance with activities of daily living.

23.06.845 Sensitive land uses.

“Sensitive land uses” means those land uses which are particularly sensitive to the secondary effects of adult use businesses. “Sensitive land uses” include the following:

- A. Churches, or other religious facilities or institutions;
- B. Multiple-family and single-family residential zones;
- C. Playgrounds and public parks;
- D. Public and private schools, technical schools and training facilities which have 25 percent or more of their students under the age of 18. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.850 Small livestock farming.

“Small livestock farming” means the keeping of four or more domesticated animals such as rabbits, chickens, ducks, turkeys, and similar fowl and animals which are kept for personal or agricultural use, or raised for sale and profit. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.855 Specialty retail store.

“Specialty retail store” means one of a wide variety of stores involved in the retail sale of one or more general categories of specialty goods and merchandise, including but not limited to the following types of specialty stores: sporting goods, bicycles, glassware and chinaware, fishing tackle, music, greeting cards, jewelry, toys, hobby supplies, games, cameras, gifts and souvenirs, sewing supplies, tobacco products, newspapers, magazines, and comic books, religious supplies,

guns and gun supplies or other miscellaneous goods. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.860 Specified anatomical areas.

“Specified anatomical areas” means:

A. Less than completely and opaquely covered human genitals, pubic region, buttock or female breast below a point immediately above the top of the areola; and

B. Human male genitals in a discernibly turgid state, even if completely and opaquely covered. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.862 Specified sexual activities.

“Specified sexual activities” means:

A. Human genitals in a state of sexual stimulation or arousal; and/or

B. Acts of human masturbation, sexual intercourse or sodomy, whether between persons of the same or opposite sex; and/or

C. Fondling or other erotic touching of human genitals, pubic region, buttock or female breast; and/or

D. Excretory functions as part of or in connection with any of the activities set forth in this chapter. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.865 Stable, private.

“Stable, private” means a building in which horses are kept for private use and not for remuneration, hire, or sale. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.867 Stable, public.

“Stable, public” means a building in which horses are kept for remuneration, hire, or sale, including a riding academy. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.870 Stock-in-trade.

“Stock-in-trade” means all books, equipment, magazines, periodicals, pictures, posters, printed material, products (including prerecorded video tapes, discs, or similar material), or other items readily available for purchase, rental, viewing or use by patrons of the establishment excluding material located in any storeroom or other portion of the premises not open to patrons. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.871 Storage container.

“Storage container” is defined as provided in RMC 11.33.010. [Ord. 40-19 § 1; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.875 Story.

“Story” means that portion of a building included between the surface of any floor and the surface of the next floor above it, or if there is no floor above it, then the space between the floor and the ceiling next above it. A mezzanine floor shall be counted as a story if it covers over one-third of the area of the floor next below it, or if the vertical distance from the floor next below it to the floor next above it is 24 feet or more. A basement shall be counted as a story if its ceiling is over six feet above the level from which the height of the building is measured. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.880 Street.

“Street” means a public thoroughfare which affords the principal means of access to abutting property, including avenue, place, way, drive, lane, boulevard, highway, road, and any other thoroughfare except an alley. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.885 Structure.

“Structure” means anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.888 Substantial damage.

“Substantial damage” means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before-damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. [Ord. 28-05 § 1.02; Ord. 01-07; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.890 Substantial improvement.

“Substantial improvement” means any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure either before the improvement or repair is started, or if the structure has been damaged and is being restored, before the damage occurred. “Substantial improvement” is considered to occur when the first alteration of any wall, ceiling, floor or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure.

The term “substantial improvement” does not include any project for improvement to comply with existing state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official which are the minimum necessary to assure safe living conditions, or any alteration of a structure listed on the National Register of Historic Places or State Inventory of Historic Places. [Ord. 28-05 § 1.02; Ord. 01-07; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.895 Theater.

“Theater” means a facility used by and for the performing arts but not including cinema. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.900 Towing, vehicle impound lots.

“Towing, vehicle impound lots” means lots used for the temporary storage of vehicles which have been towed by a towing company or for impounded vehicles, but which does not include permanent vehicle storage or dismantling of vehicles. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.901 Transitional housing.

“Transitional housing” means a facility that provides housing and supportive services to individuals or families experiencing homelessness for up to two years and whose primary purpose is to enable individuals or families experiencing homelessness to move into independent living and permanent housing. [Ord. 2022-19 § 1].

23.06.905 Travel trailer.

See “Recreational vehicle,” RMC 23.06.802. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.910 Truck terminal.

“Truck terminal” means a business providing a location where goods carried by motor transport can be received, transferred from one vehicle to another, and/or shipped, where the primary purpose is not storage but to serve as a point of transfer. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.915 Use – Permitted.

“Use – permitted” means a use authorized or allowed alone in a specified use district for the preservation or promotion of which the use district is established and subject to the requirements of the regulations and standards of such use district, and to which all other uses are accessory, special, conditional, or nonconforming. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.920 Use – Accessory (secondary).

“Use – accessory (secondary)” means a secondary or minor use of a lot, structure, or building designed or employed in conjunction with, but subordinate or incidental to, and compatible with the principal permitted use for which the use district is established, and subject to the regulations and standards of such use district. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.925 Use – Nonconforming.

“Use – nonconforming” means the use of a building or other structure or of a tract of land which does not conform to the use regulations of this title for the district in which it is located, either at the effective date of the ordinance codified in this title or as a result of subsequent amendments which may be incorporated into this title. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.930 Use – Special.

“Use – special” means any use of a lot, structure or building which by its nature, intensity or potential impact upon an area cannot be considered as a principal or accessory use within a use district, but when subject to special conditions and standards specified in a special use permit may be compatible with other uses in the same or adjacent use districts. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.935 Variance.

“Variance” means a modification of the regulations of this title granted by the board of adjustment after finding that the literal application of the provisions of this title would cause undue and unnecessary hardship in view of certain facts and conditions applying to a specific parcel of property. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.937 Vehicle-based food service.

“Vehicle-based food service” means the vending of food and/or beverages from a large vehicle that is equipped to both cook and sell food, and that is capable of being moved from place to place as provided in RMC 23.42.325. [Ord. 48-17 § 1; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.940 Vehicle leasing and rentals.

“Vehicle leasing and rentals” means the use of any building or land for a business involving the leasing of vehicles. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.945 Vehicle sales.

“Vehicle sales” means the use of any building or land for the display and sale or long-term lease of new or used automobiles, panel trucks or vans, boats, or motorcycles and including any warranty repair work and other repair service conducted as an accessory use. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.950 Video rental store.

“Video rental store” means an establishment engaged primarily in the renting or sale of videocassettes, DVDs, and video games. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.955 Warehousing and wholesale trade.

“Warehousing and wholesale trade” means establishments involved in the storage and/or sale of bulk goods for resale or assembly, excluding establishments offering the sale of bulk goods to the general public. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.960 Warehousing, storage and distribution.

“Warehousing, storage and distribution” means a building where goods and materials are kept immediately prior to their delivery to retail outlets or their sale to other businesses. This use may include vehicle maintenance or storage as an accessory use. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.965 Wholesale use.

“Wholesale use” means a business that stores large stocks of goods for sale in bulk quantities to retail outlets. Sales to the general public do not occur on the site, nor is the location of the business advertised through newspapers, flyers or other media designed to reach the consumer. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.970 Wineries – Production.

“Wineries – production” means an establishment engaged in the production of wine for wholesale distribution. [Ord. 28-05 § 1.02; Ord. 04-09; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.972 Wineries – Tasting room.

“Wineries – tasting room” means an establishment engaged in the retail sales of wines. [Ord. 28-05 § 1.02; Ord. 04-09; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.975 Yard.

“Yard” means an open space of uniform width or depth on the same lot with a building or a group of buildings, which open space lies between the building or group of buildings and the nearest lot line and is unoccupied and unobstructed from the ground upward, except for the certain exceptions specified in this title. In measuring a yard, as hereinafter provided, the “line of a building” shall be deemed to mean a line parallel to or concentric with the nearest lot line drawn through the point of a building or the point of a group of buildings nearest to such a lot line, exclusive of the exceptions referenced above, and the measurements shall be taken from the line of the building to the nearest lot line. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.980 Yard, front.

“Yard, front” means a yard extending the full width of the site and measured as to depth at the least horizontal distance between the street right-of-way line and the exterior wall. [Ord. 28-05 § 1.02; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.983 Yard, rear.

“Yard, rear” means a yard which extends the full width of the site and is measured as to depth at the least horizontal distance between the rear lot line and the exterior wall. [Ord. 28-05 § 1.02; amended during 2011 recodification; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

23.06.985 Yard, side.

“Yard, side” means a yard which extends from the front yard or front lot line where no front yard exists to the rear yard or rear lot line where no rear yard exists and is measured as to width at the least horizontal distance between the side lot line and the exterior wall. [Ord. 28-05 § 1.02; amended during 2011 recodification; Ord. 59-19 § 3; Ord. 08-20 § 1; Ord. 2022-19 § 1].

Section 2.

Chapter 23.22 of the Richland Municipal Code, entitled Definitions, as first enacted by recodification occurring through Ordinance No. 28-05, and last amended by Ordinance No. 2024-46, is hereby amended as follows:

Chapter 23.22

COMMERCIAL ZONING DISTRICTS

Sections:

- 23.22.010 Purpose of commercial use districts.
- 23.22.020 Performance standards and special requirements.
- 23.22.030 Commercial use districts permitted land uses.
- 23.22.040 Site requirements and development standards for commercial use districts.
- 23.22.050 Parking standards for commercial use districts.

23.22.010 Purpose of commercial use districts.

A. The limited business use district (C-LB) is a zone classification designed to provide an area for the location of buildings for professional and business offices, motels, hotels, and their associated accessory uses, and other compatible uses serving as an administrative district for the enhancement of the central business districts, with regulations to afford protection for developments in this and adjacent districts and in certain instances to provide a buffer zone between residential areas and other commercial and industrial districts. This zoning classification is intended to be applied to some portions of the city that are designated either commercial or high-density residential under the city of Richland comprehensive plan.

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

C. The retail business use district (C-2) is a business zone classification providing for a wide range of retail business uses and services compatible to the core of the city and providing a focal point for the commerce of the city. All activities shall be conducted within an enclosed building except that off-street loading, parking, and servicing of automobiles may be in the open and except that outdoor storage may be permitted when conducted in conjunction with the principal operation which is in an enclosed adjoining building. This zoning classification is intended to be applied to some portions of the city that are designated commercial under the city of Richland comprehensive plan.

D. The general business use district (C-3) is a zone classification providing a use district for commercial establishments which require a retail contact with the public together with incidental

shop work, storage and warehousing, or light manufacturing and extensive outdoor storage and display, and those retail businesses satisfying the essential permitted use criteria of the C-2 use district. This zoning classification is intended to be applied to some portions of the city that are either designated as commercial or designated as industrial and located adjacent to SR 240 under the city of Richland comprehensive plan.

E. The waterfront use district (WF) is a special commercial and residential zoning classification providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, offices, and other similar commercial, apartment, and multifamily uses which are consistent with waterfront oriented development, and which are in conformance with RMC Title 26, Shoreline Management, and with applicable U.S. Corps of Engineers requirements. This zoning classification encourages mixed special commercial and high-density residential uses to accommodate a variety of lifestyles and housing opportunities. Any combination of listed uses may be located in one building or one development (i.e., related buildings on the same lot or site). This zoning classification is intended to be applied to those portions of the city that are designated waterfront under the city of Richland comprehensive plan.

F. The central business district (CBD) is a special mixed use zoning classification designed to encourage the transformation of the central business district from principally a strip commercial auto-oriented neighborhood to a more compact development pattern. The central business district is envisioned to become a center for housing, employment, shopping, recreation, professional service and culture. The uses and development pattern will be integrated and complementary to create a lively and self-supporting district. Medium rise buildings will be anchored by pedestrian oriented storefronts on the ground floor with other uses including housing on upper floors. Projects will be well designed and include quality building materials. Appropriate private development will be encouraged via public investments in the streetscape and through reduction in off-street parking standards. Uses shall generally be conducted completely within an enclosed building, except that outdoor seating for cafes, restaurants, and similar uses and outdoor product display is encouraged. Buildings shall be oriented to the fronting street or accessway, to promote a sense of enclosure and continuity along the street or accessway. This zoning classification is intended for those portions of the city that are designated as central business district, as well as some properties designated as commercial and waterfront, under the Richland comprehensive plan. The central business district zone contains overlay districts titled medical, parkway, and uptown. The overlay districts implement varying site development requirements.

G. The commercial recreation district (CR) is a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, and other commercial uses which are consistent with waterfront oriented development, and which are in conformance with RMC Title 26, Shoreline Management, and with the U.S. Corps of Engineers requirements, and providing for regulations to protect the business and residents of the city from objectionable influences, building congestion and lack of light, air and privacy. This zoning classification is intended for those portions of the city that are designated as waterfront or commercial under the Richland comprehensive plan.

H. The commercial winery use district (CW) is a zone classification designed to provide an area for the operation of commercial wineries, including all aspects of the wine making industry, from the raising of crops to the production, storage and bottling of wine and the retail sales of wine and related products. Other uses, which support winery-related tourism, such as restaurants, entertainment venues, retail services such as gift shops and bed and breakfast facilities are also permitted, along with other uses that are compatible with wineries. [Ord. 28-05 § 1.02; Ord. 04-09; Ord. 32-17 § 1].

23.22.020 Performance standards and special requirements.

A. Commercial Limited Business. Residential uses permitted in the C-LB district must comply with the following standards except as provided by footnote (6) of RMC 23.22.040:

1. Minimum Yard Requirements.

- a. Front Yard. Twenty feet except as provided by footnote (3) of RMC 23.18.040;
- b. Side Yards. Each side yard shall provide one foot of side yard for each three feet or portion thereof of building height;
- c. Rear Yards. Twenty-five feet.

2. Required Court Dimensions. Each court on which windows open from any room other than a kitchen, bathroom or a closet, shall have all horizontal dimensions measured at right angles from the windows to any wall or to any lot line other than a front lot line equal to not less than the height of the building above the floor level of the story containing the room, but no dimension shall be less than 20 feet.

3. Distance between Buildings. No main building shall be closer to any other main building on the lot than a distance equal to the average of their heights. This provision shall not apply if no portion of either building lies within the space between the prolongation of lines along any two of the opposite walls of the other building, but in any such situation the buildings shall not be closer to each other than a distance of 10 feet.

4. Percentage of Lot Coverage. Apartment buildings in a C-LB district shall cover not more than 33 percent of the area of the lot.

B. Neighborhood Retail Business. All uses permitted in a C-1 district must comply with the following performance standards:

- 1. All business, service, repair, processing, or merchandise display shall be conducted wholly within an enclosed building, except for off-street automobile parking, the sale of gasoline, and self-service car washes. Limited outdoor display of merchandise is permitted; provided, that such display shall include only those quantities sold in a day's operation.

2. Outdoor storage areas incidental to a permitted use shall be enclosed with not less than a six-foot-high fence and shall be visually screened from adjoining properties. All storage areas shall comply with building setbacks.
3. Not more than three persons shall be engaged at any one time in fabricating, repairing, cleaning, or other processing of goods other than food preparation in any establishment. All goods produced shall be primarily sold at retail on the premises where produced.
4. Lighting, including permitted illuminated signs, shall be shielded or arranged so as not to reflect or cause glare to extend into any residential districts, or to interfere with the safe operation of motor vehicles.
5. Noise levels resulting from the operation of equipment used in the conduct of business in the C-1 district shall conform to the requirements of Chapter 173-60 WAC, Maximum Environmental Noise Levels.
6. No single retail business, except for a food store, shall operate within a building space that exceeds 15,000 square feet in area, unless approved by the planning commission through the issuance of a special use permit upon the finding that the proposed retail business primarily serves and is appropriately located within the surrounding residential neighborhoods.
7. In addition to standards (1) through (6) listed above, any commercial use that is immediately adjacent to a residentially zoned property (including R-1-12, single-family residential, R-1-10, single-family residential, R-2, medium density residential, R-2S, medium density residential small lot, or planned unit development that is comprised of single-family homes) shall comply with the following standards. For the purposes of this section, the term “adjacent” includes abutting properties, and any property that is located within 75 feet of the nearest residential property. The term “adjacent” does not include properties that are separated by a public right-of-way.
 - a. Setback from Residential Property Boundary. Thirty feet.
 - b. Building Design Standard. No rooftop mechanical equipment shall be permitted unless screened from view with parapet wall or similar screening.
 - c. Parking. Vehicle parking areas and any access driveways (pavement) must be set back a minimum of 10 feet from residential property boundary. A solid fence or masonry wall between six and eight feet tall is required between any paved parking or access drive and the residential property boundary.
 - d. Outdoor Lighting. All outdoor lighting must comply with the Pattern Outdoor Lighting Code (USA) standard version 2.0, July 2010. For the purposes of this section, properties subject to this standard shall be considered to be within lighting zone 1.

e. Signs. All commercial signs placed on-site shall comply with Section 5 of the Pattern Outdoor Lighting Code (USA) standard version 2.0, July 2010; except that multicolored changeable copy LED signs shall not be permitted.

f. Mechanical Equipment. Any mechanical equipment placed outdoors between the building and the residential property boundary shall be screened to reduce equipment noise levels. Alternatively, the building owner can provide documentation to the city indicating that the specific equipment to be used will not generate noise levels beyond permissible state noise standards.

g. Refuse Areas. Any dumpsters or area for collection of recycled materials shall be set back a minimum of 20 feet from the nearest residential property boundary and shall be screened from view by a solid screen sufficient to block its view from all adjacent residential properties.

h. Landscaping. The portions of a commercial site that lie within 30 feet of a residential property boundary that are not covered with buildings, parking areas, access drives, loading areas or outdoor storage shall be landscaped and/or xeriscaped.

8. An individual proposing development on any commercial use that is immediately adjacent to a residentially zoned property (including R-1-12, single-family residential, R-1-10, single-family residential, R-2, medium density residential, R-2S, medium density residential small lot, or planned unit development that is comprised of single-family homes) that does not meet the standards contained in subsection (B)(7) of this section may apply for a deviation from these standards by filing an application with the city. Such request shall be reviewed by the hearing examiner in accordance with the provisions for a public hearing for a Type II permit application. A request for deviation from these standards shall be granted only when the hearing examiner determines that the proposed deviation offers equivalent or better mitigation of impacts from commercial development to the adjacent residential properties than would occur under the basic standards. The hearing examiner shall at a minimum consider the type of commercial use proposed; the design of the commercial building or buildings; the topography of the site and adjacent residential properties; the proposed landscaping, lighting, and other mitigation measures proposed by the applicant in making a determination to grant or deny a requested deviation from these standards.

C. General Business. All permitted commercial business uses may be located in the C-3 district, provided their performance is of such a nature that they do not inflict upon the surrounding residential areas, smoke, dirt, glare, odors, vibration, noise, excessive hazards or water pollution detrimental to the health, welfare or safety of the public occupying or visiting the areas. The maximum permissible limits of these detrimental effects shall be as herein defined and upon exceeding these limits they shall be as herein considered a nuisance, declared in violation of this title and shall be ordered abated.

1. Smokestacks shall not emit a visible smoke except for one 10-minute period each day, when a new fire is being started. During this period, the density of the smoke shall not be darker than No. 2 of the Ringlemann Chart as published by the U.S. Bureau of Mines.
2. No visible or invisible noxious gases, fumes, fly ash, soot or industrial wastes shall be discharged into the atmosphere from any continuous or intermittent operation except such as is common to the normal operations of heating plants or gasoline or diesel engines in cars, trucks or railroad engines.
3. Building materials with high light reflective qualities shall not be used in the construction of buildings in such a manner that reflected sunlight will throw intense glare to areas surrounding the C-3 district.
4. Odors of an intensity greater than that of a faint smell of cinnamon which can be detected by persons traveling the roads bordering the lee side of the C-3 district, when a 10 mph wind or less is blowing, are prohibited.
5. Machines or operations which generate air or ground vibration must be baffled or insulated to eliminate any sensation of sound or vibration outside the C-3 district.

D. Waterfront. It is the intent of this section that:

1. Uses should be oriented primarily to the waterfront and secondarily to the public street to facilitate public access to the waterfront; and
2. Public pedestrian access shall include clearly marked travel pathways from the public street through parking areas to primary building entries.

E. Central Business District. New buildings shall conform to the following design standards:

1. The maximum setback area shall only be improved with pedestrian amenities including but not limited to: landscaping, street furniture, sidewalks, plazas, bicycle racks, and public art.
2. Building facades facing streets shall include:
 - a. Glass fenestration on 50 percent to 80 percent of the ground floor of the building facade. A window display cabinet, work of art, decorative grille or similar treatment may be used to cover an opening for concealment and to meet this standard on those portions of the ground floor facade where the applicant can demonstrate that the intrusion of natural light is detrimental to the ground floor use. Examples of such uses include, but are not limited to, movie theaters, museums, laboratories, and classrooms.
 - b. At least two of the following architectural elements:
 - i. Awnings;

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

c. The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity. [Ord. 28-05 § 1.02; Ord. 07-06; Ord. 04-09; Ord. 07-10 § 1.01; amended during 2011 recodification; Ord. 32-11 § 4; Ord. 20-16 § 1].

23.22.030 Commercial use districts permitted land uses.

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

A. If the symbol “P” appears in the box at the intersection of the column and row, the use is permitted, subject to the general requirements and performance standards required in that zoning district.

B. If the symbol “S” appears in the box at the intersection of the column and row, the use is permitted subject to the special use permit provisions contained in Chapter 23.46 RMC.

C. If the symbol “A” appears in the box at the intersection of the column and the row, the use is permitted as an accessory use, subject to the general requirements and performance standards required in the zoning district.

D. If a number appears in the box at the intersection of the column and the row, the use is subject to the general conditions and special provisions indicated in the corresponding note.

E. If no symbol appears in the box at the intersection of the column and the row, the use is prohibited in that zoning district.

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Agricultural Uses								
Raising Crops, Trees, Vineyards								P
Automotive, Marine and Heavy Equipment								
Automotive Repair – Major				P				
Automotive Repair – Minor		P	P	P	S			
Automotive Repair – Specialty Shop		S	P	P	S			
Automobile Service Station		P ¹	P ¹	P ¹	S ¹			
Auto Part Sales		P	P	P	S			
Boat Building				P				
Bottling Plants				P				p ²⁸
Car Wash – Automatic or Self-Service		P ²	P ²	P ²	S ²			

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Equipment Rentals			P	P				
Farm Equipment and Supplies Sales				P				
Fuel Station/Mini Mart	S	P	P	P	P			
Heavy Equipment Sales and Repair				P				
Manufactured Home Sales Lot				P				
Marinas						P	P	
Marine Equipment Rentals				P		P	P	
Marine Gas Sales						A	A	
Marine Repair				P		P	P	
Towing, Vehicle Impound Lots				S ³				
Truck Rentals			P	P				
Truck Stop – Diesel Fuel Sales			S	P				
Truck Terminal				P				
Vehicle Leasing/Renting			P ⁴	P	S ⁴			
Vehicle Sales			P ⁴	P	S ⁴			
Warehousing, Wholesale Use				P				
Business and Personal Services								
Animal Shelter				S ⁵				
Automatic Teller Machines	P	P	P	P	P	P		P
Commercial Kennel				P ⁵				
Contractors' Offices		P	P	P	P			
Funeral Establishments			P	P				
General Service Businesses	A	P	P	P	P	P		
Health/Fitness Facility	A	P	P	P	P	A	P	
Health/Fitness Center			P	P	P		P	
Health Spa		P	P	P	P	P		P
Hospital/Clinic – Large Animal				S ⁵				
Hospital/Clinic – Small Animal			S ⁵	P ⁵	P			

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Laundry/Dry Cleaning, Com.				P	P ²⁹			
Laundry/Dry Cleaning, Neighborhood		P	P	P	P			
Laundry/Dry Cleaning, Retail	P	P	P	P	P	P		
Laundry – Self-Service		P	P	P	P			
Mini-Warehouse				P ^{6, 31}				
Mailing Service	P	P	P	P	P	P		
Personal Loan Business	P	P	P	P	P			
Personal Services Businesses	A	P	P	P	P	P		
Photo Processing, Copying and Printing Services	P	P	P	P	P	P		
Telemarketing Services	P		P	P	P			
Video Rental Store		P	P	P	P	P		P
Food Service								
Cafeterias	A		A	A	A	A	A	
Delicatessen	P	P	P	P	P	P	P	P
Drinking Establishments		P ⁷	P	P	P	P	P	P
Micro-Brewery			P	P	P	P	P	P
Portable Food Vendors ²⁶	A ²⁷	A ²⁷	A ²⁷	A ²⁷	A ²⁷	A ²⁷	A ²⁷	A ²⁸
Restaurants/Drive-Through		S ⁸	P ⁸	P ⁸	S ^{8, 9}	S ^{8, 9}		
Restaurants/Lounge		P ⁷	P	P	P	P	P	P
Restaurants/Sit Down	A	P	P	P	P	P	P	P
Restaurants/Take Out		P	P	P	P	P		P
Restaurants with Entertainment/Dancing Facilities		P ⁷	P	P	P	P	P	P
Vehicle-Based Food Service		P ³⁰	P ³⁰	P ³⁰	P ³⁰	P ³⁰		
Wineries – Tasting Room		P ⁷	P	P	P	P	P	P
Industrial/Manufacturing Uses								
Laundry and Cleaning Plants				P				P ²⁸
Light Manufacturing Uses				P				P ²⁸

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Warehousing and Distribution Facilities				P				p ²⁸
Wholesale Facilities and Operations				P				p ²⁸
Wineries – Production				P				P
Office Uses								
Financial Institutions	P	P/S ²²	P	P	P/S ²²	P		
Medical, Dental and Other Clinics	P	P	P	P	P	P		
Newspaper Offices and Printing Works			P	P	P			
Office – Consulting Services	P	P	P	P	P	P		p ²⁸
Office – Corporate	P		P	P	P	P		p ²⁸
Office – General	P	P	P	P	P	P		p ²⁸
Office – Research and Development	P		P	P	P			p ²⁸
Radio and Television Studios			P	P	P			
Schools, Commercial	P		P	P	P	P		
Schools, Trade			P	P	P			p ²⁸
Travel Agencies	P	P	P	P	P	P		
Public/Quasi-Public Uses								
Churches	p ¹⁰	p ¹⁰	p ¹⁰	p ¹⁰	P	p ¹⁰		
Clubs or Fraternal Societies	p ¹⁰	p ¹⁰	p ¹⁰	p ¹⁰	p ¹⁰	p ¹⁰		
Cultural Institutions	p ¹⁰	p ¹⁰	p ¹⁰		p ¹⁰	p ¹⁰		p ¹⁰
General Park O&M Activities	P	P	P	P	P	P	P	P
Hospitals	P		P	P	P			
Passive Open Space Use	P	P	P	P	P	P	P	P
Power Transmission and Irrigation Wasteway Easements and Utility Uses	p ¹¹	p ¹¹	p ¹¹	p ¹¹	p ¹¹	p ¹¹	p ¹¹	p ¹¹
Public Agency Buildings	P	P	P	P	P	P	P	

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Public Agency Facilities	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P ¹¹	P ¹¹
Public Campgrounds				S			S	
Public Parks	P	P	P	P	P	P	P	P
Schools	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²		
Schools, Alternative	P ¹³	P ¹³	P ¹³	P ¹³	P ¹³			
Special Events Including Concerts, Tournaments and Competitions, Fairs, Festivals and Similar Public Gatherings	P	P	P	P	P	P	P	P
Trail Head Facilities	P	P	P	P	P	P	P	P
Trails for Equestrian, Pedestrian, or Nonmotorized Vehicle Use	P	P	P	P	P	P	P	P
Recreational Uses								
Art Galleries			P	P	P	P	P	P
Arcades		P	P	P	P	P	P	
Boat Mooring Facilities						P	P	
Cinema, Indoor			P	P	P	P	P	
Cinema, Drive-In			P	P				
Commercial Recreation, Indoor		S ⁷	P	P	P	P	P	
Commercial Recreation, Outdoor			P	P		P	P	
House Banked Card Rooms				P ¹⁴	P ¹⁴	P ¹⁴	P ¹⁴	
Recreational Vehicle Campgrounds				S ¹⁵			S ¹⁵	
Recreational Vehicle Parks				S ¹⁶			S ¹⁶	
Stable, Public				S ¹⁷				
Theater		P ⁷	P	P	P	P	P	P
Residential Uses								
Accessory Dwelling Unit		A	A	A	A	A		A
Apartment, Condominium (3 or more units)	P		P ¹⁸		P	P		
Assisted Living Facility	P		P		P ¹⁸	P		

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Bed and Breakfast	P	P	P	P	P	P	P	P
Day Care Center	p ¹⁹	p ¹⁹	p ¹⁹	p ¹⁹	p ¹⁹	p ¹⁹		
Dormitories, Fraternities, and Sororities	P				P	P		
Dwelling, One-Family Attached						p ²⁵		
Dwelling, Two-Family Detached						P		
Dwelling Units for a Resident Watchman or Custodian				A				p ²⁸
Emergency Housing	P		P	P	P	P	P	P
Emergency Shelters	P		P	P	P	P	P	P
Family Day Care Home	p ¹⁹					p ¹⁹		
Houseboats						P	P	
Hotels or Motels	P		P	P	P	P	P	P
Nursing or Rest Home	P		P		p ¹⁸	P		
Permanent Supportive Housing	P		P	P	P	P	P	P
Recreational Club	A				A	A		
Senior Housing	P				p ¹⁸	P		
Temporary Residence	p ²⁰	p ²⁰	p ²⁰	p ²⁰	p ²⁰	p ²⁰		P
Transitional Housing	P		P	P	P	P	P	P
Retail Uses								
Adult Use Establishments				p ²¹				
Apparel and Accessory Stores		P	P	P	P	P		P
Auto Parts Supply Store		P	P	P	P			
Books, Stationery and Art Supply Stores	A	P	P	P	P	P		P
Building, Hardware, Garden Supply Stores		P	P	P	P			
Department Store			P	P	P			
Drug Store/Pharmacy	A	P/S ²²	P	P	P	P		
Electronic Equipment Stores		P	P	P	P	P		

Land Use	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Food Stores		P	P	P	P	P		
Florist		P	P	P	P	P		P
Furniture, Home Furnishings and Appliance Stores		P	P	P	P			
Landscaping Material Sales			A	P				
Lumberyards				P				
Nursery, Plant				P				P
Office Supply Store	A	P	P	P	P	P		
Outdoor Sales				P				
Parking Lot or Structure	P	P	P	P	A	P		P
Pawn Shop				P				
Pet Shop and Pet Supply Stores		P	P	P	P			
Retail Hay, Grain and Feed Stores				P				
Secondhand Store			P	P	P	P		
Specialty Retail Stores		P	P	P	P	P		P
Miscellaneous Uses								
Bus Station				P	P			
Bus Terminal				P	P			
Bus Transfer Station	P		P	P	P		P	
Cemetery	P		P	P				
Community Festivals and Street Fairs	P	P	P	P	P	P	P	P
Convention Center	P		P	P	P	P	P	
Macrofacilities	P	P	P	P	P	P	P	P
Monopole			S ²³	P/S ²³	S ²³			
On-Site Hazardous Waste Treatment and Storage	A	A	A	A	A	A	A	A
Outdoor Storage		A ²⁴	A ²⁴	P ²⁴				
Storage in an Enclosed Building	A	A	A	A	A	A	A	A ²⁸

1. RMC 23.42.280
2. RMC 23.42.270
3. RMC 23.42.320
4. RMC 23.42.330
5. RMC 23.42.040
6. RMC 23.42.170
7. RMC 23.42.053
8. RMC 23.42.047
9. RMC 23.42.055
10. RMC 23.42.050
11. RMC 23.42.200
12. RMC 23.42.250
13. RMC 23.42.260
14. RMC 23.42.100
15. RMC 23.42.230
16. RMC 23.42.220
17. RMC 23.42.190
18. Use permitted on upper stories of multistory buildings, if main floor is used for commercial or office uses.
19. RMC 23.42.080
20. RMC 23.42.110
21. RMC 23.42.030
22. Use permitted, requires special use permit with drive-through window.
23. Chapter 23.62 RMC
24. RMC 23.42.180
25. RMC 23.18.025
26. See definition, RMC 23.06.780.
27. RMC 23.42.185
28. Activities permitted only when directly related to and/or conducted in support of winery operations.
29. Within the central business district (CBD), existing commercial laundry/dry cleaning uses, established and operating at the time the CBD district was established, are allowed as a permitted use. All use of the land and/or buildings necessary and incidental to that of the commercial laundry/dry cleaning use, and existing at the effective date of the CBD district, may be continued. Commercial laundry/dry cleaning uses not established and operating at the time the CBD district was established are prohibited.
30. RMC 23.42.325
31. Mini-warehouse uses are prohibited in the Horn Rapids employment center.
[Ord. 28-05 § 1.02; Ord. 15-07; Ord. 04-09; Ord. 07-10 § 1.02; amended during 2011 recodification; Ord. 32-11 § 5; Ord. 48-17 § 2; Ord. 07-19 § 6; Ord. 15-21 § 1, 2021; Ord. 2022-19 § 4; Ord. 2024-46 § 1].

