Agenda
City Council Regular Meeting
Tuesday, June 2, 2026
Richland City Hall ~ Council Chambers
625 Swift Boulevard

City Council Regular Meeting - 6:00 p.m.

Welcome and Roll Call

Pledge of Allegiance

Approval of Agenda (Approved by Motion)

Presentations

1. Tri-City Development Council (TRIDEC) Annual Report
   - Karl Dye, President & CEO, TRIDEC
2. Columbia Basin Badger Club Introduction
   - Don Baer, President, Columbia Basin Badger Club
3. Impact Academy Graduation - Class of 2026
   - Jon Amundson, City Manager
4. New Hires & Retirements
   - Lacey Paulsen, Human Resources Director

Public Hearing: Please limit public hearing comments to 3 minutes. Comments must speak only to the item for which the hearing is convened. Records intended for Council consideration must be given to the City Clerk for distribution.

5. Proposed Amendment to the 2026 Budget to Provide for Additional Appropriations in Various City Funds, Ordinance No. 2026-14
6. Proposed Adoption of the 2027-2032 Transportation Improvement Program, Resolution No. 2026-78

Public Comments: Please limit public comments to 2 minutes. The public comment period is not an opportunity for dialogue with councilmembers, or for posing questions with the expectation of an immediate answer. Many questions require an opportunity for information-gathering and deliberation. For this reason, Council will accept comments, but will not directly respond to comments, questions or concerns during public comment. Records intended for Council consideration must be given to the City Clerk for distribution.

Consent Calendar: Items on the Consent Calendar have been distributed to the City Council in advance for reading and study, are considered to be routine, and will be enacted by one motion of the Council with no discussion. Councilmembers may transfer individual items to Items of Business for deliberation before voting.

<u>Minutes</u>

7. Approval of the May 19, 2026 City Council Regular Meeting Minutes and the May 26, 2026 City Council Workshop Meeting Minutes

- Jennifer Rogers, City Clerk

Ordinances - First Reading

8. Ordinance No. 2026-15, Amending Chapter 9.12 of the Richland Municipal Code related to Miscellaneous Crimes to add RMC 9.12.140: Failure to Supervise a Child Unlawful
   - Heather Kintzley, City Attorney

Ordinances - Second Reading & Passage

9. Ordinance No. 2026-11, Amending Richland Municipal Code Section 5.20.040 related to Occupation Tax on Manufactured and Natural Gas Systems
   - Brandon Allen, Finance Director
10. Ordinance No. 2026-12, Amending the 2026 Budget to Include the 2025 Budget Carryovers
   - Brandon Allen, Finance Director

Resolutions - Adoption

11. Resolution No. 2026-73, Authorizing Weatherwise Contractor Agreements with Vance Heating and Air Conditioning Inc. and Aces HVAC, LLC for Weatherwise Program Participation
   - Clint Whitney, Energy Services Director
12. Resolution No. 2026-74, Authorizing a Grant Application to the Washington State Military Department's State and Local Cybersecurity Grant Program
   - Chad Goodhue, Information Technology Director
13. Resolution No. 2026-75, Authorizing Award of Bid to Big D's Construction of Tri-Cities, Inc. for the Columbia Playfield North Parking Lot Reconstruction
   - Chris Waite, Parks & Public Facilities Director
14. Resolution No. 2026-76, Authorizing Change Order No. 2 to Contract No. 395-25 with Clean Up Crew LLC for On-Call Junk Removal and Hauling
   - Marty Pilcher, Chief of Police
15. Resolution No. 2026-77, Authorizing Award of Bid to C & E Trenching L.L.C. for the Wastewater Treatment Plant Anaerobic Digester Knife Gate Valve Replacement Project
   - Carlo D'Alessandro, Public Works Director

Items - Approval

16. Travel Authorization for Mayor Pro Tem Shayne VanDyke and Councilmember Pat Holten
   - Jon Amundson, City Manager

Expenditures - Approval

None.

Items of Business

17. Ordinance No. 2026-13, Rezoning Approximately 8.38 Unplatted Acres identified as Parcel No. 1-3498-201-0595-008 from Agriculture (AG) to Medium Density Residential Small Lots (R-2S) and Limited Business (C-LB) (Closed Record)(First Reading)
   - Mike Stevens, Planning Manager

18. Ordinance No. 2026-14, Amending the 2026 Budget to Provide for Additional Appropriations in Various City Funds
    - Brandon Allen, Finance Director
19. Resolution No. 2026-78, Adopting the 2027-2032 Six -Year Transportation Improvement Program
    - Carlo D'Alessandro, Public Works Director

Reports and Comments

1. City Manager
2. City Council
3. Mayor

Adjournment

This meeting will be broadcast live on CityView Channel 192 on the City's website and on the City's YouTube Channel.

Richland City Hall is ADA accessible. Any individual who has difficulty attending the meeting in-person may request to provide comments remotely. (RCW Ch. 42.30) 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.

TRIDEC
Tri-City Development Council

Richland
Washington

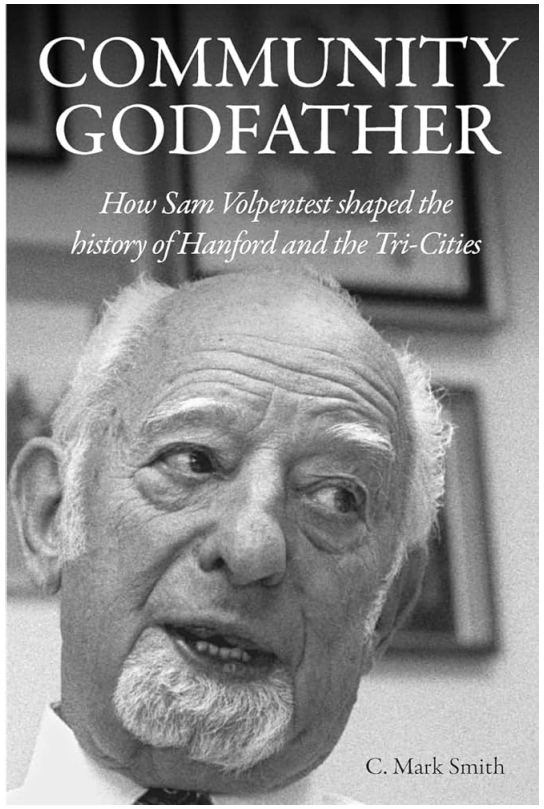
ECONOMIC DEVELOPMENT

509-735-1000 www.TRIDEC.org @TCDevCouncil

JUNE 2, 2026

About **TRIDEC**

- **Formed:** 1963
- **Purpose:** Grow & Diversify Economy, Support Federal Missions
- **Staff:** 6
- **Members:** 250+
- **Contracts:** 4 Cities, 2 Counties, 3 Port Districts
- **Budget:** $1.5M
- **Board**: 42 Community Leaders



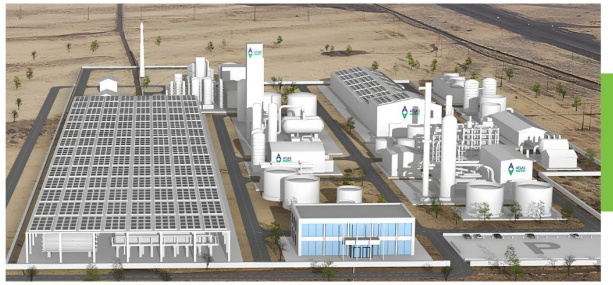
TRIDEC **Vision & Mission**

TRIDEC is the unifying voice of the Tri-Cities, dedicated to fostering a thriving regional economy that promotes sustainable growth and shared prosperity for all.

TRIDEC's mission is to lead the region's economic growth by creating living-wage jobs, empowering local businesses, attracting new enterprises, and advancing state and federal priorities that strengthen our economy.

TRIDEC
Tri-City Development Council

Economic **Development**



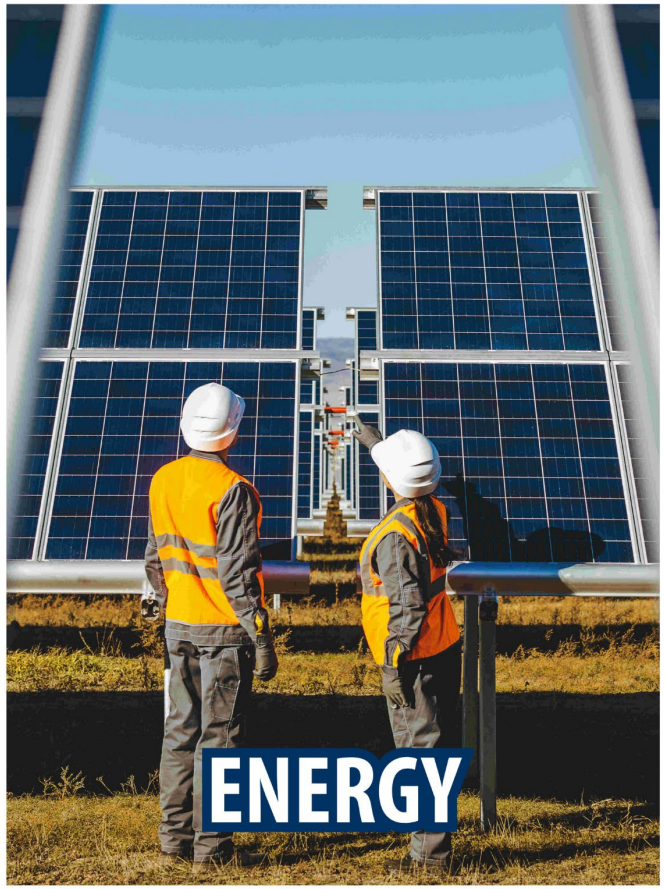
Business Recruitment

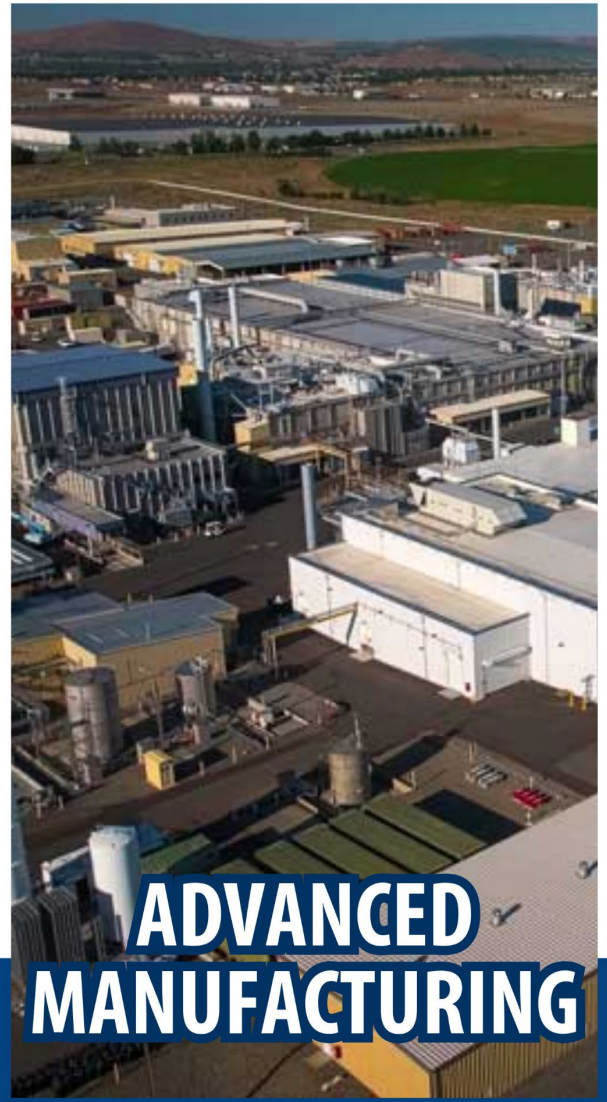
Business Retention & Expansion

Federal Advocacy

Community Development

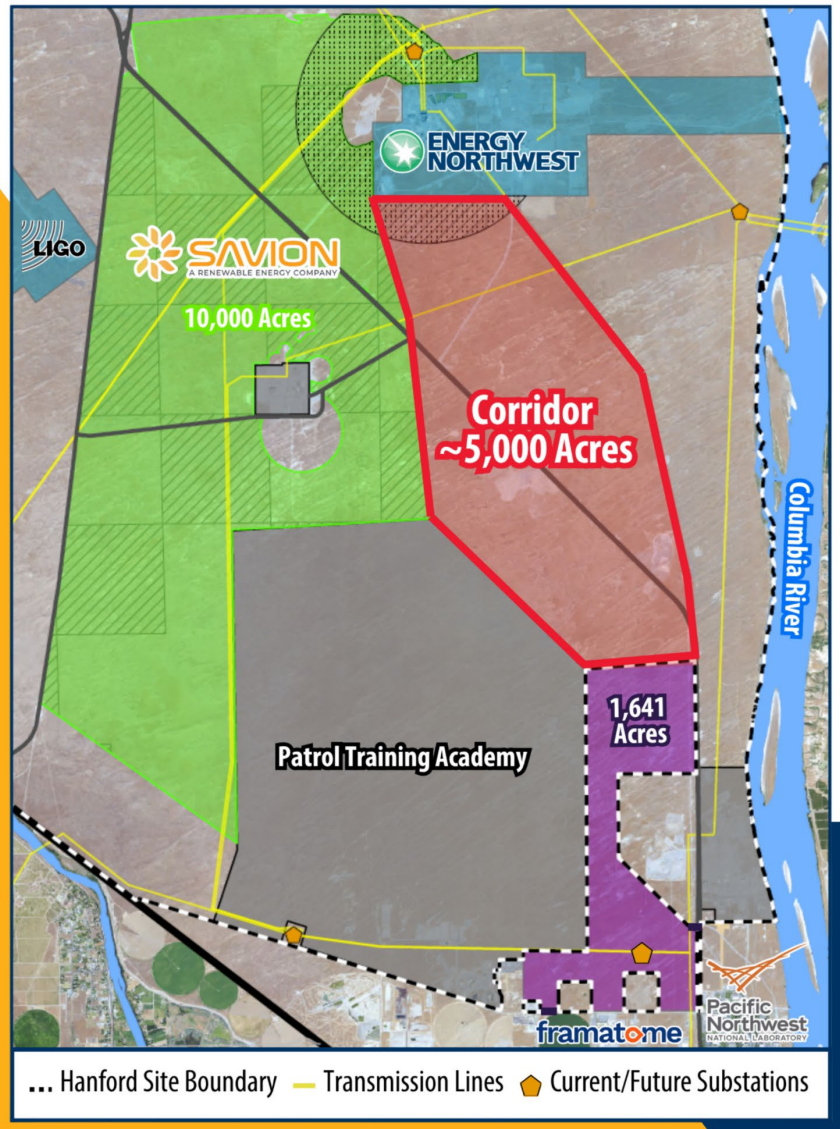
Economic Development **Projects**





TRI-CITIES
WASHINGTON

Northwest Advanced Clean Energy **Park**

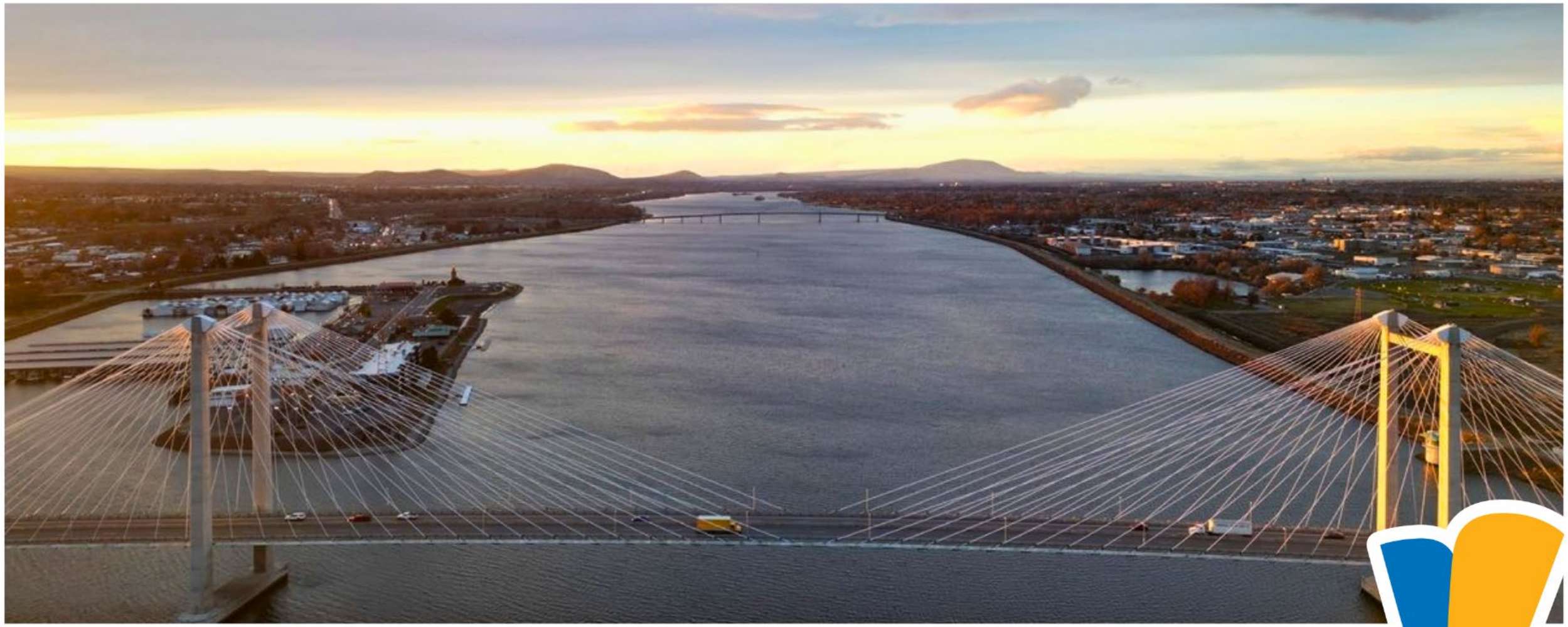


Federal **Advocacy**

TRIDEC
Tri-City Development Council

PROMOTING ECONOMIC STRENGTH & DIVERSITY SINCE 1963

Shoreline **Reconveyance**



Shrubsteppe **Habitat**

Question & **Answer**

509-735-1000

www.TRIDEC.org

TCDevCouncil

kdye@tridec.org

KARL DYE
President & CEO

TRIDEC
Tri-City Development Council

PROMOTING ECONOMIC STRENGTH & DIVERSITY SINCE 1963

Richland City Council
June 2, 2026

Columbia Basin Badger Club

&

Civil Discourse

Presented by
Don Baer, president
Columbia Basin Badger Club
info@columbiabasinbadgers.com
pakiara@aol.com (Don)

The Columbia Basin Badger Club was founded in 2008 as "A ***nonpartisan*** nonprofit organization supporting ***civil discourse*** by presenting ***public forums*** on ***important topics*** of the day."

Living Up to Our Founding Vision

- Facilitating **civil discourse** on important issues is both **critically important and challenging**
  - Many people get their news from social media…these sources can be highly polarized, one-sided, and include faulty or misleading information
- Badger Club Forums are an effort to address a real need by:
  - Creating an environment where the facts and opinions on important issues can be civilly discussed
  - Listening to subject matter experts on both sides of an issue to enable informed discussion and decisions
- Quality Forums are our product
  - Strong forums require: teamwork, good ideas, and identification of available expert speakers
  - In addition to inviting your participation, ***we would welcome your input, expertise and efforts in developing fantastic forums***

A ***nonpartisan*** nonprofit organization ***supporting civil discourse*** by presenting public ***forums*** on *important topics* of the day."

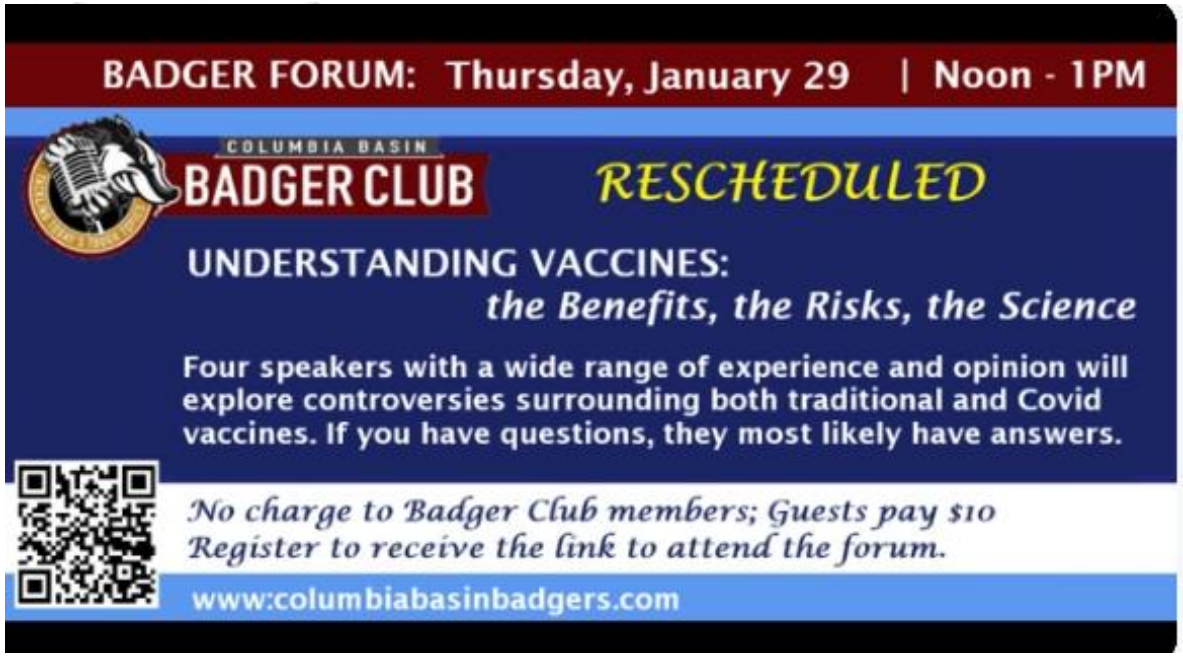
Nonpartisan – The club does not have an opinion, but our speakers do. Our members hold varying opinions, but we work hard to have balanced, expert based forums

Supporting Civil Discourse – We have two types of ***forums***:

- When appropriate and possible **opposing sides** are presented.
- We also hold **informative forums** that provide foundational information – often from different perspectives – that facilitate **informed civil discourse** on challenging topics.

Two Recent Forums

Example pro/con forum



Four Speakers

- Two favoring vaccines for their benefits
- Two skeptics concerned about risks

Example informational forum

Three Speakers/perspectives

- Washington Snowpack
- Yakima Basin water supply
- Kennewick Irrigation District

2025 Badger Club Forums

COLUMBIA BASIN BADGER CLUB
A COMMUNITY FORUM FOR CIVIC DISCOURSE

- Facts and Fiction About **Crime** and Courts
- **Tribal Sovereignty**: Living in Indian Country
- Navigating the US **Healthcare** System: A Local Perspective
- MAKING SENSE OF **FISCAL POLICY**: Tax Cuts, Government Programs, and the National Debt
- **Transportation Planning** in Benton and Franklin Counties
- Local Responses to Federal **Immigration** Enforcement
- Columbia Valley **Center for Recovery**
- **HOMELESS**: More Need, Fewer Resources. How do we respond?
- **Transgender Athlete** Participation in School Sports

Badger Club Fun Facts

- **Founded in 2008**
- **Based on Florida’s Tiger Bay Clubs**
- **Initially called Coyote Club, but in native cultures coyote has positive and negative characteristics, trickster or wise creator.**
- **Recently a member noted that badgers look fierce not civil.**
- **Badger was chosen because it has a local identification (Badger Mountain) and badgers dig into things.**

Badger Club Fun Facts

First Badger Forum August 2008,

- **Candidates for State School Superintendent**

Three Generations of Badger Forums

- **Lunch Meetings** 2008 – 2020
- **ZOOM online only** 2020 – 2025
- **Hybrid:** in-person and online starting Feb 2026

Zoom meetings enabled access to speakers from around the world

- **Kyiv, Tokyo, London, Christchurch, Toronto, France, Argentina**

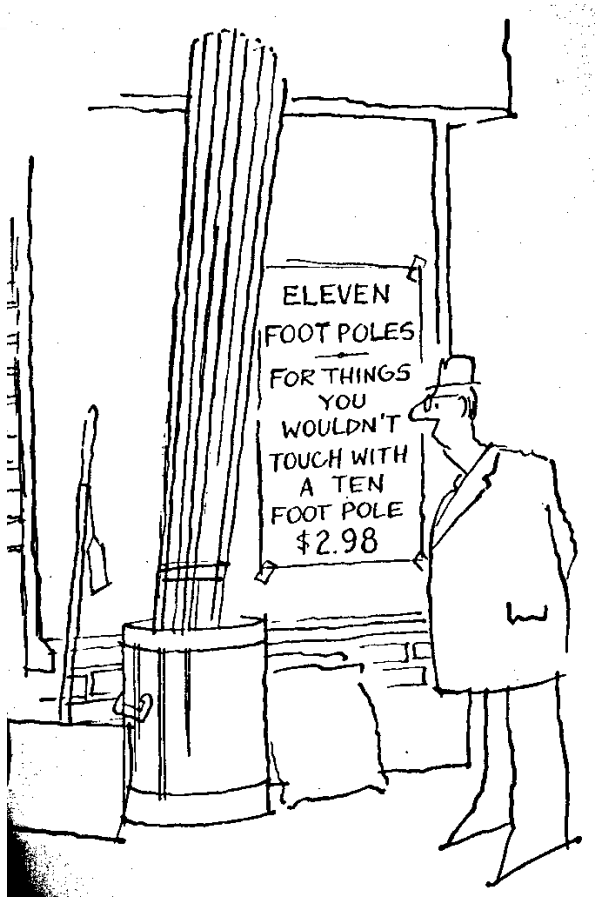
The two largest forums involved General James Mattis

- **June 2020 virtual > 1000 attendees**
- **June 2024 first in-person after COVID > 450**

Badger Club (Less)Fun Facts

Programming Controversial Topics is Important but Can Be Challenging

Consequences of the Polarization of Social Media



Use rights obtained from CartoonStock.com

- Can be difficult to get qualified balanced speakers to be willing to speak on some topics
  - On hot topics, some speakers are only willing to speak at in-person meetings
- One of our forums was subject to coordinated "attack" by one side on a controversial topic
  - New policy of not addressing anonymous online questions
  - Removing uncivil attendees from ZOOM webinars

A Badger Club membership and/or participation in Club Forums Supports Civil Discourse

Badger Club Membership Dues of $50 per year provide:

- Early information about Forums
- Badger Club Newsletter
- Vote for Club Officers and Board Members

Until 2026 members had free access to forums and non-members paid a fee

- We have made forums free to all in 2026 and hope with maintenance and growth in membership to continue that policy.

Membership **supports** the efforts to enable **Civil Discourse**

This QR code will take you directly to the Badger Club website: www.columbiabasinbadgers.com

Website provides information on: Coming Forums and Registration, Membership, and ***Free Video Gallery*** of more than 75 forums starting from July 2020.

Take Home Messages

Civil discourse on important issues is **more important** and **more challenging now** than when the club was founded

- Badger Club Forums are **one effort** to address this challenge

Quality Forums on important topics are our **product**

- Recent forums on *Arts Organizations*, *Energy*, *Water*, and *Wildfire* addressed topics important to our community
- **We would like your help in identifying topics you would like us to address**

- ***Coming programs:***
  - *Addiction Causes, Prevention and Treatment*
  - *Laliik (Rattlesnake): Sacred Mountain in Bureaucratic Hell*
  - *Why some states are looking to make college and trade schools free*
- Badger Club **Membership** and Forum **participation *support civil discourse***

Badger Club Information

Thank You

Questions

This QR code will take you directly to the Badger Club website:

www.columbiabasinbadgers.com

There is no charge or membership required to review our Video Gallery

Forums are free to all in 2026

WELCOME TO RICHLAND

WELCOME TO RICHLAND

Jewel Cleveringa

Payroll Specialist
Division: Finance
Hire Date: 05/04/2026

WELCOME TO RICHLAND

Chad Goodhue

Information Technology Director
Division: Information Technology
Hire Date: 05/04/2026

WELCOME TO RICHLAND

Gage Miller

Police Officer
Division: Police Services
Hire Date: 05/11/2026

WELCOME TO RICHLAND

Sage Brustad

Police Officer
Division: Police Services
Hire Date: 05/11/2026

WELCOME TO RICHLAND

Lindsey Wilkerson

Customer Service Associate – Solid Waste
Division: Solid Waste Disposal
Hire Date: 05/18/2026

WELCOME TO RICHLAND

Melanie Winterroth

Emergency Communications Dispatcher
Division: Benton County Emergency Services
Hire Date: 05/26/2026

WELCOME TO RICHLAND

Emily Tagnolli

Emergency Communications Dispatcher
Division: Benton County Emergency Services
Hire Date: 05/26/2026

WELCOME TO RICHLAND

Isaac Anderson

Engineering Technician II (Design)
Division: Public Works Admin. & Engineering
Hire Date: 05/26/2026

Richland

RETIREES

WELCOME TO RICHLAND

Debbie Brennan-Cruz

Police Public Records Specialist
Division: Police Services
Retirement Date: 05/14/2026
Years of Service: 22

WELCOME TO RICHLAND

Chris Byrd

Firefighter
Division: Fire & Emergency Services
Retirement Date: 05/27/2026
Years of Service: 25

DRAFT

Minutes
City Council Regular Meeting
Tuesday, May 19, 2026
Richland City Hall ~ Council Chambers
625 Swift Boulevard

City Council Regular Meeting - 6:00 p.m.

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

Welcome and Roll Call

Mayor Richardson welcomed those in the audience and expressed appreciation for their attendance.

Attendance:	Mayor Richardson	Present
	Mayor Pro Tem VanDyke	Present
	Councilmember Holten	Present
	Councilmember Jones	Present
	Councilmember Maier	Present
	Councilmember Samuel	Present
	Councilmember Whitten	Present

Also present were City Manager Amundson, Deputy City Manager Schiessl, City Attorney Kintzley, Development Services Director Rizzitiello, Energy Services Director Whitney, Finance Director Allen, Information Technology Director Goodhue, Chief of Police Pilcher, Public Works Director D'Alessandro, and Acting Deputy City Clerk Follett.

Pledge of Allegiance

Councilmember Maier led the Council and audience in the Pledge of Allegiance.

Approval of Agenda

COUNCILMEMBER JONES MOVED AND COUNCILMEMBER WHITTEN SECONDED THE MOTION TO APPROVE THE AGENDA AS PUBLISHED. MOTION CARRIED 7-0.

Presentations

1. Benton-Franklin Health District Update

Erin Hockaday, Surveillance & Investigation Senior Manager for the Benton-Franklin Health District, presented to City Council on public health concerns associated with unpermitted food vendors. Ms. Hockaday shared a map identifying enforcement locations involving unlicensed food vendors and outlined the District's efforts to address illegal pop-up food vendors. She emphasized the public health risks associated with unpermitted

food sales, discussed enforcement challenges, and cited law enforcement issues related to enforcement. Ms. Hockaday also highlighted the District's partnerships with local agencies and public education efforts to educate the public.

Following the presentation, Amanda Moe, Benton-Franklin Health District Communications & Public Affairs Director, provided an overview of the District's environmental health awareness campaign and community outreach initiatives.

Finally, Ms. Hockaday invited City Council and community members to complete the District's environmental health assessment survey, available until the end of June, 2026.