23.22.040 Site requirements and development standards for commercial use districts.

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

Standard	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
Minimum Lot Area	None	None	None	None	None	None	None	None
Maximum Density – Multifamily Dwellings (units:square feet)	1:1,500	N/A	N/A	N/A	None	1:1,000	N/A	N/A
Minimum Lot Width – One-Family Attached Dwellings	N/A	N/A	N/A	N/A	N/A	30 feet	N/A	N/A
Minimum Front Yard Setback ¹⁴	20 feet	45 feet ¹	0 feet ²	0 feet ²	CBD, Parkway, Uptown Districts: 0 feet min. – 20 feet max. ^{3,11,13} Medical District: 0 feet min.	Note 4,5	Note 4	20 feet
Minimum Side Yard Setback	0 feet ⁶	0 feet ⁷	None	None	0 feet ^{6,8}	0 feet ^{5,9}	0 feet	0 feet ^{6,8}
Minimum Rear Yard Setback	0 feet ^{6,8}	0 feet ⁷	None	None	0 feet ^{6,8}	0 feet ^{5,8,10}	0 feet	0 feet ^{6,8}
Maximum Building Height ^{14, 15}	55 feet	30 feet	80 feet	80 feet	CBD: 110 feet Medical: 140 feet Parkway: 50 feet Uptown: 50 feet	55 feet ¹² Columbia Point North: 100 feet	35/55 feet ¹²	35 feet
Minimum Dwelling Unit Size (in square feet, excluding porches, decks,	500 feet	N/A	N/A	N/A	N/A	500 feet	N/A	N/A

Standard	C-LB	C-1	C-2	C-3	CBD	WF	CR	CW
balconies and basements)								

1. Each lot shall have a front yard 45 feet deep or equal to the front yards of existing buildings in the same C-1 district and within the same block.
2. No setback required if street right-of-way is at least 80 feet in width. Otherwise, a minimum setback of 40 feet from street centerline is required.
3. Unless a greater setback is required by Chapter 12.11 RMC, Intersection Sight Distance.
4. Front and Side Street. No building shall be closer than 40 feet to the centerline of a public right-of-way. The setback area shall incorporate pedestrian amenities such as increased sidewalk width, street furniture, landscaped area, public art features, or similar features.
5. In the case of attached one-family dwelling units, setback requirements shall be as established for attached dwelling units in the medium-density residential small lot (R-2S) zoning district. Refer to RMC 23.18.040.
6. In any commercial limited business (C-LB), central business (CBD) or in any commercial winery (CW) zoning district that directly abuts a single-family zoning district, the following buffer, setback and building height regulations shall apply to all structures:
 - a. Within the commercial limited business (C-LB), the central business district (CBD) and the commercial winery (CW) districts, buildings shall maintain at least a 35-foot setback from any property that is zoned for single-family residential use. Single-family residential zones include R-1-12 – single-family residential 12,000, R-1-10 – single-family residential 10,000, R-2 – medium-density residential, R-2S – medium-density residential small lot, or any residential planned unit development that is comprised of single-family detached dwellings.
 - b. Buildings that are within 50 feet of any property that is zoned for single-family residential use in commercial limited business (C-LB) and the commercial winery (CW) districts and buildings that are within 50 feet of any property that is zoned for and currently developed with a single-family residential use in the central business district (CBD) (as defined in footnote (6)(a)) shall not exceed 30 feet in height. Beyond the area 50 feet from any property that is zoned for single-family residential use, building height may be increased at the rate of one foot in building height for each additional one foot of setback from property that is zoned for single-family residential use to the maximum building height allowed in the C-LB, CW and CBD zoning districts, respectively.
 - c. A six-foot-high fence that provides a visual screen shall be constructed adjacent to any property line that adjoins property that is zoned for single-family residential use, or currently zoned for and developed with a single-family residential use in the CBD district. Additionally, a 10-foot landscape strip shall be provided adjacent to the fence. This landscape strip may be used to satisfy the landscaping requirements established for the landscaping of parking facilities as identified in RMC 23.54.140.
 - d. In the C-LB and CW districts, a 20-foot setback shall be provided for any side yard that adjoins a street.

7. Side yard and rear yard setbacks are not required except for lots adjoining a residential development, residential district, or a street. Lots adjoining either a residential development or residential district shall maintain a minimum 15-foot setback. Lots adjoining a street shall maintain a minimum 20-foot setback. Required side or rear yards shall be landscaped or covered with a hard surface, or a combination of both. No accessory buildings or structures shall be located in such yards unless otherwise permitted by this title.
8. No minimum required, except parking shall be set back a minimum of five feet to accommodate required landscape screening as required under RMC 23.54.140.
9. Side Yard. No minimum, except parking shall be set back a minimum of five feet, and buildings used exclusively for residences shall maintain at least one foot of side yard for each three feet or portion thereof of building height. Side yards adjoining a residential district shall maintain setbacks equivalent to the adjacent residential district.
10. No minimum, except parking shall be set back a minimum of five feet. Rear yards adjoining a residential district shall maintain setbacks equivalent to the adjacent residential district.
11. Commercial developments such as community shopping centers or retail centers over 40,000 square feet in size and typically focused around a major tenant, such as a supermarket grocery, department store or discount store, and supported with smaller “ancillary” retail shops and services located in multiple building configurations, are permitted front and street side maximum setback flexibility for the largest building. Maximum setback standards on any other new buildings may be adjusted by the planning commission as part of the alternative design review as set forth in the performance standards and special requirements of RMC 23.22.020(E)(9).
12. All buildings that are located in both the waterfront (WF) district and that fall within the jurisdictional limits of the Shoreline Management Act shall comply with the height limitations established in the Richland shoreline master program (RMC Title 26). Buildings in the WF district that are not subject to the Richland shoreline master program shall not exceed a height of 55 feet unless located within the Columbia Point North District established by footnote 15 and depicted on Plate No. 4.
13. Physical additions to existing nonconforming structures are not subject to the maximum front yard setback requirements.
14. The medical, uptown and parkway districts of the CBD zoning district are established as shown by Plates 23.22.040(1), (2) and (3).
15. The Columbia Point North District of the Waterfront Zoning District is established as shown by Plate 23.22.040(4).
16. The Horn Rapids employment center is established as shown by Plate 23.22.040(5).

PLATE NO. 1 - 23.22.040

PLATE 1

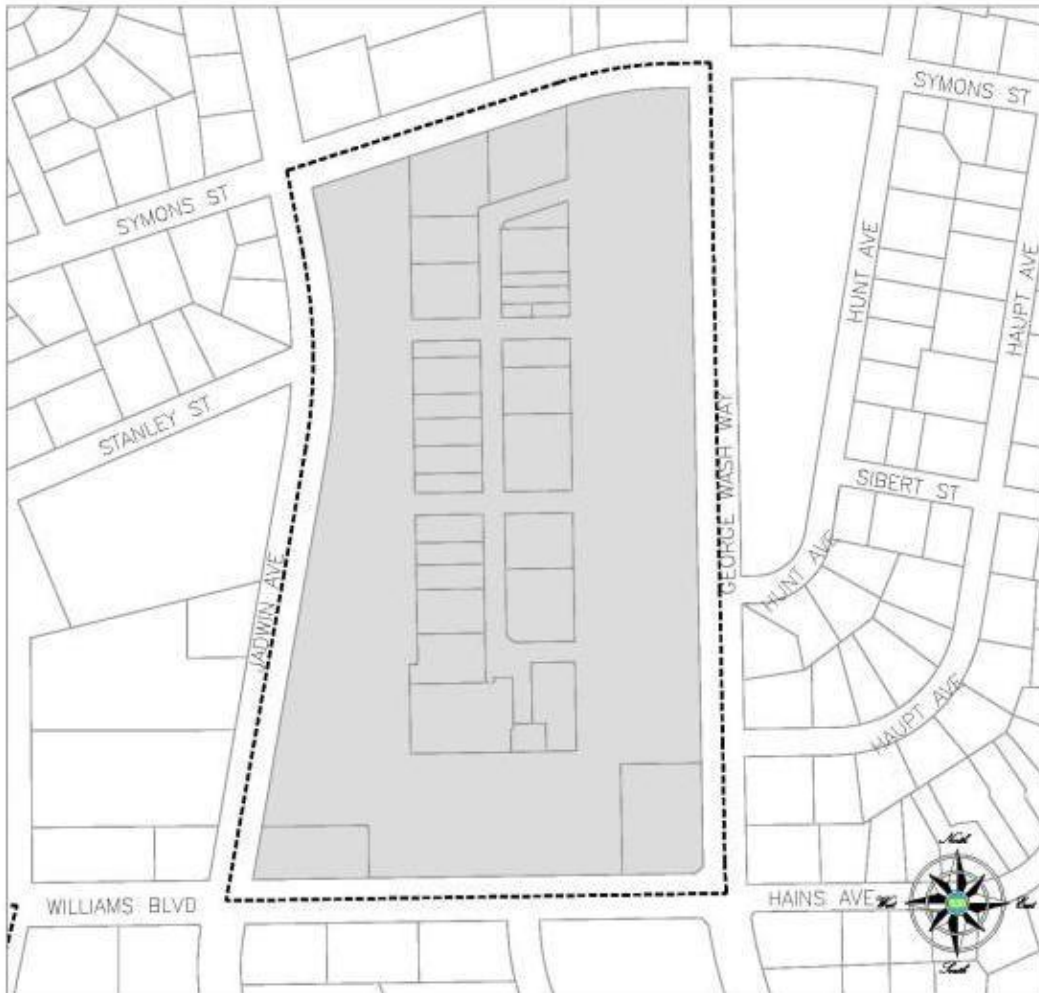


CBD - MEDICAL DISTRICT

DRAFT

PLATE NO. 2 - 23.22.040

PLATE 2



CBD - UPTOWN DISTRICT

DRAFT

PLATE NO. 3 - 23.22.040

PLATE 3

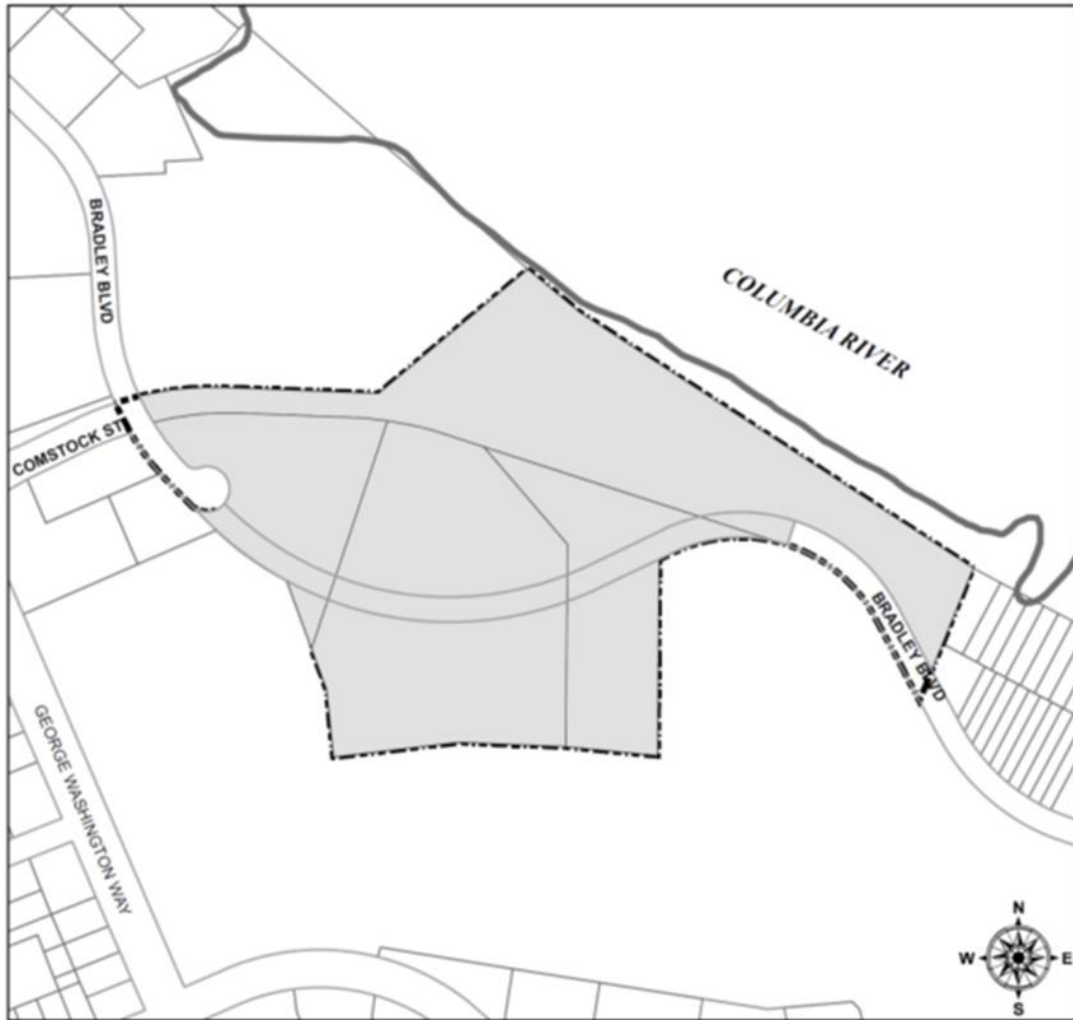


CBD - THE PARKWAY DISTRICT

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PLATE NO.4 - 23.22.040

PLATE 4

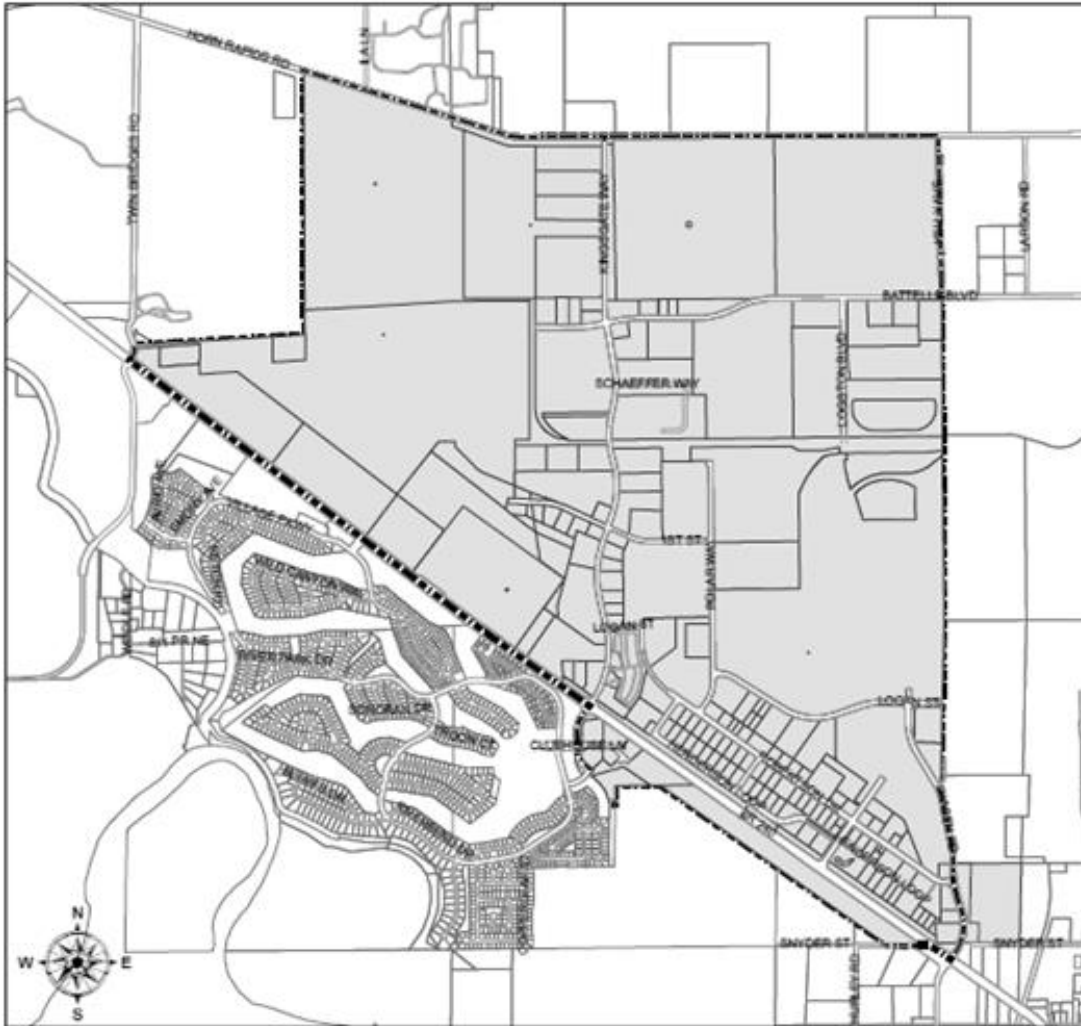


WF - COLUMBIA POINT NORTH

DRAFT

PLATE NO. 5 - 23.22.040

PLATE 5



HORN RAPIDS EMPLOYMENT CENTER

[Ord. 28-05 § 1.02; Ord. 04-09; Ord. 07-10 § 1.03; amended during 2011 recodification; Ord. 32-11 § 6; Ord. 13-21 § 1; Ord. 15-21 § 2, 2021; Ord. 2024-38 § 1, 2024; Ord. 2024-46 § 2].

23.22.050 Parking standards for commercial use districts.

A. Off-street parking space shall be provided in all commercial zones in compliance with the requirements of Chapter 23.54 RMC.

~~B. Central Business District Off Street Parking. All uses have a responsibility to provide parking. The parking responsibility for any new use or change in use shall be determined in accordance with the requirements of Chapter 23.54 RMC. The maximum number of parking spaces provided on-site shall not exceed 125 percent of the minimum required parking as specified in Chapter 23.54 RMC; provided, that any number of parking spaces beyond the established maximum may be approved by the planning commission subject to RMC 23.22.020(E)(9) (Alternative Design).~~

~~1. The off-street parking requirement may be reduced as follows:~~

~~a. The planning commission may reduce the parking responsibility as provided by RMC 23.54.080, joint use; and/or~~

~~b. Within a 600-foot radius of the property, and within the CBD zoning district, a 25 percent credit will be provided for each on-street parking space and/or for each off-street parking space located in a city-owned public parking lot. The allowed combined reduction in required off-street parking shall not exceed 50 percent of the overall off-street parking requirement (including any reductions contained in RMC 23.54.080). Example: one off-street space will be credited if four on-street spaces are located within 600 feet of the property. Parking space dimensions are found in RMC 23.54.120. Only those streets designated for on-street parking shall be considered for the credit. Curb cuts, driveways, hydrant frontages, and similar restricted parking areas shall be excluded from the calculation.~~

~~2. Any parking lot that has frontage on a public street or accessway shall be screened with a combination of trees planted at no less than 30 feet on center and shrubs planted to form a uniform hedge within five years. A masonry wall not lower than 18 inches and not higher than 36 inches may be substituted for the shrubs. The landscaping and masonry wall, if used, shall be at no greater setback than the maximum setback for a front or street side (RMC 23.22.040). Masonry walls are subject to the performance standards found in RMC 23.22.020(E), and must be granted approval by the public works director for compliance with vision clearance requirements for traffic safety before installation. [Ord. 28-05 § 1.02; Ord. 04-09; Ord. 07-10 § 1.02; amended during 2011 recodification].~~

Section 3 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 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.
- [23.54.115 Tandem parking.](#)
- 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 Off-street parking required.

In all use districts, [except for Central Business District \(CBD\) and Columbia Point North Waterfront District as outlined in RMC 23.22.010\(F\) and 23.22.040 Plate 4 respectively, which are hereby exempted from the parking requirements established in 23.54.020](#), 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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

[C. There shall be no minimum required parking spaces, as established in RMC 23.54.020, for](#)

1. Residences under 1,200 square feet Gross Floor Area (GFA);
2. Commercial spaces under 3,000 square feet of GFA;
3. Affordable housing;
4. Senior housing.
5. Day care centers;
6. Ground level nonresidential spaces in mixed-use buildings;
7. A building undergoing a change of use from a nonresidential to a residential use, or a change of use for a commercial use;

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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 <u>Dwelling, Single Family attached, detached and accessory, Condominiums, and Accessory Apartments</u>	2 spaces per dwelling unit. <u>1 space per dwelling unit.</u>
2.	Multiple family complexes Apartments, studio <u>Dwelling, multifamily, and rooming houses, boardinghouses, and dormitories</u>	1.5 spaces per dwelling unit. <u>1 space per dwelling unit.</u> 0.5 spaces per dwelling unit.
3.	Senior housing	1 space per 2 dwelling units.
4.	Rooming houses, boardinghouses and dormitories	1 space per person capacity.
5. <u>3.</u>	Hotels and motels	1 space/ <u>per guest</u> room, plus required space for any restaurant (1 space per 100 <u>500</u> 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. <u>4.</u>	Churches, mortuaries and funeral homes	1 space per 4 seats in the chapel or nave.
6. <u>5.</u>	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. <u>6.</u>	Hospitals	1 space per staff doctor, plus 1 space for every 3 other staff members, plus 1 space for every 3 beds.
8. <u>7.</u>	Medical and dental clinics	1 space per 250 <u>500</u> square feet of GFA.
C.	Office Uses ¹	Number of Parking Stalls Required

1.	Banks, businesses or professional offices <u>without a drive-through</u>	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 <u>1 space per 500 square feet of GFA.</u>
2.	<u>Banks with a Ddrive-through windows – banks</u>	6 <u>stacking</u> spaces per drive-through window (8' wide x 18' long) plus 1 service space and 1 exit space per <u>drive-through</u> window; <u>1 space per 500 square feet of GFA.</u>
3.	<u>Businesses or professional offices with a Ddrive-through windows—nonbank and nonfood</u>	1 service space per window plus 1 stacking space per window (8' wide x 18' long) plus 1 <u>parkingservice</u> space per <u>drive-through window maximum number of on-duty employees</u> ; <u>1 space per 500 square feet of GFA.</u>
D.	Commercial and Industrial Uses¹	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. <u>1.</u>	Food stores, markets, drugstores, liquor stores, and designed shopping centers more than 3,000 square feet GFA (exclusive of basement areas) <u>Commercial spaces over 3,000 square feet of GFA</u>	1 space per 300 square feet of GFA. <u>1 space per 500 square feet of GFA.</u>
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. 2.	Manufacturing	1 space per each 2 employees on the largest shift.
E.	Restaurant and Tavern Uses	Number of Parking Stalls Required
1. 3.	Seated customers Food service establishments without a drive-through	1 space per 100 square feet of GFA. 1 space per 500 square feet of GFA¹.
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. 4.	Food service establishments with a Ddrive-through	5 stacking spaces per drive-through window (8' wide x 18' long) with a minimum of 8 stacking spaces; 1 space per 500 square feet of GFA¹.
5.	Mobile vehicle food hub	2 spaces per food truck; 1 space per 500 square feet of GFA¹.
F. E.	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.

*—1. If a building has multiple commercial use spaces located on a single parcel, the parking minimum shall be based on the sum of their combined GFA.

[Ord. 28-05 § 1.02; Ord. 55-15 § 3; Ord. 10-21 § 1; Ord. 21-21 § 1].

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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

23.54.040 Motorcycles.

Parking spaces for motorcycles 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 or provided automobile spaces, with a minimum of one space.
- B. Each motorcycle space shall be easily accessible and have adequate space for a standard size motorcycle.
- C. 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.
- E. Motorcycle parking areas shall be clearly identified with appropriate striping. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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 or provided parking stalls. Schools shall provide five spaces per elementary and junior high classroom, and two spaces per high school classroom.

B. ~~Devices shall be provided to which bicycles can be securely locked.~~ A bicycle rack shall allow for the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position with a minimum of two points of contact to the bicycle frame and without damage to the wheels, frame, or components. Examples of racks that meet and do not meet this requirement are shown as Plates 1 and 2 at the end of this section.

C. 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.

D. Spaces shall be adequately illuminated during normal hours of operation.

E. Required or provided bicycle parking spaces shall be located within 50 feet of the main entrance of a building, be well lit, and visible to pedestrians and bicyclists.

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PLATE 1 – Examples of bike racks that meet the design requirements

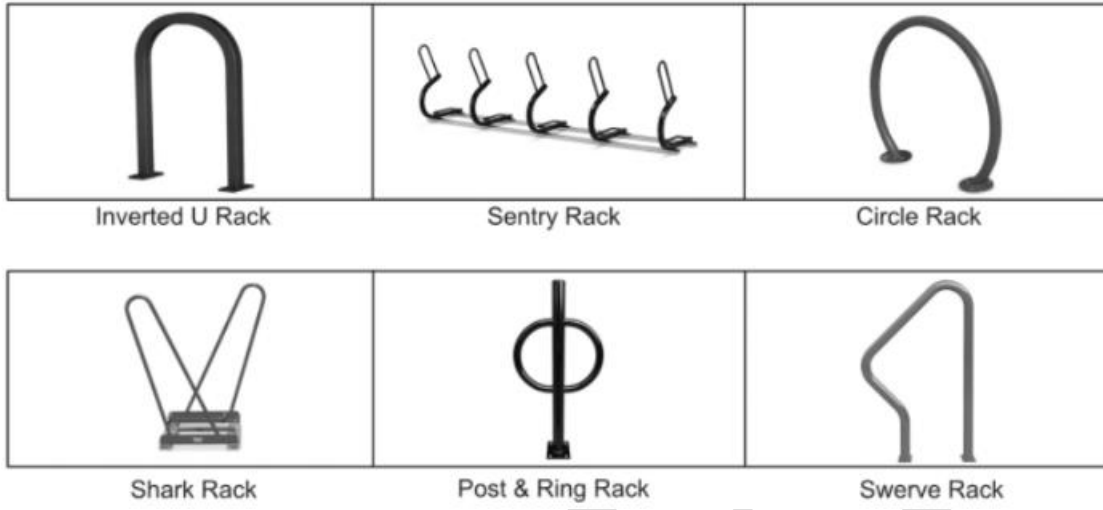
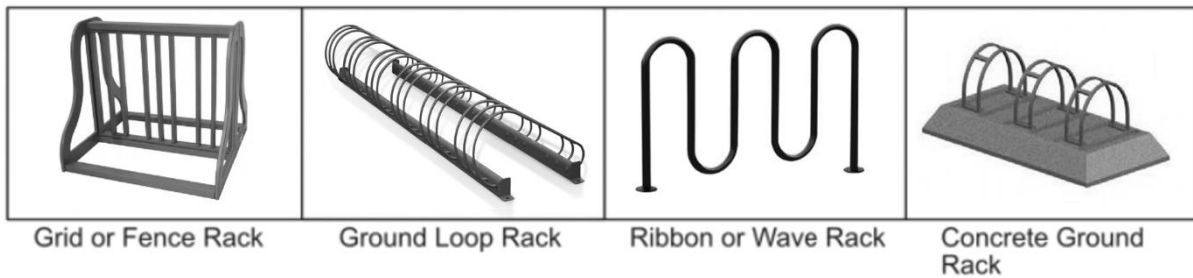


PLATE 2 – Examples of bike racks that do not meet the design requirements



[Ord. 28-05 § 1.02; Ord. 10-21 § 1].

23.54.055 Compact car spaces.

Any parking lot of four or more spaces may have 25 percent of the required or provided 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~~shall be no less than ~~be~~ seven and one-half feet wide and 15 feet long. In addition to the dimensional standards of this section, all compact car spaces ~~must~~shall have adequate back-up space to efficiently and safely negotiate the parking area. [Ord. 10-21 § 1].

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. The ground level nonresidential space in mixed-use buildings has no parking requirement. 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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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~~ 25 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 or provided 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 or provided 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. [Ord. 28-05 § 1.02; Ord. 24-14 § 1.01; Ord. 10-21 § 1].

23.54.090 Location of parking spaces.

Required or provided 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 ~~300~~ 500 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). [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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.~~

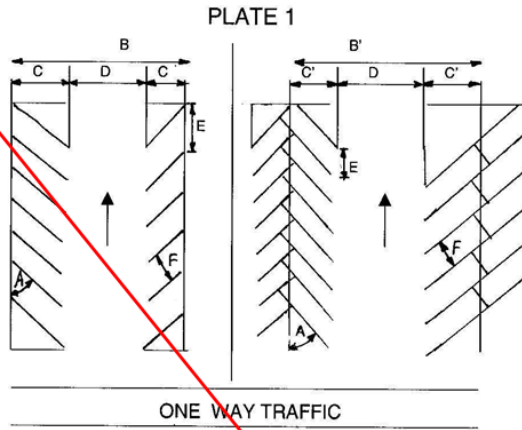
B. Off-street parking spaces may consist of a grass block paver, grasscrete, or turf stone surface. Existence of legally nonconforming gravel surfacing in existing designated parking spaces may not be a reason for prohibiting utilization of existing parking spaces to meet minimum parking space requirements, up to a maximum of six parking spaces.

~~B. C.~~ C. Any lighting used to illuminate any off-street parking facility shall be so arranged as to reflect light away from any residential adjoining premises.

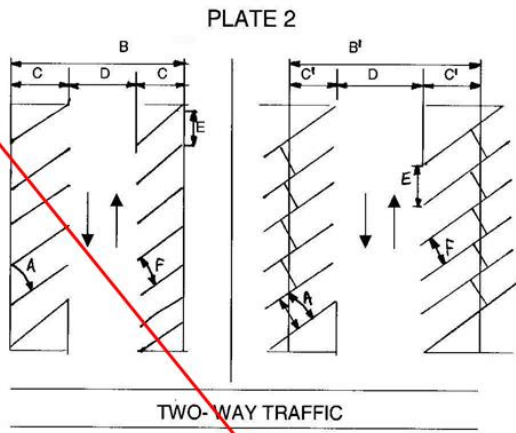
~~C. D.~~ D. No more than two feet six inches of overhang beyond a wheel stop may be counted as part of a parking space. Said overhang shall not interfere with landscaping or decrease the clear width of a sidewalk to less than four feet by its encroachment.

~~D. E.~~ E. Off-street parking area layout and dimensions shall be not less than as shown by Plates 1, and 2 and 3, which are set forth at the end of this section. Exits and entrances shall be approved by the administrative official.

~~E. F.~~ F. 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.



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'	--	--



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

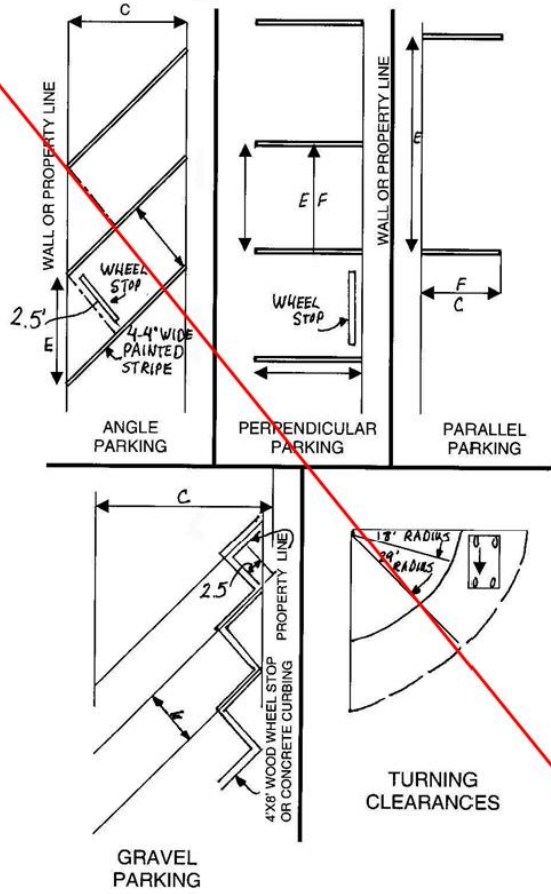
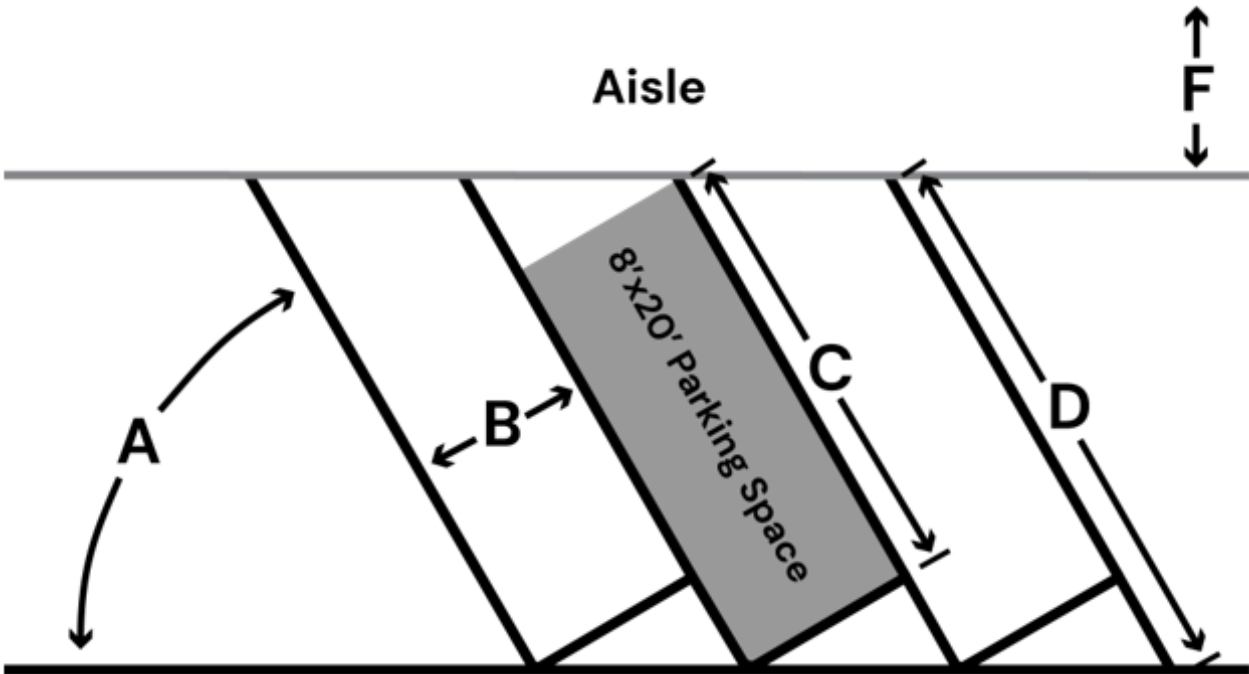
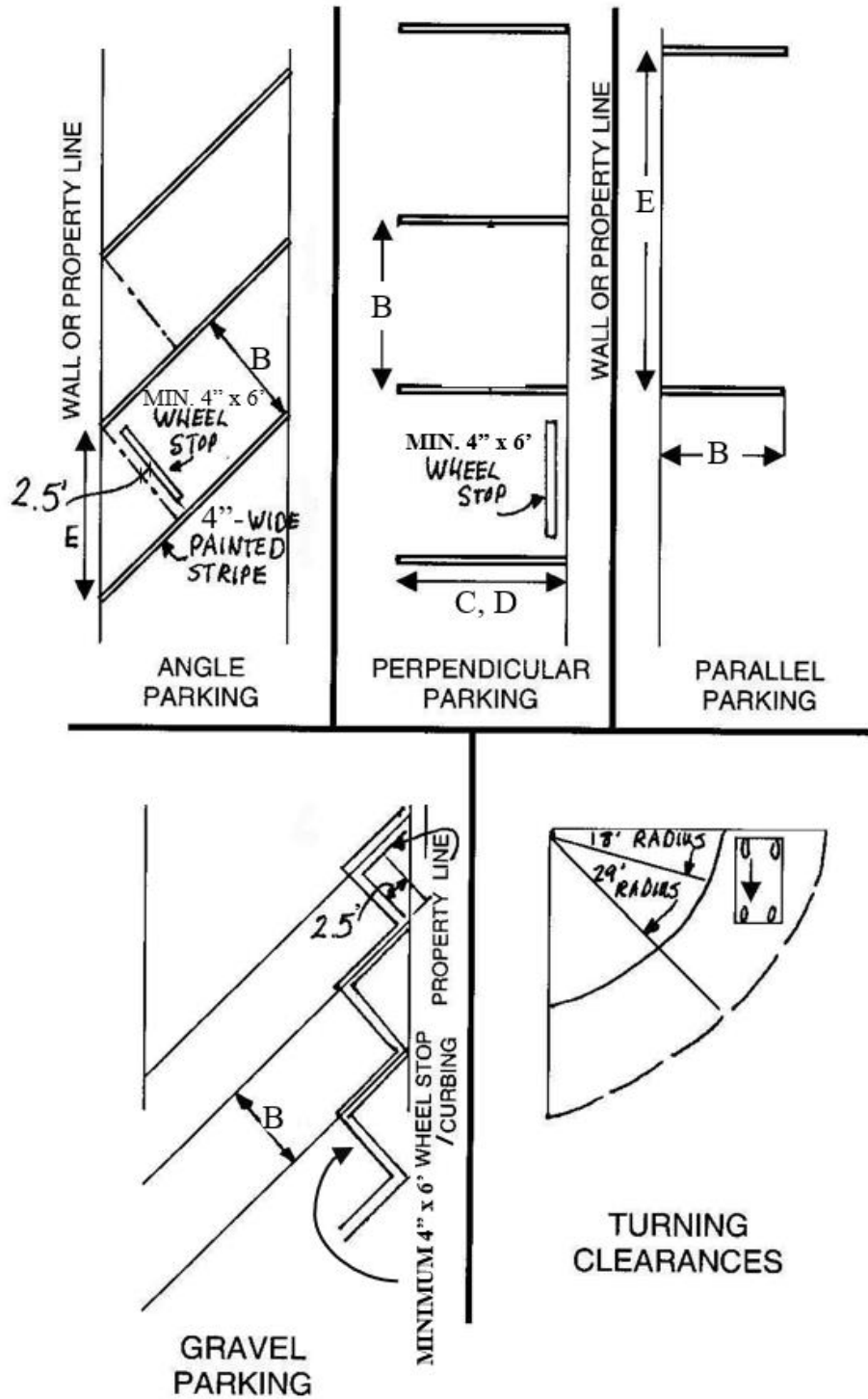


PLATE 1



A Parking Angle (Degrees)	B Space Width (Feet)	C Space Length (Feet)	D Total Length (Feet)	E Curb Width (Feet)	F Aisle Width (Feet)	
					One-Way Traffic	Two-Way Traffic
90	8	20	20	8	24	24
60	8	20	24.5	9.25	17	20
45	8	20	28	11.25	12	20
30	8	20	34	16	12	20
0	8	20	N/A	23	12	20

PLATE 2



[Ord. 28-05 § 1.02; Ord. 10-21 § 1].

23.54.115 Tandem parking.

Tandem parking spaces shall count towards meeting minimum parking requirements for residential uses when the minimum and maximum size of tandem parking space is 20' long per space, and 40' long for two spaces.

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 ~~administrative official~~ Public Works Director and Zoning Administrator.

Any landscape plan submitted pursuant to this section shall be in conformance with the requirements of RMC 23.54.140 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; shall be submitted to and approved by the Zoning Administrator. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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.~~

~~G. 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 in accordance with Public Works Requirements as stated in RMC Chapter 12.11. 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.~~

~~H.~~ G. 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.

~~I.~~ H. 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.

~~J.~~ 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.

~~K.~~ 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.~~

~~2.~~ 1. 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.

~~3.~~ 2. 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. [Ord. 28-05 § 1.02; Ord. 20-14 § 1.04; Ord. 10-21 § 1].

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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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.~~ E. 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.~~ F. 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.~~ G. 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.~~ H. 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, 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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].~~

Section 4. 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 5. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

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

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

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the ___ 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: _____

DRAFT

Exhibit 3



File No. PLN-T1-2025-00308

CITY OF RICHLAND Determination of Non-Significance

Description of Proposal: The City of Richland is proposing to amend Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

Proponent: City of Richland
Mike Rizzitiello, Development Services Director
625 Swift Blvd
Richland, WA 99352

Location of Proposal: This code change would affect all land within the City of Richland's municipal boundaries.

Lead Agency: City of Richland

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

() There is no comment for the DNS.

(X) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for fourteen days from the date of issuance.

() This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Mike Stevens

Position/Title: Planning Manager

Address: 625 Swift Blvd., MS #35, Richland, WA 99352

Date: 08/13/2025

Comments Due: 08/29/2025

Signature _____

SEPA¹ Environmental Checklist

Purpose of checklist

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

Instructions for applicants

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

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

Instructions for lead agencies

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

Use of checklist for nonproject proposals

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

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

A. Background

[Find help answering background questions](#)²

1. Name of proposed project, if applicable:

Amendment to RMC Chapter 23.54 Off-Street Parking and Landscaping.

2. Name of applicant:

City of Richland (City)

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

City of Richland
c/o Mike Rizzitiello
625 Swift Blvd., Richland, WA 99352
mrizzitiello@ci.richland.wa.us
509-942-7778

4. Date checklist prepared:

8/11/2025

5. Agency requesting checklist:

City of Richland

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

Final decision made by City Council by end of December 2025

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

Not at this time

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

No environmental information has been prepared/will be prepared directly related to this proposal

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

Any building permit application or planning approval where parking is required may be affected by this proposal.

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

All Code Amendments must be approved by City Council.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you

² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background>

to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This is a non-project action to amend Richland Municipal Code (RMC) Chapter 23.54 Off-Street Parking and Landscaping. At a minimum the proposal would bring the RMC in compliance with SB 5184 (see attached), The Parking Reform and Modernization Act, and may ultimately remove all minimum requirements for the number of off-street parking spaces within the City entirely (see attached proposed amendments to RMC Chapter 23.54).

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

This code change would affect all land within the City of Richland's municipal boundaries.

B. Environmental Elements

1. Earth

[Find help answering earth questions³](#)

a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

b. What is the steepest slope on the site (approximate percent slope)? Steepest slope is near vertical/90 degrees

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

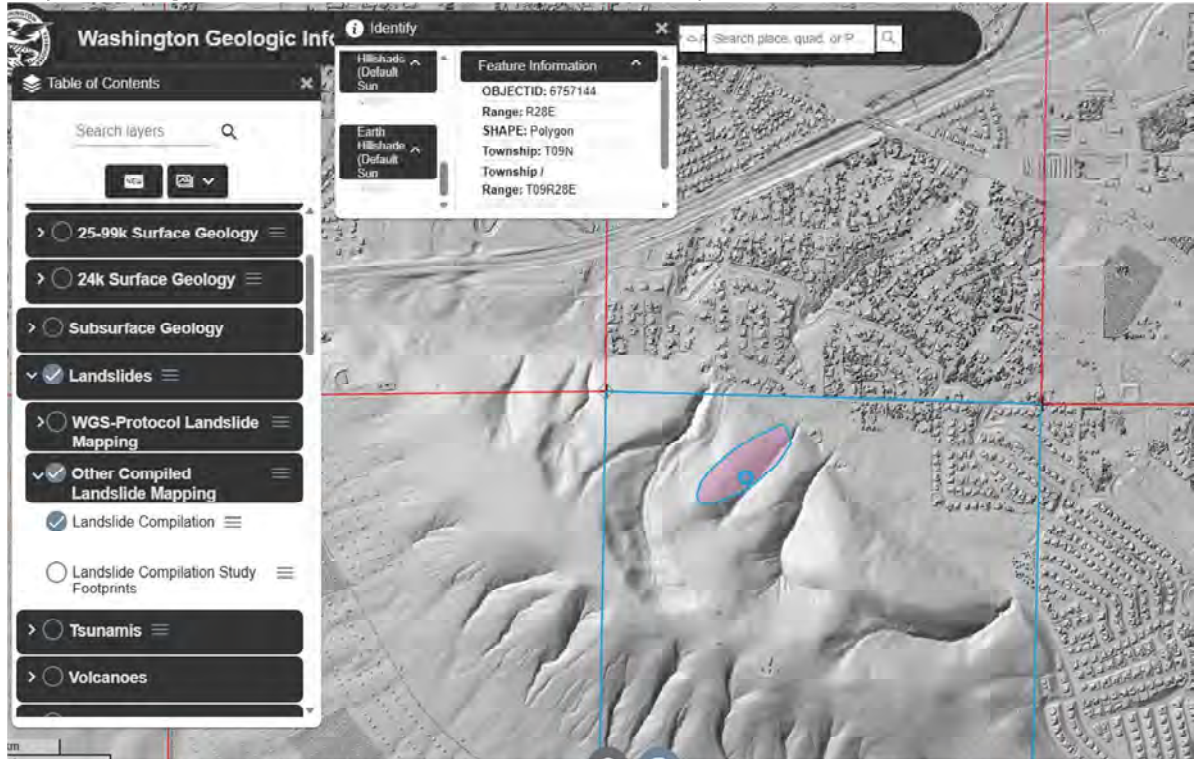
Soil is windblown silt ovetop Columbia River Basalt. No soil will be removed as this proposal is a code amendment and a non-project action.

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

Per Department of Natural Resources Geologic Information Portal, the northeast facing

³ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

slope of Badger Mountain suffered a landslide in the past, timeframe unknown



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

N/A. This code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no soil disturbance is occurring.

- f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

N/A. This code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC therefore no soil disturbance is occurring.

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

N/A. This code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no site work will result.

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

N/A. This code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore there are no resulting impacts to the earth.

2. Air

[Find help answering air questions](#)⁴

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

N/A. As this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC no emissions would result.

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

N/A, this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC and would be unaffected by off-site sources of emissions.

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

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

3. Water

[Find help answering water questions](#)⁵

- a. **Surface:**

[Find help answering surface water questions](#)⁶

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

Columbia River (Tributary of Pacific Ocean)

Yakima River (tributary of Columbia River) and associated adjacent wetlands especially in the Yakima River Delta

Amon Creek (tributary of Yakima River) and associated adjacent wetlands

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

⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>

⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water>

N/A. This is a non-project action and therefore would not result in any 'work.'

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

N/A. This is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, and would have no associated dredge and fill.

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

N/A. This is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, and not require any surface water withdrawals or discharges.

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

Yes, within the City of Richland lies land within the 1% annual chance floodplain of the Yakima and Columbia Rivers.

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

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC and will not create waste materials.

b. Ground:

[Find help answering ground water questions](#)⁷

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

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, requiring no water withdrawals for any purpose.

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

N/A. This is a non-project action that would reduce the number of off-street parking spaces currently required by RMC and will not create waste materials.

⁷ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater>

c. Water Runoff (including stormwater):

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

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no runoff will result.

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

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC and will not create waste materials.

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

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, and therefore has no effect on drainage patterns.

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

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, and therefore no runoff is produced nor will there be an effect on drainage patterns.

4. Plants

[Find help answering plants questions](#)

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

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

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

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no vegetation will be altered or removed.

- c. **List threatened and endangered species known to be on or near the site.**
Umtanum desert buckwheat and White Bluffs bladderpod are located north of the City in the Hanford Reach
- d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.**
N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no landscaping is proposed not vegetation affected.
- e. **List all noxious weeds and invasive species known to be on or near the site.**
Please see <https://www.bentonweedboard.com/> for a list of class A-C noxious weeds in Benton County

5. Animals

[Find help answering animal questions](#)⁸

- a. **List any birds and other animals that have been observed on or near the site or are known to be on or near the site.**

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, **other:** various wading birds, ducks, geese, pelican
- **Mammals:** deer, bear, elk, beaver, **other:** coyote
- **Fish:** bass, salmon, trout, herring, shellfish, **other:**

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

Chinook Salmon, mid Columbia steelhead, Ferruginous hawk, (Candidate Species: Burrowing Owl, Townsend’s Ground Squirrel; Species of greatest conservation need: Black tailed & white tailed jackrabbit)

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

Yes. Richland is within the Pacific Fly Way on which birds and butterflies migrate. Anadromous fish – Salmon, steelhead, white sturgeon, and pacific lamprey - are found in the Yakima and Columbia Rivers.

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

N/A. There are no measures proposed to preserve/enhance wildlife because this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- e. **List any invasive animal species known to be on or near the site.** northern pike, European green crab.

⁸ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

6. Energy and natural resources

[Find help answering energy and natural resource questions](#)⁹

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

N/A. There are no energy needs of the proposal because this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

N/A. This proposal would have no affect on solar power as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

N/A. This proposal would have no affect on solar power as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

7. Environmental health

[Health Find help with answering environmental health questions](#)¹⁰

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

N/A. This proposal would have no effect on the health of the environment as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

Soil & Groundwater contamination (radioactive waste) due to the Hanford Site north of Richland, and Horn Rapids Landfill

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou>

¹⁰ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health>

N/A. This proposal is not affected by hazardous chemicals as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

N/A. This proposal is not associated with hazardous chemicals as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

4. Describe special emergency services that might be required.

N/A. No emergency services will be required as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

5. Proposed measures to reduce or control environmental health hazards, if any, operating life of the project.

N/A. This proposal is not associated with environmental health hazards as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

b. Noise

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

N/A. Noise will not affect the proposal because this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

N/A. No noise will be generated by the proposal because this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

None, as there are no noise impacts resulting from this proposal.

8. Land and shoreline use

[Find help answering land and shoreline use questions](#)¹¹

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

The site is the current City of Richland, WA. No land uses on property adjacent/nearby to the City will be affected.

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

Portions of the City have been historically used as working farmlands and some land is still in crop production. No land will be converted from agricultural/forest land to another use because of this proposal.

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

No.

- c. **Describe any structures on the site.**

Primary and Accessory Residential, Commercial and Industrial buildings of all kinds are found within the City

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

N/A. No structures will be demolished as a result of this proposed code amendment as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

¹¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

Description	Symbol	Typical Uses
Floodplain district	FP	Pasture, recreation, agriculture
Agricultural district	AG	Agriculture, horticulture, five-acre minimum subdivision
Suburban agricultural district	SAG	Residential uses 43,560 square feet minimum lot size; limited agriculture
Single-family residential district 12,000	R-1-12	Residential uses 12,000 square feet average lot size
Single-family residential district 10,000	R-1-10	Residential uses 10,000 square feet average lot size
Medium-density residential district	R-2	Residential uses 6,000 square feet minimum lot size for a single-family dwelling; 8,000 square feet for duplex dwelling
Medium-density residential – small lot use district	R-2S	Residential uses 4,000 square feet minimum lot size for detached one-family dwelling, 7,000 square feet minimum lot size for two-family dwelling, and 3,000 square feet minimum lot size for attached one-family dwelling
Multiple-family residential district	R-3	Single-family, duplex, multifamily residential; single-family 6,000 square feet; duplex 8,000 square feet; multifamily 1,500 square feet per dwelling unit
Limited business district	C-LB	Offices, clubs, motels, hotels, clinics, apartments
Neighborhood retail business district	C-1	Convenience stores serving immediate neighborhood
Retail business district	C-2	Retail activities, motels, hotels, etc.
General business district	C-3	Retail-wholesale; small fabricating; used/new car sale
Central business district	CBD	Central business mixed uses
Waterfront	WF	Commercial and residential water oriented uses
Commercial winery	CW	Wineries and supporting uses
Commercial recreation	CR	Marina, resort, hotel, recreation
Medium industrial	I-M	Manufacturing district
Heavy manufacturing district	M-2	Manufacturing, warehousing and related uses
Business and commerce use district	B-C	Business and commercial uses
Business research park use district	B-RP	Business research and business park uses
Parks and public facilities	PPF	Parks, playgrounds, and public facility uses
Natural open space district	NOS	Undeveloped open space, pedestrian trails
University district	UNIV	Uses related to university campus

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

Land Use Designation	Zoning Categories
Residential	
Low Density Residential	R-1-12, R-1-10, SAG
Medium Density Residential	R-2, R-2S
High Density Residential	R-3, C-LB
Badger Mountain South	Badger Mountain Master Plan
Commercial	
Business Commerce	B-C
Central Business District	CBD
Commercial	C-1, C-2, C-3, C-LB, CW
General Commercial	C-3
Regional Retail	C-2
Waterfront	WF
Commercial Recreation	CR
Public Lands/Open Space	
Developed Open Space	PPF
Natural Open Space	NOS
Urban Recreation	UR
Public Facility	PPF
Industrial	
Business Research Park	B-RP
Industrial	I-M, M-2
Mixed Use Designations	
Agricultural	FP, AG
Residential Office	C-LB
Urban Reserve	AG

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

Natural, Recreation Conservancy, Recreation, Rural Residential, Waterfront, and Industrial Conservancy

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Yes, portions of the City have been classified as Critical Areas. See attached Adopted Critical Areas Maps (attached)

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

Just over 60,000 people are estimated to live in the City and the City has a workforce of approximately 32,000 people.

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

N/A. No one will be displaced by this proposed code amendment as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

None, because there are no displacements.

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

No proposed measures.

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

None, because there are no impacts to agricultural/forested land anticipated.

9. Housing

[Find help answering housing questions](#)¹²

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

None. This proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

None. This proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

None, because there are no housing impacts.

10. Aesthetics

[Find help answering aesthetics questions](#)¹³

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

N/A. No structures are proposed with this proposed code amendment; proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

¹² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

¹³ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

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

None

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

None, because there are no aesthetic impacts.

11. Light and glare

[Find help answering light and glare questions](#)¹⁴

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

N/A. The proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no light/glare will result.

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

N/A

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

No off-site sources of light/glare will affect the proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:

None, because there are no light/glare impacts.

12. Recreation

[Find help answering recreation questions](#)

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

Fishing/Swimming/Boating on Columbia & Yakima Rivers; Howard Amon Park; Community Parks & playgrounds ;various biking/walking trails: Urban Greenbelt, Sacajawea Heritage, Keene, Shelter Belt; Amon Basin Preserve

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

No recreational uses will be displaced. This proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

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

¹⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare>

None, because there are no impacts to recreation.

13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)¹⁵

- a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

The City is filled with buildings/structures/sites that are listed or eligible for listing in preservation registers, but are not listed in this checklist as they do not contribute meaningfully to the analysis of this proposal.

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

Yes, there are landmarks, features, and material evidence of Indian and historic use and occupation. Professional studies are not listed as they do not contribute meaningfully to the analysis of this proposal.

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

No methods were used to assess potential impacts to historical or cultural resources, because this proposal is a non-project action that will not result in any impacts.

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

No proposed measures because there will be no loss, changes to, or disturbance of historical or cultural resources.

14. Transportation

[Find help with answering transportation questions](#)¹⁶

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

Please see attached transportation map.

¹⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p>

¹⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

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

The City is served by Ben Franklin Transit (bus system). More information can be found at <https://www.bft.org/>

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

No.

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

No water, rail or air transportation use will result from the proposed code amendment. The City is home to a small municipal airport under the ownership and management of the Port of Benton.

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

N/A. The proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no vehicular trips will be generated.

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

No.

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

No measures proposed because there will be no impacts.

15. Public services

[Find help answering public service questions¹⁷](#)

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

There is a potential that eliminating off street parking requirements would increase bus-ridership.

¹⁷ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services>

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**
There are no measures to reduce/control impacts to public services as part of this proposal.

16. Utilities

[Find help answering utilities questions¹⁸](#)


- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**
- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

N/A. The proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no utility service will be needed/used/proposed.

C. Signature

[Find help about who should sign¹⁹](#)

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

X 

Type name of signee: Mike Rizzitiello

Position and agency/organization: Development Services Director

Date submitted: 8/13/2025

¹⁸ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

¹⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

D. Supplemental sheet for nonproject actions

[Find help for the nonproject actions worksheet²⁰](#)

Do not use this section for project actions.

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

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

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

Reducing the number of off-street parking spaces currently required by RMC would not increase/not likely increase discharges to water, emissions to air, or the production, storage or release of toxic or hazardous substances.

- **Proposed measures to avoid or reduce such increases are:**

No measures are proposed because there will be no increases.

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

Reducing the number of off-street parking spaces currently required by RMC would have no impact on/unlikely to impact plants, animals, fish or marine life.

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

No measures are proposed because there will be no impacts.

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

The proposal would not deplete energy or natural resources

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

- No measures are proposed because there will be no impacts.

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

It would be unlikely that reducing the number of off-street parking spaces currently required by RMC would impact any of the items listed in number 4 above.

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

No measures are proposed because there will be no impacts.

²⁰ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions>

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

It would be unlikely that reducing the number of off-street parking spaces currently required by RMC would impact land and shoreline use/cause land/shoreline use incompatible with existing plans. Developers of land would most likely still provide parking when developing a site because Richland/Tri-Cities is auto-dependent, and areas that are considered walkable generally have to be arrived at by automobile as no convenient/rapid transit exists in the area yet and the area is also subject to temperature extremes in summer and winter. A change to land use might be structure parking, rather than surface parking or a building in an area that would be used for surface parking under the current code.

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

No measures are proposed because there will be no impacts.

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

There may be a slight increase in public transportation demand if people find it more convenient to take public transportation than private transportation should developers chose to reduce the parking provided. It is more likely that public parking would be accommodated on public land, rather than private land.

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

No measures proposed to respond to demand as public transport is often underutilized in the City.

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

The proposal will not conflict with local/state/federal laws or requirements for the protection of the environment. This proposal would bring the municipal code into compliance with Washington SB 5184.

CERTIFICATION OF ENROLLMENT

ENGROSSED SUBSTITUTE SENATE BILL 5184

Chapter 204, Laws of 2025

69th Legislature
2025 Regular Session

MINIMUM PARKING REQUIREMENTS

EFFECTIVE DATE: July 27, 2025

Passed by the Senate April 17, 2025
Yeas 36 Nays 13

JOHN LOVICK

President of the Senate

Passed by the House April 11, 2025
Yeas 64 Nays 31

Laurie Jinkins

**Speaker of the House of
Representatives**

Approved May 7, 2025 1:22 PM

BOB FERGUSON

Governor of the State of Washington

CERTIFICATE

I, Sarah Bannister, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 5184** as passed by the Senate and the House of Representatives on the dates hereon set forth.

SARAH BANNISTER

Secretary

FILED

May 12, 2025

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 5184

AS AMENDED BY THE HOUSE

Passed Legislature - 2025 Regular Session

State of Washington

69th Legislature

2025 Regular Session

By Senate Housing (originally sponsored by Senators Bateman, Trudeau, Frame, Krishnadasan, Lias, Nobles, Pedersen, Salomon, Shewmake, and Stanford)

READ FIRST TIME 02/07/25.

1 AN ACT Relating to minimum parking requirements; adding a new
2 section to chapter 35.21 RCW; adding a new section to chapter 35A.21
3 RCW; adding a new section to chapter 36.01 RCW; adding a new section
4 to chapter 19.27 RCW; creating new sections; and repealing RCW
5 36.70A.620.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

7 NEW SECTION. **Sec. 1.** The legislature finds that predetermined
8 on-site parking requirements needlessly drive up the cost of
9 development, particularly housing; discourage walking and multimodal
10 transit usage; and encourage excessive reliance of automobiles with
11 attendant impacts on human health and greenhouse gas emissions. The
12 legislature further finds that the amount of parking that a project
13 actually needs should be determined on a case-by-case basis by permit
14 applicants sensitive to actual market conditions rather than a one-
15 size-fits-all regulation.

16 NEW SECTION. **Sec. 2.** A new section is added to chapter 35.21
17 RCW to read as follows:

18 (1) A city may not require more than 0.5 parking space per
19 multifamily dwelling unit or more than one parking space per single-
20 family home.

1 (2) A city may not require more than two parking spaces per 1,000
2 square feet of commercial space.