Following their presentation, Council engaged in a question-and-answer session with Ms. Moe and Ms. Hockaday. Additional information can be found in the presentation included with the agenda packet.

2. Tri-Cities National Park Committee Presentation

Rebecca Burghart, Site Manager for the Manhattan Project National Historical Park at Hanford, and Brent Gerry, former chair of the Tri-Cities National Park Committee, presented on the Manhattan Project National Historical Park and the Tri-Cities National Park Committee (TCNP). Mr. Gerry provided an overview of the Committee's accomplishments and highlighted membership and regional partnerships.

Ms. Burghart outlined TCNP's 2026 goals and future initiatives, including plans for the future of the Manhattan Project National Historical Park. During the presentation, Ms. Burghart detailed upcoming initiatives, including plans to expand the Park's footprint, STEM programming, and community resources. She also highlighted the Park Service's partnership with the Richland Public Library and the City's Parks & Public Facilities Department. Ms. Burghart noted that the Tri-Cities is home to four (4) nationally recognized parks, monuments and trails, including the Manhattan Project NHP, the Ice Age Floods National Geologic Trail, the Lewis and Clark National Historical Trail, and the Hanford Reach National Monument.

Following the presentation, councilmembers engaged in a question-and-answer session with Ms. Burghart. Additional information can be found in the presentation included with the agenda packet.

Public Hearing

Acting Deputy City Clerk Follett read the Public Hearing and Public Comments procedures.

3. Proposed Amendments to the 2026 Budget to Include the 2025 Budget Carryovers, Ordinance No. 2026-12

Mayor Richardson opened the public hearing at 6:47 p.m. and closed the public hearing at 6:48 p.m. No testimony was offered.

Public Comments

The following individuals provided comments:

- Connie Muñoz, a Richland resident, spoke against the proposed data center project associated with the Atlas Agro project. She detailed reasons against the development of the project and expressed concern regarding the lack of transparency to the public.

- Edward Muñoz, a Richland resident, spoke about code enforcement at the residence on Pullen Street. He noted a recent Seattle Times story about the issue and commented that the City of Richland should not be known for that story.

- Kristine Williams, a Richland resident, voiced concerns about the long-term demands data centers place on the local community and shared her personal experience living in a community impacted by a data center.

Consent Calendar

Acting Deputy City Clerk Follett read the Consent Calendar.

Minutes

4. Approval of the May 5, 2026 City Council Regular Meeting Minutes

Ordinances - First Reading

5. Ordinance No. 2026-11, Amending Richland Municipal Code Section 5.20.040 related to Occupation Tax on Manufactured and Natural Gas Systems

Ordinances - Second Reading & Passage

None.

Resolutions – Adoption

6. Resolution No. 2026-68, Authorizing a Designation Application to the Washington State Department of Commerce Nominating Census Tract No. 53005010204 for Opportunity Zone 2.0 Consideration

7. Resolution No. 2026-69, Awarding Commercial Façade Improvement Grant Funds to West Building LLC for property located at 1307 George Washington Way

8. Resolution No. 2026-70, Authorizing a Grant Application to the United States Department of Transportation for funding from the Safe Streets and Roads for All Program in support of the SR-240/Aaron Drive Complete Streets Improvements Project and Blood on Board Program

9. Resolution No. 2026-71, Authorizing Award of Bid to Doolittle Construction, LLC for the 2026 Slurry Seal Project

10. Resolution No. 2026-72, Authorizing a Grant Application to the U.S. Department of Justice (DOJ) for funding from the FY25 Rural Law Enforcement Violent Crime Reduction Initiative

Items – Approval

11. Appointment to the Utility Advisory Committee: Eric Damberg (Position No. 1, effective upon appointment through September 30, 2026)

Expenditures – Approval

12. Expenditures from April 1, 2026 to April 30, 2026 for $38,790,456.25, including Travel Checks Nos. 20991-21043, Accounts Payable Check Nos. 345731-346659, Accounts Payable Wire Nos. 10969-11014, Payroll Wires & ACH Nos. 15443-15504, Payroll Check Nos. 237686-237688, and Payroll Direct Deposit Nos. 26980020570-261190022197

COUNCILMEMBER MAIER MOVED AND MAYOR PRO TEM VANDYKE SECONDED THE MOTION TO APPROVE THE CONSENT CALENDAR AS PUBLISHED. THOSE IN FAVOR: MAYOR RICHARDSON, MAYOR PRO TEM VANDYKE, AND COUNCILMEMBERS HOLTEN, JONES, MAIER, SAMUEL AND WHITTEN. THOSE OPPOSED: NONE. MOTION CARRIED 7-0.

Items of Business

13. Ordinance No. 2026-12, Amending the 2026 Budget to Include the 2025 Budget Carryovers (First Reading)

Finance Director Allen detailed items included in the carryover ordinance, including grants, encumbered goods, and CIP projects. As part of the presentation, he noted that many of the large carryovers are multi-year projects, such as the work order management system software program, neighborhood traffic safety, the North Horn Rapids sewer extension and rail expansion, and HOME ARP grant funds.

MAYOR RICHARDSON CALLED FOR A ROLL CALL VOTE ON FIRST READING OF ORDINANCE NO. 2026-12, AMENDING THE 2026 BUDGET TO INCLUDE THE 2025 BUDGET CARRYOVERS. THOSE IN FAVOR: MAYOR RICHARDSON, MAYOR PRO TEM VANDYKE, AND COUNCILMEMBERS HOLTEN, JONES, MAIER, SAMUEL AND WHITTEN. THOSE OPPOSED: NONE. MOTION CARRIED 7-0.[1]

[1] Per *Robert's Rules of Order*, unless local rules say otherwise, first readings are informational only and do not require a motion or a vote of the body. Although not required by Article III, Section 3.02 of the Richland City Charter, Council's custom is to vote on first readings. Procedural deficiencies on first reading do not impact the validity of the action.

14. Horn Rapids Solar, Storage and Training (HRSST) Project Transition (Discussion Only)

With the aid of PowerPoint, Energy Services Director Whitney outlined the City's increasing need for renewable energy to comply with state requirements. In order to secure the necessary renewable energy percentage required by state law, the City anticipates assuming the lease for the Horn Rapids Solar Storage and Training (HRSST) project from Tucci, the current leaseholder. As part of the discussion, Energy Services Director Whitney provided details on the percentages of renewable energy the City currently purchases, and the potential for greater participation in HRSST power purchases.

Energy Services Director Whitney provided an overview of the proposed expansion and future ownership and development at HRSST. The presentation included details on the agreements the City is currently party to, potential changes to those agreements, and benefits to the City.

Energy Services Director Whitney answered questions throughout the presentation, including clarification on site lease terms, alternative plans to acquire renewable energy, and other locations building grid storage.

15. America 250 Celebration Update (Discussion Only)

Parks & Recreation Manager Piper used a PowerPoint presentation to introduce the City's America 250 plans and provide an overview of events and public outreach surrounding the Washington State America 250 celebration. She included information about the focus and purpose of local events and ways in which the City is supporting America 250.

Parks & Recreation Manager Piper then highlighted the City's main America 250 event, a "Party in the U.S.A." event to be held at John Dam Plaza on July 3, 2026.

At the conclusion of the presentation, councilmembers engaged in a question-and-answer session with Parks & Recreation Manager Piper.

Reports and Comments

City Manager

City Manager Amundson congratulated Parks & Recreation Manager Julie Piper on receiving the Washington Recreation & Park Association (WRPA) Citation of Merit - Professional Award. He noted that she was the only recipient statewide.

City Manager Amundson also recognized Economic Development Manager Mandy Wallner for earning the Certified Economic Developer (CEcD) credential from the International Economic Development Council.

Finally, he recognized Chief Pilcher and the Richland Police Department for earning national accreditation from the Washington Association of Sheriffs and Police Chiefs (WASPC).

In conclusion, City Manager Amundson outlined upcoming workshop agenda items.

City Council

Councilmember Maier reported on attending the Ben Franklin Transit 2026 Art Bus Contest Winners Reception where Ben Franklin Transit recognized the winning artists of the BFT Art Bus Contest. He then spoke favorably about Ordinance No. 2026-11, noting that the measure helps address concerns regarding data center resource usage and protects the interests of the local community.

Councilmember Samuel detailed his attendance at the Community Services Open House and the Visit Tri-Cities Open House. He also shared details of his attendance at recent meetings of Hanford Communities, the Benton County Solid Waste Advisory Board, and the Richland Planning Commission. In addition, he shared citizen feedback collected as part of the recent transportation survey. Lastly, Councilmember Samual shared status updates regarding the Pullen house that were presented at the recent Code Enforcement Board meeting.

Councilmember Holten expressed positive feedback about Recreation staff and members of the Parks & Public Facilities Department. She also shared observations from her participation in the Cit's water treatment plant and landfill tours. Councilmember Holten shared details of a recent tour of Hanford and attendance at the Visit Tri-Cities event. Finally, she commented on the now-complete Hains Avenue clean-up.

Councilmember Jones encouraged everyone to be safe during the upcoming holiday weekend.

Councilmember Whitten commented on the Manhattan Project National Park tours and echoed Councilmember Maier's comments related to data center regulation. He also shared information from the Mosquito Control Board.

Mayor Pro Tem VanDyke provided an update on plans for Cool Desert Nights and thanked Chief Pilcher for the successful relaunch of RPD's Citizens' Academy. He noted positive feedback received from residents who participated in the program.

Mayor

Mayor Richardson offered recognition to Public Works staff for Public Works Week.

Executive Session

16. Executive Session Per RCW 42.30.110(1)(i): Discuss Current or Potential Litigation with Legal Counsel (45 minutes)

At 7:54 p.m., Mayor Richardson announced that Richland City Council would convene in executive session for 45 minutes to discuss current or potential litigation with legal counsel. A brief transition from the Council Chambers to the executive session room occurred, with the executive session beginning at 8:00 p.m.

Individuals present during the executive session were Mayor Richardson, Mayor Pro Tem VanDyke, and Councilmembers Holten, Jones, Maier, Samuel and Whitten. Also present were City Manager Amundson and City Attorney Kintzley.

Council exited the executive session at 8:45 p.m. No action was taken.

Adjournment

Mayor Richardson adjourned the meeting at 8:45 p.m.

APPROVED: ATTEST:

_____ _____

Theresa Richardson, Mayor Jennifer Rogers, City Clerk

DATE APPROVED:

DATE PUBLISHED:

DRAFT

Minutes
City Council Workshop Meeting
Tuesday, May 26, 2026
Richland City Hall ~ Council Chambers
625 Swift Boulevard

City Council Workshop - 6:00 p.m.

Mayor Richardson called the Council workshop meeting to order at 6:00 p.m.

Attendance:	Mayor Richardson	Present
	Mayor Pro Tem VanDyke	Present
	Councilmember Holten	Present
	Councilmember Jones	Absent
	Councilmember Maier	Present
	Councilmember Samuel	Present
	Councilmember Whitten	Present

Also present were City Manager Amundson, Deputy City Manager Schiessl, City Attorney Kintzley, Assistant City Manager Florence, Development Services Director Rizzitiello, Finance Director Allen, Information Technology Director Goodhue, Chief of Police Pilcher, Public Works Director D'Alessandro, Parks & Public Facilities Director Waite, and City Clerk Rogers.

Agenda Items

1. 505 Swift Property Discussion

Economic Development Manager Wallner provided an update regarding the former Richland City Hall site located at 505 Swift Boulevard. The presentation included a timeline of previous Requests for Qualifications (RFQs) and Requests for Proposals (RFPs) beginning in 2019, community feedback gathered through social media and the City's National Night Out (NNO) events, and a proposed RFP process and potential future uses for the property.

Community feedback reflected interest in mixed-use residential and commercial development, high-end retail, entertainment and cultural amenities, and outdoor recreational spaces.

Economic Development Manager Wallner sought input from Council regarding whether the City should market the northern parcel alone or consolidate it with the police station site to form a larger redevelopment opportunity. She recommended timing any future RFP with completion of the Downtown Loop Project to maximize developer interest and commercial viability.

Council discussion focused on the importance of a strategic, long-term approach to the full block, and expressed general support for delaying redevelopment until the future police station location is determined, which will enable both the northern parcel and the police station site to be developed together as a cohesive mixed-use project integrated with John Dam Plaza and The Parkway.

Detailed information can be found in the PowerPoint presentation included in the agenda packet.

2. 2027-2032 Transportation Improvement Program Presentation

Public Works Director D'Alessandro presented an overview of the proposed 2027-2032 Transportation Improvement Program (TIP), a state-mandated six-year planning document required for transportation projects that seek state or federal funding.

Public Works Director D'Alessandro highlighted several funded and unfunded projects and reviewed projects removed from the draft TIP, and concluded by outlining the next steps to adopt the TIP, which includes approval by Richland City Council and submission to the Benton-Franklin Council of Governments by June 30, 2026.

Council engaged in a question-and-answer session with Public Works Director D'Alessandro throughout the presentation. Detailed information can be found in the PowerPoint presentation included in the agenda packet.

3. Historic Preservation Ordinance Discussion: Follow on from August 26, 2025 Council Workshop Regarding Strategic Plan Item 3.1.1, Develop an Attainable Housing Strategy

Development Services Director Rizzitiello presented information regarding the establishment of a Historic Preservation (HP) Program through participation in the Certified Local Government (CLG) Program, a federal-state-local partnership created under the 1980 National Historic Preservation Act. He noted that the program aligns with the City's 2024-2026 Strategic Plan and its 2017 Comprehensive Plan goals related to housing preservation, historic resources, and a vibrant downtown.

Under state and federal rules, any structure 50 years of age or older may qualify for associated incentives. Many of Richland's alphabet homes and early Hanford-era structures are eligible.

Development Services Director Rizzitello explained that benefits of CLG participation includes special property tax valuation (a ten-year exclusion of qualified rehabilitation costs from assessed value), federal historic tax credits (a 20% income tax credit on qualifying rehabilitation investment), CLG grant opportunities administered by the Washington State Department of Archaeology and Historic Preservation (DAHP) for surveys, signage, historic district development, and related activities, and access to the Washington State Historic Building Code for adaptive reuse of historic structures.

Development Services Director Rizzitiello also highlighted applications of CLG status to pursue transportation and other grant funding through non-traditional channels.

Establishing the program requires adoption of a historic preservation ordinance, creation of a five-member Historic Preservation Commission, adoption of commission bylaws, and submission of materials to DAHP for approval.

At the conclusion of the presentation, Council engaged in a question-and-answer session with Development Services Director Rizzitiello and expressed general support for proceeding with establishing the program in Richland.

Detailed information can be found in the PowerPoint presentation included in the agenda packet.

Adjournment

Mayor Richardson adjourned the meeting at 8:45 p.m.

APPROVED: ATTEST:

_____ _____

Theresa Richardson, Mayor Jennifer Rogers, City Clerk

DATE APPROVED:

DATE PUBLISHED:

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Ordinances - First Reading

Strategic Priority 1 - High Performance Government
Strategic Priority 4 - Quality of Life

Subject
Ordinance No. 2026-15, Amending Chapter 9.12 of the Richland Municipal Code related to Miscellaneous Crimes to add RMC 9.12.140: Failure to Supervise a Child Unlawful

Department/Office	Ordinance/Resolution Number	Document Type
City Attorney	2026-15	Ordinance

Recommended Motion
Give first reading to Ordinance No. 2026-15, amending Chapter 9.12 of the Richland Municipal Code related to Miscellaneous Crimes to add RMC 9.12.140: Failure to Supervise a Child Unlawful

Summary
The Richland Police Department has identified increasing concerns involving juvenile misconduct and related quality-of-life issues within the community, including repeat juvenile offenses, unlawful operation of mini-bikes and other traffic-related violations, and conduct negatively impacting neighborhood safety and public welfare. In response, RPD reviewed ordinances utilized in neighboring jurisdictions and consulted with law enforcement and prosecutorial personnel regarding the effectiveness and enforceability of similar provisions.

Both Kennewick and Pasco have adopted ordinances making it unlawful for a parent or guardian to fail to properly supervise a child. According to Kennewick Police Department personnel, the ordinance is generally used in situations involving repeat juvenile offenders, egregious incidents, or circumstances where additional accountability measures are warranted. Officers commonly issue advisement or warning notices to parents for initial incidents in order to document notice prior to subsequent enforcement action, although such warnings are not legally required.

RPD also consulted with prosecutors familiar with enforcement of similar ordinances. Prosecutors advised that enforcement is generally more effective when parents or guardians have prior notice of the juvenile's unlawful conduct. The objective is not to criminalize reasonable parenting efforts, but to provide a tool for situations where a juvenile's misconduct is directly linked to a parent's lack of supervision.

Ordinance No. 2026-15 would add RMC 9.12.140 Failure to Supervise a Child Unlawful to the Richland Municipal Code. The ordinance substantially mirrors language used in neighboring jurisdictions and is intended to provide law enforcement with an additional enforcement and accountability tool in circumstances involving ongoing or serious juvenile misconduct, while preserving officer discretion to issue warnings or advisements where appropriate.

Staff recommend approval of Ordinance No. 2026-15 for first reading.

Fiscal Impact
None.

Attachments
1. Ordinance No. 2026-15

ORDINANCE NO. 2026-15

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING CHAPTER 9.12 OF THE RICHLAND MUNICIPAL CODE RELATED TO MISCELLANEOUS CRIMES TO ADD RMC 9.12.140: FAILURE TO SUPERVISE A CHILD.

WHEREAS, the City of Richland has need, from time to time, to amend the Richland Municipal Code (RMC) to promote the health, safety, and general welfare of the citizens of Richland; and

WHEREAS, the City of Richland shares concurrent jurisdiction with Benton County for the prosecution of misdemeanor and gross misdemeanor offenses within city limits; and

WHEREAS, the City is authorized to pursue criminal prosecution of misdemeanor and gross misdemeanor crimes occurring in the City of Richland only so long as the City has adopted an ordinance prohibiting specified conduct and setting a penalty that involves criminal sanction; and

WHEREAS, the City has experienced increasing concerns related to juvenile misconduct and quality-of-life offenses affecting neighborhoods, traffic safety, and public welfare; and

WHEREAS, the Richland Police Department has identified situations in which inadequate supervision of minors contributes to violations of state law, municipal code provisions, and other unlawful or unsafe conduct; and

WHEREAS, neighboring jurisdictions, including the Cities of Kennewick and Pasco, have adopted municipal code provisions addressing parental or custodial failure to supervise children; and

WHEREAS, Kennewick Municipal Code 10.08.090 and similar ordinances have been used as enforcement tools primarily in circumstances involving repeat juvenile offenders, egregious conduct, or situations where additional accountability is necessary; and

WHEREAS, law enforcement officials from neighboring jurisdictions have advised that these ordinances can provide an effective mechanism to encourage parental involvement and intervention after notice of a child's unlawful or dangerous behavior has been provided; and

WHEREAS, adopting a failure to supervise ordinance promotes public safety, encourages responsible parental or custodial oversight, and supports the health and general welfare of the community; and

WHEREAS, upon adoption, law enforcement will have discretion to issue warnings or advisements prior to enforcement as a flexible means to respond to the specific facts and severity of each incident; and

WHEREAS, the failure to supervise ordinance is intended to provide an additional enforcement and accountability tool, and is not intended to criminalize reasonable parenting decisions or isolated conduct absent circumstances warranting enforcement.

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

Section 1. Chapter 9.12 of the Richland Municipal Code, entitled Miscellaneous Crimes, as first enacted by Ordinance No. 99-76, and last amended by Ordinance No. 2025-13, is hereby amended to read as follows:

CHAPTER 9.12
MISCELLANEOUS CRIMES

Sections:

9.12.010 Conspiracy.
9.12.020 Riot.
9.12.030 Failure to disperse.
9.12.040 Unlawful discharge of a laser in the second degree.
9.12.050 *Repealed.*
9.12.055 Illegal dumping.
9.12.060 Abandoned refrigerators.
9.12.070 Cold storage lockers.
9.12.080 Hunting.
9.12.090 Tormenting or harassing birds and animals.
9.12.100 *Repealed.*
9.12.110 Computer trespass second degree.
9.12.120 *Repealed.*
9.12.130 Possession of another's identification.
9.12.140 Failure to supervise a child unlawful.

9.12.010 Conspiracy.
It is unlawful for any person, with intent that conduct constituting a crime be performed, to agree with one or more persons to engage in or cause the performance of such conduct. Every person who is convicted of a violation of the provisions of this section shall be guilty of conspiracy. When an object of the conspiratorial agreement is a Class C felony, as defined by the laws of the state of Washington, Chapter 9A.28 RCW, conspiracy is a gross misdemeanor. When an object of the conspiratorial agreement is another misdemeanor or gross misdemeanor, conspiracy is a misdemeanor.

9.12.020 Riot.
It is unlawful for any person, acting with three or more persons, to knowingly and unlawfully use or threaten to use force, or in any way participate in the use of such force against any other person or against property. Every person who is convicted of a violation of the provisions of this section shall be guilty of riot, a gross misdemeanor, unless the actor is armed with a deadly weapon, which is a Class C felony under Chapter 9A.84 RCW.

9.12.030 Failure to disperse.
It is unlawful for any person to congregate with a group of three or more other persons at such times as there are acts of conduct within the group which create a substantial risk of causing injury to any person, or substantial harm to property, and to refuse or fail to disperse when ordered to do so by a peace officer engaged in enforcing or executing the law. Every person who is convicted of a violation of the provisions of this section shall be guilty of failure to disperse, a misdemeanor.

9.12.040 Unlawful discharge of a laser in the second degree.
RCW 9A.49.030 is hereby adopted by reference as currently enacted or as hereafter amended or recodified from time to time and shall be given the same force and effect as if set forth herein in full.

9.12.050 Impersonating public officer.
Repealed by Ord. 20-11.

9.12.055 Illegal dumping.
It is unlawful for any person to bury, burn, dump, collect, remove, or in any other manner dispose of or deposit refuse upon any street, alley, public place, or private property within the city other than as provided in RMC Title 15; except that this section shall not be taken to prohibit maintenance of any compost heap upon private property in a manner not constituting a nuisance. Every person who is convicted of a violation of the provisions of this section shall be guilty of illegal dumping, a misdemeanor.

9.12.060 Abandoned refrigerators.
It is unlawful for any person to place, maintain, leave or possess, or to knowingly permit to be placed, maintained, left or possessed, in any place accessible to children, any abandoned, unused or discarded icebox, refrigerator or other like container or receptacle, unless all doors thereon may be readily opened by children from the inside thereof and all locks and locking devices have been removed therefrom. Every person convicted of a violation of the provisions of this section shall be guilty of a misdemeanor.

9.12.070 Cold storage lockers.
A. It is unlawful for any person, either as owner or operator, or as agent for the owner or operator, to maintain or operate any cold storage locker or cold storage room unless the same is equipped with the following:

1. An emergency bell clearly audible to persons on the outside of the cold storage enclosure and operable from the inside of the locker or room. The operating mechanism on the inside of the locker or room shall be clearly posted with the words “emergency bell”;

2. Two or more separate electric lights of at least 10 watts each, located on the inside of the locker or room immediately adjacent to the operating mechanism of the emergency bell required in subsection (A)(1) of this section.

B. Every person convicted of a violation of the provisions of this section shall be guilty of a misdemeanor.

9.12.080 Hunting.
It is unlawful for any person to hunt any bird or animal within the city limits of the city of Richland, except in areas of the city that may be designated by resolution of the city council, and during such times as may be so designated. Every person convicted of a violation of the provisions of this section shall be guilty of a misdemeanor.

9.12.090 Tormenting or harassing birds and animals.
It is unlawful for any person to willfully torment or harass any game bird, game animal, or any species of bird or animal protected under the rules or regulations promulgated by the Washington State Game Commission; provided, however, that nothing contained in this section shall apply to birds or animals which are lawfully hunted in areas of the city designated by resolution of the city council during such times as may be so designated. Every person convicted of a violation of this section shall be guilty of a misdemeanor.

9.12.100 Violation of court orders.
Repealed by Ord. 20-11.

9.12.110 Computer trespass second degree.
A. A person is guilty of computer trespass in the second degree if the person, without authorization, intentionally gains access to a computer system or electronic database of another under circumstances not constituting the offense in the first degree.

B. Computer trespass in the second degree is a gross misdemeanor.

9.12.120 RCW section adopted – Unlawful possession of a legend drug.
Repealed by Ord. 2023-01.

9.12.130 Possession of another's identification.
A. A person is guilty of possession of another's identification if the person knowingly possesses personal identification bearing another person's identity, when the person possessing the personal identification does not have the other person's permission to possess it, and when the possession does not amount to a violation of RCW 9.35.020.

B. This section does not apply to:

1. A person who obtains, by means other than theft, another person's personal identification for the sole purpose of misrepresenting his or her age;

2. A person engaged in a lawful business who obtains another person's personal identification in the ordinary course of business;

3. A person who finds another person's lost personal identification, does not intend to deprive the other person of the personal identification or to use it to commit a crime, and takes reasonably prompt steps to return it to its owner; and

4. A law enforcement agency that produces or displays counterfeit credit or debit cards, checks or other payment instruments, or personal identification for investigative or educational purposes.

C. In a proceeding under this section that is related to an identity theft under RCW 9.35.020, the crime will be considered to have been committed in any locality where the person whose means of identification or financial information was appropriated resides, or in which any part of the offense took place, regardless of whether the defendant was ever actually in that locality.

D. A violation of this section is a gross misdemeanor.

9.12.140 Failure to supervise a child unlawful.

A. It is unlawful for any parent, parents, legal guardian, or any other person having the care or custody of a child, whether temporary or permanent, to:

1. Fail to properly supervise and care for such child, in that such failure of supervision or care contributes to the child violating any law of the United States, the State of Washington, or any ordinance of the City of Richland or County of Benton; or

2. Fail to exercise proper parental control of a child 12 years of age or younger by leaving the child without adult supervision for unreasonable periods of time, or leaving the child unattended under circumstances which create a risk of bodily harm to the child; or

3. Neglect, inflict cruelty or depravity upon or fail to provide a fit place for such child to live; or

4. Allow such child to be truant in violation of compulsory school attendance laws.

B. Failure to supervise a child is a misdemeanor.

Section 2. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 3. 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 4. 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.

This space intentionally left blank.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the ____ day of _____, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

First Reading: _____
Second Reading: _____
Date Published: _____

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Ordinances - Second Reading & Passage

Strategic Priority 2 - Financial Sustainability

Subject
Ordinance No. 2026-11, Amending Richland Municipal Code Section 5.20.040 related to Occupation Tax on Manufactured and Natural Gas Systems

Department/Office	Ordinance/Resolution Number	Document Type
Finance	2026-11	Ordinance

Recommended Motion
Give second reading and pass Ordinance No. 2026-11, amending Richland Municipal Code Section 5.20.040 related to occupation tax on manufactured and natural gas systems.

Summary
RMC 5.20.040 imposes an occupation tax on businesses engaged in the distribution and sale of natural or manufactured gas within the City of Richland. The current code establishes a tax rate of eight and one-half percent (8.5%) on gross income derived from gas utility operations. The ordinance also includes a reduced tax rate of one percent (1%) on the portion of gross income derived from a single customer in excess of $35,000 per month. Utility providers claiming the reduced rate are required to submit reports to the Finance Director documenting qualifying sales.

Staff has reviewed utility tax practices utilized by other municipalities in Washington State and found that municipal utility occupation taxes on gas utilities are common statewide. While the structure and language of Richland's ordinance are generally consistent with those used by other cities, the reduced-rate provision for large-volume customers is comparatively uncommon. Most Washington municipalities apply a uniform utility tax rate to all taxable gross revenues without preferential rates tied to individual customer usage levels.

The proposed ordinance would remove the reduced one percent tax rate and instead apply the standard occupation tax rate uniformly to all taxable gas utility revenues. Staff believes this amendment would simplify administration of the City's utility occupation tax and improve consistency in the application of the tax. Removal of the reduced-rate provision would also eliminate the need for separate reporting and calculation requirements associated with determining eligibility for the lower rate. The one percent (1%) large volume customer carve-out was introduced in 1982, and likely reflects the City's strategy at that time to attract and retain industrial development in an effort to diversify its economic base. No other utility occupation tax provision in the RMC contains this 1% carve-out for large volume customers.

In addition, the proposed amendment would promote a more uniform and transparent tax structure by applying the same rate to all taxable gas utility revenues, and align Richland's utility tax practices more closely with those commonly utilized by other Washington municipalities. Although the amendment may result in increased utility tax revenues associated with large-volume customers currently qualifying for the reduced rate, a review of available returns reveals that a very small amount of revenue is ever remitted under this provision. Further, Ordinance No. 2026-11 includes an effective date of January 1, 2027, which provides ample time for the City to notify affected entities. Staff expects the number of affected entities to be very small.

Staff recommends approval of Ordinance No. 2026-11 for second reading and passage.

Fiscal Impact
None.

Attachments
1. Ordinance No. 2026-11

ORDINANCE NO. 2026-11

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING SECTION 5.20.040 OF THE RICHLAND MUNICIPAL CODE RELATED TO OCCUPATION TAX ON MANUFACTURING AND NATURAL GAS SYSTEMS.

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

WHEREAS, the City of Richland imposes an occupation tax upon businesses engaged in the distribution and sale of natural and manufactured gas within the City pursuant to Chapter 5.20 RMC; and

WHEREAS, Washington cities commonly impose utility taxes upon the gross income of gas utility businesses operating within their jurisdictions; and

WHEREAS, most municipal gas utility tax ordinances within the State of Washington apply a uniform tax rate to gross revenues without reduced-rate provisions for large-volume individual customers; and

WHEREAS, Richland Municipal Code Section 5.20.040 currently includes a reduced one percent tax rate applicable to portions of monthly gross income derived from a single customer in excess of $35,000 per month; and

WHEREAS, the one percent large volume customer carve-out was introduced in 1982, and likely reflects the City's strategy at that time to attract and retain industrial development in an effort to diversify its economic base; and

WHEREAS, the reduced-rate provision creates a preferential tax treatment that is not commonly utilized by other Washington municipalities; and

WHEREAS, removal of the reduced-rate provision will simplify administration of the City's gas utility occupation tax, improve consistency in the application of the tax, and ensure a more uniform tax structure among customers and utility revenues; and

WHEREAS, maintaining a consistent tax rate on gross income derived from gas utility operations promotes fairness, transparency, and the equitable collection of municipal revenues necessary to support City services.

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

Section 1. Richland Municipal Code Section 5.20.040, entitled Occupation subject to tax – Gas system – Amount, as first enacted by Ordinance No. 117, and last amended by Ordinance No. 2022-29, is hereby amended as follows:

5.20.040 Occupation subject to tax – Gas system – Amount.
There is levied and there shall be collected from every person, firm, company or corporation which operates in the city works, plants or facilities for the distribution and sale of manufactured or natural gas, a tax in the amount, effective November 1, 1996, of eight and one-half percent.~~; provided, however, that a fee or tax of one percent shall apply to that portion of gross income derived from a single customer in excess of $35,000 per month. Suppliers claiming the reduced rate for volume sales to single users shall submit such reports indicating such sales as required by the finance director.~~

Section 2. This Ordinance shall be published in the official newspaper of the City of Richland on June 7, 2026 and take effect January 1, 2027.

Section 3. 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 4. 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 2nd day of June, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

First Reading: May 19, 2026
Second Reading: June 2, 2026
Date Published: June 7, 2026

COUNCIL AGENDA ITEM
STAFF REPORT

Council Date: 6/2/2026 Agenda Category: Ordinances - Second Reading & Passage

Strategic Priority 2 - Financial Sustainability

Subject

Ordinance No. 2026-12, Amending the 2026 Budget to Include the 2025 Budget Carryovers

Department/Office	Ordinance/Resolution Number	Document Type
Finance	2026-12	Ordinance

Recommended Motion

Give second reading and pass Ordinance No. 2026-12, amending the 2026 Budget to approve the identified carryovers and new revenues, and authorizing staff to make the necessary budget adjustments to appropriate $127,796,632 into the 2026 Budget as provided therein.