3 (3) A city may not require any minimum parking requirements for:

4 (a) Residences under 1,200 square feet;

5 (b) Commercial spaces under 3,000 square feet;

6 (c) Affordable housing;

7 (d) Senior housing;

8 (e) Child care centers as defined in RCW 43.216.010 that are
9 licensed or certified by the department of children, youth, and
10 families;

11 (f) Ground level nonresidential spaces in mixed-use buildings;
12 and

13 (g) A building undergoing a change of use from a nonresidential
14 to a residential use or a change of use for a commercial use.

15 (4) For purposes of this section:

16 (a) "Affordable housing" has the same meaning as in RCW
17 36.70A.030.

18 (b) "Commercial use" means use for nonresidential business
19 purposes, including retail, office, wholesale, general merchandise,
20 and food services.

21 (5) This section does not apply to requirements for parking
22 spaces permanently marked for the exclusive use of individuals with
23 disabilities in compliance with the Americans with disabilities act.

24 (6) The provisions of this section do not apply:

25 (a) To cities with a population of 30,000 or less, as determined
26 by the population estimate of the office of financial management
27 under RCW 43.62.030;

28 (b) If a city submits to the department of commerce an empirical
29 study prepared by a credentialed transportation or land use planning
30 expert that clearly demonstrates, and the department finds and
31 certifies, that the application of the parking limitations of this
32 section will be significantly less safe for vehicle drivers or
33 passengers, pedestrians, or bicyclists than the city's current
34 parking requirements; or

35 (c) To portions of cities within a one-mile radius of a
36 commercial airport in Washington with at least 9,000,000 annual
37 enplanements.

38 (7) Cities may require parking in excess of the limitations in
39 this section for religious organizations and parking requirements for
40 carpools.

1 (8) Cities are not prohibited from requiring temporary or time-
2 restricted parking. Cities are encouraged to consider the adequacy of
3 drop-off space, waiting space, and accessibility in the design review
4 process when considering the limitations on parking requirements.

5 (9) Cities that have adopted substantially similar policies to
6 the requirements established in this section may apply to the
7 department of commerce for a determination of compliance with the
8 requirements of this section. In determining what is substantially
9 similar, the department of commerce shall consider whether:

10 (a) The city's parking requirements as of July 2025 have the same
11 or lower parking minimums than the requirements of this section;

12 (b) The city's parking requirements are equal to the average
13 number of parking stalls required per residential unit and the
14 average number of parking stalls required per 1,000 square feet of
15 commercial space; and

16 (c) The city's parking requirements for affordable housing,
17 senior housing, housing for people with disabilities, and child care
18 facilities are equivalent to the requirements of this section.

19 (10) Cities may submit a request for a variance from the
20 requirements of this section to the department of commerce if
21 compliance with the requirements of this section would be hazardous
22 to the life, health, and safety of residents as confirmed by a
23 building official or fire marshal, or their designees. A request for
24 a variance may include requests to require additional parking spaces
25 permanently marked for the exclusive use of individuals with
26 disabilities beyond those required for compliance with the Americans
27 with disabilities act based on the planned or likely population,
28 location, or safety of a building, using objective standards.

29 (11) Cities with a population between 30,000 and 50,000 shall
30 implement the requirements of this section within three years of the
31 effective date of this act. Cities with a population of 50,000 or
32 greater shall implement the requirements of this act within 18 months
33 of the effective date of this act.

34 NEW SECTION. **Sec. 3.** A new section is added to chapter 35A.21
35 RCW to read as follows:

36 (1) A code city may not require more than 0.5 parking space per
37 multifamily dwelling unit or more than one parking space per single-
38 family home.

1 (2) A code city may not require more than two parking spaces per
2 1,000 square feet of commercial space.

3 (3) A code city may not require any minimum parking requirements
4 for:

5 (a) Residences under 1,200 square feet;

6 (b) Commercial spaces under 3,000 square feet;

7 (c) Affordable housing;

8 (d) Senior housing;

9 (e) Child care centers as defined in RCW 43.216.010 that are
10 licensed or certified by the department of children, youth, and
11 families;

12 (f) Ground level nonresidential spaces in mixed-use buildings;
13 and

14 (g) A building undergoing a change of use from a nonresidential
15 to a residential use or a change of use for a commercial use.

16 (4) For purposes of this section:

17 (a) "Affordable housing" has the same meaning as in RCW
18 36.70A.030.

19 (b) "Commercial use" means use for nonresidential business
20 purposes, including retail, office, wholesale, general merchandise,
21 and food services.

22 (5) This section does not apply to requirements for parking
23 spaces permanently marked for the exclusive use of individuals with
24 disabilities in compliance with the Americans with disabilities act.

25 (6) The provisions of this section do not apply:

26 (a) To code cities with a population of 30,000 or less, as
27 determined by the population estimate of the office of financial
28 management under RCW 43.62.030;

29 (b) If a code city submits to the department of commerce an
30 empirical study prepared by a credentialed transportation or land use
31 planning expert that clearly demonstrates, and the department finds
32 and certifies, that the application of the parking limitations of
33 this section will be significantly less safe for vehicle drivers or
34 passengers, pedestrians, or bicyclists than the code city's current
35 parking requirements; or

36 (c) To portions of code cities within a one-mile radius of a
37 commercial airport in Washington with at least 9,000,000 annual
38 enplanements.

1 (7) Code cities may require parking in excess of the limitations
2 in this section for religious organizations and parking requirements
3 for carpools.

4 (8) Code cities are not prohibited from requiring temporary or
5 time-restricted parking. Code cities are encouraged to consider the
6 adequacy of drop-off space, waiting space, and accessibility in the
7 design review process when considering the limitations on parking
8 requirements.

9 (9) Code cities that have adopted substantially similar policies
10 to the requirements established in this section may apply to the
11 department of commerce for a determination of compliance with the
12 requirements of this section. In determining what is substantially
13 similar, the department of commerce shall consider whether:

14 (a) The code city's parking requirements as of July 2025 have the
15 same or lower parking minimums than the requirements of this section;

16 (b) The code city's parking requirements are equal to the average
17 number of parking stalls required per residential unit and the
18 average number of parking stalls required per 1,000 square feet of
19 commercial space; and

20 (c) The code city's parking requirements for affordable housing,
21 senior housing, housing for people with disabilities, and child care
22 facilities are equivalent to the requirements of this section.

23 (10) Code cities may submit a request for a variance from the
24 requirements of this section to the department of commerce if
25 compliance with the requirements of this section would be hazardous
26 to the life, health, and safety of residents as confirmed by a
27 building official or fire marshal, or their designees. A request for
28 a variance may include requests to require additional parking spaces
29 permanently marked for the exclusive use of individuals with
30 disabilities beyond those required for compliance with the Americans
31 with disabilities act based on the planned or likely population,
32 location, or safety of a building, using objective standards.

33 (11) Code cities with a population between 30,000 and 50,000
34 shall implement the requirements of this section within three years
35 of the effective date of this act. Code cities with a population of
36 50,000 or greater shall implement the requirements of this act within
37 18 months of the effective date of this act.

38 NEW SECTION. **Sec. 4.** A new section is added to chapter 36.01
39 RCW to read as follows:

1 (1) A county may not require more than 0.5 parking space per
2 multifamily dwelling unit or more than one parking space per single-
3 family home.

4 (2) A county may not require more than two parking spaces per
5 1,000 square feet of commercial space.

6 (3) A county may not require any minimum parking requirements
7 for:

8 (a) Residences under 1,200 square feet;

9 (b) Commercial spaces under 3,000 square feet;

10 (c) Affordable housing;

11 (d) Senior housing;

12 (e) Child care centers as defined in RCW 43.216.010 that are
13 licensed or certified by the department of children, youth, and
14 families;

15 (f) Ground level nonresidential spaces in mixed-use buildings;
16 and

17 (g) A building undergoing a change of use from a nonresidential
18 to a residential use or a change of use for a commercial use.

19 (4) For purposes of this section:

20 (a) "Affordable housing" has the same meaning as in RCW
21 36.70A.030.

22 (b) "Commercial use" means use for nonresidential business
23 purposes, including retail, office, wholesale, general merchandise,
24 and food services.

25 (5) This section does not apply to requirements for parking
26 spaces permanently marked for the exclusive use of individuals with
27 disabilities in compliance with the Americans with disabilities act.

28 (6) The provisions of this section do not apply:

29 (a) If a county submits to the department of commerce an
30 empirical study prepared by a credentialed transportation or land use
31 planning expert that clearly demonstrates, and the department finds
32 and certifies, that the application of the parking limitations of
33 this section will be significantly less safe for vehicle drivers or
34 passengers, pedestrians, or bicyclists than the county's current
35 parking requirements; or

36 (b) To portions of counties within a one-mile radius of a
37 commercial airport in Washington with at least 9,000,000 annual
38 enplanements.

1 (7) A county may require off-street parking if the county's roads
2 are not developed to the standards for streets and roads adopted by
3 the cities within that county.

4 (8) Counties may require parking in excess of the limitations in
5 this section for religious organizations and parking requirements for
6 carpools.

7 (9) Counties are not prohibited from requiring temporary or time-
8 restricted parking. Counties are encouraged to consider the adequacy
9 of drop-off space, waiting space, and accessibility in the design
10 review process when considering the limitations on parking
11 requirements.

12 (10) A county may submit a request for a variance from the
13 requirements of this section to require additional parking spaces
14 permanently marked for the exclusive use of individuals with
15 disabilities beyond those required for compliance with the Americans
16 with disabilities act based on the planned or likely population,
17 location, or safety of a building, using objective standards.

18 (11) Counties that have adopted substantially similar policies to
19 the requirements established in this section may apply to the
20 department of commerce for a determination of compliance with the
21 requirements of this section. In determining what is substantially
22 similar, the department of commerce shall consider whether:

23 (a) The county's parking requirements as of July 2025 have the
24 same or lower parking minimums than the requirements of this section;

25 (b) The county's parking requirements are equal to the average
26 number of parking stalls required per residential unit and the
27 average number of parking stalls required per 1,000 square feet of
28 commercial space; and

29 (c) The county's parking requirements for affordable housing,
30 senior housing, housing for people with disabilities, and child care
31 facilities are equivalent to the requirements of this section.

32 (12) Counties with a population between 30,000 and 50,000 shall
33 implement the requirements of this section within three years of the
34 effective date of this act. Counties with a population of 50,000 or
35 greater shall implement the requirements of this act within 18 months
36 of the effective date of this act.

37 NEW SECTION. **Sec. 5.** A new section is added to chapter 19.27
38 RCW to read as follows:

1 The state building code council shall research and, if necessary,
2 adopt by rule updated accessible parking space requirements in the
3 state building code promulgated under this chapter to align with
4 current research on disability rates among drivers.

5 NEW SECTION. **Sec. 6.** RCW 36.70A.620 (Cities planning under RCW
6 36.70A.040—Minimum residential parking requirements) and 2020 c 173 s
7 3 & 2019 c 348 s 5 are each repealed.

8 NEW SECTION. **Sec. 7.** This act may be known and cited as the
9 parking reform and modernization act.

Passed by the Senate April 17, 2025.
Passed by the House April 11, 2025.
Approved by the Governor May 7, 2025.
Filed in Office of Secretary of State May 12, 2025.

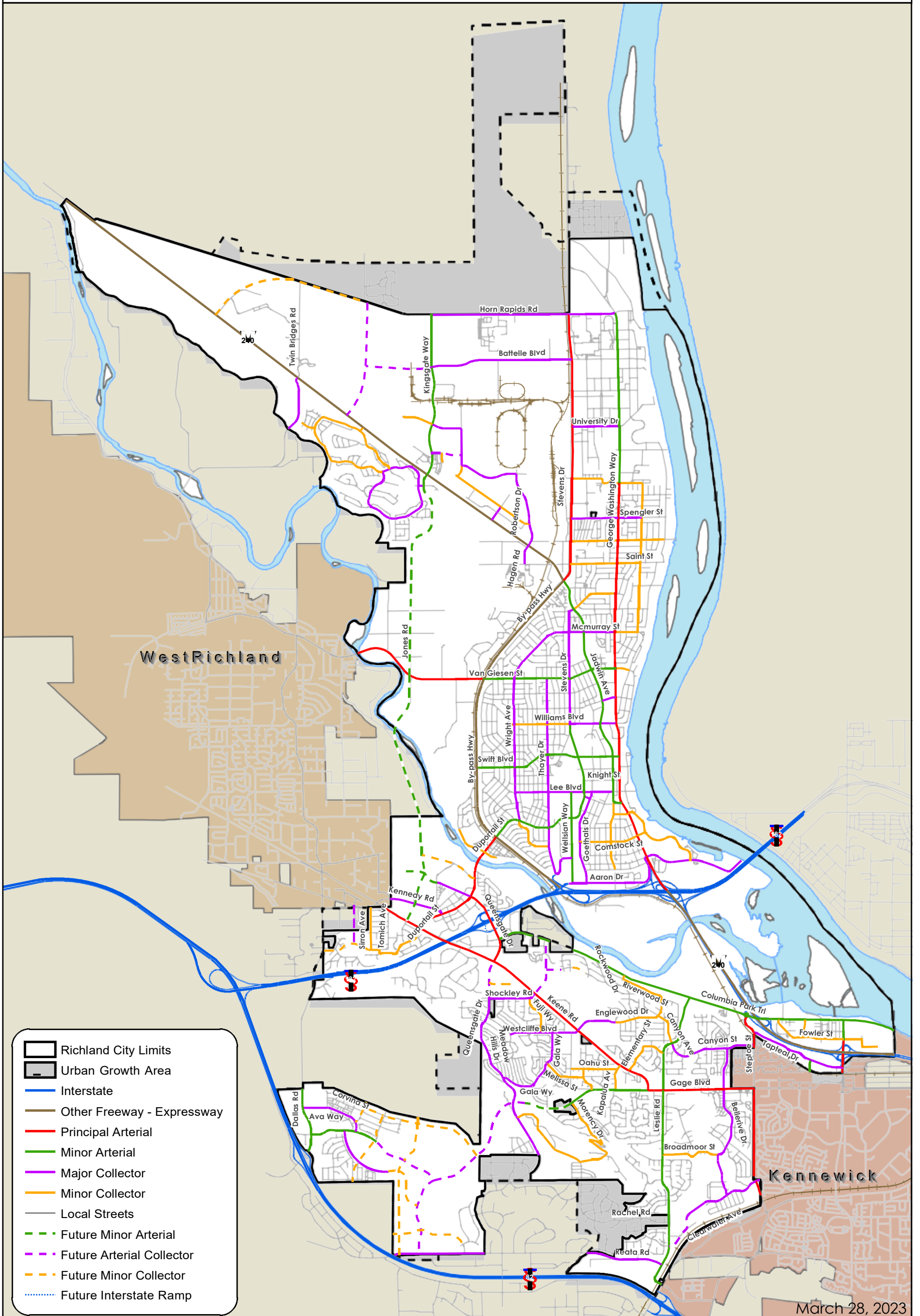
--- END ---

City of Richland

- Future Functionally Classified Street Network



T-11



March 28, 2023

Figure LU-4: Critical Areas Map

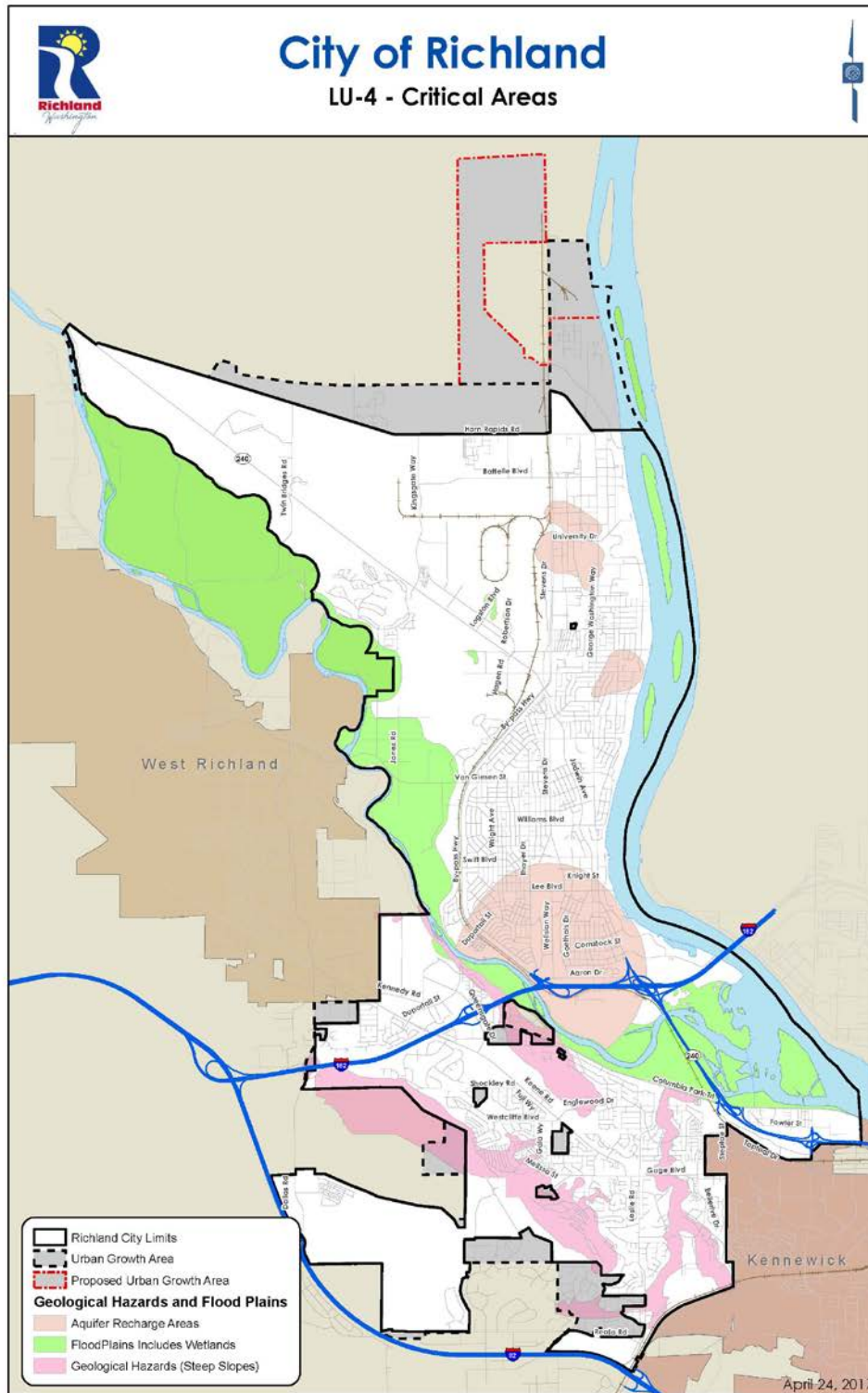
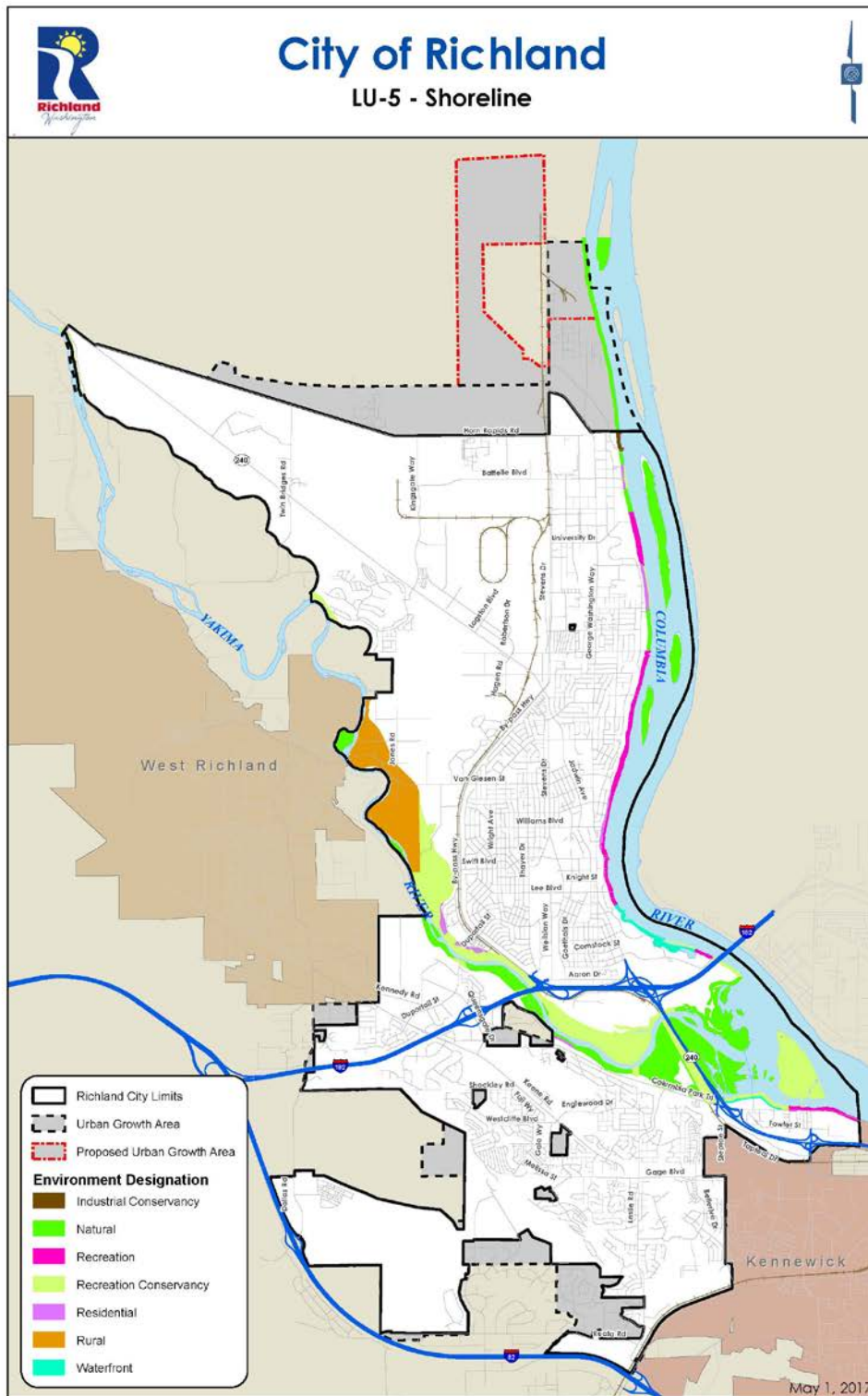


Figure LU-5: Shoreline Map



The Beaufort Gazette
 The Belleville News-Democrat
 Bellingham Herald
 Centre Daily Times
 Sun Herald
 Idaho Statesman
 Bradenton Herald
 The Charlotte Observer
 The State
 Ledger-Enquirer

Durham | The Herald-Sun
 Fort Worth Star-Telegram
 The Fresno Bee
 The Island Packet
 The Kansas City Star
 Lexington Herald-Leader
 The Telegraph - Macon
 Merced Sun-Star
 Miami Herald
 El Nuevo Herald

The Modesto Bee
 The Sun News - Myrtle Beach
 Raleigh News & Observer
 Rock Hill | The Herald
 The Sacramento Bee
 San Luis Obispo Tribune
 Tacoma | The News Tribune
 Tri-City Herald
 The Wichita Eagle
 The Olympian

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
51422	IPL0263930	Legal Ad - IPL0263930	SEPA-PLN-2025-00308	1.0	43.0L

ATTENTION: CITY OF RICHLAND/LEGALS IP
 625 SWIFT BLVD. MS-11
 RICHLAND, WA 99352
 janderson@ci.richland.wa.us;tclark@ci.richland.wa.us;purchasing@ci.richland.wa.us

**CITY OF RICHLAND
 NOTICE OF SEPA
 DETERMINATION**

Date Notice Issued: August 17, 2025, per WAC 197-11-340(2)

File #: PLN-T1-2025-00308

Proponent: Mike Rizzitiello, Development Services Director, City of Richland, 625 Swift Blvd, Richland, WA 99352

Proposal: The City of Richland is proposing to amend Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

Location of Proposal(s): This code change would affect all land within the City of Richland's municipal boundaries.

Determination: The City has reviewed the project for environmental impacts and has issued a determination of non-significance using the process outlined in WAC 197-11-340(2). This may be the only opportunity to comment on the environmental impacts of the proposal.

Public Comments Due: August 20, 2025

Contact: Mike Stevens, Planning Manager
 625 Swift Boulevard, MS-35
 Richland, WA 99352
 mstevens@ci.richland.wa.us

Date Published: Sunday, August 17, 2025
 IPL0263930
 Aug 17 2025

COUNTY OF BENTON)

SS

STATE OF WASHINGTON)

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

1.0 insertion(s) published on:
 08/17/25 Print

[Print Tearsheet Link](#)

[Marketplace Link](#)

Sherry Chasteen



Sherry Chasteen

Amanda Rodela



Sworn to and subscribed before me on

Aug 18, 2025, 10:03 AM ED



Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNIX*

**CITY OF RICHLAND
NOTICE OF SEPA
DETERMINATION**

Date Notice Issued: August 17, 2025, per WAC 197-11-340(2)

File #: PLN-T1-2025-00308

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Public Comments Due:

August 20, 2025

Contact:

Mike Stevens, Planning Manager
625 Swift Boulevard, MS-35
Richland, WA 99352
mstevens@ci.richland.wa.us

Date Published: Sunday, August 17, 2025

IFL0263930

Aug 17 2025



Exhibit 5

STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

09/02/2025

Mr. Mike Stevens
Planning Manager
City of Richland
505 Swift Boulevard
Post Office Box 190
Richland, WA 99352

Sent Via Electronic Mail

Re: City of Richland--2025-S-9808--Request for Expedited Review / Notice of Intent to Adopt Amendment

Dear Mr. Stevens:

Thank you for sending the Washington State Department of Commerce (Commerce) the Request for Expedited Review / Notice of Intent to Adopt Amendment as required under [RCW 36.70A.106](#). We received your submittal with the following description.

Proposed amendment to Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

We received your submittal on 09/02/2025 and processed it with the Submittal ID 2025-S-9808. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 11/01/2025.

You requested expedited review under [RCW 36.70A.106\(3\)\(b\)](#). We have forwarded a copy of this notice to other state agencies for expedited review and comment. If one or more state agencies indicate that they will be commenting, then Commerce will deny expedited review and the standard 60-day review period (from date received) will apply. Commerce will notify you by e-mail regarding of approval or denial of your expedited review request. If approved for expedited review, then final adoption may occur no earlier than fifteen calendar days after the original date of receipt by Commerce.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Chaz Bates, (509) 606-3501.

Sincerely,

Review Team
Growth Management Services

From: [Chris Sittman](#)
To: [Stevens, Mike](#)
Cc: [Wendy Durado](#)
Subject: RE: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA
Date: Tuesday, August 19, 2025 2:53:33 PM
Attachments: [image001.png](#)

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

KID has no comments.

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

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Wednesday, August 13, 2025 3:47 PM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrogers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Homero.Gonzalez@ziplly.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <JMcShane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziplly.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; Kramer, Steve

<skramer@ci.richland.wa.us>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter, Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth Defoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@ci.richland.wa.us>

Subject: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA

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

Hello Everybody,

The City of Richland is proposing to amend its Parking and Landscaping regulations by removing all minimum parking requirements for new developments within the City, as well as make other minor modifications to the parking/landscaping requirements. The proposed amendment would apply citywide and is anticipated to go before the Planning Commission for an open-record hearing on Wednesday, September 24, 2025. Please review the attached materials relative to your agency's regulations and submit any comments pertaining to SEPA (environmental impacts) no later than 5:00 PM on Friday, August 29, 2025. Comments may be submitted via e-mail to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

If you are unable to open the attachment you may also view the materials online at: <https://www.ci.richland.wa.us/home/showpublisheddocument/18168>

Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
509.942.7596

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From: [Lora Rathbone](#)
To: [Stevens, Mike](#)
Subject: SEPA determination RE off street parking and landscaping comment
Date: Wednesday, August 20, 2025 8:30:20 PM

You don't often get email from ldrathbone@outlook.com. [Learn why this is important](#)

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

I hope I didn't wait too long to send this.

I think it's a great idea to remove requirement for minimum number of parking spaces in Richland. It likely will have a positive environmental impact by allowing for more green space and potentially less driving and more walking.

Lora Rathbone
538 Fuller St
Richland, WA 99354

From: [Rodgers,Deborah \(CONTR\) - TERR-TRI CITIES RMHQ](#)
To: [Stevens, Mike](#)
Cc: [Kinch,James L \(BPA\) - TERR-BELL-1](#); [Connell,Valorie L \(BPA\) - TERR-PASCO](#)
Subject: RE: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA
Date: Thursday, August 28, 2025 12:25:53 PM
Attachments: [image001.png](#)

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

Mike,

Bonneville Power Administration (BPA) has had the opportunity to review City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA. In researching our records, we have found that this proposal will not directly impact BPA facilities. BPA does not have any objections to the approval of this request at this time.

If you have any questions or need additional information, please feel free to contact Luke Kinch at (509) 468-3095 or by email at JLKinch@bpa.gov.

Thank you for the opportunity to review this application.

Deborah Rodgers

[BONNEVILLE POWER ADMINISTRATION](#)

[DEPARTMENT OF ENERGY](#)

(CONTR) Actalent

Realty Technician 3 | Real Property Field Services | TERR/Tri-Cities-RMHQ

dxrodgers@bpa.gov | O: 509-544-4749 | C: 360-624-0566

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>

Sent: Wednesday, August 13, 2025 3:47 PM

To: Castle,Angela C (CONTR) - TERR-PASCO <ACCastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Craig Hamilton <c.hamilton@bces.wa.gov>; CrOSEPA@ecy.wa.gov <CrOSEPA@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>;

Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <jmcsbane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; Kinch,James L (BPA) - TERR-BELL-1 <JLKinch@bpa.gov>; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@ci.richland.wa.us>; M. Deklyne <mjdekllyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Cummings,Nicole M (BPA) - TERR-TRI CITIES RMHQ <NMCummings@bpa.gov>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter, Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@ci.richland.wa.us>

Subject: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA

Hello Everybody,

The City of Richland is proposing to amend its Parking and Landscaping regulations by removing all minimum parking requirements for new developments within the City, as well as make other minor modifications to the parking/landscaping requirements. The proposed amendment would apply citywide and is anticipated to go before the Planning Commission for an open-record hearing on Wednesday, September 24, 2025. Please review the attached materials relative to your agency's regulations and submit any comments pertaining to SEPA (environmental impacts) no later than 5:00 PM on Friday, August 29, 2025. Comments may be submitted via e-mail to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

If you are unable to open the attachment you may also view the materials online at: <https://www.ci.richland.wa.us/home/showpublisheddocument/18168>

Thank you,

Mike Stevens



Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
509.942.7596

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CITY OF RICHLAND NOTICE OF APPLICATION AND PUBLIC HEARING (PLN-T4-2025-00003)

The City of Richland is proposing to amend the Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

Pursuant to Richland Municipal Code (RMC) Section 19.20 the Richland Planning Commission will conduct a public hearing and review of the proposed code amendment on Wednesday, September 24, 2025 at 6:00 p.m. in the Richland City Hall Council Chambers, 625 Swift Blvd. All interested parties are invited to attend and present testimony at the public hearing.