Summary

All appropriations in any current operating fund lapse at the end of each fiscal year; however, there are grants, projects and encumbered expenditures that cross between fiscal years. Therefore, it is necessary to carry over unexpended appropriations from the prior fiscal year to the current fiscal year for the following:

1) goods and services which had not yet been received by the end of 2025, but were encumbered and committed during that year;
2) uncompleted improvements in progress, including capital improvement and business license reserve projects; and
3) grant-related expenditures at the end of the year. RCW 35.33.151 expressly allows for this action.

In addition, RCW 35.33.091 requires the City to "declare an emergency" and hold a public hearing when amending the budget through appropriation of fund balance to pay for additional expenditures. A public hearing will be held on May 19, 2026, in compliance with state law, and Ordinance No. 2026-12 contains the statutorily required "emergency" language.

Ordinance No. 2026-12 amends the 2026 Budget to increase appropriations in the funds listed in the ordinance for the proposed carryovers. The proposed 2025 Budget carryover total of $127,796,632 includes previously approved capital improvement projects (CIP), grant-funded programs, and encumbered goods and services not yet received at year-end. All items included in the carryover ordinance were previously budgeted in the prior year.

The sources of funds for the 2025 Budget carryovers include unrealized grants, loans, and contributions/transfers of $41,824,458 and fund balances of $85,972,174.

Staff recommends approval of Ordinance No. 2026-12 for second reading and passage.

Fiscal Impact The total increase in appropriations to the 2026 Budget is $127,796,632. This includes carryover of $117,782,536 in approved CIP projects, $4,801,206 in other grant-funded programs, and $5,212,890 in encumbered goods and services.

Attachments

1. Ordinance No. 2026-12
2. 2025 Appropriation Carryovers

ORDINANCE NO. 2026-12

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING THE 2026 BUDGET TO PROVIDE FOR ADDITIONAL APPROPRIATIONS FROM THE CARRYOVER OF PRIOR YEAR BUDGET TO COMPLETE CERTAIN UNCOMPLETED CAPITAL PROJECTS AND ENCUMBERED PURCHASES OF GOODS AND SERVICES AND CERTAIN REVENUES NOT PREVIOUSLY APPROPRIATED, AND DECLARING A PUBLIC EMERGENCY IN VARIOUS CITY FUNDS.

WHEREAS, it is necessary to carry over unexpended appropriations from the prior fiscal year to the current fiscal year for goods and services which had not yet been received by the end of the year, but were encumbered and committed in the prior year; and for uncompleted improvements in progress, including capital improvement and business license reserve projects, and grant-related expenditures at the end of the year; and

WHEREAS, RCW 35.33.151 provides for carryover of appropriations to the following year for payment of uncompleted programs and improvements in progress or on orders subsequently filled or claims subsequently billed for goods or services not completed by the end of the fiscal year; and

WHEREAS, this funding appropriation enables completion of unfinished capital improvement projects and payment of encumbered goods and services not received by year end; and

WHEREAS, pursuant to RCW 35.33.091, a duly noticed public hearing was held on May 19, 2026 regarding the increase in appropriations from beginning fund balance and new revenue as listed in Section 3 of this Ordinance.

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

Section 1. Facts Constituting Emergency. The expenses contained within this Ordinance were not anticipated when the 2026 Budget was approved. The increased appropriations contained within this Ordinance total $127,796,632 of which $127,796,632 was previously appropriated in the prior fiscal year's final budget. These appropriations are necessary for completion of approved projects and purchases and are identified by fund in Section 3 of this Ordinance.

Section 2. Declaration of Public Emergency. Due to circumstances described above, the City Council declares that a public emergency exists in the City's funds described in Section 3 of this Ordinance.

Section 3. Amendment of the 2026 Budget. The 2026 Budget is hereby amended to provide for additional appropriations. The sources of funds contained in this Ordinance include unrealized grants, loans and contributions in the amount of $41,824,458, and fund balance in the amount of $85,972,174. These balances are identified for each fund in the following table:

CHANGES IN 2026 APPROPRIATION FROM 2025 CARRYOVERS							
		SOURCES OF FUNDS			USES OF FUNDS		
FUND #	FUND NAME	CARRYOVER REVENUE	CARRYOVER APPROPRIATED FUND BALANCE	TOTAL INCREASE IN SOURCES OF FUNDS	CURRENT APPROVED APPROPRIATIONS	CHANGE IN APPROPRIATIONS	TOTAL AMENDED APPROPRIATIONS
001	General	$ -	$ 4,056,710	$ 4,056,710	$ 83,821,814	$ 4,056,710	$ 87,878,524
101	Streets	-	1,215,910	1,215,910	4,990,164	1,215,910	6,206,074
112	Industrial Development	3,852,117	7,905,380	11,757,497	3,225,125	11,757,497	14,982,622
150	Hotel/Motel Tax	-	602,492	602,492	2,257,099	602,492	2,859,591
153	Community Dev. Block Grant	109,284	-	109,284	289,705	109,284	398,989
154	HOME	4,015,125	266,087	4,281,212	884,787	4,281,212	5,165,999
301	Streets Capital Construction	26,820,816	11,732,404	38,553,220	9,608,338	38,553,220	48,161,558
380	Park Project Construction	2,025,000	7,989,333	10,014,333	1,890,000	10,014,333	11,904,333
385	General Government Const.	750,000	953,674	1,703,674	-	1,703,674	1,703,674
402	Water Utility	-	25,332,662	25,332,662	20,659,867	25,332,662	45,992,529
403	Wastewater Utility	4,252,117	8,078,453	12,330,570	19,336,184	12,330,570	31,666,754
404	Solid Waste Utility	-	12,523,642	12,523,642	14,961,012	12,523,642	27,484,654
405	Storm Water Utility	-	3,424,954	3,424,954	5,018,564	3,424,954	8,443,518
407	Medical Services Utility	-	48,982	48,982	10,488,070	48,982	10,537,052
408	Broadband Utility	-	35,447	35,447	672,638	35,447	708,085
502	Equipment Maintenance	-	7,868	7,868	6,162,048	7,868	6,169,916
503	Equipment Replacement	-	1,798,175	1,798,175	4,761,685	1,798,175	6,559,860
	Total	**$ 41,824,458**	**$ 85,972,174**	**$ 127,796,632**	**$ 189,027,100**	**$ 127,796,632**	**$ 316,823,732**

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

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 2nd day of June, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

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Heather Kintzley, City Attorney

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2026 Carryovers - Encumbered, Expanded and Special Programs

Org	Object	Vendor #	Vendor Name	Description	PO#	Amount
A6181000	4117	32806	GALLAGHER BENEFIT SERVICES INC	EXPERT SERVICES	22500904	72,663
C5131100	4117	32652	KIMLEY-HORN AND ASSOCIATES INC	EXPERT SERVICES	22500850	2,300
C7572100	6415	30031	KEY CODE MEDIA, INC.	COMMUNICATION EQUIP > $25000	22500997	91,138
D2585000	4117	32402	SAFEBUILT WASHINGTON LLC	EXPERT SERVICES	22400214	50,000
D2586000	4117	32140	MAUL FOSTER & ALONGI INC	EXPERT SERVICES	22401026	1,080
D2586000	4117	32593	I.C. CONSULTING CORPORATION	EXPERT SERVICES	22500434	4,108
D2586000	4117	12417	AHBL, INC	EXPERT SERVICES	22500632	712,153
F1188700	6401	30005	INTERWEST TECHNOLOGY SYSTEMS INC	COMMUNICATION EQUIPMENT	22500852	126,133
F1222000	2201	10311	SEA WESTERN INC	UNIFORM/CLOTHING ALLOWANCE	22500784	4,732
F1222000	2201	10311	SEA WESTERN INC	UNIFORM/CLOTHING ALLOWANCE	22500785	13,172
F1222000	3501	11003	WEST COAST FIRE & RESCUE	SMALL TOOLS AND EQUIPMENT	22500995	12,348
F1222000	2201	10311	SEA WESTERN INC	UNIFORM/CLOTHING ALLOWANCE	22501002	3,124
F1222000	2201	10311	SEA WESTERN INC	UNIFORM/CLOTHING ALLOWANCE	22501034	8,136
IT188000	4117	32425	MOSAIC PUBLIC PARTNERS LLC	EXPERT SERVICES	22500830	18,900
IT188500	3518	30188	DIMENSIONAL COMMUNICATIONS INC.	REPLACEMENT SERVERS	22401072	3,535
IT188500	4107	11563	SMARSH, INC.	OTHER PROFESSIONAL SERVICES	22500010	1,957
IT188500	4802	30005	INTERWEST TECHNOLOGY SYSTEMS INC	REPAIRS AND MAINT-EQUIPMENT	22500224	6,634
IT188500	3583	31219	INSIGHT PUBLIC SECTOR INC.	SOFTWARE-LICENSING & UPGRADES	22500950	5,081
IT188600	3583	10455	AUTODESK INC	SOFTWARE-LICENSING & UPGRADES	22500969	1,902
IT188900	4117			EXPERT SERVICES		1,317,743
IT188500	4117			EXPERT SERVICES		141,055
IT188900	3583	11013	N HARRIS COMPUTER CORPORATION	SOFTWARE-LICENSING & UPGRADES	22300347	86,979
IT188900	4117	32622	REMY CORPORATION	EXPERT SERVICES	22401079	48,658
IT188900	4117	32388	WORKDAY INC	EXPERT SERVICES	22500028	10,582
K1710100	4117	10414	WILDLANDS INC	EXPERT SERVICES	22500171	29,410
K1710100	4117	32700	SPEEDY MOVERS	EXPERT SERVICES	22500606	72
K1710100	4117	32612	COOPER ZIETZ ENGINEERS, INC	EXPERT SERVICES	22500626	1,673
K1710100	4117	32736	MOORE IACOFANO GOLTSMAN INC	EXPERT SERVICES	22500641	29,759
K3755000	4911	11046	MP CONSTRUCTION INC	OUTSIDE SERVICES PROVIDED	22500893	549
K3755000	4911	32468	VICTOR M FLORES LOPEZ	OUTSIDE SERVICES PROVIDED	22500930	217
K3755000	4911	30005	INTERWEST TECHNOLOGY SYSTEMS INC	OUTSIDE SERVICES PROVIDED	22500941	2,096
K3755000	3138	31788	THREE RIVERS WINDOW FASHIONS	REPAIR/MAINTENANCE S UPPLIES	22500963	1,253
K3755000	4911	32221	PATRIOT ENVIRONMENTAL SERVICES INC	OUTSIDE SERVICES PROVIDED	22501026	11,218
K3768010	3109	12427	NORTHWEST TURF SOLUTIONS, INC.	FIELD SUPPLIES	22500244	10,870
L1211000	4117	32677	AMIE PETERSON	EXPERT SERVICES	22500355	2,888
L1211000	4117	32762	RICE FERGUS MILLER INC	EXPERT SERVICES	22500746	26,041
L1212000	3501	10371	MOTOROLA SOLUTIONS INC	SMALL TOOLS AND EQUIPMENT	22500680	1,861
L1212200	2201	30027	FIRST RESPONDER OUTFITTERS INC	UNIFORM/CLOTHING ALLOWANCE	22501013	507
L1212200	2201	30027	FIRST RESPONDER OUTFITTERS INC	UNIFORM/CLOTHING ALLOWANCE	22501014	1,035
L1212200	2201	30027	FIRST RESPONDER OUTFITTERS INC	UNIFORM/CLOTHING ALLOWANCE	22501015	1,220
L1212200	2201	30027	FIRST RESPONDER OUTFITTERS INC	UNIFORM/CLOTHING ALLOWANCE	22501016	1,188
L1212200	2201	30027	FIRST RESPONDER OUTFITTERS INC	UNIFORM/CLOTHING ALLOWANCE	22501017	1,090
M1543000	5209			ANIMAL SHELTER CONTRIBUTION		50,000
L1212330	3501	31250	AARDVARK	SMALL TOOLS AND EQUI PMENT	22500921	6,139
				Total General Fund		**2,923,199**
T1423000	3109	32170	PHOENIX ASPHALT MAINTENANCE COMPANY INC	FIELD SUPPLIES	22500934	7,167
T1423000	3109	32170	PHOENIX ASPHALT MAINTENANCE COMPANY INC	FIELD SUPPLIES	22500959	10,955
T1426100	4117	10517	SIERRA ELECTRIC INC	EXPERT SERVICES	22500568	2,250
T1426100	4808	10375	TRAFFIC PARTS INC	TRAFFIC CONTROL DEVICES-EQUIPM	22500739	1,354
T1426100	4808	32129	SWARCO MCCAIN INC	TRAFFIC CONTROL DEVICES-EQUIPM	22500788	22,956
T1426100	4808	32129	SWARCO MCCAIN INC	TRAFFIC CONTROL DEVICES-EQUIPM	22500880	1,363
T1426100	4808	32129	SWARCO MCCAIN INC	TRAFFIC CONTROL DEVICES-EQUIPM	22500899	889
T1426100	4808	32129	SWARCO MCCAIN INC	TRAFFIC CONTROL DEVICES-EQUIPM	22500940	783
T1426100	9812	10517	SIERRA ELECTRIC INC	INTFND SVCS - STREET LIGHTING	22500568	42,750
T1427010	4806	32815	FRANK GURNEY INC	REPAIRS AND MAINT-STRUCTURES	22500910	12,392
T1429000	4117	12054	TRANSPO GROUP USA, INC	EXPERT SERVICES	22500409	269,555
T1429000	4117	10414	WILDLANDS INC	EXPERT SERVICES	22500447	26,065
T1429000	4117	32722	MACKAY SPOSITO CONSTRUCTORS LLC	EXPERT SERVICES	22500556	5,627
T1471000	4117	10130	UNION PACIFIC RAILROAD CO	EXPERT SERVICES	22401028	31,804
				Total Streets Maintenance Fund		**435,910**
D5593000	4117	32228	HLA ENGINEERING AND LAND SURVEYING INC	EXPERT SERVICES	22400313	26,735
D5593000	4804	11272	BOYD'S TREE SERVICE LLC	REPAIRS AND MAINT-IMPROVEMENTS	22500248	1,186
D5593000	4117	10414	WILDLANDS INC	EXPERT SERVICES	22500267	7,479
D5593000	4117	12448	ROGERS SURVEYING INC PS	EXPERT SERVICES	22500314	45,000
D5593000	4117	11012	RH2 ENGINEERING INC	EXPERT SERVICES	22500329	25,054
D4593100	4117	32797	KIEMLE & HAGOOD CO	EXPERT SERVICES	22500849	46,043
D4593100	4117	10410	SHANNON & WILSON INC	EXPERT SERVICES	22400400	2,500
				Total Industrial Development Fund		**153,998**
W2013400	4117	11012	RH2 ENGINEERING INC	EXPERT SERVICES	22500150	24,992
W4188700	3583	11295	TOWNSEND CONTROLS & ELECTRIC LLC	SOFTWARE-LICENSING & UPGRADES	22500247	7,500
W2013400	4117	32474	CIMCO-GC SYSTEMS LLC	EXPERT SERVICES	22500706	8,880
W4345000	3138	10050	GENERAL PACIFIC INC	REPAIR/MAINTENANCE SUPPLIES	22500876	1,978
				Total Water Fund		**43,350**

Org	Object	Vendor #	Vendor Name	Description	PO#	Amount
S2013500	4117	10406	JUB ENGINEERS INC	EXPERT SERVICES	22200146	77,570
S3358000	4911	10030	COLE INDUSTRIAL INC	OUTSIDE SERVICES PROVIDED	22500220	5,115
S3358000	4911	12384	SILVERLINE ELECTRIC, LLC	OUTSIDE SERVICES PROVIDED	22500225	15,000
S3358000	4911	11295	TOWNSEND CONTROLS & ELECTRIC LLC	OUTSIDE SERVICES PROVIDED	22500247	6,776
S3358000	4911	31543	JORDAN MECHANICAL GROUP LLC	OUTSIDE SERVICES PROVIDED	22500269	11,228
S2013500	4117	32697	BOWMAN CONSULTING GROUP LTD	EXPERT SERVICES	22500406	8,451
S3358000	4806	31543	JORDAN MECHANICAL GROUP LLC	REPAIRS AND MAINT-STRUCTURES	22500932	1,984
S3358000	3138	31880	ALOHA GARAGE DOOR COMPANY INC	REPAIR/MAINTENANCE SUPPLIES	22500942	2,951
S3358000	3138	31880	ALOHA GARAGE DOOR COMPANY INC	REPAIR/MAINTENANCE SUPPLIES	22500953	11,207
				Total Wastewater Fund		**140,283**
G4378200	4117	10862	PARAMETRIX INC	EXPERT SERVICES	22000741	93,451
G2013700	4117	32697	BOWMAN CONSULTING GROUP LTD	EXPERT SERVICES	22300235	3,056
G4378200	4117	32466	ANALYTICAL RESOURCES LLC	EXPERT SERVICES	22400426	2,344
G4378200	4117	11840	US DEPARTMENT OF AGRICULTURE	EXPERT SERVICES	22500023	7,874
G4378200	4117	10862	PARAMETRIX INC	EXPERT SERVICES	22500596	98,846
G3378100	3514	31516	WASTEQUIP MANUFACTURING COMPANY LLC	MACHINERY & EQUIPMENT	22500947	54,670
G3378100	3514	10407	TOTER LLC	MACHINERY & EQUIPMENT	22500994	18,805
				Total Solid Waste Fund		**279,046**
R2013100	4117	32697	BOWMAN CONSULTING GROUP LTD	EXPERT SERVICES	22500406	9,931
				Total Stormwater Fund		**9,931**
F2227000	4107	12430	SYSTEMS DESIGN WEST LLC	OTHER PROFESSIONAL SERVICES	22401098	12,689
F2227000	4117	32378	KEVIN E HODGES	EXPERT SERVICES	22500658	2,250
F2227000	2201	10311	SEA WESTERN INC	UNIFORM/CLOTHING ALLOWANCE	22500856	628
F2227000	3102	10262	LIFE ASSIST INC	OPERATING SUPPLIES & MATERIALS	22501007	25,576
F2227000	2201	10311	SEA WESTERN INC	UNIFORM/CLOTHING ALLOWANCE	22501034	7,839
				Total Medical Services Fund		**48,982**
N1013200	4802	10971	PARAMOUNT COMMUNICATIONS INC	REPAIRS AND MAINT-EQUIPMENT	22500294	10,854
N1013200	6421	10628	CPM DEVELOPMENT CORPORATION	FIBER OPTIC INFRASTRUCTURE	22200617	5,990
N1013200	6421	10971	PARAMOUNT COMMUNICATIONS INC	FIBER OPTIC INFRASTRUCTURE	22500293	1,815
N1013201	6421	10459	ALLSTAR CONSTRUCTION GROUP INC	FIBER OPTIC INFRASTRUCTURE	22500558	16,788
				Total Broadband Fund		**35,447**
A4486800	6403	32460	SPYDERCORP LLC	CAPITALIZED EXPENSE	22500517	6,898
A4486800	4117	30005	INTERWEST TECHNOLOGY SYSTEMS INC	EXPERT SERVICES	22500679	971
				Total Equipment Maintenance Fund		**7,868**
A5941810	6405	11526	CORWIN OF PASCO LLC	VEHICLES/VEH EQUIPMENT >$25000	22200060	134,473
A5941810	6405	32601	OX BODIES INC	VEHICLES/VEH EQUIPMENT >$25000	22500038	58,743
A5941810	6405	11526	CORWIN OF PASCO LLC	VEHICLES/VEH EQUIPMENT >$25000	22500428	57,501
A5941810	6405	32430	ARMORED REPUBLIC HOLDINGS LLC	VEHICLES/VEH EQUIPMENT >$25000	22500582	1,044
A5941810	6405	11526	CORWIN OF PASCO LLC	VEHICLES/VEH EQUIPMENT >$25000	22500649	123,245
A5941810	6405	32750	GORDON TRUCK CENTERS INC	VEHICLES/VEH EQUIPMENT >$25000	22500686	513,925
A5941810	6405	11526	CORWIN OF PASCO LLC	VEHICLES/VEH EQUIPMENT >$25000	22500687	117,251
A5941810	6405	11526	CORWIN OF PASCO LLC	VEHICLES/VEH EQUIPMENT >$25000	22500738	79,853
A5486900	3501			SMALL TOOLS AND EQUIPMENT		48,843
				Total Equipment Replacement Fund		**1,134,875**
				Total Encumbered/Miscellaneous Carryover		**5,212,890**

2026 Carryovers - CIP Capital Projects

Org	Object	Vendor #	Vendor Name	Description	PO#	Amount
M1189000	6417			CIP - PR240004 - FS71 ADDITIONS AND IMPROVEMENTS		125,293
M1970000	5542			LAND PURCHASE FOR FUTURE FIRE STATION		750,000
				Total General Fund		**875,293**
T1423000	6321			TR260002 - NEIGHBORHOOD TRAFFIC SAFETY PROGRAM		780,000
				Total Streets Maintenance Fund		**780,000**
D4970000	5502			CIP - MN220013 - ECON DEC ROAD PROJECTS - BATTELLE BLVD		3,676,099
D4970000	5502			CIP - MN220014 - ECON DEV ROAD PROJECTS - LOGAN STREET		250,000
D4970000	5502			CIP - MN230003 - ECON DEV ROAD PROJECTS - 1ST EXTENSION TO BATTELLE		50,000
D4970000	5502			CIP - MN250003 - CITYVIEW AND TRUMAN AVE BUILD OUT		146,672
D4970000	5502			CIP - MN240005 - IDF HORN RAPIDS RAILROAD EXTENSION		1,673,017
D4970000	5526			CIP - MN200004 - NORTH HR SEWER EXTENSION		4,252,117
D5593000	6209			CIP - MN220002 - HR RAIL EXTENSION AND CROSSING/ACCESS		1,553,967
D5593000	6308			CIP - MN190003 - HORN RAPIDS IRRIGATION		1,627
				Total Industrial Development Fund		**11,603,498**
D6970000	5528			CIP - MN220006 - COLUMBIA PLAYFIELD NORTH PARKING LOT RESTORATION		450,000

Org	Object	Vendor #	Vendor Name	Description	PO#	Amount
				Total Hotel-Motel Fund		**450,000**
T2953010	6322			CIP - TR140019 - CENTER PKY SOUTH LESLIE TO CLEARWATER CREEK		2,594,249
T2953010	6362			CIP - TR130003 - PAVEMENT PRESERVATION PROGRAM		1,395,667
T2953010	6367			CIP - TR190007 - VAN GIESEN/SR240 INTERSECTION IMPROV		87,700
T2953010	6387			CIP - MN220013 - ECON DEC ROAD PROJECTS - BATTELLE BLVD		3,676,099
T2953010	6388			CIP - TR130011 - SOUTH GWW INTERSECTION IMPROVEMENTS		1,674,293
T2953010	6395			CIP - TR140017 - STEPTOE/TAPTEAL IMPROVEMENTS		7,332
T2953010	6403			CIP - MN250003 - CITYVIEW AND TRUMAN AVE BUILD OUT		206,672
T2953010	6403			CIP - MN220014 - ECON DEV ROAD PROJECTS - LOGAN STREET		250,000
T2953010	6403			CIP - MN230003 - ECON DEV ROAD PROJECTS - 1ST EXTENSION TO BATTELLE		50,000
T2470000	6403			CIP - MN240005 - IDF HORN RAPIDS RAILROAD EXTENSION		1,673,017
T2953010	6403			CIP - TR190003 - DUPORTAIL STREET CORRIDOR IMPROV		5,694,237
T2953010	6403			CIP - TR190008 - STOP-CONTROLLED INTERSECTION SAFETY IMPROV		4,244
T2953010	6403			CIP - TR230003 - COMSTOCK STREET EXTENSION		461,000
T2953010	6403			CIP - TR230007 - SR240/AIRPORT WAY PEDESTRIAN CROSSING		300,000
T2953010	6403			CIP - TR250006 - CENTRAL RICHLAND ACTIVE TRANSPORTATION IMPROVEMENTS		112,236
T2953010	6403			CIP - TR250008 - PEDESTRIAN CROSSING SAFETY IMPROVEMENTS PH 2		190,000
T2953010	6403			CIP - TR250012 - STOP-CONTROLLED INTERSECTION SAFETY IMPROV PH 2		239,457
T2953010	6403			CIP - TR250013 - SOUTH GWW PAVEMENT PRESERVATION		1,300,237
T2953010	6403			CIP - WF200001 - DOWNTOWN CONNECTIVITY IMPROVEMENTS		16,628,787
T2956100	6403			CIP - TR250004 - SAFE ROUTES TO SCHOOL		500,000
T2956100	6403			CIP - TR250014 - S GWW SIDEWALKS IMPROV		816,922
T2956200	6403			CIP - TR140020 - VANTAGE HIGHWAY PATHWAY		258,430
T2956300	6403			CIP - TR230002 - THAYER DRIVE STREET LIGHTS		432,641
				Total Streets Capital Construction Fund		**38,553,220**
K5947610	6335			CIP - MN220001 CITYWIDE SAFETY & SECURITY		158,403
K5947610	6335			CIP - PR160005 PARKS AND NEIGHBOURHOOD SAFETY PROGRAM		46,333
K5947610	6312			CIP - PR170004 RIVERS TO RIDGES TRAIL		2,236,907
K5947610	6209			CIP - PR230001 HOWARD AMON PLAYGROUND REPLACEMENT		317,476
K5947610	6403			CIP - MN220006 PARKING LOT AND PATHWAY RENEWAL		453,592
K5947610	6403			CIP - MN230004 MANDATED FACILITY ENERGY IMPROVMENETS		89,990
K5947610	6403			CIP - MN230005 BID INFRASTRUCTURE RENEWAL		55,499
K5947610	6403			CIP - PR190001 HANFORD LEGACY PARK		47,250
K5947610	6403			CIP - PR190003 CITY VIEW LAND ACQUISITION		1,190,000
K5947610	6403			CIP - PR190004 SOUTH ORCHARD PARK		38,060
K5947610	6403			CIP - PR220001 TRACT D PARK		798,278
K5947610	6403			CIP - PR220002 ADA IMPROVEMENTS		60,685
K5947610	6403			CIP - PR230003 LESLIE GROVES LONG RANGE PLANNING		32,834
K5947610	6403			CIP - PR230004 CITY-WIDE DOCK REPLACEMENT		250,640
K5947610	6403			CIP - PR230006 PLAYGROUND RENEWAL & REPLACEMENT		540,000
K5947610	6403			CIP - PR230007 KEENE RD PARKING LOT CONNECTIVITY		13,804
K5947610	6403			CIP - PR230008 CITY VIEW PARK PLANNING		75,000
K5947610	6403			CIP - PR230009 HOWARD AMON FITNESS STATION		36,161
K5947610	6403			CIP -PR240001 SHOPS 100 HVAC UPGRADE		77,360
K5947610	6403			CIP -PR240002 HOWARD AMON PARK LEE LANDING SHADE STRUCTURE		149,525
K5947610	6403			CIP - PR250001 INFORMATIONAL KIOSK REPLACEMENT		71,295
K5947610	6403			CIP - PR250004 WEST VILLAGE PARK PH2 PLAYGROUND		450,000
K5947610	6403			CIP - PR250007 SKATE PARK SEWER MAIN REPLACE		131,172
K5947610	6403			CIP - PR250008 WE JOHNSON PARK CULVERT REMOVAL		150,000
K5947610	6403			CIP - WF140010 SHORELINE DEFERRED MAINTENACE		579,952
K5947610	6403			CIP - WF150015 COLUMBIA PT MARINA PARK		1,077,526
K5947610	6403			CIP - WF160002 LESLIE GROVES PARK		886,590
				Total Park Project Construction Fund		**10,014,333**
MH941820	6403			CIP - MN200005 - CITY HALL PARKING LOT ACQUISITION AND IMPROVEMENTS		450,674
MH941820	6403			CIP - MN230007 - CITY HALL IMPROVEMENTS		5,319
MH941820	6403			CIP - PR230005 - RCC MAINT STORAGE ADDITION		75,000
MH941820	6403			CIP - MN230006 - ECONOMY INN SITE IMPROVEMENTS		179,593
MH941820	6403			CIP - MN230001 - SHOPS 100 COOLING TOWER AND PLUMBING		243,087
MH941820	6103			LAND PURCHASE FOR FUTURE FIRE STATION		750,000
				Total General Government Construction Fund		**1,703,674**
W1943410	6403			CIP - WA130002 - DISTRIBUTION R&R		1,755,010
W1943410	6403			CIP - WA130003 - IRRIGATION CAP IMPROVEMENT		787,260
W1943410	6403			CIP - WA130007 - WATER TREATMENT EQUIPMENT UPGRADES		2,571,052
W1943410	6403			CIP - WA160002 - COLUMBIA RIVER INTAKE SCREEN UPGRADES		2,063,739
W1943410	6403			CIP - WA170002 - WTP PUMPING CAPACITY IMPROVEMENTS		780,000
W1943410	6403			CIP - WA220001 - SCADA REPLACEMENT & SITE SECURITY		2,658,581
W1943410	6403			CIP - WA220002 - KENNEDY ROAD TRANSMISSION PIPELINE		750,000
W1943410	6403			CIP - WA220003 - WATER FACILITY ENERGY RESILENCY		4,250,911
W1943410	6403			CIP - WA230001 - WTP IMPROVEMENTS		500,000
W1943410	6403			CIP - WA230002 - ISLAND VIEW SUPPLY		685,000
W1943410	6403			CIP - WA240002 - HORN RAPIDS IRRIGATION UPGRADES		6,150,000
W1943410	6403			CIP - WA240003 - WATER FACILITY SITE SECURITY IMPROVEMENTS		675,000

Org	Object	Vendor #	Vendor Name	Description	PO#	Amount
W1943410	6403			CIP - WA240004 - TAPTEAL IV PUMP STATION		300,000
W1943410	6403			CIP - WA240005 - TAPTEAL 2 TRUMAN AVE BPS		1,012,758
W1943410	6403			CIP - WA250001 - WATER SYSTEM PFAS STUDY		150,000
W1943411	6403			CIP - WA250002 - STEVENS / SUNSET VALVE		200,000
				Total Water Fund		**25,289,312**
S1943510	6403			CIP - WW130001 - COLLECTION SYSTEM RENEW & REPLACEME		3,766,539
S1943510	6403			CIP - WW130003 - INFLUENT UPGRADES		516,785
S1943510	6403			CIP - WW220001 - SCADA REPLACEMENT		1,040,742
S1943510	6403			CIP - WW240001 - ANAERBOLIC DIGESTER REPLACEMENT		260,000
S1943510	6403			CIP - WW250001 - WTP GRIT WORKS		500,000
S1943510	6403			CIP - WW250002 - MONTANA LIFT STATION IMPROV		856,480
S1943510	6403			CIP - WW250003 - SANITARY LIFT STATIONS IMPROV		747,623
S1943510	6403			CIP - WW250004 - WTP ROTARY DRUM THICKENER REPLACEMENT		250,000
S1943510	6403			CIP-MN240004- IDF HORN RAPID SEWER EXT		4,252,117
				Total Wastewater Fund		**12,190,287**
G1943710	6403			CIP - SW130002 - DISPOSAL CAPACITY IMPROVEMENTS		3,361,368
G1943710	6403			CIP - SW130003 - LANDFILL CLOSURE PHASE 2		1,373,146
G1943710	6403			CIP - SW230001 - CONTAINER MAINTENANCE FACILITY		22,750
G1943710	6403			CIP - SW240002 - LANDFILL FACILITY IMPROVEMENTS		512,854
G1943710	6403			CIP - SW240003 - LANDFILL EXPANSION PH 2		6,812,579
G1943710	6403			CIP - SW250002 - HR LANDFILL LITTER FENCES		150,000
G1943710	6403			CIP - SW250003 - HR BULL LITTER FENCES		11,899
				Total Solid Waste Fund		**12,244,596**
R1943110	6403			CIP - ST130001 - STORMWATER REHABILITATION & REPLACE		1,116,656
R1943110	6403			CIP - ST130006 - STORMWATER WATER QUALITY RETROFIT		1,541,830
R1943110	6403			CIP - ST240001 - STEPTOE/COL PARK TRAIL STORM FACILITY		656,536
R1943110	6403			CIP - ST250001 - USACE HIP DEEP CREEK		100,000
				Total Stormwater Fund		**3,415,023**
A5941810	6405			MN140016-Fleet Vehicle and Heavy Equipment Replacement Program		663,299
				Total Equipment Replacement Fund		**663,299**
				Total CIP Capital Project Carryover		**117,782,536**