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts. A Determination of Non-Significance (DNS) was issued by the City on August 13, 2025 (PLN-T1-2025-00308).

Any person desiring to express his views or to be notified of any decisions pertaining to this application should notify Mike Stevens, Planning Manager, 625 Swift Blvd., MS-35, Richland, WA 99352. Comments may also be emailed to planning@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, September 17, 2025 to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

Copies of the staff report and recommendation will be available on the City of Richland website www.ci.richland.wa.us beginning Thursday, September 18, 2025.

Comment Period Begins: September 2, 2025

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
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ATTENTION: CITY OF RICHLAND/LEGALS IP

625 SWIFT BLVD. MS-11

RICHLAND, WA 99352

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CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING

Notice: The City of Richland is proposing to amend Richland Municipal Code (RMC) Chapter 23.54, OffStreet Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

Public Hearing: Pursuant to Richland Municipal Code (RMC) Section 19.20, the Richland Planning Commission will conduct a public hearing and review of the proposed code amendment on **Wednesday, September 24, 2025 at 6:00 p.m.** in the Richland City Hall Council Chambers, 625 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing.

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts. A Determination of Non-Significance (DNS) was issued by the City on August 13, 2025.

Public Comment: Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Mike Stevens, Planning Manager, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may also be emailed to planning@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, September 17, 2025, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

Date Published: Sunday, September 7, 2025
 IPL0269718
 Sep 7 2025

COUNTY OF BENTON)

SS

STATE OF WASHINGTON)

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

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Mary Castro



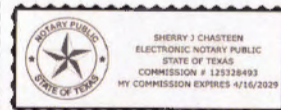
Mary Castro

Sherry J Chasteen



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Sep 7 2025

MEMORANDUM

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

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

Date: October 20, 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

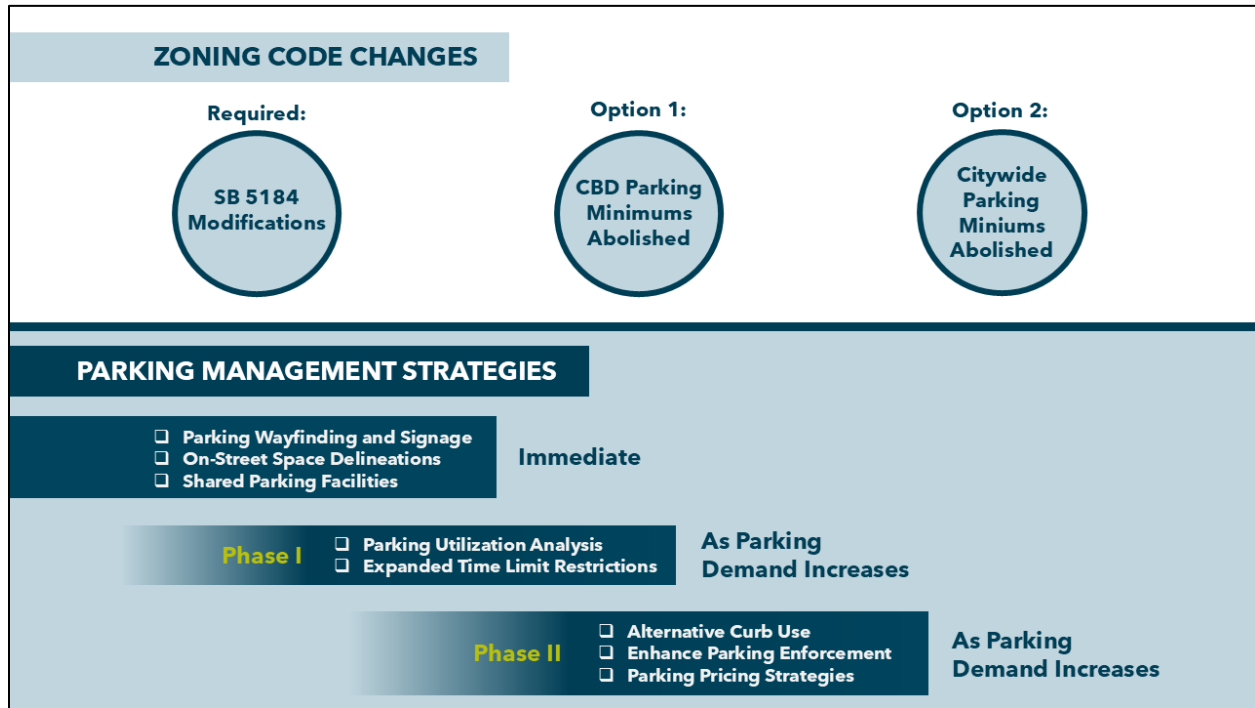


Figure 2: Parking Optimization Recommendations

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.

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:

- 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 A**. 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

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.

Following the Richland City Council meeting, Kimley-Horn presented to Richland's Economic Development Committee and the City Planning Commission. During these meetings, existing conditions, case studies, stakeholder engagement and preliminary recommendations were presented. Both groups expressed interest in removal of parking minimums in the Central Business District rather than City-wide. Economic Development Committee members were concerned with negative outcomes from removing parking minimums, specifically how it affects current parking supply. The group showed interest in the immediate parking management strategies, wayfinding and on-street parking space delineations. Following these two meetings, the City expressed desire to move forward with removal of parking minimums in the Central Business District while adjusting the zoning code to align parking requirements with Senate Bill 5184.

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 Central Business District or removal of parking minimums city-wide.

Based on local and state policy guidance, industry best practices, and stakeholder feedback, Kimley-Horn recommends initially abolishing parking minimums in the CBD. Additionally, it is recommended that the City modify the zoning code for the rest of the City to align with Senate Bill 5184. 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 REQUIREMENTS IN THE CENTRAL BUSINESS DISTRICT

This section outlines the approach the City should take to abolish parking minimums in the Central Business District and Columbia Point North Waterfront district (both referred to as CBD).

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 should modify the zoning code to deregulate parking minimum requirements in the CBD and lower parking minimum requirements for the rest of the City.

Removing parking minimum requirement in the CBD would not require any new development or redevelopment to build/expand on-site parking. This does not mean that parking will still not be provided but rather developers will not be required to provide a minimum number of parking spaces. The area of deregulation can be found in **Figure 3**. While parking minimums in the CBD would be abolished, the rest of the City would still have the requirement in place.

However, it is recommended that the current zoning code be revised to reduce or eliminate parking minimums for specific uses. The new requirements established in SB 5184 should serve as the baseline, with further adjustments made as recommended.

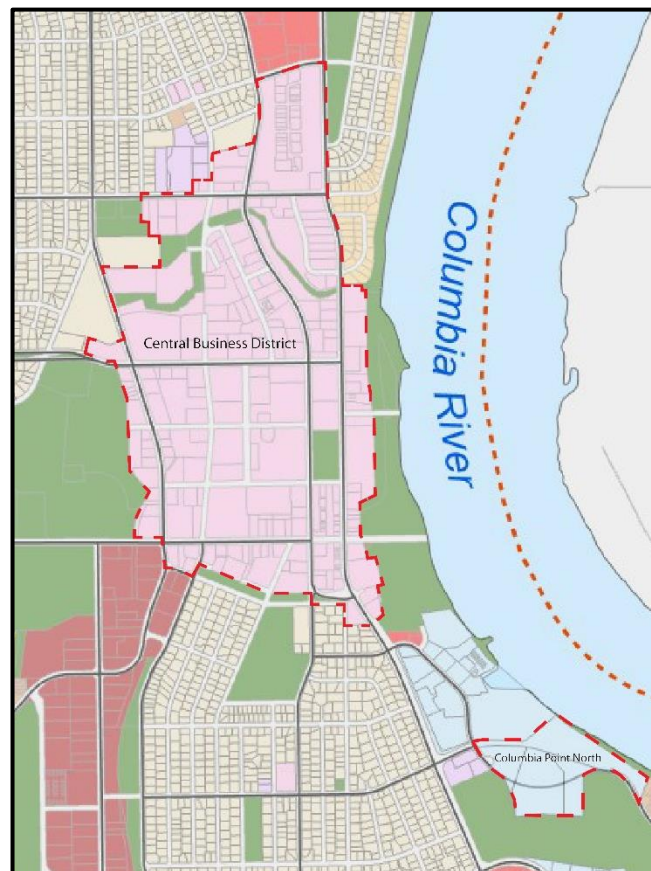


Figure 3: Central Business District and Columbia Point North Waterfront District

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.

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 A**. 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 A** that are marked through in red are current code classifications that could be consolidated and sections underlined are the resultant consolidations. The existing code has 39 different use classifications; with the consolidations the proposed code now has 33 classifications.

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. The code section requiring bike parking should remain.

Some additions to this code section the City should consider include adding language around bike parking location and end-of-trip facility requirements. Bicycle parking spaces should 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

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.

REMOVAL OF MINIMUM PARKING REQUIREMENT CITY-WIDE

One of the approaches the City of Richland could consider in the future is the removal of minimum parking requirements throughout the entire city. During an initial City Council workshop this approach received the majority support from council members. However, the Planning Commission and Economic Development Committee had reservations about moving to a city-wide removal of minimum parking requirements. Additional study and public engagement is warranted before such a City-wide change is implemented. 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 B**.

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 B**.

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

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 additional code language regarding bike parking proximity to entrances and end-of-trip facilities should still be considered in this approach.

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.

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 reduce 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.

Chapter 23.54

OFF-STREET PARKING AND LANDSCAPING

Sections:

- 23.54.010 **No Minimum off** ~~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 Continuanace 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 ~~Off~~-street parking required.

~~Except as provided herein, there is no required minimum number of off-street parking spaces. 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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].~~

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, drug stores, 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, drug stores, 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.~~

~~[Ord. 28-05 § 1.02; Ord. 55-15 § 3; Ord. 10-21 § 1; Ord. 21-21 § 1].~~

~~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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].~~

23.54.040 Motorcycles.

When parking spaces for motorcycles are provided: ~~Parking spaces for motorcycle 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.~~

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

~~B. C.~~ 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.~~

~~C. E.~~ Motorcycle parking areas shall be clearly identified with appropriate striping. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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.

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

~~D. C.~~ 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.

~~E. D.~~ Spaces shall be adequately illuminated during normal hours of operation. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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. [Ord. 10-21 § 1].

~~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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].~~

~~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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].~~

~~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. [Ord. 28-05 § 1.02; Ord. 24-14 § 1.01; Ord. 10-21 § 1].~~

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 over-all layout scheme for said center at ultimate development (e.g., peripheral parking). [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

23.54.100 Spaces lost for access.

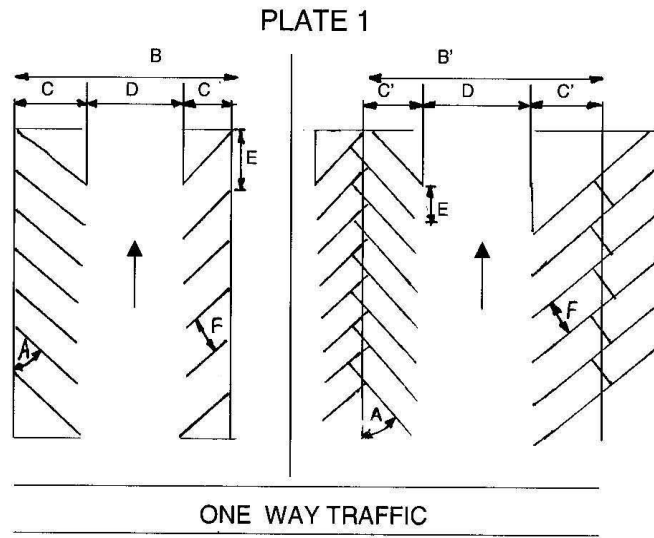
In situations where parking spaces attributed to one use become the official means of access to another use, the latter use shall, as a condition of site or building plan approval, provide a number of spaces equal to the number rendered unusable. Such spaces shall be in addition to the number required for the new use, and the allocation shall be documented in a manner satisfactory to the administrative official. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

23.54.110 Improvement of parking spaces.

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

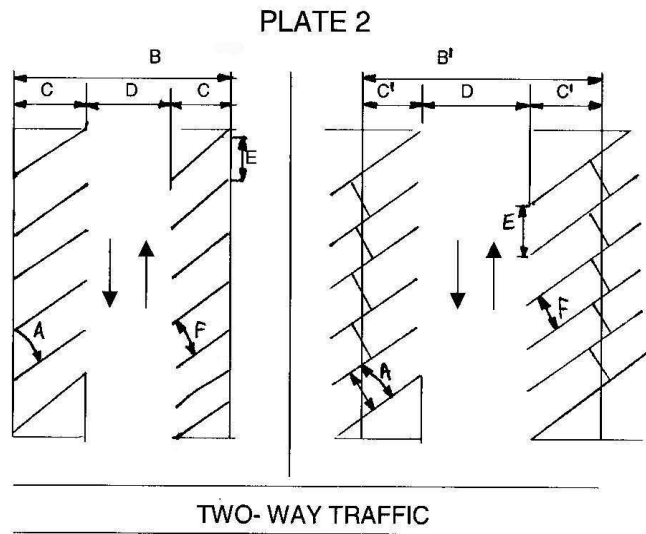
- A. Off-street parking facilities; including but not limited to a parking, loading, circulation area, aisle, or driveway shall be surfaced with Portland cement, asphaltic concrete, or other approved hard surface in order to provide a durable and dust-free parking surface; and shall be graded and drained 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.

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'	--	--

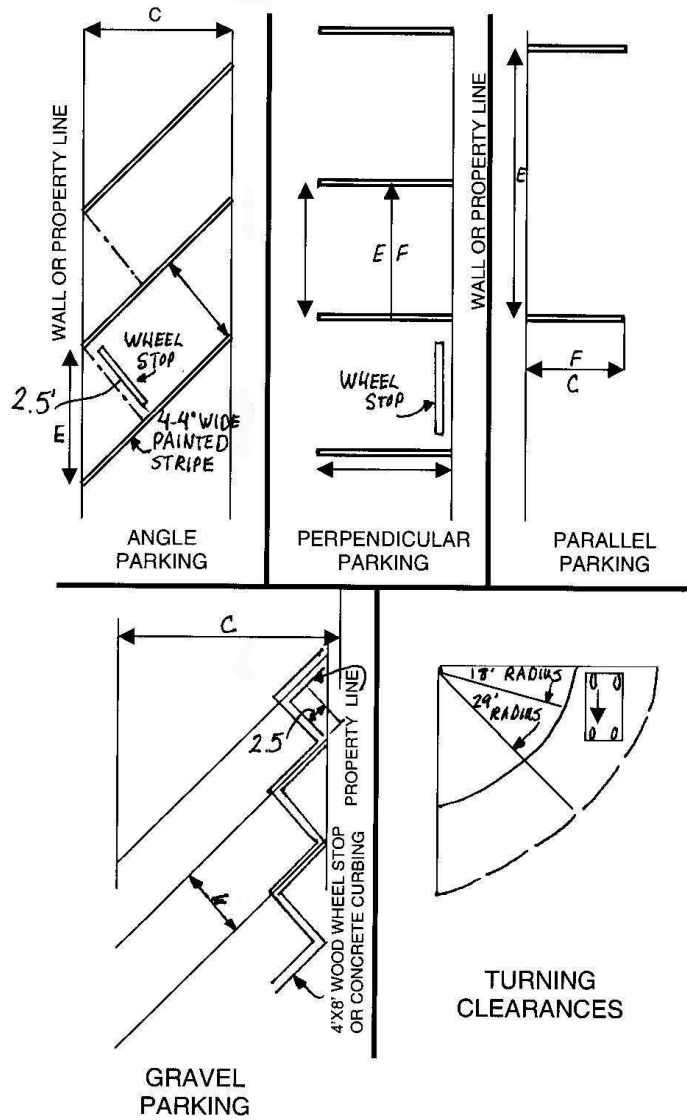
PLATE 2 - 23.54.110



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 - 23.54.110

PLATE 3



[Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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 ~~administrative official~~ [City Engineer and Zoning Administrator](#).

Any landscape plan submitted pursuant to this section shall be in conformance with the requirements of RMC 23.54.140 [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; [shall be submitted to and approved by the Zoning Administrator](#). [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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.~~

~~F. G. 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 Public Works Requirements as stated in RMC 12.11. 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.~~

~~G. H. 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.~~

~~H. I. 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. J. 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. K. 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.~~

~~1. 2-~~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.

~~2. 3-~~ 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. [Ord. 28-05 § 1.02; Ord. 20-14 § 1.04; Ord. 10-21 § 1].

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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

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. [Ord. 28-05 § 1.02; Ord. 10-21 § 1].

Appendix C: Washington State Senate Bill 5184

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE SENATE BILL 5184

69th Legislature
2025 Regular Session

Passed by the Senate April 17, 2025
Yeas 36 Nays 13

President of the Senate

Passed by the House April 11, 2025
Yeas 64 Nays 31

**Speaker of the House of
Representatives**

Approved

Governor of the State of Washington

CERTIFICATE

I, Sarah Bannister, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 5184** as passed by the Senate and the House of Representatives on the dates hereon set forth.

Secretary

FILED

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 5184

AS AMENDED BY THE HOUSE

Passed Legislature - 2025 Regular Session

State of Washington

69th Legislature

2025 Regular Session

By Senate Housing (originally sponsored by Senators Bateman, Trudeau, Frame, Krishnadasan, Lias, Nobles, Pedersen, Salomon, Shewmake, and Stanford)

READ FIRST TIME 02/07/25.

1 AN ACT Relating to minimum parking requirements; adding a new
2 section to chapter 35.21 RCW; adding a new section to chapter 35A.21
3 RCW; adding a new section to chapter 36.01 RCW; adding a new section
4 to chapter 19.27 RCW; creating new sections; and repealing RCW
5 36.70A.620.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

7 NEW SECTION. **Sec. 1.** The legislature finds that predetermined
8 on-site parking requirements needlessly drive up the cost of
9 development, particularly housing; discourage walking and multimodal
10 transit usage; and encourage excessive reliance of automobiles with
11 attendant impacts on human health and greenhouse gas emissions. The
12 legislature further finds that the amount of parking that a project
13 actually needs should be determined on a case-by-case basis by permit
14 applicants sensitive to actual market conditions rather than a one-
15 size-fits-all regulation.

16 NEW SECTION. **Sec. 2.** A new section is added to chapter 35.21
17 RCW to read as follows:

18 (1) A city may not require more than 0.5 parking space per
19 multifamily dwelling unit or more than one parking space per single-
20 family home.

1 (2) A city may not require more than two parking spaces per 1,000
2 square feet of commercial space.

3 (3) A city may not require any minimum parking requirements for:

4 (a) Residences under 1,200 square feet;

5 (b) Commercial spaces under 3,000 square feet;

6 (c) Affordable housing;

7 (d) Senior housing;

8 (e) Child care centers as defined in RCW 43.216.010 that are
9 licensed or certified by the department of children, youth, and
10 families;

11 (f) Ground level nonresidential spaces in mixed-use buildings;
12 and

13 (g) A building undergoing a change of use from a nonresidential
14 to a residential use or a change of use for a commercial use.

15 (4) For purposes of this section:

16 (a) "Affordable housing" has the same meaning as in RCW
17 36.70A.030.

18 (b) "Commercial use" means use for nonresidential business
19 purposes, including retail, office, wholesale, general merchandise,
20 and food services.

21 (5) This section does not apply to requirements for parking
22 spaces permanently marked for the exclusive use of individuals with
23 disabilities in compliance with the Americans with disabilities act.

24 (6) The provisions of this section do not apply:

25 (a) To cities with a population of 30,000 or less, as determined
26 by the population estimate of the office of financial management
27 under RCW 43.62.030;

28 (b) If a city submits to the department of commerce an empirical
29 study prepared by a credentialed transportation or land use planning
30 expert that clearly demonstrates, and the department finds and
31 certifies, that the application of the parking limitations of this
32 section will be significantly less safe for vehicle drivers or
33 passengers, pedestrians, or bicyclists than the city's current
34 parking requirements; or

35 (c) To portions of cities within a one-mile radius of a
36 commercial airport in Washington with at least 9,000,000 annual
37 enplanements.

38 (7) Cities may require parking in excess of the limitations in
39 this section for religious organizations and parking requirements for
40 carpools.

1 (8) Cities are not prohibited from requiring temporary or time-
2 restricted parking. Cities are encouraged to consider the adequacy of
3 drop-off space, waiting space, and accessibility in the design review
4 process when considering the limitations on parking requirements.

5 (9) Cities that have adopted substantially similar policies to
6 the requirements established in this section may apply to the
7 department of commerce for a determination of compliance with the
8 requirements of this section. In determining what is substantially
9 similar, the department of commerce shall consider whether:

10 (a) The city's parking requirements as of July 2025 have the same
11 or lower parking minimums than the requirements of this section;

12 (b) The city's parking requirements are equal to the average
13 number of parking stalls required per residential unit and the
14 average number of parking stalls required per 1,000 square feet of
15 commercial space; and

16 (c) The city's parking requirements for affordable housing,
17 senior housing, housing for people with disabilities, and child care
18 facilities are equivalent to the requirements of this section.

19 (10) Cities may submit a request for a variance from the
20 requirements of this section to the department of commerce if
21 compliance with the requirements of this section would be hazardous
22 to the life, health, and safety of residents as confirmed by a
23 building official or fire marshal, or their designees. A request for
24 a variance may include requests to require additional parking spaces
25 permanently marked for the exclusive use of individuals with
26 disabilities beyond those required for compliance with the Americans
27 with disabilities act based on the planned or likely population,
28 location, or safety of a building, using objective standards.

29 (11) Cities with a population between 30,000 and 50,000 shall
30 implement the requirements of this section within three years of the
31 effective date of this act. Cities with a population of 50,000 or
32 greater shall implement the requirements of this act within 18 months
33 of the effective date of this act.

34 NEW SECTION. **Sec. 3.** A new section is added to chapter 35A.21
35 RCW to read as follows:

36 (1) A code city may not require more than 0.5 parking space per
37 multifamily dwelling unit or more than one parking space per single-
38 family home.

1 (2) A code city may not require more than two parking spaces per
2 1,000 square feet of commercial space.

3 (3) A code city may not require any minimum parking requirements
4 for:

5 (a) Residences under 1,200 square feet;

6 (b) Commercial spaces under 3,000 square feet;

7 (c) Affordable housing;

8 (d) Senior housing;

9 (e) Child care centers as defined in RCW 43.216.010 that are
10 licensed or certified by the department of children, youth, and
11 families;

12 (f) Ground level nonresidential spaces in mixed-use buildings;
13 and

14 (g) A building undergoing a change of use from a nonresidential
15 to a residential use or a change of use for a commercial use.

16 (4) For purposes of this section:

17 (a) "Affordable housing" has the same meaning as in RCW
18 36.70A.030.

19 (b) "Commercial use" means use for nonresidential business
20 purposes, including retail, office, wholesale, general merchandise,
21 and food services.

22 (5) This section does not apply to requirements for parking
23 spaces permanently marked for the exclusive use of individuals with
24 disabilities in compliance with the Americans with disabilities act.

25 (6) The provisions of this section do not apply:

26 (a) To code cities with a population of 30,000 or less, as
27 determined by the population estimate of the office of financial
28 management under RCW 43.62.030;

29 (b) If a code city submits to the department of commerce an
30 empirical study prepared by a credentialed transportation or land use
31 planning expert that clearly demonstrates, and the department finds
32 and certifies, that the application of the parking limitations of
33 this section will be significantly less safe for vehicle drivers or
34 passengers, pedestrians, or bicyclists than the code city's current
35 parking requirements; or

36 (c) To portions of code cities within a one-mile radius of a
37 commercial airport in Washington with at least 9,000,000 annual
38 enplanements.

1 (7) Code cities may require parking in excess of the limitations
2 in this section for religious organizations and parking requirements
3 for carpools.

4 (8) Code cities are not prohibited from requiring temporary or
5 time-restricted parking. Code cities are encouraged to consider the
6 adequacy of drop-off space, waiting space, and accessibility in the
7 design review process when considering the limitations on parking
8 requirements.

9 (9) Code cities that have adopted substantially similar policies
10 to the requirements established in this section may apply to the
11 department of commerce for a determination of compliance with the
12 requirements of this section. In determining what is substantially
13 similar, the department of commerce shall consider whether:

14 (a) The code city's parking requirements as of July 2025 have the
15 same or lower parking minimums than the requirements of this section;

16 (b) The code city's parking requirements are equal to the average
17 number of parking stalls required per residential unit and the
18 average number of parking stalls required per 1,000 square feet of
19 commercial space; and

20 (c) The code city's parking requirements for affordable housing,
21 senior housing, housing for people with disabilities, and child care
22 facilities are equivalent to the requirements of this section.

23 (10) Code cities may submit a request for a variance from the
24 requirements of this section to the department of commerce if
25 compliance with the requirements of this section would be hazardous
26 to the life, health, and safety of residents as confirmed by a
27 building official or fire marshal, or their designees. A request for
28 a variance may include requests to require additional parking spaces
29 permanently marked for the exclusive use of individuals with
30 disabilities beyond those required for compliance with the Americans
31 with disabilities act based on the planned or likely population,
32 location, or safety of a building, using objective standards.

33 (11) Code cities with a population between 30,000 and 50,000
34 shall implement the requirements of this section within three years
35 of the effective date of this act. Code cities with a population of
36 50,000 or greater shall implement the requirements of this act within
37 18 months of the effective date of this act.

38 NEW SECTION. **Sec. 4.** A new section is added to chapter 36.01
39 RCW to read as follows:

1 (1) A county may not require more than 0.5 parking space per
2 multifamily dwelling unit or more than one parking space per single-
3 family home.

4 (2) A county may not require more than two parking spaces per
5 1,000 square feet of commercial space.

6 (3) A county may not require any minimum parking requirements
7 for:

8 (a) Residences under 1,200 square feet;

9 (b) Commercial spaces under 3,000 square feet;

10 (c) Affordable housing;

11 (d) Senior housing;

12 (e) Child care centers as defined in RCW 43.216.010 that are
13 licensed or certified by the department of children, youth, and
14 families;

15 (f) Ground level nonresidential spaces in mixed-use buildings;
16 and

17 (g) A building undergoing a change of use from a nonresidential
18 to a residential use or a change of use for a commercial use.

19 (4) For purposes of this section:

20 (a) "Affordable housing" has the same meaning as in RCW
21 36.70A.030.

22 (b) "Commercial use" means use for nonresidential business
23 purposes, including retail, office, wholesale, general merchandise,
24 and food services.

25 (5) This section does not apply to requirements for parking
26 spaces permanently marked for the exclusive use of individuals with
27 disabilities in compliance with the Americans with disabilities act.

28 (6) The provisions of this section do not apply:

29 (a) If a county submits to the department of commerce an
30 empirical study prepared by a credentialed transportation or land use
31 planning expert that clearly demonstrates, and the department finds
32 and certifies, that the application of the parking limitations of
33 this section will be significantly less safe for vehicle drivers or
34 passengers, pedestrians, or bicyclists than the county's current
35 parking requirements; or

36 (b) To portions of counties within a one-mile radius of a
37 commercial airport in Washington with at least 9,000,000 annual
38 enplanements.

1 (7) A county may require off-street parking if the county's roads
2 are not developed to the standards for streets and roads adopted by
3 the cities within that county.

4 (8) Counties may require parking in excess of the limitations in
5 this section for religious organizations and parking requirements for
6 carpools.

7 (9) Counties are not prohibited from requiring temporary or time-
8 restricted parking. Counties are encouraged to consider the adequacy
9 of drop-off space, waiting space, and accessibility in the design
10 review process when considering the limitations on parking
11 requirements.

12 (10) A county may submit a request for a variance from the
13 requirements of this section to require additional parking spaces
14 permanently marked for the exclusive use of individuals with
15 disabilities beyond those required for compliance with the Americans
16 with disabilities act based on the planned or likely population,
17 location, or safety of a building, using objective standards.

18 (11) Counties that have adopted substantially similar policies to
19 the requirements established in this section may apply to the
20 department of commerce for a determination of compliance with the
21 requirements of this section. In determining what is substantially
22 similar, the department of commerce shall consider whether:

23 (a) The county's parking requirements as of July 2025 have the
24 same or lower parking minimums than the requirements of this section;

25 (b) The county's parking requirements are equal to the average
26 number of parking stalls required per residential unit and the
27 average number of parking stalls required per 1,000 square feet of
28 commercial space; and

29 (c) The county's parking requirements for affordable housing,
30 senior housing, housing for people with disabilities, and child care
31 facilities are equivalent to the requirements of this section.

32 (12) Counties with a population between 30,000 and 50,000 shall
33 implement the requirements of this section within three years of the
34 effective date of this act. Counties with a population of 50,000 or
35 greater shall implement the requirements of this act within 18 months
36 of the effective date of this act.

37 NEW SECTION. **Sec. 5.** A new section is added to chapter 19.27
38 RCW to read as follows:

1 The state building code council shall research and, if necessary,
2 adopt by rule updated accessible parking space requirements in the
3 state building code promulgated under this chapter to align with
4 current research on disability rates among drivers.

5 NEW SECTION. **Sec. 6.** RCW 36.70A.620 (Cities planning under RCW
6 36.70A.040—Minimum residential parking requirements) and 2020 c 173 s
7 3 & 2019 c 348 s 5 are each repealed.

8 NEW SECTION. **Sec. 7.** This act may be known and cited as the
9 parking reform and modernization act.

--- END ---

Appendix D: Off-Street Parking Investment Scorecard

Factor	Low Score (0 points)	Medium Score (1 point)	High Score (2 points)	Total Score
Location	More than ¼ mile (3-4 blocks) from high demand parking area*	Between 1/8 mile (1-2 blocks) and 1/4 mile (3-4 blocks) from high demand parking area*	Less than 1/8 mile (1-2 blocks) from high demand parking area*	
Multiple Users	Supports demand from associated development only during one-time period (weekday, weekday night, weekend)	Supports demand during two time periods (weekday, weekday night, weekend)	Supports demand during three time periods (weekday, weekday night, weekend)	
Revenue Potential	Does not cover operational costs**	Covers operational costs with little to no excess net revenues**	Covers operational costs plus surplus net revenues**	
Community/Economic Benefit	Does not meet City development goals	Only meets some City development goals	Meets all City development goals	
Cost Drivers	Significant aesthetic and functional design requirements	Moderate aesthetic and functional design requirements	No aesthetic and functional design requirements	
Public-Private Partnership	Does not include a public/private component	Small number of public spaces in largely private facility	Full shared parking facility in public-private facility	
Management Covenants	Rate and space allocation restrictions	Either rate or space restrictions	No rate and space allocation restrictions	

*high demand parking area defined as a block or blocks with 60-80+% average parking demand

**costs include debt service, operations and maintenance, management

Location

It is important for the off-street parking infrastructure opportunity to be near an existing high-demand parking area. This high-demand parking area should be within a 5-to-10-minute walk of the new opportunity in walkable area with safe and comfortable pedestrian connectivity. The new off-street parking facility should be able to relieve the on-street parking of longer-term parking stays and instead prioritize the surrounding on-street parking environment for short-term parking and loading activities.

Multiple Users

A diverse set of parking user groups is an important factor in determining whether an off-street parking infrastructure investment makes financial sense for the City. Multiple user groups, such as office workers during the day, residences in the evening, and special event and retail parking during peak and off-peak hours creates a 24-hour parking facility and provides redundant revenue streams for operation. While more challenging to operate and manage, these diverse sets of parking users can effectively utilize each parking space more than once per day and create a park-once environment to support a broader development and surrounding area.

Revenue Potential

A byproduct of being located in a high-demand parking area serving multiple user groups is the ability to generate surplus revenue above and beyond operational costs. Depending on the financing mechanism and ancillary agreements an off-street parking facility does not have to generate significant revenue to be successful. Opportunities to be efficient with the day-to-day management of the facility, whether it can be automated through technology, and how it is constructed all play a role in the profitability of the facility. The revenue potential factor, specifically, should also be analyzed over the life of the facility, typically 25 to 30 years at minimum, to determine how high or low the opportunity should be scored. Early negative net revenues, for example, should not preclude this factor from scoring highly if overall net revenues are positive over the life of the facility.

Community/Economic Benefit

The broader community and economic benefit of the City's off-street parking infrastructure investment should be factored into the decision-making process. As part of the scorecard process, the City should first define the applicable City development goals that are applicable to determining if a City investment should be considered for the proposed facility. City community benefit goals such as creating a comfortable and walkable urban environment, implementing sustainable environmental practices, and affording citizens opportunities to access healthcare and educational opportunities should be reviewed as part of this decision-making process. City economic development goals such as expanding the workforce, increasing affordable and workforce housing, and activating specific areas of the City should all be reviewed as part of this decision-making process as well. Providing structured above or below ground parking is a significant cost consideration for a development project and public financing can assist in making the overall project financially feasible while achieving these broader City goals.

Cost Drivers

The most significant cost to any parking facility is the concrete structure itself. Aside from the superstructure costs, façade aesthetic and functional design can add significant project costs. As the City reviews its financial involvement in the delivery of off-street parking infrastructure there should be an examination of any required or preferred façade aesthetics and/or functional design elements that will increase the overall up front and ongoing project costs. Examples of façade aesthetic costs include the

materiality of the façade and how many exterior sides of the facility require a façade. Functional design requirements include the vehicular ramping and drive aisle and stall placement in the facility. The size of the facility footprint can also drive up the cost of a facility if there are identified site constraints. These cost drivers can place pressure on revenue generation to cover the cost of operating the facility.

Public-Private Partnership

A cornerstone of many cities investments in off-street parking infrastructure can be through public-private partnerships, or P3s. These partnerships enable an otherwise financially unfeasible project to come to fruition with a public investment in, among other development features, structured parking. With some P3s comes a need to segregate a portion of the structured parking for a specific need, typically using parking control equipment such as gates or cameras or other management strategies. These segregated parking areas, depending on how significant they are, can present overall challenges for efficiently and effectively managing the entire parking facility as one asset. If multiple owners are involved in a project additional coordination and approvals may be needed leading to increased decision-making time and added project cost. As the City evaluates whether it should invest in an off-street parking infrastructure opportunity, the agreements associated with a public-private partnership should be analyzed to determine if those agreements will have any revenue or expense impacts in during the operational life of the facility.

Management Covenants

Similar to the presence of a public-private partnership, management covenants are a factor that drive the ability of a parking facility to generate revenue and be a financially-sound decision for the City. Management covenants provide a contractual framework for how parking will be managed in the facility, including how much parking will cost on an hourly, daily, and monthly basis, how spaces are allocated to different user groups, and whether spaces or time limited or restricted by time of day or day of week. Management covenants can range from simply providing direction and approval authority for these management strategies or clearly state these strategies in an agreement, subject to change by the approval of all parties. In general, management covenants can add cost and limit the ability of the City to manage the parking as they see fit. The presence of management covenants and the materiality of these covenants should be examined when scoring this investment factor.

Scorecard Procedure

Based on this example scorecard, City staff could simply tally the results of the analysis and determine the viability of the off-street investment. The following results would drive the decision-making process:

- A score of **12 points or greater** would indicate an investment the City should consider. The assumption here is the facility would be directly City-managed and would take on all financial aspects of the parking facility including servicing debt. This recommendation does not take into consideration the financial position and outlook of the City at the time of the review and should play a critical role in any final investment decision. *
- A score **between 8 and 12 points** would indicate an investment the City should consider through a public-private partnership and not a direct investment by the City. The assumption here is the City may elect to manage day to day operations of the facility; however the City should not assume facility debt service and would limit its financial exposure to the investment opportunity. *
- A score of **8 points or less** represents an investment that should not be considered by the City. While the project may have merit and meet several investment factors, the investment opportunity overall would not make financial sense for the City from a direct investment or management

perspective. The City may elect to examine this investment opportunity further, however a significant investment in the proposed off-street parking infrastructure is not recommended.



Richland

RE: KIMLEY HORN PARKING OPTIMIZATION PROJECT FINDINGS STAFF SUMMARY

DATE: 9/9/2025

Parking Optimization Project Findings were presented to City Council on July 22, 2025.

Kimley Horn was contracted by the City of Richland (City) to review Richland’s Municipal Code (RMC) with the goals of complying with Washington State Senate Bill (SB) 5184 and increasing housing, mixed-use development, density, urban infill, and economic development.

Presented three options and recommended Option 2:

I. Option 1: Meet SB 5184: The Parking Reform and Modernization Act

- A. Effective 7/27/2025, should be adopted by municipalities with populations in excess of 50,000 within 18 months of effective date
- B. A city may not require **more than**
 - 1. 0.5 parking space per multifamily dwelling unit
 - 2. one parking space per single-family home
 - 3. two parking spaces per 1,000 square feet of commercial space
- C. A city may **not require any** minimum parking requirements for
 - 1. Residences under 1,200 square feet
 - 2. Commercial spaces under 3,000 square feet
 - 3. Affordable housing (RCW 36.70A.030.17)
 - 4. Senior housing
 - 5. Child care centers as defined in RCW 43.216.010 that are licensed or certified by the department of children, youth, and families
 - 6. Ground level nonresidential spaces in mixed-use buildings
 - 7. A building undergoing a change of use from a nonresidential to a residential use or a change of use for a commercial use
- D. Cities may require parking in excess of the above limitations for religious organizations and parking requirements for carpools.

II. Option 2: Central Business District Parking Minimums abolished, additional code revision

- A. Meet SB 5184, outlined in Option 1
- B. Code Adjustments

1. Bicycles: RMC 23.54.050
 - a) Prioritize bike parking near building entrance
 - b) Increase bike parking minimum from 5 to 10 spaces
 - c) Consider of end-of-trip bike facility requirements for high intensity uses
 2. Joint Use of Parking Facilities: RMC 23.54.070 & .080
 - a) Allow off-site parking to be a permitted shared facility without board of adjustment review
 - b) Off-site parking should be a predetermined distance from development (500 feet)
 3. Layout Plan: RMC 23.54.120
 - a) Encouraging placement of parking in the rear
 - b) Limit number of driveways to minimize conflict with pedestrians
- C. Code Additions
1. Electric Vehicle Charging Stations
 - a) EV charging stations should count towards parking requirements
 - b) Code should also outline definitions, design guidelines, and accessibility considerations
 2. In-Lieu Parking Fee
 - a) Developers can pay fee for not meeting parking requirements
 - b) Fee should be based on the cost of building the lot
 - c) Fee should not exceed predetermined % of total parking requirement
 3. Valet Parking
 - a) Added to RMC 23.54.070 & 0.80
 - b) Management strategy that is a recommended tool for developments using off-site parking
 - c) Tandem or stacked parking can allow for efficient use of limited space

III. Option 3: All City-wide Parking Minimums Abolished

CITY OF RICHLAND
DEVELOPMENT SERVICES

625 Swift Boulevard, MS-18
Richland, WA 99352
(509) 942-7390



CITY OF RICHLAND
NOTICE OF PUBLIC HEARING
(PLN-T4-2025-00003)

The City of Richland proposes to amend Richland Municipal Code (RMC) Chapters 23.06 Definitions, 23.22 Commercial Zoning Districts, and 23.54, Off-Street Parking and Landscaping, to bring the RMC into compliance with 2025 Washington State Senate Bill 5184, The Parking Reform and Modernization Act, and to remove the minimum number of off-street parking spaces required in the Central Business District and Columbia Point North Waterfront District.

Pursuant to RMC Section 19.20 the Richland Planning Commission will conduct a public hearing and review of the proposed code amendments on Wednesday, December 10, 2025 at 6:00 p.m. in the Richland City Hall Council Chambers, 625 Swift Blvd, Richland, WA. All interested parties are invited to attend and present testimony at the public hearing.

Any person desiring to express their views in writing or to be notified of any decisions pertaining to this application should notify Mike Stevens, Planning Manager, 625 Swift Blvd., MS-35, Richland, WA 99352. Comments may also be emailed to planning@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, December 3, 2025 to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

Copies of the staff report and staff recommendation will be available on the City of Richland website www.richlandwa.gov beginning Thursday, December 4, 2025.

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
51422	IPL0294270	Legal Ad - IPL0294270	D2586000 4401	1.0	56.0L

ATTENTION: CITY OF RICHLAND/LEGALS IP
 625 SWIFT BLVD. MS-11
 RICHLAND, WA 99352
janderson@ci.richland.wa.us; tclark@ci.richland.wa.us; purchasing@ci.richland.wa.us

COUNTY OF BENTON)

SS

STATE OF WASHINGTON)

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

1.0 insertion(s) published on:
 11/30/25 Print

[Print Tearsheet Link](#)

[Marketplace Link](#)

Sherry Chasteen



Sherry Chasteen

Amanda Rodela



Sworn to and subscribed before
 me on

Dec 1, 2025, 10:41 AM EST



Online Notary Public. Notarization facilitated by SIGNiX*

**CITY OF RICHLAND
 NOTICE OF APPLICATION,
 PUBLIC HEARING AND
 OPTIONAL DNS
 (PLN-T4-2025-00003)**

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Date Published: Sunday, November 30, 2025
 IPL0294270
 Nov 30 2025

**CITY OF RICHLAND
NOTICE OF APPLICATION,
PUBLIC HEARING AND
OPTIONAL DNS
(PLN-T4-2025-00003)**

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Date Published: Sunday, November 30, 2025
IPL0294270
Nov 30 2025



**MINUTES
PLANNING COMMISSION MEETING
WEDNESDAY, SEPTEMBER 24, 2025
Richland City Hall – Council Chambers
625 Swift Boulevard**

Planning Commission Regular Meeting - 6:00 p.m.

Chair Richardson called the meeting to order at 6:00 p.m.

Welcome and Roll Call:

Attendance: Chair Richardson	Present
Vice-Chair Nicholson	Present
Member Anderson	Present
Member Hernandez	Present
Member Lambert	Present
Member Leonard	Present
Member Samuel	Present

Also present were Councilmember VanDyke, Development Services Director Rizzitiello, Planning Manager Stevens, Planner Nelson and Administrative Assistant II Kirkpatrick.

Approval of Agenda:

COMMISSIONER NICHOLSON MOVED AND COMMISSIONER HERNANDEZ SECONDED THE MOTION TO APPROVE AGENDA WITH THE SWITCH OF PUBLIC COMMENT WITH THE PUBLIC HEARING. THE MOTION PASSED 5-0.

Approval of Minutes:

1. Approval of August 27, 2025, Planning Commission Meeting Minutes, and the September 10, 2025, Planning Commission Workshop meeting minutes.

COMMISSIONER SAMUEL MOTIONED AND COMMISSIONER LAMBERT SECONDED THE MOTION TO APPROVE THE MINUTES OF AUGUST 27, 2025, PLANNING COMMISSION MEETING MINUTES AND THE SEPTEMBER 10, 2025, PLANNING COMMISSION WORKSHOP MEETING MINUTES. THE MOTION PASSED 7-0. (Vice-Chair Nicholson abstained)

Public Comments:

None.

New Business:

2. 2026 Community Development Block Grant (CDBG) Application Presentation

Chair Richardson opened the public hearing after Administrative Assistant II Kirkpatrick read the Public Hearing Procedures.

The following individuals provided public comments:

- Francesca Maier, a Richland resident and previous member of the Planning Commission. She acknowledged the tough job the Commission has tonight on deciding award amounts, and thanked applicants for their service.

CDBG/HOME Administrator Lehman provided the Commission with an overview of the 2026 CDBG applications and went over that there is approximately \$43,720.00 available for Public Services and \$197,750.00 available for Public Facilities/Rehabilitation.

The applications for Public Service total \$93,950.00 with 7 applicants. The following representatives gave a presentation outlining their public service project and amount of grant funding requested.

Elijah Family Homes – Christine Stacy (\$10,000)
Senior Life Resources – Steven Davis (\$20,000)
ARC of Tri-Cities – Donna and Wayne (\$10,450)
Columbia Basin Industries – (\$8,000)
Domestic Violence Services of Benton and Franklin Counties – Shannon (\$20,000)
Boys and Girls Club – (\$13,500)
Support, Advocacy and Resource Center – Rosanna and Anna (\$12,000)

At the conclusion of each presentation, commissioners asked questions of the applicants. Following the presentations, Chair Richardson requested a five-minute break for commissioners to collect their thoughts.

After the Public Services presentations, commissioners discussed priorities and provided rankings to CDBG and HOME Administrator Lehman. Following the priority rankings, commissioners debated funding amounts and strategies considering the reduced funding availability. The discussion also included consideration of HOME Grant funds

that some applicants may be eligible to apply for.

Each commission member thanked applicants for their time and service to the community.

COMMISSION MEMBER SAMUEL MOVED AND COMMISSIONER LEONARD SECONDED THE MOTION TO FORWARD THE AMOUNTS AS INDICATED IN THE SPREADSHEET TO CITY COUNCIL AS THE RECOMMENDED DISTRIBUTION OF THE AVAILABLE GRANT FUNDS. MOTION CARRIED 7-0.

IF MORE FUNDS ARE ALLOCATED BOYS AND GIRLS WOULD RECEIVE IT AND IF WE RECEIVE LESS MONEY DEDUCTED EVENLY ACROSS ALL AGENCIES VICE-CHAIR NICHOLSON SECONDED THE MOTION. MOTIONED CARRIED 7-0.

The Public Facilities/Rehabilitation applications total \$299,200.00 and \$189,450.00 in funding is available. The following representatives gave presentations outlining their Public Facility project and amount of grant funding requested.

Applicant was not present – Public Works (\$199,200)

Toni Lehman – CDBG & HOME for Owner Occupied Rehab (\$100,000)

At the conclusion of Public Facilities/Rehabilitation presentations, commissioners asked questions and discussed their appreciation of Owner-Occupied Rehabilitations and funding amounts.

COMMISSIONER HERNANDEZ MOTIONED AND COMMISSIONER SAMUEL SECONDED THE MOTION TO GIVE ONE HUNDRED TWENTY-FIVE THOUSAND DOLLARS (\$125,000) TO THE CITY OF RICHLAND DEVELOPMENT SERVICES FOR OWNER OCCUPIED REHABILITATIONS AND FOR THE REMAINDER TO GO TO THE CITY OF RICHLAND PUBLIC WORKS. MOTION CARRIED 7-0.

CHAIR RICHARDSON MOVED AND COMMISSIONER SAMUEL SECONDED THE MOTION THAT IF MORE FUNDING IS RECEIVED IT GOES TO PUBLIC WORKS AND IF LESS FUNDING IS RECEIVED IT IS TAKEN EVENLY FROM BOTH APPLICANTS. MOTION CARRIED.

VICE-CHAIR NICHOLSON SUB MOTION AND COMMISSIONER SAMUEL SECONDED THE MOTION THAT IF LESS FUNDS ARE RECEIVED THAT ONLY REMOVED FROM THE ADA. MOTION CARRIED 7-0.

3. RMC 23:65 Off-Street Parking and Landscaping Discussion

Planning Manager Stevens provided an update on the ongoing discussion regarding Off-

Street Parking regulations, previously reviewed at the June Planning Workshop, along with other Boards and Commissions.

There are ultimately three options to review:

1. Abolish parking minimums within the Central Business District (CBD).
2. Modify parking code to comply with SB 5184.
3. Abolish parking minimums citywide (per Council directive).

He summarized the outcome of the August Richland City Council Workshop, noting that majority of Councilmembers expressed support for removing parking requirements citywide. Staff moved forward with creating an Ordinance that abolished the city parking requirements city-wide that has been out for city consumption that has received a few comments that have been provided to the Commission.

Public Hearing was opened at 8:28 p.m. and closed at 8:39.

Public Comments Received:

Randy Slovic: Shared her perspective as a new resident twenty years ago and her immense interest in the city of Richland today, expressing hope that eliminating parking regulations would help the City grow into more of a city.

Francesca Maier: She commented as an engineer, referencing an email she had sent to staff that was also shared with the Commission. She expressed concern that some of the numbers related to parking requirements lacked a factual basis. Having previously served on the Planning Commission, she noted that she had requested three times for an overhaul of the parking code, as she views it as a barrier to development. She stated that she is hopeful the proposed code will be adopted but, if changes are to be made, she urged the Commission to include improvements to bicycle parking.

Councilmember Maier: He spoke as a Richland resident, not on behalf of the Council, and shared that he had been focused on reforming parking regulations even prior to SB 5184 due to the challenges they created for developers. He emphasized that the proposed ordinance does not take parking away but could encourage additional development in the city by removing outdated requirements. He expressed appreciation for the staff and Commission's work and urged the Commission to move forward with a motion to approve.

Chair Richardson welcomed Robert Ferrin from Kimley-Horn joining via zoom. Commissioners asked questions from staff and Mr. Ferrin.

Commission discussion focused on consultant scope, citywide versus CBD impacts, ADA requirements, bicycle and transportation planning, and long-term parking considerations. Stakeholder involvement and recommendations were based on the

Central Business District (CBD). Kimley-Horn did not review citywide impacts but referenced parking reforms in other communities, including Spokane, as examples.

Commission questions and discussion included:

- Whether the consultant evaluated citywide impacts.
- Where parking would be accommodated if not mandated.
- Impacts of accessory dwelling units (ADUs) and increased development on parking supply.
- The assumption that parking will be found rather than provided.
- Parking management strategies (time limits, parking enforcement, assigning parking spaces, creative ways to add additional parking)

Planning Manager Stevens emphasized that it is not getting rid of parking but pushing parking to be market driven. Mr. Ferrin confirmed that research generally shows on average that parking is delivered at similar rate that was previously required with parking requirements.

Commissioner Lambert shared his public and professional experience having worked as a Planner for the city of Richland, also worked in California at a high rise, and challenges he has first-hand knowledge. He touched on the city not having robust parking or being more transportation friendly. He would like to see the city start with the state mandate and go from there.

Vice-Chair Nicholson asked council if they are addressing transportation issues, or are they already identified by Council. Councilmember VanDyke noted that transportation improvements are included in the City's Strategic Plan. Planning Manager Stevens referred to street policies and reported that several streets have been updated with striping to expand bicycle lanes and that the City's Transportation Plan is being updated as part of the Comprehensive Plan update. Councilmember VanDyke clarified that Ben Franklin funding decrease has been tabled and touched briefly on the Downtown Loop and Connectivity project that city is working on.

Chair Richardson asked the consultant what caution they have on rolling out their recommendations. Mr. Ferrin confirmed that their study was focused on the CBD area, and more community outreach and engagement could be of use.

Chair Richardson asked Staff what community engagement has been done to date. Planning Manager confirmed that SEPA review has been posted, public notice for the current meeting, prior Planning Commission Workshop, and Mr. Ferrin has also spoken at the Economic Development Regular Meeting.

Staff also clarified federal ADA parking requirements with the proposed code change; if a property provides one parking stall, ADA stalls are required based on the number of stalls provided (e.g., 1–25 spaces trigger ADA requirements) per federal regulations. Commissioner Lambert suggests that Commissioner finish with the CBD, which was the

original study, and let the Comprehensive Plan work on the rest.

Commissioner Samuel discussed the pros and cons of approving the proposed parking requirement changes:

Pros: Supports affordable housing initiatives, encourages more efficient land use, promotes walkability and transit use, reduces paved surface areas and provides developers with greater design flexibility

Cons: May increase pressure on street parking, could create accessibility challenges for ADA compliance and seniors, potential for parking spillover into surrounding areas, parking supply may not align with actual demand

Commissioner Samuel noted that several community examples have been tested in the Central Business District (CBD) and suggested beginning implementation there.

COMMISSIONER SAMUEL MOVED AND COMMISSIONER LAMBERT SECONDED THE MOTION THAT CITY STAFF COME BACK WITH A REVISED ORDINANCE 23.54 THAT IS SPECIFIC TO THE CBD PARKING REQUIREMENTS AND TAKE INTO ACCOUNT CONCERNS FROM COMMISSION MEMBERS. THOSE IN FAVOR: CHAIR RICHARDSON, HERNANDEZ, LAMBERT, LEONARD AND SAMUEL. THOSE OPPOSED: VICE-CHAIR NICHOLSON AND ANDERSON

Planning Manager Stevens noted that a revised ordinance could be presented at the combined November/December meeting.

Communication:

Planning Manager Stevens stated that at the next workshop meeting on October 10, 2025, AHBL will provide an update on the Comprehensive Plan and Development Update.

Councilmember VanDyke reported that he attended the exit interview for the state's financial audit for the City of Richland, which the city successfully passed. He also noted the success of the recent Ironman event and expressed appreciation for the hard work of city staff.

Committee Member Samuel discussed the upcoming Board and Committee Recognition Dinner and encouraged members to attend.

Adjournment:

Chair Richardson adjourned the meeting at 9:31 P.M.

PREPARED BY: _____
Carly Kirkpatrick, Administrative Assistant

APPROVED BY:

Jet Richardson, Chair

DRAFT

Exhibit 12

From: [Francesca Maier](#)
To: [Stevens, Mike](#)
Cc: [City Council Members](#)
Subject: Fwd: Abolishing Parking Mandates
Date: Wednesday, September 17, 2025 10:13:13 PM
Attachments: [R_squared_approximately_zero.png](#)
[we forced the intercept because the graph went the wrong way.png](#)
[oops outlier needed to force a correlation.png](#)

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

Hello Mike,

I hope that you are well. I would appreciate it if you would include this email in its entirety as a public comment in the packet for the planning commission next Wednesday. If this topic will go before any other board or commission, please include my comment in their packet as well. Since I sent my email to the council in July, the city of Shoreline, WA has been added to the list of Washington cities abolishing parking mandates in their codes. There are now over 100 communities nationwide to do so, and almost 10 times as many communities that have implemented *maximums* that limit how much parking a developer may provide. There is a map here: <https://parkingreform.org/mandates-map/>

I wanted to let you know that I appreciate the ancillary edits to the parking code, in particular, the expanded content under bicycle parking and landscaping. Regarding bike parking, I'd encourage staff and the Planning Commission to consider the Spokane bike parking ordinance: <https://my.spokanecity.org/smc/?Section=17C.230.200> Our parking ordinance is proposed to continue stating "Spaces shall be easily accessible, large enough to park a full sized 10-speed bicycle when other bicycles are present" -- that's a pretty dated view of a bicycle. With the exponential growth of e-Bike use, bikes are bigger, and elderly people and people with disabilities are using larger form factor bicycles, tricycles, and recumbent bikes that do not fit on those bike racks. The "staple" style racks at the City Hall and library do accommodate these types of bikes and provide room for, say, two cargo bikes to be parked next to each other while still unloading kids or loading groceries or for a person with mobility issues to open a walking frame, get out their cane, or simply move comfortably. The City of Spokane has addressed these needs further with their bike parking guidelines: <https://static.spokanecity.org/documents/projects/bike-rack-program/bicycle-parking-guidelines-2024-05-24.pdf> I've attached some photos of different form-factor bikes that are not adequately served by many of the bike parking options around town (and one showing just how many bikes you can successfully park at the few staple-style racks at the library.)

I hope that when you put the packet together for next week's meeting you will share with the Commissioners the following:

- The recording of the Council Special Meeting and Workshop: <https://richlandwa.new.swagit.com/videos/350691>
- The consultant's slides from the Council Special Workshop on July 22, 2025
- The recording of the consultant's summary of the June 26 virtual public meeting or the Consultant's summary of that meeting
- The consultant's report or a current draft

Sincerely,
Ches

----- Forwarded message -----

From: **Francesca Maier** <francesca.maier@gmail.com>

Date: Tue, Jul 22, 2025 at 10:51 PM

Subject: Abolishing Parking Mandates

To: <citycouncil@ci.richland.wa.us>

Hello,

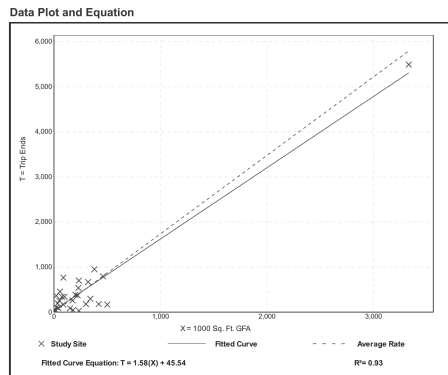
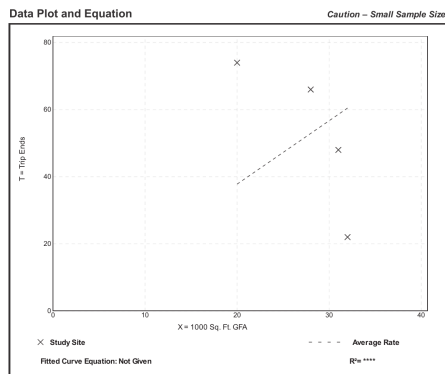
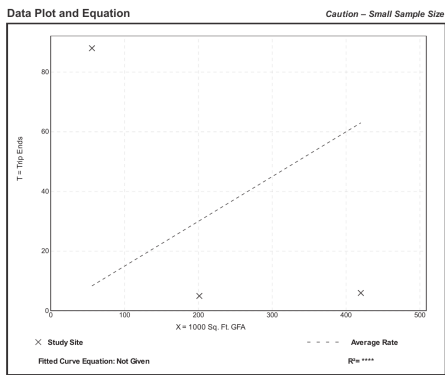
Thank you for your long and thoughtful discussion tonight on the topic of parking minimums, and how to implement the new state law for our city.

In my 6 years on the Planning Commission, there were three occasions that the commission voted to formally recommend that council overhaul the parking code because it was a barrier to development. I am grateful that the city hired a consultant to thoroughly study the issue, and that you were able to provide input tonight to assist the consultant with completing the study. I look forward to the council taking action on the consultant's recommendation.

As a licensed professional engineer who has performed many traffic impact analyses and developed travel demand models, I have strong opinions on the topic! As I shared last year, our parking code is way out of step with trip generation rates. The 24 Lawless Drive surplus property RFP even pointed out: "[Max. Development would be a total of 290,000 GFA General Office Buildings as they would generate 333 trips \(would need 828 parking spaces\)](#)" None of the uses involve overnight stays, but the parking code requires 828 parking spaces for only 333 trips!

Engineers generally use science and math and conservative judgement to make decisions. We are trained in how to weigh incomplete information and make assumptions that we hold ourselves professionally accountable for. An oncologist will give you a prognosis in terms of a 5-year survival rate, a scientist will give you error bars and P-values, but an engineer will give you one nice happy number with way too many significant figures and put all the data in an appendix expecting you to read it all yourself and get an appreciation for the uncertainty so you can apply your own judgement.

The Institute of Traffic Engineers (ITE) publishes [Trip Generation and Parking Generation manuals](#), which are in their 13th and 6th editions, respectively. The appendix has the charts behind the rates in the main body of the book. There's no complex math, it's simple 7th grade straight line $y = mx + b$. (But b has to be 0 or there would be phantom vehicles when the number of hotel rooms or gross floor area was zero.) Here are some examples of the charts:



The trip generation and parking generation rates in these ITE "Bibles" are based on observational studies. Someone observed parking or trip behavior at a similar site and reported that count and site characteristics to the ITE. Anyone can make a report [here](#). **There is no science or empirical law that can be applied to parking rates.** There is no single answer to the question, "How many people will drive to a development of this type?" Humans make complex choices when deciding where to travel, when, and how. Parking and trip generation are behavioral science and not engineering.

Placing parking mandates (either for minimum or maximum requirements) into the code is pulling a lever that interferes with the basic free market forces. We do this in certain situations, like to protect the access rights of people with disabilities, incentivize the use of electric vehicles, and to protect the property rights of people who need to secure their bicycles to something fixed to prevent theft. **Who knows best how much parking a development needs?** It's not an engineer, it's not the ITE parking generation manual. Most likely, it's the developer, who is the subject matter expert for who their customers are and what their customers need. Removing the minimum parking standards in code enables developers to optimize how much parking to provide. (This does NOT eliminate requirements to provide handicap parking, electric vehicle parking, and bicycle parking.)

While it may feel like an ideological step to cut red tape and remove barriers to developers, it is not an untested one. Many cities have abolished parking mandates. It saves staff time, it lowers the cost of development, and it enables redevelopment of under-utilized land. [Pasco](#) and [Yakima](#) have already abolished parking minimums in their downtown areas. Colville, WA, Sandpoint, ID, Twin Falls, ID and Ketchum, ID have done similar things. Spokane has removed all parking mandates. Bothell (population 48,000) did the same thing a few weeks ago. Bremerton did it in June. Let's add Richland to [the map](#) too.

Warmly,
Francesca Maier











From: [Rodgers,Deborah \(CONTR\) - TERR-TRI CITIES RMHQ](#)
To: [Planning](#)
Cc: [Kinch,James L \(BPA\) - TERR-BELL-1](#); [Connell,Valorie L \(BPA\) - TERR-PASCO](#)
Subject: RE: PLN-T4-2025-00003 Parking Code Amendment - City of Richland
Date: Wednesday, September 17, 2025 8:46:29 AM
Attachments: [image001.png](#)

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

Mike,

Bonneville Power Administration (BPA) has had the opportunity to review City of Richland PLN-T4-2025-00003 Parking Code Amendment - City of Richland.

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

If you have any questions or need additional information, please feel free to contact Luke Kinch at (509) 468-3095 or by email at JLKInch@bpa.gov.

Thank you for the opportunity to review this application.