2026 Carryovers - Non-CIP Grant-Funded

Expenditure Org	Object	Vendor #	Vendor	Description	PO #	Amount
K2710200	6400			RCC Design - Bathroom Remodel (2024 Funding from REET)		100,000
K3755000	6417			Trash Enclosure (2025 CIP - MN250002)		72,465
M1189000	6340			Public Art Installation Costs		40,000
						212,465
L1212360	3501			EP 2024 - K-9 - K-9 Equipment (Annually) -- Extended to 2026		8,128
L1212360	4301			EP 2024 - K-9 - K9 Purchase and training (every 5-8 years) - Extended to 2026		11,500
L1212360	3501			EP 2024 - K-9 - K9 Purchase and training (every 5-8 years) - Extended to 2026		12,500
L1212360	4912			EP 2024 - K-9 - K9 Purchase and training (every 5-8 years) - Extended to 2026		6,000
L1212200	1101			EP 2024 - K-9 - Handler Assisgnment Pay9 -- Extended to 2026		3,954
L1212360	4117			EP 2024 - K-9 - K9 Boarding (annually) -- Extended to 2026		527
L1212360	4117			EP 2024 - K-9 - Veterinary Care (annually) -- Extended to 2026		3,000
L1188700	3583			EP 2024 - K-9 - K9 Software (annually) -- Extended to 2026		144
						45,753
				Total General Fund Carryover		**258,218**
D6739000	4990			Approved 2025 projects extended to 2026		152,492
				Total Hotel/Motel Fund Grant Carryover		**152,492**
D7587110	4995			O/O Rehab - program income		10,183
D7587100	4925			APPROVED PROJECTS		26,106
D7587110	4997			Unallocated Expenses		72,995
				Total CDGB Fund Grant Carryover		**109,284**
D8587110	4985			Program Income-Richland		83,094
D8587110	4986			Program Income-Kennewick		122,620
D8587110	4861			TBRA - Richland		43,737
D8587110	4862			TBRA - Kennewick		16,110
D8587110	4863			TBRA - Pasco		34,427
D8587110	4864			TBRA - Admin		15,166
D8587110	4868			Home Owner REHAB Occupied-Richland		339,685
D8587110	4866			Home Owner REHAB Occupied-Kennewick		341,260
D8587110	4867			Home Owner REHAB Occupied-Pasco		341,260
D8587110	4869			Home Owner REHAB Occupied - Admin		98,287
D8587100	4982			CHDO - Stardust Project		379,868

Org	Object	Vendor #	Vendor Name	Description	PO#	Amount
D8587110	4988			Entitlement-Richland		121,024
D8587110	4989			Entitlement-Kennewick		302,066
D8587110	4991			Entitlement-Pasco		447,205
D8587020	5200			Richland Unallocated Admin		127,476
D8587020	5202			Pasco Unallocated AD		-
D8587020	5203			Kennewick Unallocated AD		56,482
D8593450	4925			HOME ARP APPROVED PROJECTS		1,172,990
D8593450	4949			HOME ARP Approved Projects		67,203
D8593450	4117			HOME ARP APPROVED Projects Admin		171,252
				Total HOME Fund Grant Carryover		**4,281,212**
				Total Non-CIP Grant Funded Carryover		**4,801,206**
				2025 Encumbered/Miscellaneous Carryover		**5,212,890**
				2025 CIP/Capital Project Carryover		**117,782,536**
				2025 Non-CIP Grant Carryover		**4,801,206**
				Total Carryovers		**127,796,632**

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Resolutions - Adoption

Strategic Priority 2 - Financial Sustainability
Strategic Priority 4 - Quality of Life

Subject
Resolution No. 2026-73, Authorizing Weatherwise Contractor Agreements with Vance Heating and Air Conditioning Inc. and Aces HVAC, LLC for Weatherwise Program Participation

Department/Office	Ordinance/Resolution Number	Document Type
Energy Services	2026-73	Resolution

Recommended Motion
Adopt Resolution No. 2026-73, authorizing the City Manager to sign and execute agreements with Vance Heating and Air Conditioning Inc. and Aces HVAC, LLC for participation in the City's Weatherwise program.

Summary
The City's weatherization program provides energy efficiency improvements for Richland electric utility customers through authorized private contractors. Eligible improvements may include heat pumps, windows, doors, and building insulation designed to improve energy efficiency and reduce utility costs.

To become an authorized contractor under Richland's Weatherwise program, contractors must complete a standardized process to qualify, which includes: 1) submitting an application; 2) meeting all licensing, insurance, and bonding requirements; and 3) applicable fee payment and completing program orientation requirements. The one-time application fee is intended to offset administrative costs associated with the program. Approved contractors must maintain compliance with all program requirements in order to remain on the CIty's authorized contractor list.

The City maintains and publishes a "Weatherwise Program Authorized Contractor" list on the City's website for customers seeking information regarding available contractors participating in the program. The City does not endorse or recommend one contractor over another.

Resolution No. 2026-73 will authorize the addition of Vance Heating and Air Conditioning Inc. and Aces HVAC, LLC to the City's authorized contractor list. Both contractors have met all applicable program requirements and are eligible to participate in the program.

Staff recommends adoption of Resolution No. 2026-73.

Fiscal Impact
None.

Attachments
1. Resolution No. 2026-73
2. Draft Agreement - Vance Heating and Air Conditioning, Inc.
3. Draft Agreement - Aces HVAC, LLC

RESOLUTION NO. 2026-73

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, AUTHORIZING WEATHERWISE CONTRACTOR AGREEMENTS WITH VANCE HEATING & AIR CONDITIONING, INC. AND ACES HVAC LLC FOR WEATHERWISE PROGRAM PARTICIPATION.

WHEREAS, the City of Richland operates an electric utility providing customers reliable service at the lowest reasonable cost through wholesale power purchases, efficient operations and energy efficiency; and

WHEREAS, the City authorizes contractors to install energy conservation improvements for Richland electric customers under the energy efficiency Weatherwise program; and

WHEREAS, the City specifies program procedures, minimum bonding and insurance requirements, electric heat and conservation improvement requirements, delisting procedures, and other program and regulatory requirements; and

WHEREAS, upon meeting all contractual requirements, and on the condition that licensing and bonding be maintained at all times during participation in the program, Vance Heating & Air Conditioning, Inc. and Aces HVAC LLC will be added as authorized contractors for the City's Weatherwise Program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute Weatherwise contractor agreements with Vance Heating & Air Conditioning, Inc. and Aces HVAC LLC for participation in the City's Weatherwise program.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 2nd day of June, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

CITY-AUTHORIZED CONTRACTOR AGREEMENT

THIS AGREEMENT, made this day, _____, between the **City of Richland**, a municipal corporation and city of the first class located in Benton County, Washington, hereinafter referred to as the "City," and Vance Heating and Air Conditioning Inc. , hereinafter referred to as "Contractor."

W-I-T-N-E-S-S-E-T-H:

I. Recitals

WHEREAS, the Community directly benefits from promoting energy efficiency within the City's utility service area; and

WHEREAS, effective October 1, 1994, the City entered into the Conservation Resource Acquisition Agreement with the Bonneville Power Administration (BPA) in order to acquire cost-effective conservation resources; and

WHEREAS, the Conservation Resource Acquisition Agreement was superseded by an Energy Conservation Agreement between the City and BPA, effective September 7, 2017, an agreement providing the current legal conditions by which the parties are pursuing cost-effective conservation resources; and

WHEREAS, upon contracting with BPA, the City's Residential Weatherwise Agreement became an extension of the master Conservation Resource Acquisition Agreement and its successor Energy Conservation Agreement; and

WHEREAS, the Energy Conservation Agreement provides the City with the flexibility to determine the conservation program activities and incentive levels necessary to achieve conservation objectives; and

WHEREAS, conservation objectives are achieved through a three-party contracting effort between the City, a City-Authorized Contractor tasked with performing energy-efficient improvements, and the benefiting property owner;

NOW, THEREFORE, in consideration of the covenants and agreements herein contained and the terms and conditions hereof, the parties agree as follows:

II. Agreement

1. Scope of Work - Contractor agrees to furnish all labor, materials, bonding, insurance, supervision and equipment required to install energy conservation measures

available through the City's Weatherwise Service. All understandings related to this scope of work shall be in writing. No verbal agreements between the benefiting property Owner ("Owner"), Contractor, and the City will supersede this Agreement.

2. Duration and Termination - The term of this Agreement shall be for one year from the above date, and shall automatically renew on the annual anniversary date each successive year. Either party may terminate this agreement without cause at any time upon thirty (30) days' written notice to the other party.

   a. Contractor's failure to respond to any requests made by the City related to insurance requirements or bonding information shall result in immediate termination of this Agreement.

   b. Contractor is obligated to satisfactorily and timely complete all projects that are in progress as of the date of termination of this Agreement.

3. Procedure - The City and Contractor share the responsibility to market and promote the City's Weatherwise Service.

   a. The City shall market the Weatherwise Service, including City-Authorized Contractors, through utility billing inserts, radio and print advertising, and other appropriate media. In response to a request for a proposal that resulted from the City's marketing efforts, the Contractor shall promote the benefits of energy efficiency and participation in the City's Weatherwise Service to the Owner. The Contractor may also use its own client lists and sales leads to solicit participation in the Weatherwise Service.

   b. The Contractor may market the Weatherwise Service and their status as a City-Authorized Contractor. All Contractor marketing and advertising that has any reference to the City's Weatherwise Service or their status as a City-Authorized Contractor shall be submitted to the Energy Services Director (ESD) or designee for advance written approval.

   c. The Contractor's performance goal shall be to consistently obtain a sales amount equal to, or in excess of, the average Contractor Weatherwise Service sales amount. Achievement of the performance goal will be periodically monitored to determine, in the Energy Service Director's reasonable judgment, if the Contractor has achieved the performance goal. The Contractor shall be required to submit a marketing plan to achieve this goal at the time of execution of this Agreement. The marketing plan shall be subject to City review and acceptance.

   d. No work will be authorized without the Owner's completion of the City's Weatherwise application, and the Contractor's completion of the City's proposal form. The Contractor and Owner share the responsibility to determine whether the building meets the City's Eligibility Criteria, and to indicate such on the Weatherwise proposal. The Contractor is responsible for identifying and informing the City and the Owner of all required actions that do not qualify for

payment under the Weatherwise Service. The Contractor shall only propose materials and equipment that are pre-approved by the City. Contractor shall not receive any payment under this Agreement until City approves final inspection and acceptance of the work performed.

4. Eligibility Criteria - In order to qualify, a home must have electric heating equipment that meets one of the City's Eligibility Criteria defined in the City's loan application. Further, Owners of residences must receive electric utility service from the City.

5. Energy Conservation Measure Availability - Homes must meet the City's energy conservation measure availability defined in the City's Weatherwise Loan Service Standard Terms and Conditions. The Contractor agrees to restrict its weatherization materials, products, and installation methods to those currently approved by the City.

6. Commencement - Once a signed Owner's Application and City proposal form are received, the City will schedule loan closing with the Owner. The City reserves the right to reject any proposal to perform work under this Agreement at the sole discretion of the City.

   a. All changes that result in an increase in the bid price or increased scope of work after Notice to Proceed is issued must be approved in writing by the City and the Owner. Reductions in the scope of work and cost may be made, and the Weatherwise Statement may be revised, upon City installation acceptance without requiring a revision to the Loan Agreement.

   b. Contractor shall not commence work on an Owner's residence until an authorized City representative has issued the Notice to Proceed based on the Owner's acceptance of the City's Application, Contractor's Proposal and City Loan Agreement. No new work may be issued to the Contractor by the City until all jobs which have been in progress for more than one-hundred and twenty (120) days have passed all required inspections. The Contractor's failure to complete all work and obtain City inspection and acceptance within one-hundred and twenty (120) days from the date of the City's Notice to Proceed enables the City and/or Owner to cancel the Loan Agreement without incurring Contractor cancellation costs.

   c. The City may cancel the Loan Agreement for just cause and shall not be responsible for any Owner or Contractor damages.

   d. Prior to the commencement of work, the Owner may request to cancel the Loan Agreement. Such request to cancel shall be submitted to the City in writing. If the Loan Agreement is canceled by the Owner after the City has given notice to proceed to the Contractor, the Owner is responsible to pay any cancellation costs to the Contractor identified in the proposal.

7. Warranty - Contractor warrants that the work and materials furnished under this Agreement shall comply with accepted industry standards and the requirements established by the City. These requirements are included in this Agreement by reference. The City may revise its requirements at any time based on one or more health or safety concerns. All other City requirements may be revised semi-annually.

   a. If any defect in the Contractor's workmanship or materials is discovered within two (2) years after the completion of any work, the Contractor shall expeditiously remedy, repair, correct, replace or cause to be remedied, repaired, or replaced at the Contractor's expense such defect in materials or workmanship.

   b. Sealed insulated glass units and heat pumps shall be warranted against failure for a minimum period of five (5) years. Insulation shall be warranted against failure for a minimum of two (2) years. The Contractor shall provide to the City and the Owner a written warranty for the sealed insulated glass units, heat pumps, and insulation.

   c. The foregoing warranties shall survive any inspection the City may elect to make.

8. Acceptance and Payment - Upon completion of the work, the Contractor will notify the City that the job is complete, and upon inspection approval by the City and acceptance by the Owner, Contractor may then invoice the City for the amount stated in the Notice to Proceed. The Contractor will be paid within thirty (30) days subsequent to City acceptance of the work and after an acceptable detailed invoice has been received by the City. The Contractor shall promptly pay all subcontractors or materials providers employed by the Contractor in connection with installations undertaken pursuant to this Agreement.

   a. All material and workmanship shall be subject to inspection, examination and testing by duly authorized agents of the City at any time during or after installation of materials. Such inspection will verify the home meets the relevant Eligibility Criteria, and that the energy conservation measures are available and meet all City material and installation requirements. The Owner and Contractor must be present at the time of inspection.

   b. The City shall have the right to reject defective material and workmanship and/or require its correction without cost or expense to the City or the Owner. Contractor shall be given timely notice of the defect and a reasonable opportunity to cure. In the event the Contractor fails or refuses to correct any defect as set forth herein, the City may, at its option, deduct an equitable amount from any payment owing or to be owed to the Contractor, or take such other steps as it deems appropriate.

   c. The City reserves the right to levy penalty charges for re-inspection due to work or materials failing previous inspection. Charges will be billed to the Contractor on a monthly basis. The City reserves the right to collect re-inspection penalty charges which are outstanding and past due by deducting the amount owing for

re-inspection from subsequent payments owed to the Contractor for completed work.

d. If the Contractor's work fails to pass on the third inspection, the City may, in consultation with the Owner, determine to correct the work and deduct the cost from the amount due the Contractor.

e. The Owner may submit a written complaint within five (5) business days of City inspection acceptance. If an Owner complaint is not received in writing within five business days of City inspection acceptance, the materials and their installation have been accepted by the Owner. If in the opinion of the Energy Services Director a reasonable written complaint is received within this period the City may withhold payment to the Contractor. The Contractor must resolve reasonable Owner written complaints within five business days of receipt. If the Owner and Contractor cannot resolve the complaint within ten business days of City inspection acceptance, the Contractor agrees to relieve the City from all responsibilities including payment under this Agreement.