Deborah Rodgers
[BONNEVILLE POWER ADMINISTRATION](#)
[DEPARTMENT OF ENERGY](#)

(CONTR) Actalent

Realty Technician 3 | Real Property Field Services | TERR/Tri-Cities-RMHQ
dxrodgers@bpa.gov | O: 509-544-4749 | C: 360-624-0566

From: Planning <planning@ci.richland.wa.us>

Sent: Tuesday, September 2, 2025 10:54 AM

To: Castle,Angela C (CONTR) - TERR-PASCO <ACCastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS

<gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <jmcsbane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; Kinch,James L (BPA) - TERR-BELL-1 <JLKinch@bpa.gov>; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@ci.richland.wa.us>; M. Deklyne <mjdekyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Cummings,Nicole M (BPA) - TERR-TRI CITIES RMHQ <NMCummings@bpa.gov>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter, Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@ci.richland.wa.us>

Subject: PLN-T4-2025-00003 Parking Code Amendment - City of Richland

Hello Everybody,

The City of Richland is proposing to amend RMC Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City. Please review the attached materials relative to your agency's regulations and submit any comments no later than 5:00 PM, Wednesday, September 17, 2025. Comments may be submitted via e-mail to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you,



Mike Stevens

Planning Manager

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

509.942.7596

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Ballard, Jennifer

From: Deskins, John
Sent: Monday, September 15, 2025 1:44 PM
To: Stevens, Mike
Cc: DAlessandro, Carlo; Reathaford, Jason
Subject: RE: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA

Mike,

I'm sorry I'm well past the deadline and I'm not sure my comment would actually make it in code.

My concern is that we as a group need to carefully evaluate the potential streets in a neighborhood pre-plat that have adjacent homes as to whether they may someday become classified as a collector of any kind. If so, then we might choose to stripe bike lanes in the future which could potentially leave some homes without on-street parking as well. Of course, the converse is that we choose not to stripe the bike lanes for solely the fact that there is no off-street parking and the on-street is a necessity.

John Deskins, PE
Traffic Engineer
City of Richland
(509) 942-7514

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Wednesday, August 13, 2025 3:47 PM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrogers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <jmcsbane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JKinch@bpa.gov; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@ci.richland.wa.us>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>;

rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter, Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@ci.richland.wa.us>

Subject: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA

Hello Everybody,

The City of Richland is proposing to amend its Parking and Landscaping regulations by removing all minimum parking requirements for new developments within the City, as well as make other minor modifications to the parking/landscaping requirements. The proposed amendment would apply citywide and is anticipated to go before the Planning Commission for an open-record hearing on Wednesday, September 24, 2025. Please review the attached materials relative to your agency's regulations and submit any comments pertaining to SEPA (environmental impacts) no later than 5:00 PM on Friday, August 29, 2025. Comments may be submitted via e-mail to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

If you are unable to open the attachment you may also view the materials online at: <https://www.ci.richland.wa.us/home/showpublisheddocument/18168>

Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
509.942.7596

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Ballard, Jennifer

From: Bates, Chaz (COM) <chaz.bates@commerce.wa.gov>
Sent: Thursday, September 11, 2025 4:45 PM
To: Stevens, Mike
Subject: RE: PLN-T4-2025-00003 Parking Code Amendment - City of Richland

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

Mike,

I am just coming back from paternity leave and noticed that you expedited review request for your parking code amendments appears to not been processed.

I am going to ping Ben about moving it forward, but I noticed that your amendments do not require any parking at all. I want to point out that [RCW 35.21.994](#) appears to *allow* a city to require parking for industrial uses and commercial uses over 3,000 square feet (granted no more than two/1,000). I am not advocating one way or another, but I thought I'd point it out.

Thank you,

Chaz Bates (he/him), AICP | SENIOR PLANNER
Growth Management Services | Washington State Department of Commerce
601 E Riverside Ave, Suite #470
Spokane, WA 99202-5903

Desk: 509-606-3501
Cell: 360-867-8977

www.commerce.wa.gov | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [Subscribe](#)

Email communications with state employees are public records and may be subject to disclosure, pursuant to Ch. 42.56 RCW.

From: Planning <planning@ci.richland.wa.us>
Sent: Tuesday, September 2, 2025 10:54 AM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Bates, Chaz (COM) <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; ECY RE CRO SEPA Coordinator <crosepa@ecy.wa.gov>; DAHP SEPA <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodders@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <Erin.hockaday@bfhd.wa.gov>; ECY RE Former Orchards <formerorchards@ECY.WA.GOV>; GIS <gis@co.benton.wa.us>; Greg Wendt <Greg.Wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <jmcshane@kid.org>; Jessica Lally, Yakama Nation

<Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; JoDee Peyton <jodeer@bfhd.wa.gov>; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Cooper, Kelly (DOH) <Kelly.Cooper@DOH.WA.GOV>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@ci.richland.wa.us>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Gonseth, Paul <paul.gonseth@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; COM GMU Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Anderson, Ryan (ECY) <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter, Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; DNR RE SEPACENTER <SEPACENTER@dnr.wa.gov>; ECY RE SEPA REGISTER <separegister@ecy.wa.gov>; ECY RE SEPA REGISTER <separegister@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; Ritter, Michael W (DFW) <Michael.Ritter@dfw.wa.gov>; DFW R3planning <R3planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@ci.richland.wa.us>
Subject: PLN-T4-2025-00003 Parking Code Amendment - City of Richland

External Email

Hello Everybody,

The City of Richland is proposing to amend RMC Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City. Please review the attached materials relative to your agency's regulations and submit any comments no later than 5:00 PM, Wednesday, September 17, 2025. Comments may be submitted via e-mail to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
509.942.7596

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From: [Deskins, John](#)
To: [Planning](#); [Reathaford, Jason](#)
Cc: [Mattheus, Pamela](#); [Zanin, Heather](#); [DAlessandro, Carlo](#)
Subject: RE: PLN-T4-2025-00003 Parking Code Amendment - City of Richland
Date: Tuesday, September 2, 2025 11:44:49 AM
Attachments: [image001.png](#)

I would note the following for consideration.

1. Any street that appears or functions like a collector street, even if it starts out as a local street may have on-street parking removed in the future for bike lanes.
2. There may be safety reasons to remove parking on segments up to 100 feet long (based upon Traffic Engineer Authority under [WAC 308-330-265](#), item(13)). An example might be to provide proper sight distance for a crosswalk. This could happen even on residential streets.

John Deskins, PE
Traffic Engineer
City of Richland
(509) 942-7514

From: Planning <planning@ci.richland.wa.us>
Sent: Tuesday, September 2, 2025 10:54 AM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <jmcshane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Slinger <KSlinger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve

<skramer@ci.richland.wa.us>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizaal <macevedo@CI.RICHLAND.WA.US>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter, Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@ci.richland.wa.us>

Subject: PLN-T4-2025-00003 Parking Code Amendment - City of Richland

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Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
509.942.7596

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From: [Chris Sittman](#)
To: [Planning](#)
Cc: [Wendy Durado](#)
Subject: RE: PLN-T4-2025-00003 Parking Code Amendment - City of Richland
Date: Tuesday, September 2, 2025 3:05:21 PM
Attachments: [image001.png](#)

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

KID has no comments.

Thank You,

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

From: Planning <planning@ci.richland.wa.us>
Sent: Tuesday, September 2, 2025 10:54 AM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrogers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <JMcShane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Slinger <KSlinger@bft.org>;

Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; Kramer, Steve <skramer@ci.richland.wa.us>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter, Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth Defoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@ci.richland.wa.us>

Subject: PLN-T4-2025-00003 Parking Code Amendment - City of Richland

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

Hello Everybody,

The City of Richland is proposing to amend RMC Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City. Please review the attached materials relative to your agency's regulations and submit any comments no later than 5:00 PM, Wednesday, September 17, 2025. Comments may be submitted via e-mail to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
509.942.7596

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

Exhibit 13

Dear Planning Commissioners,

I understand the proposed changes in the central business district to be in line with our Comprehensive Plan. As Jane Jacobs said, "If you want people in your downtown, you have to put them there." As a matter of fact it is people living within a mile of small businesses, and not tourists, who are their best patrons - particularly those who walk and cycle. Paid parking, as opposed to free parking, is more profitable to local businesses.

As demand for affordable housing increases, it's evident that smaller multi family units with proximity to amenities are a practical, if not an attractive, solution. Richland's downtown core needs less regulation limiting density. Increasing density in and around downtown cores, and not expanding our UGA, is a fiscally conservative long term strategy towards affordable housing and future growth.

Automobile parking minimums pose an additional barrier towards putting people downtown. I support market based automobile parking requirements. Residents ought to have the choice to move by foot, cycle, or automobile. Over regulation of parking minimums in a downtown core limits valuable public and private space to vehicle storage. The space could otherwise be affordable housing, street scape, and active transportation infrastructure. Decreasing the number of automobile parking spaces required, as opposed to the decreasing the size, will address the crux of the issue.

In areas with increased density and proximity to amenities, secure bicycle parking is crucial. My 22 yr old daughter lives in high density apartments in downtown Richland. She could and would bicycle instead of drive, except that her 3rd floor apartment does not have ground floor secure bicycle storage. With the popularity of expensive and heavy electric assist bicycles, this is becoming even more of an issue. Currently, our code standards address minimal bicycle parking and are not enforced.

I encourage you avoid low density auto centric policy and support our downtown core. I appreciate your proactive approach to addressing a growing housing crisis.

Sincerely,
Laila Krowiak

Received by
Richland City
Staff, 9/25/2025

Exhibit 14

CERTIFICATION OF ENROLLMENT

SUBSTITUTE SENATE BILL 6015

Chapter 274, Laws of 2024

68th Legislature
2024 Regular Session

MINIMUM PARKING REQUIREMENTS—RESIDENTIAL DEVELOPMENT

EFFECTIVE DATE: June 6, 2024

Passed by the Senate March 4, 2024
Yeas 28 Nays 21

DENNY HECK

President of the Senate

Passed by the House February 29, 2024
Yeas 95 Nays 1

LAURIE JINKINS

**Speaker of the House of
Representatives**

Approved March 26, 2024 9:43 AM

JAY INSLEE

Governor of the State of Washington

CERTIFICATE

I, Sarah Bannister, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **SUBSTITUTE SENATE BILL 6015** as passed by the Senate and the House of Representatives on the dates hereon set forth.

SARAH BANNISTER

Secretary

FILED

March 27, 2024

**Secretary of State
State of Washington**

SUBSTITUTE SENATE BILL 6015

AS AMENDED BY THE HOUSE

Passed Legislature - 2024 Regular Session

State of Washington 68th Legislature 2024 Regular Session

By Senate Local Government, Land Use & Tribal Affairs (originally sponsored by Senators Shewmake, Kuderer, and Liias)

READ FIRST TIME 01/31/24.

1 AN ACT Relating to parking configurations for residential uses;
2 and adding a new section to chapter 36.70A RCW.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** A new section is added to chapter 36.70A
5 RCW to read as follows:

6 (1) Cities and counties planning under this chapter shall enforce
7 land use regulations for residential development as provided in this
8 section:

9 (a) Garages and carports may not be required as a way to meet
10 minimum parking requirements for residential development;

11 (b) Parking spaces that count towards minimum parking
12 requirements may be enclosed or unenclosed;

13 (c) Parking spaces in tandem must count towards meeting minimum
14 parking requirements at a rate of one space for every 20 linear feet
15 with any necessary provisions for turning radius. For purposes of
16 this subsection, "tandem" is defined as having two or more vehicles,
17 one in front of or behind the others with a single means of ingress
18 and egress;

19 (d) Existence of legally nonconforming gravel surfacing in
20 existing designated parking areas may not be a reason for prohibiting

1 utilization of existing space in the parking area to meet local
2 parking standards, up to a maximum of six parking spaces;

3 (e) Parking spaces may not be required to exceed eight feet by 20
4 feet, except for required parking for people with disabilities;

5 (f) Any county planning under this chapter, and any cities within
6 those counties with a population greater than 6,000, may not require
7 off-street parking as a condition of permitting a residential project
8 if compliance with tree retention would otherwise make a proposed
9 residential development or redevelopment infeasible; and

10 (g) Parking spaces that consist of grass block pavers may count
11 toward minimum parking requirements.

12 (2) Existing parking spaces that do not conform to the
13 requirements of this section by the effective date of this act are
14 not required to be modified or resized, except for compliance with
15 the Americans with disabilities act. Existing paved parking lots are
16 not required to change the size of existing parking spaces during
17 resurfacing if doing so will be more costly or require significant
18 reconfiguration of the parking space locations.

19 (3) The provisions in subsection (1) of this section do not apply
20 to portions of cities within a one-mile radius of a commercial
21 airport in Washington with at least 9,000,000 annual enplanements.

Passed by the Senate March 4, 2024.

Passed by the House February 29, 2024.

Approved by the Governor March 26, 2024.

Filed in Office of Secretary of State March 27, 2024.

--- END ---



PLANNING COMMISSION AGENDA ITEM COVERSHEET

Meeting Date: 12/10/2025

Agenda Category: Presentation

Prepared By: Mike Stevens, Planning Manager

Subject

AHBL - Comprehensive Plan Update Survey Results

Strategic Priority

Strategic Priority 3 - Focused Development

Recommended Motion

None.

Summary

Representatives from AHBL will attend to provide the Planning Commission and staff with an update on the work completed to date and to give the Commission an overview of the results from the Community Survey.

Attachments

- I. 20251203 CPU SurveyResults PC Mtg



1



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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

SURVEY ADVERTISING

Invitations to participate in the survey went out via email and Facebook posts, plus information and a link from the city's website.

Utility bills contained flyers and messages were displayed at city hall, the community center, and the library on monitors.

The survey was featured in "Richland in a Minute" and on CityView.

AHBL staff attended the Fall Carnival (10/18) and a Farmers' Market (10/31) and passed out flyers and talked attendees about the project.

Later, the survey was extended an additional 14 days, and an updated flyer was distributed.



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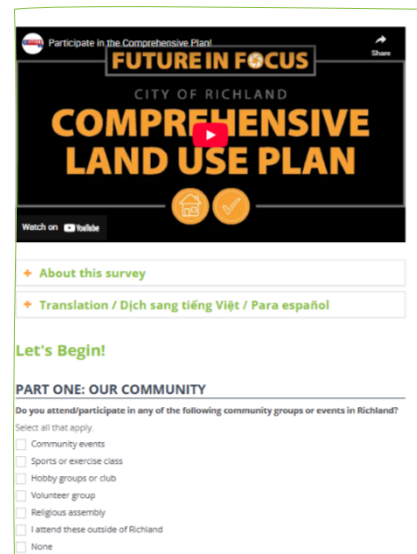
CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

PARTICIPATION



Dates: September 10 to November 14, 2025

**The survey was originally scheduled to close on October 31, 2025, but was extended 14 days.*



4

4

SURVEY INTRODUCTION

- About this survey

This survey covers topics such as demographics, hopes and concerns for Richland, and review of the current Vision Statement.

We estimate this survey will take between 8 and 20 minutes to complete.

Sampling is not being used and therefore the results of the survey will not be statistically valid. This survey is conducted by the City's consultant AHBL for use by the City for the project; thus all responses are subject to disclosure pursuant to RCW 42.56.

The city has recently conducted surveys on other topics including Climate Change impacts and Parks and Recreation. There will also be a separate survey relating to transportation. Therefore, you won't see questions on those topics here.

After you submit your survey response you will be asked if you want to separately share your email address for project news and updates.



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SURVEY INTRODUCTION

Let's keep in touch!

Would you like to know about next steps and receive project news and updates?

Would you like the option to complete a future survey focused on Transportation?

We invite you to sign up for the project email list to receive future project information, news and updates. The email list is collected *separately* from survey responses. There will be a separate survey specific to Transportation matters so please sign up so you don't miss it!

Be sure to **submit your survey** before clicking on the button below

[CLICK HERE TO SIGN UP FOR THE PROJECT EMAIL LIST](#)

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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

SURVEY QUESTIONS FORMAT

Various question types were used:

- Multiple Choice
- Rating Scale
- Open-Ended
- Ranking

How do you rate your overall connection to the Richland community? (Through volunteering, attending City meetings, participating in local events and recreation, talking to an elected official, etc.)

1 star = Not at all connected | 2 stars = Not very connected | 3 stars = Somewhat connected | 4 stars = Very connected



In a few words, what are your biggest concerns about planning for Richland's future?

You have 255 characters remaining

Richland, and the Tri-Cities area in general, is growing. Please rate the following topics for your level of concern:

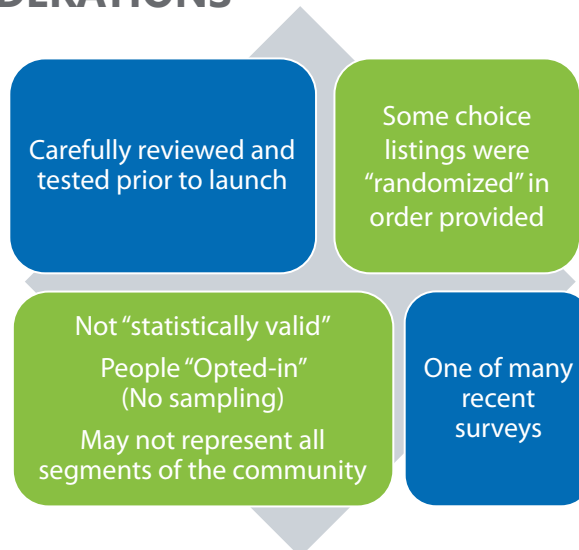
	Not at all concerned	Moderately concerned	Very concerned	Skip/No Opinion
I am concerned about increased traffic congestion	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am concerned about rising housing costs and lack of affordable housing	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am concerned about wildfire risks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
I am concerned that local businesses may not be able to remain open	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am concerned about access to services such as medical care	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
I am concerned about impacts to the environment relating to new growth	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

SURVEY CONSIDERATIONS



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SURVEY RESULTS



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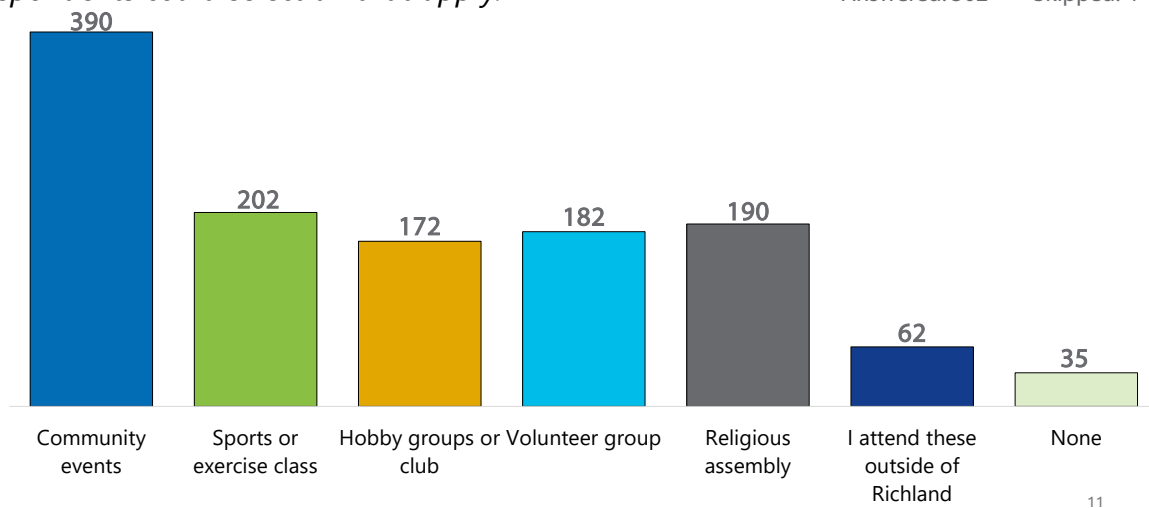
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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: Do you attend/participate in any of the following community groups or events in Richland?

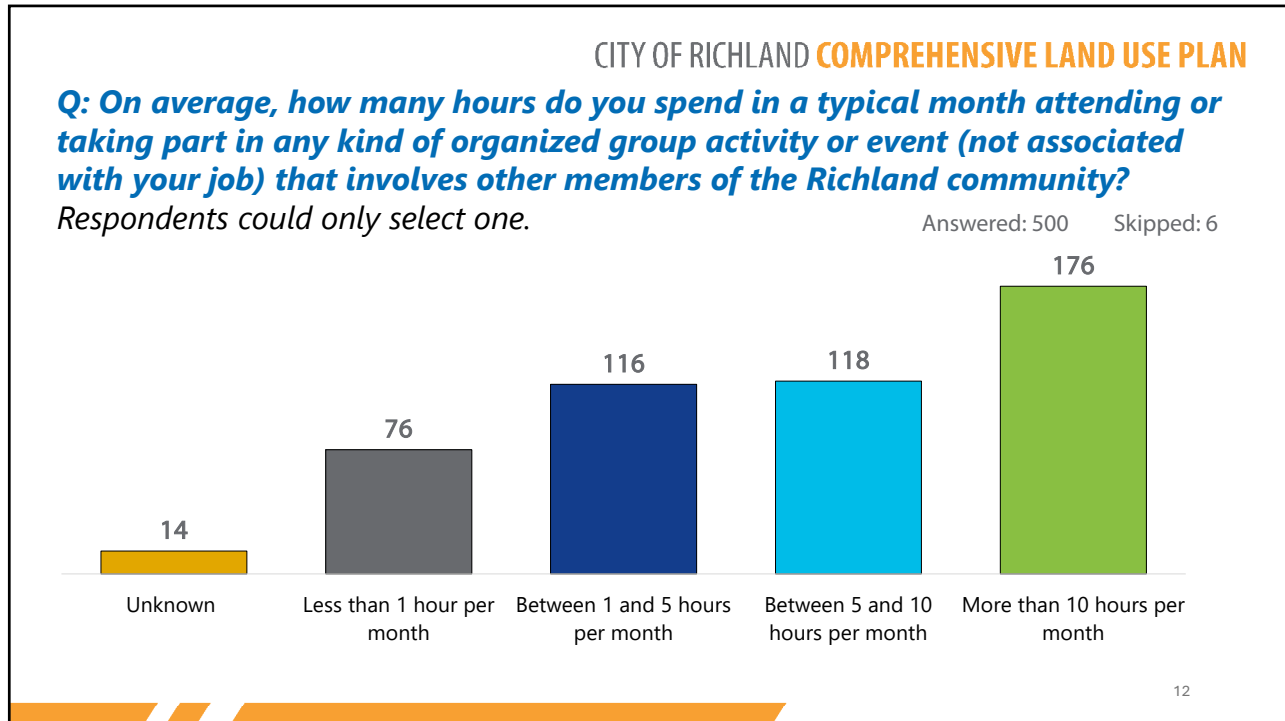
Respondents could select all that apply.

Answered: 502 Skipped: 4

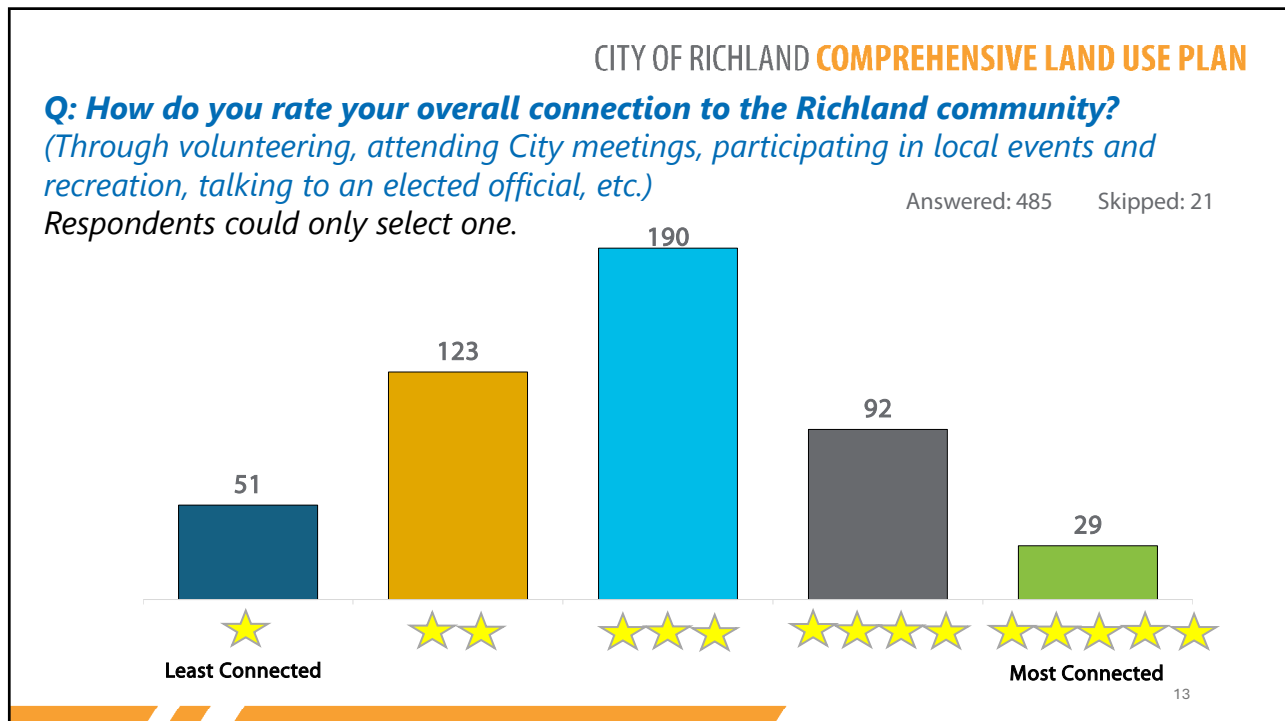


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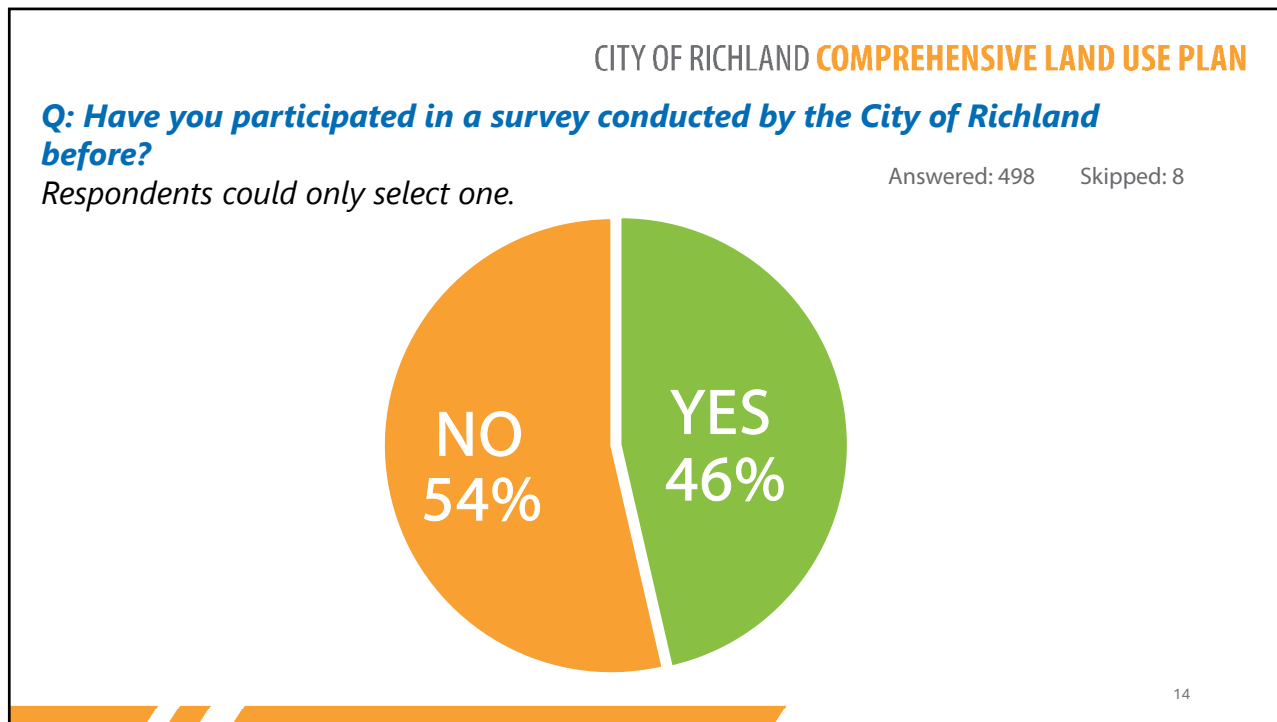
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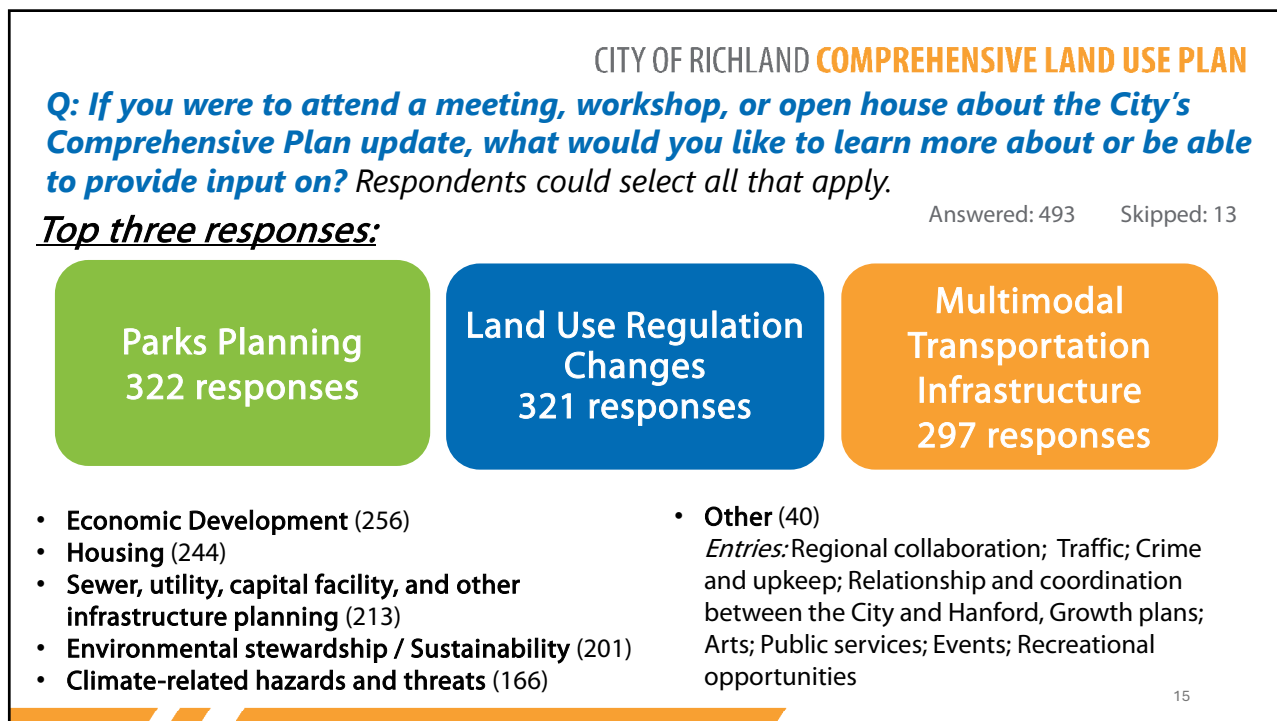
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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: What are the top three issues/topics that you think are the most important to be addressed in the Comprehensive Plan Update?

Respondents could select up to three choices.

Answered: 501 Skipped: 5

Top three responses:



Local Traffic
(within Richland)
214 responses



Housing
(lack of housing options,
high costs, etc.)
205 responses



**Parks & outdoor
Recreation Facilities**
201 responses

- Infrastructure, utilities, and maintenance (184)
- Economic development or job creation (144)
- Accommodating Future growth (137)
- Community and social services (112)
- Climate and natural environment (87)
- Community gathering spaces (67)
- Traffic - Regional (25)
- Other (45)
Entries included: Crime and safety, Venues for Arts and Culture, Decline in small-town character, Property Taxes, Lack of Inclusivity, Historic Preservation

19

19

CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: What are your biggest concerns regarding growth in the City?

Respondents could select all that apply.

Answered: 497 Skipped: 9

Top three responses:



**Increased traffic
congestion**
298 responses



**Rising housing costs/
affordability
challenges**
283 responses

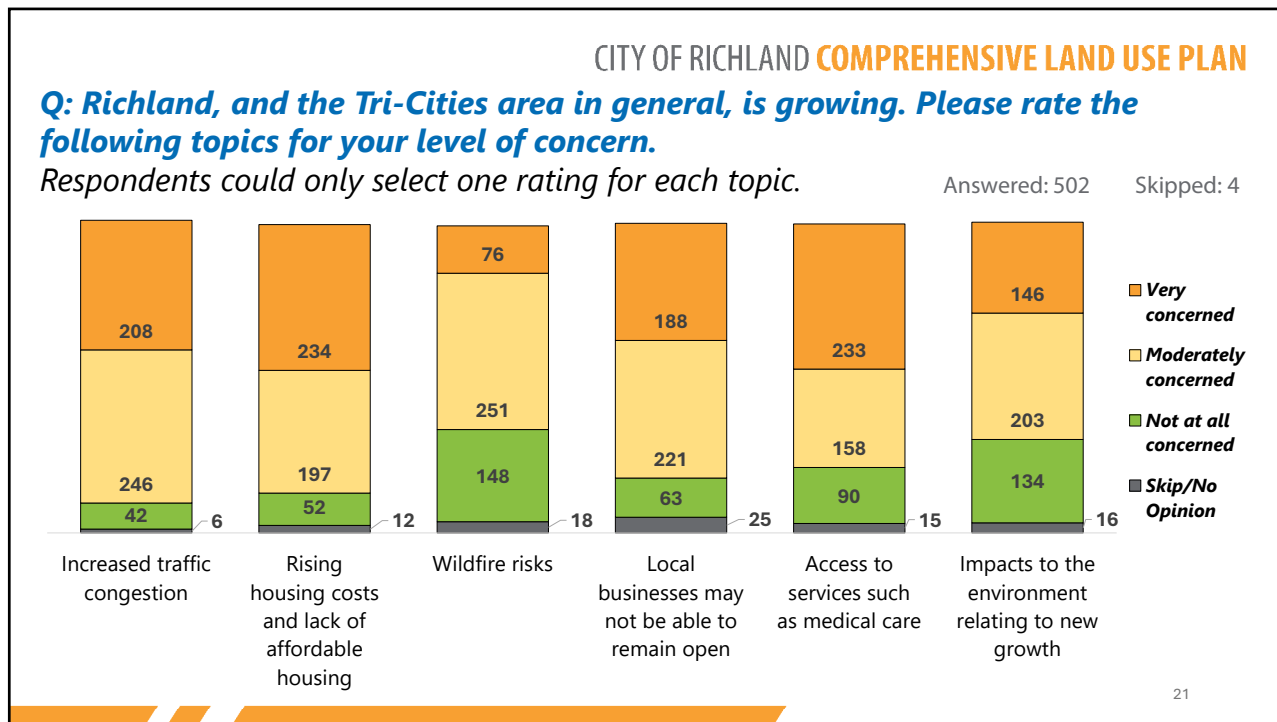


**Decreases in
resources and
services**
137 responses

- Other (88)
Entries included: Decrease in natural open space areas and habitat loss, crime, impacts on small businesses, bicycle and pedestrian safety due to increased traffic, climate, services for senior citizens, general up-keep, urban sprawl, safety and code enforcement, community and social services, tax increases, lack of recreational and cultural opportunities, funding for public services, zoning, air quality protection, walkability, lack of irrigation supply, lack of amenities such as retail services, economic inequality.
- Wildfire risk (58)

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- CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**
- Q: In a few words, what are your biggest concerns about planning for Richland's future?** This was a short answer response question. Answered: 378 Skipped: 128
- Housing affordability and options
 - Economic priorities and decisions
 - Protection of natural open spaces and waterfront
 - Transportation infrastructure
 - Urban sprawl
 - Crime
 - Physical appearance of the City
 - Loss of community feel
 - Zoning issues
 - Increased traffic
 - Lack of access to amenities and services
 - Lack of walkability
 - Lack of public services and utilities to support growth
 - Lack of job diversity
 - Safety
 - Overcrowding
 - Lack of proactive planning
 - Management of growth
 - Cost of living
 - Revitalization of vacant buildings
 - Lack of public transit
 - Code enforcement
 - Loss of agriculture
 - Climate
 - Economic reliability on Hanford
 - Lack of public input
 - Political differences
 - Air quality
 - Equality
 - Reactive planning
- 22

22

CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: In a few words, how do you think Richland should approach and address Climate Change in the Comprehensive Plan?

This was a short answer response question.

Answered: 357 Skipped: 149

- Future-focus/being proactive/long range planning
- Scientific approaches
- ❖ No action necessary, not a priority, shouldn't be addressed in the Comprehensive Plan, global/state/federal issue not City issue
- Development regulations and requiring certain mitigation measures (erosion control, regulating development in critical areas, etc.)
- Supporting advanced energy projects
- Limit sprawl and manage growth
- Encourage neighborhood commercial/small business, limit pollution generating businesses
- Adequate electricity generation
- EV charging stations, solar panels, xeriscape landscaping, solar farms, etc.
- Limit chemical trails in the sky
- ❖ Response should be realistic and equal to the impact the City has seen from these issues
- Minimize hardscapes
- Dark sky ordinances
- Preservation of natural areas and water resources, create greenbelts, convert vacant parking lots to green space
- Improve multi-modal transportation opportunities
- Carbon reduced energy sources
- Encourage recycling/composting and limit waste
- Education of evacuation routes and shelters
- ❖ Analyze cost vs. benefit
- Encourage reducing toxic emissions
- Irrigation planning and reduced water use
- Tree plantings, street tree, urban forestry program, etc.
- Minimize use of herbicides/insecticides
- Follow environmental laws
- Minimize traffic congestion
- Assess fire risk, enact firework regulations, etc.
- Community education
- Unsure/no opinion

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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: What are the four key areas you believe Richland should prioritize for improvement in the City?

Respondents could select up to four choices.

Answered: 503 Skipped: 3



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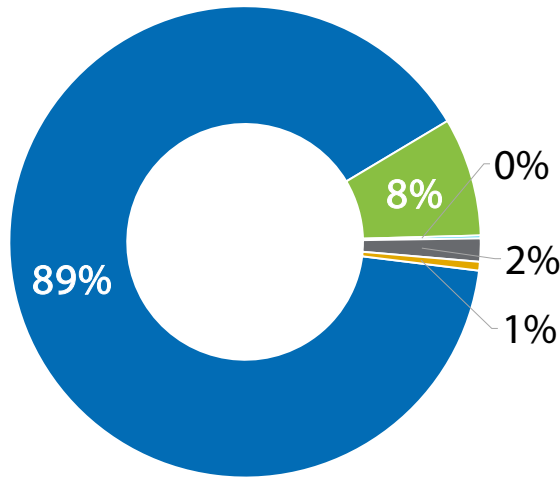
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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: What best describes your current living situation?

Respondents could select one choice.

Answered: 504 Skipped: 2



- I own a house, condo, apartment, or other type of home
- I rent a house, condo, apartment, or other type of home
- I am currently experiencing homelessness
- Neither, I live with my parent(s)/guardian/someone else
- Other

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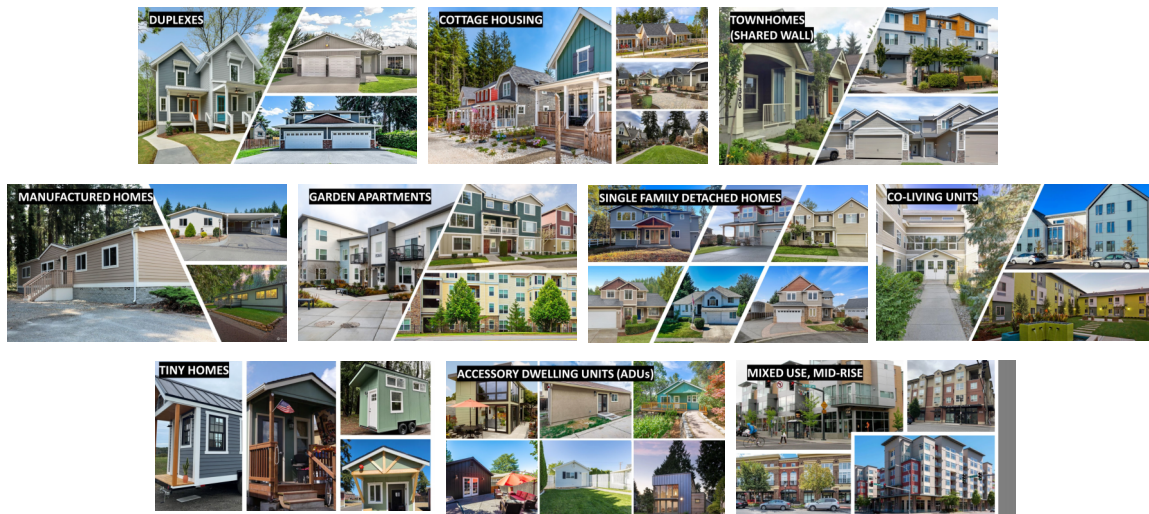
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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: Which type of housing do you think Richland needs more of?

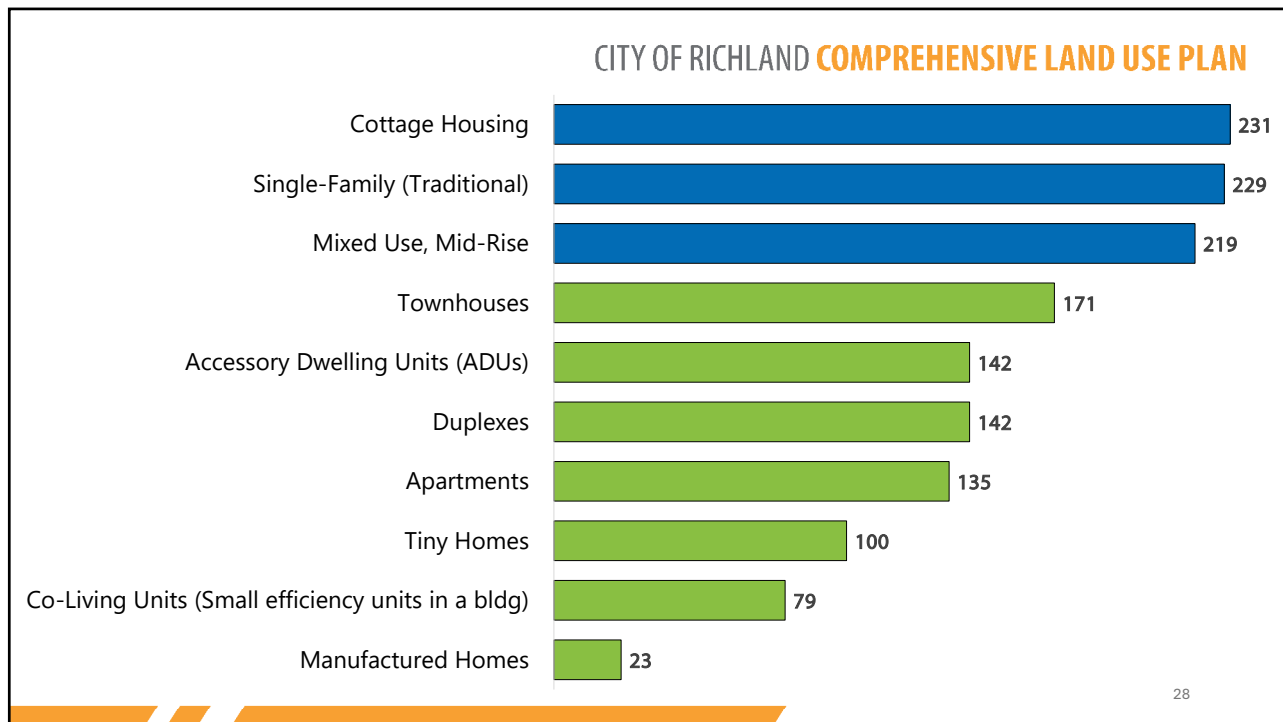
Respondents could select all that apply.

Answered: 463 Skipped: 43

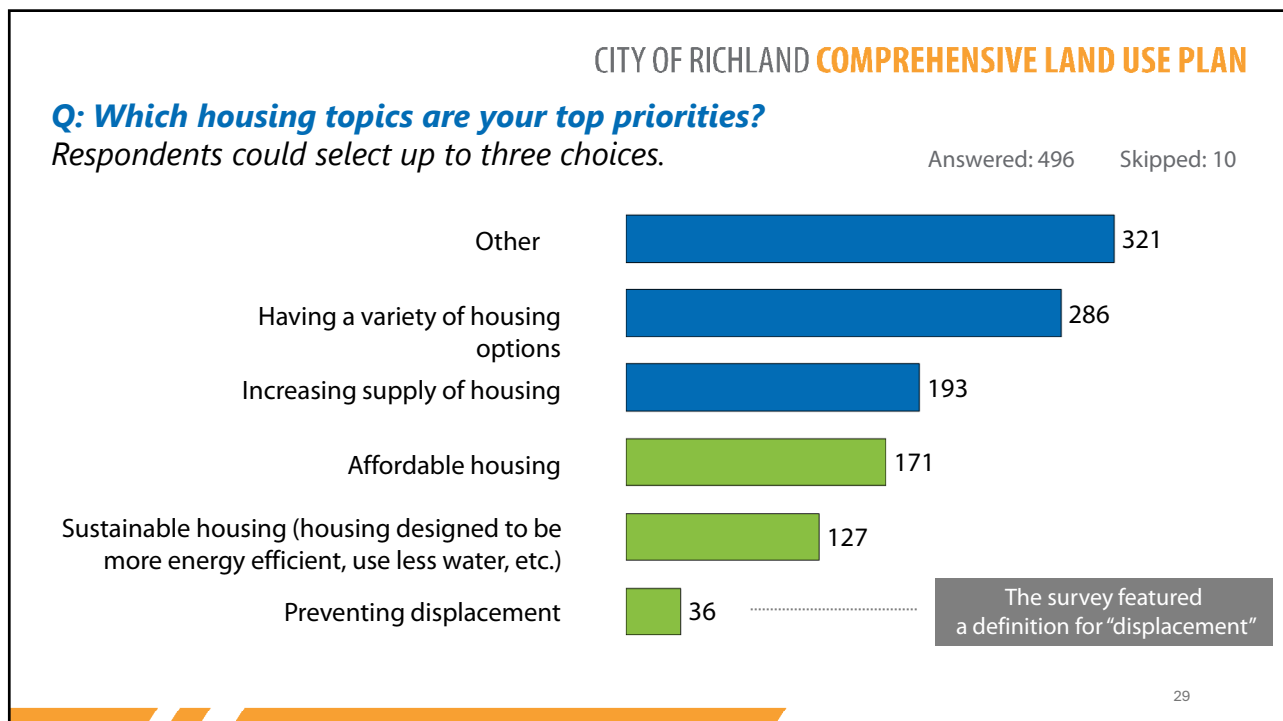


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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

ADDITIONAL HOUSING QUESTIONS

Q: When you choose a place to live, what are the top amenities you prefer to have access to?

Q: When you choose a place to live, which of the following are the top four most important factors to you?

Q: Please rate the following statements on how important a given concept is.



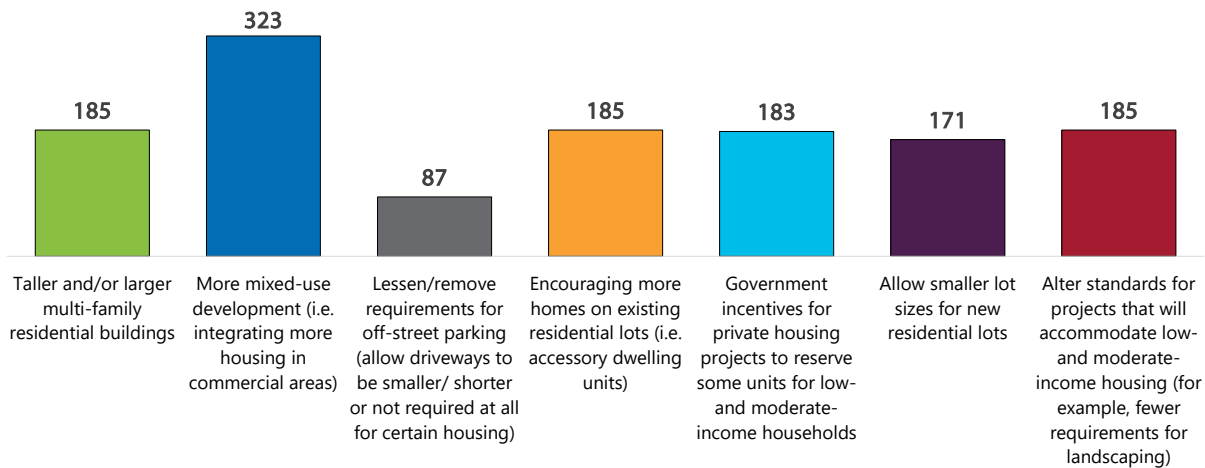
Stay tuned!
We will go over the answers in-depth in a future meeting

CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: Which of the following are you open to, in order to create more affordable homes in Richland for low- to moderate-income residents and workers?

Respondents could select all that apply.

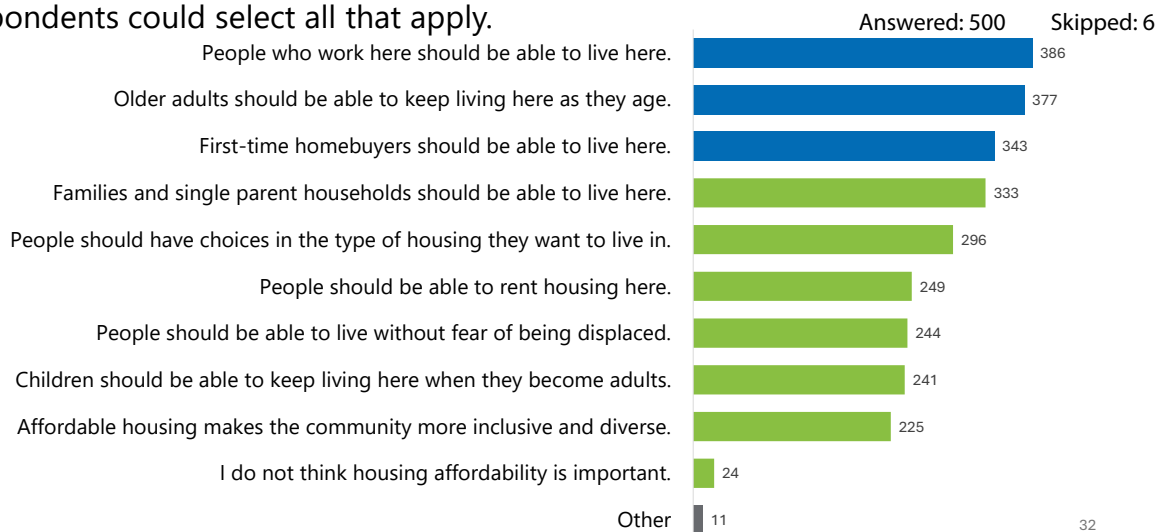
Answered: 451 Skipped: 55



CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: In your opinion, what makes having housing available that is affordable to you or your family important?

Respondents could select all that apply.



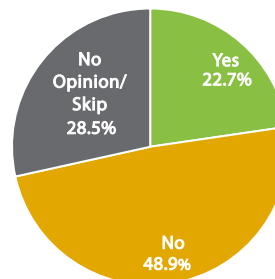
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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Q: Do you believe there are enough rental housing options available in Richland for people with a range of incomes and family sizes?

Respondents could select one choice.

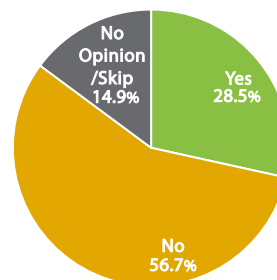
Answered: 485 Skipped: 21



Q: Do you believe there are enough housing options for ownership available in Richland for people with a range of incomes and family sizes?

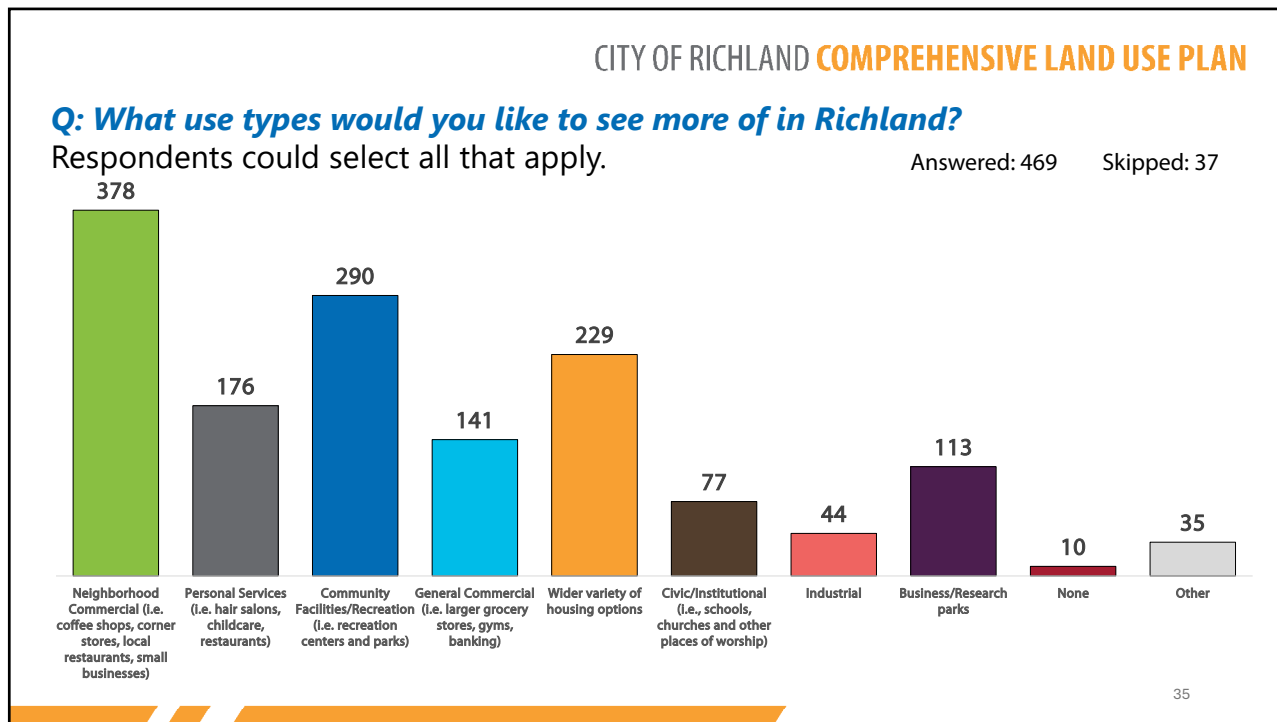
Respondents could select one choice.

Answered: 478 Skipped: 28

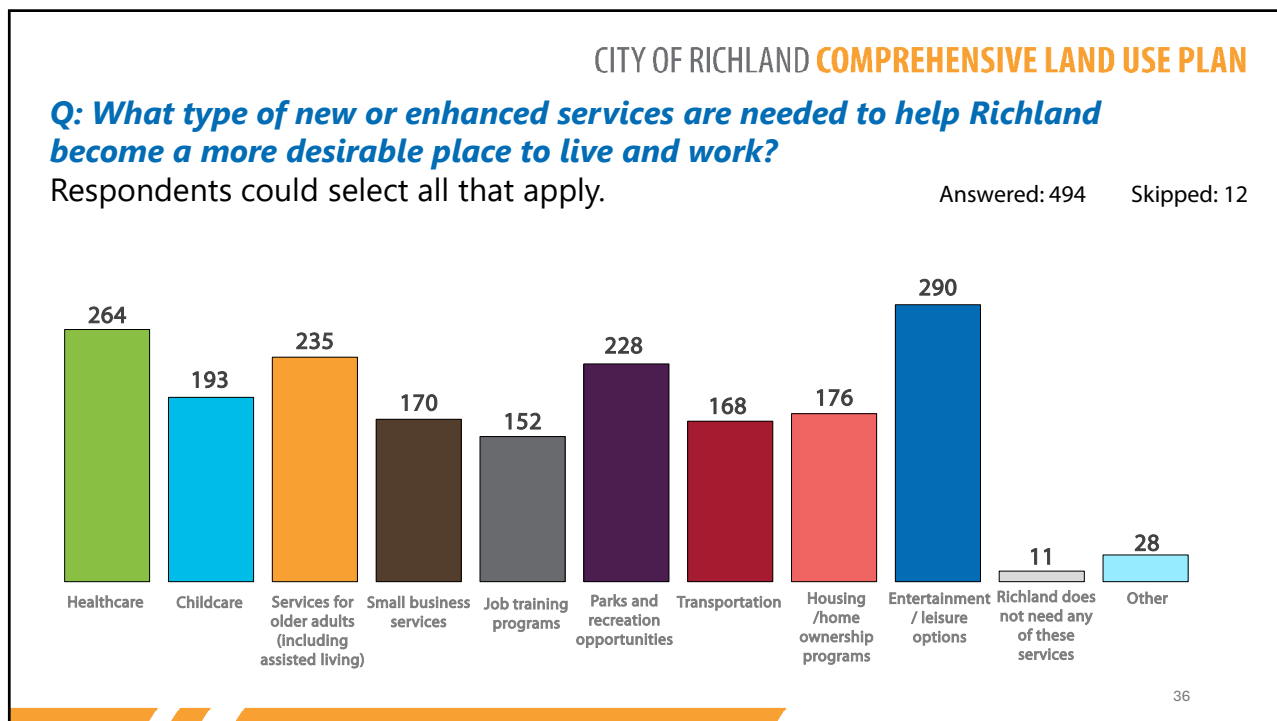


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ADDITIONAL LAND USE & ECONOMICS QUESTIONS

Q: Do you think that developers should be required to provide community amenities, such as sidewalks and parks?

Q: What types of industry / commerce would you like to see (or see more of) in the community?



Stay tuned!
We will go over the answers in-depth in a future meeting

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CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

RESPONDENT DEMOGRAPHICS

96.6% live in Richland

90% own a home

44% are retired

9% are disabled

9% were born outside of the US

Disproportionately high participation from older adults:

28.6% of the Richland population is aged 55+ and 57.7% of survey respondents were in that age group

Disproportionately high participation from higher-income households:

Approx. 46.2% of Richland households have an income of \$100,000+; approx. 61.9% of survey respondents reported that income level

Approx. 22.7% of Richland households have a income below \$50,000, but this group made up only 7.6% of respondents.

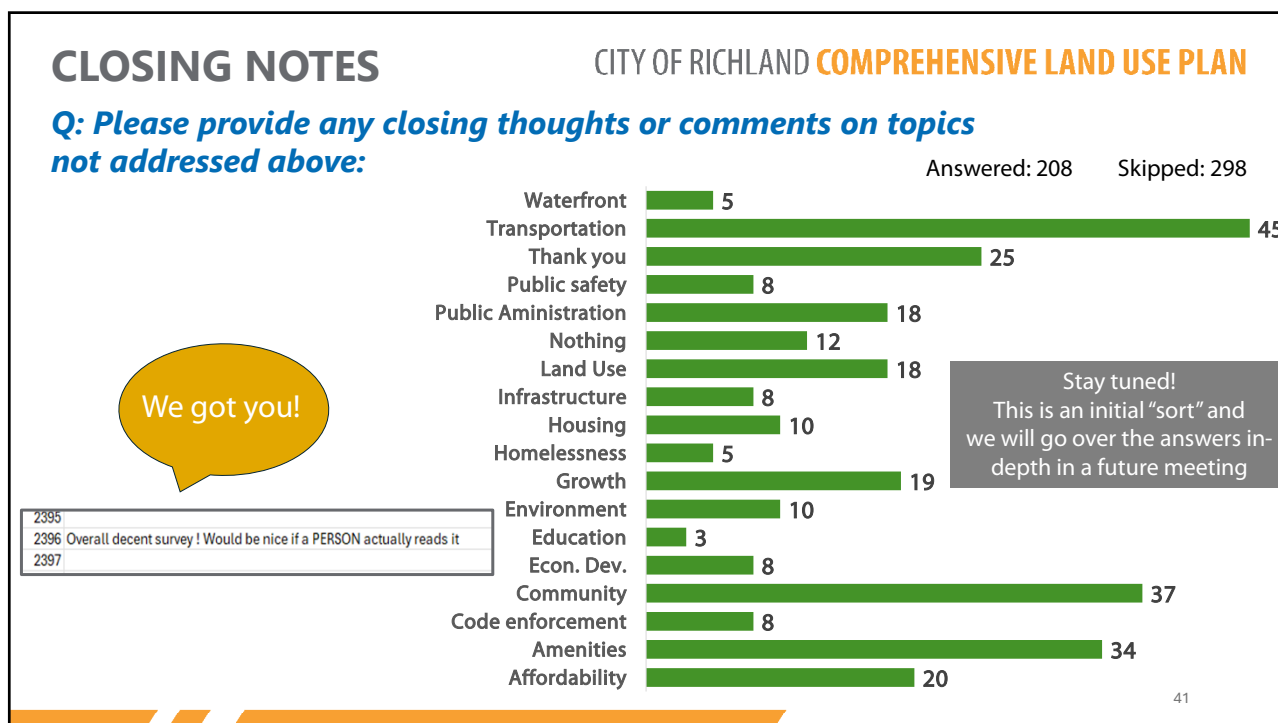
**This excludes respondents who skipped the question or selected prefer not to answer"*

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CLOSING NOTES

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CLOSING NOTES

CITY OF RICHLAND **COMPREHENSIVE LAND USE PLAN**

Additional high-frequency topics:

- High taxes/ tax increases
- The vote about council districts
- Affordability- some specifically mentioned they didn't want it
- North Richland
- Revitalization of existing neighborhoods
- Code Enforcement
- Homelessness
- School quality
- Political Divisiveness

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THANK YOU!



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