9. Indemnification/Hold Harmless - The Contractor shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

10. Waiver of Liens - Contractor understands that the City does not wish construction liens or materialmen's liens to be placed upon the property of participating Owners as a result of any services or materials provided by Contractor pursuant to the City's Weatherwise Service. Therefore, Contractor hereby waives any common law or statutory right it may have to any construction, materialmen, or other lien against such property, and agrees that it will not file, nor by failure to pay any materialmen or subcontractor, cause any other person to file a construction, materialmen, or other lien against the real property owned by participating Owners.

a. If Contractor does file, or permits to be filed, or by its failure to pay lawful obligations causes to be filed any such lien in contravention of this Agreement, without City approval, the City, without prejudice to any other rights it may have,

may take such action it deems necessary or advisable so as to remove any such lien, and Contractor shall reimburse the City for all expenses, including attorney's fees, incurred by the City in resolving the issue of the lien and obtaining or attempting to release the lien.

b. Advance City permission to file such liens may be obtained on a case-by-case basis under certain conditions. A contractor's request to file such liens shall be made in writing to the Energy Services Director. The request shall identify a justifiable reason for the lien.

11. Liability Insurance -

a. *Duty to Obtain*: The Contractor shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damage to property which may arise from, or in connection with, the performance of the work hereunder by the Contractor, their agents, representatives, employees or subcontractors.

b. *No Limitation*: Contractor's maintenance of insurance, its scope of coverage and limits as required herein shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

c. *Minimum Scope of Insurance*: Contractor shall obtain insurance of the types described below:

i. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

ii. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, personal injury and advertising injury, contractors' pollution liability, and liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide the Aggregate Per Project Endorsement ISO form CG 25 03 11 85 or an equivalent endorsement. There shall be no endorsement or modification of the Commercial General Liability Insurance for liability arising from explosion, collapse or underground property damage. The City shall be named as an insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing equivalent coverage.

iii. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

d. *Minimum Amounts of Insurance*: Contractor shall maintain the following insurance limits:

i. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.

ii. Commercial General Liability insurance shall be written with limits no less than $1,000,000 each occurrence, $2,000,000 general aggregate and $2,000,000 products-completed operations aggregate limit.

e. *Other Insurance Provision*: The Contractor's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain, that they shall be primary insurance with respect to the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.

f. *Acceptability of Insurers*: Companies writing the insurance to be obtained under this Agreement shall be licensed to do business under Chapter 48 RCW. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII, and the ratings shall be indicated on the insurance certificates.

g. *Verification of Coverage*: Prior to commencement of work, Contractor shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Contractor.

h. *Subcontractors*: The Contractor shall be solely responsible for determining the insurance coverage and limits required, if any, to be obtained by all subcontractors, which determination shall be made in accordance with reasonable and prudent business practices.

12. Bonding - In accordance with the Revised Code of Washington (RCW) 39.08 and (where applicable) RCW 60.28, Contractor shall provide the City with a payment bond and a performance bond covering all work performed under this Agreement, in an amount of not less than $25,000. Each bond shall be executed on the forms provided by the City and must be issued by a company registered to do business in the State of Washington.

13. Certifications and Permits - The Contractor shall give all required notices and comply with all applicable laws, ordinances, rules and regulations, and certification requirements, and shall procure and pay for all necessary municipal or other governmental permits, licenses and inspections.

a. Heat Pump contractors shall employ a minimum of one Refrigeration Service Engineer's Society (R.S.E.S.) certified employee to maintain its status as a City-Authorized Heat Pump Contractor.

b. All Contractors shall request an in-progress inspection from the Energy Services Business Services Division for construction work that may become concealed (e.g., closed-blows and advanced air-sealing).

c. Copies of all required permits and certifications, including, but not limited to a City building permit, State electrical permit, Air Pollution Control Authority asbestos abatement permit, and insulation certification shall be attached to the invoice for each completed job.

d. In the event the Energy Services Business Services Division inspector does not complete both inspections on behalf of the City, the Contractor will be required to request an inspection from both the City's Building Inspection Division and Business Services Division for all work performed under this Agreement.

14. Subcontractors - The Contractor is solely responsible for identifying and hiring a competent subcontractor to perform subcontracted work. Contractor shall be fully responsible to the City and Owner for acts or omissions of any subcontractor performing any portion of the work under this Agreement, or any person directly or indirectly employed by the Contractor, and nothing contained herein shall create any contractual relationship between subcontractors and the City. Contractor is responsible for ensuring all subcontractors' compliance with the terms of this Agreement, and for immediately addressing issues raised by the City regarding subcontractor performance.

15. Kickbacks - Kickbacks, rebates, price reductions or inducements for participation or non-participation or other non-service benefits from the Contractor to an Owner are strictly prohibited, and such acts may be subject to prosecution or civil action under federal law. Bid rigging or bid collusion may subject the parties to triple damages under federal law in addition to any other penalties prescribed by law.

16. Clean-up - Contractor shall at all times keep Owner's premises and work areas free from accumulation of waste materials or rubbish, and prior to completion of work, remove any rubbish from the premises, including but not limited to tools, scaffolding, equipment, and materials. Upon completion of work, Contractor shall leave the premises in a condition satisfactory to the City and the Owner. In the event the Contractor fails to comply with any of the foregoing in a prompt and workmanlike manner after reasonable notice, the City may, after such notice, perform the clean-up work and removal at the expense of the Contractor. Expenses associated with the City's clean-up and removal of waste and/or materials on the Contractor's behalf shall be deducted from any balance owing to Contractor for completed work before final payment is made.

17. Independent Contractor - Contractor is an independent contractor. This is no partnership, agency, or employment of contractor relationship between Contractor or any of the Contractor's employees and the City. The parties expressly understand and agree that the equipment used, and the personnel employed by Contractor in performing the work contemplated by this Agreement shall at all times be under the sole and exclusive control of the Contractor. The Contractor shall not create any obligation or assume any responsibility for the City, nor shall the Contractor attempt to bind the City in any way whatsoever; nor shall Contractor represent in any manner that he or she is an agent of the City or associated or affiliated with the City in any capacity other than as an independent contractor. The parties' express intent is that no vicarious liability be created by the contractual relationship between Contractor and the City.

18. Assignment - Contractor shall not assign or transfer any right, title or interest under the terms of this Agreement without the prior written approval of the City.

19. Survival - The provisions covering Warranty, Waiver of Liens and Indemnification shall survive termination, cancellation, or expiration of this Agreement.

20. City-Authorized Contractor List - The City Authorized Contractor List will be posted on the City's website at www.ci.richland.wa.us/EnergyServices as an alphabetized list of authorized contractors.

21. Violations – The following procedure shall be followed for all perceived violations of this Agreement:

    a. If the City has reason to believe that Contractor is in violation of this Agreement, the Energy Services Director shall promptly notify Contractor in writing of the violation. The written notice shall set forth the nature of the alleged violation and identify the desired remedy.

    b. Contractor shall respond in writing within thirty (30) days of receipt of such notice. Contractor's response shall either be: 1) an indication and explanation that the violation has been cured, along with any supporting documentation to evidence the cure; or 2) a written cure plan that satisfies the Energy Services Director; or 3) an explanation that refutes the alleged violation with documentation to support Contractor's position that the alleged violation did not occur.

    c. If, after review, the Energy Services Director agrees that no violation occurred, no further action is necessary. However, if, after review, the Energy Services Director determines in his reasonable judgment that the violation has not been cured within the time allowed, and no satisfactory cure plan has been presented and approved, Contractor may be removed from the City-Authorized Contractor list, and City may take any action authorized by law or equity to enforce the terms of this Agreement.

d. If the nature of the violation is such that it cannot be fully cured within thirty (30) days due to circumstances beyond Contractor's control, the period of time in which Contractor must cure the violation may be extended in writing by the Energy Services Director for such additional time as is reasonably necessary to complete the cure, provided that: 1) Contractor shall have promptly commenced the cure; and 2) in the Energy Services Director's reasonable judgment, Contractor is diligently pursuing its efforts to cure the violation. If, in the Energy Services Director's reasonable judgment, the violation has not been cured within the extended time allowed, Contractor may be removed from the City-Authorized Contractor list, and City may take any action authorized by law or equity to enforce the terms of this Agreement.

e. In the event a Contractor's name is removed from the City-Authorized Contractor list, Contractor may request to be reinstated on the list by curing violation(s) of this Agreement or providing a cure plan that satisfies the Energy Services Director.

f. The Energy Services Director may authorize a Contractor who has been voluntarily or involuntarily removed from the City-Authorized Contractor list to complete work under the Weatherwise Service. Such authorization would permit the Contractor to serve owners, but the Contractor would not enjoy the benefits of being listed as a City-Authorized Contractor.

22. Amendments - All amendments to this Agreement, except as identified herein, shall be in writing and signed by both parties. The Weatherwise Material & Installation Specifications, the Eligibility Criteria definitions, and the definitions of Energy Conservation Measure Availability are incorporated by reference into this Agreement and may be periodically amended by the City in its sole discretion. When written changes to referenced documents are issued by an authorized City representative, the amendments shall automatically become effective and incorporated into this Agreement.

23. Asbestos Notice to Contractors - Notice is hereby given that there is a strong possibility that many heating, ventilation, and air conditioning systems and prefabricated, pre-cut, government-built and other buildings located within the City of Richland contain asbestos. Contractors are solely responsible for taking proper precautions to protect their employees, the benefiting property Owners, and their tenants from the release of asbestos fibers into the environment. Contractor shall immediately notify the City if any area of a structure has had any asbestos removed by other than an EPA-approved procedure documented in writing by an EPA-certified contractor. Any structure that is known or suspected to have had asbestos removed shall be considered as contaminated until decontamination has been performed and certified, and all written documentation has been accepted by the City. Decontamination and all other types of asbestos abatement are costs borne by the Owner. The Contractor is responsible for determining and documenting on the City's proposal form whether the scope of work will affect or disturb asbestos.

24. Covenant Not to Compete/Conflict of Interest - For a period of two (2) years following the completion of City service by a City employee, the City shall not transact business or interface with any former City employee who has been directly concerned or who personally participated in the activities which form the subject of this Agreement while they were employed by the City of Richland. The City shall have the right to request replacement of the former City employee by another company employee who does not have this conflict of interest. The City retains the right to terminate this Agreement should the Contractor not comply with the request.

25. Americans with Disabilities Act - The City of Richland adheres to and promotes the requirements of the federally legislated Americans with Disabilities Act of 1990. By signing this Agreement, the Contractor certifies and agrees that they will adhere to and promote the requirements of the Americans with Disabilities Act. The Contractor will assure that a similar statement to this certification will become a part of all agreements with any subcontractor with whom they contract.

26. Notices - All notices required to be given to Contractor or City under this Agreement shall be in writing and shall be deemed served when delivered by hand or by Federal Express or similar service during normal business hours; or when mailed via certified mail, return receipt requested. They parties may, upon mutual agreement, determine to accept notice via email.

Notices shall be given to the following:

For the City of Richland	**For the Contractor:**
Energy Services Director	Owner's Name: _____
City of Richland	Company Name: _____
625 Swift Blvd., MS-23	Mailing Address: _____
Richland, WA 99352	City, State Zip _____
(509) 942-7403	Business Phone: _____
	Business Fax: _____
	Contact Email: _____

27. Severability - If any provision of this Agreement is found by a court of competent jurisdiction to be invalid or unenforceable as written, the remainder of the Agreement or the applications of the remainder of the Agreement shall not be affected.

28. Governing Law/Forum Selection - Unless otherwise controlled by federal law, the interpretation and enforcement of this Agreement shall be governed by the laws of the State of Washington. The parties agree that Benton County is the appropriate

venue for filing of any civil action arising out of this Agreement. Contractor expressly agrees to submit to personal jurisdiction in Benton County Superior Court.

29. Legal Action - The parties agree that should legal action be necessary to enforce any of the provisions of this Agreement, that the prevailing party will be awarded its reasonable attorney's fees and costs in action.

IN WITNESS WHEREOF, the Contractor has obtained all certificates, bonds, licenses, certifications and insurance in compliance with this Agreement, and the parties have entered into the City-Authorized Contractor Agreement as of the day and year written below.

CITY OF RICHLAND, WASHINGTON

Company Name

Jon Amundson Date
City Manager

Authorized Representative Date

Printed Name

ATTEST:

Jennifer Rogers
City Clerk

APPROVED AS TO FORM:

Heather Kintzley
City Attorney

CITY-AUTHORIZED CONTRACTOR AGREEMENT

THIS AGREEMENT, made this day, _____, between the **City of Richland**, a municipal corporation and city of the first class located in Benton County, Washington, hereinafter referred to as the "City," and Aces HVAC, LLC, hereinafter referred to as "Contractor."

W-I-T-N-E-S-S-E-T-H:

I. Recitals

WHEREAS, the Community directly benefits from promoting energy efficiency within the City's utility service area; and

WHEREAS, effective October 1, 1994, the City entered into the Conservation Resource Acquisition Agreement with the Bonneville Power Administration (BPA) in order to acquire cost-effective conservation resources; and

WHEREAS, the Conservation Resource Acquisition Agreement was superseded by an Energy Conservation Agreement between the City and BPA, effective September 7, 2017, an agreement providing the current legal conditions by which the parties are pursuing cost-effective conservation resources; and

WHEREAS, upon contracting with BPA, the City's Residential Weatherwise Agreement became an extension of the master Conservation Resource Acquisition Agreement and its successor Energy Conservation Agreement; and

WHEREAS, the Energy Conservation Agreement provides the City with the flexibility to determine the conservation program activities and incentive levels necessary to achieve conservation objectives; and

WHEREAS, conservation objectives are achieved through a three-party contracting effort between the City, a City-Authorized Contractor tasked with performing energy-efficient improvements, and the benefiting property owner;

NOW, THEREFORE, in consideration of the covenants and agreements herein contained and the terms and conditions hereof, the parties agree as follows:

II. Agreement

1. Scope of Work - Contractor agrees to furnish all labor, materials, bonding, insurance, supervision and equipment required to install energy conservation measures

available through the City's Weatherwise Service. All understandings related to this scope of work shall be in writing. No verbal agreements between the benefiting property Owner ("Owner"), Contractor, and the City will supersede this Agreement.

2. Duration and Termination - The term of this Agreement shall be for one year from the above date, and shall automatically renew on the annual anniversary date each successive year. Either party may terminate this agreement without cause at any time upon thirty (30) days' written notice to the other party.

   a. Contractor's failure to respond to any requests made by the City related to insurance requirements or bonding information shall result in immediate termination of this Agreement.

   b. Contractor is obligated to satisfactorily and timely complete all projects that are in progress as of the date of termination of this Agreement.

3. Procedure - The City and Contractor share the responsibility to market and promote the City's Weatherwise Service.

   a. The City shall market the Weatherwise Service, including City-Authorized Contractors, through utility billing inserts, radio and print advertising, and other appropriate media. In response to a request for a proposal that resulted from the City's marketing efforts, the Contractor shall promote the benefits of energy efficiency and participation in the City's Weatherwise Service to the Owner. The Contractor may also use its own client lists and sales leads to solicit participation in the Weatherwise Service.

   b. The Contractor may market the Weatherwise Service and their status as a City-Authorized Contractor. All Contractor marketing and advertising that has any reference to the City's Weatherwise Service or their status as a City-Authorized Contractor shall be submitted to the Energy Services Director (ESD) or designee for advance written approval.

   c. The Contractor's performance goal shall be to consistently obtain a sales amount equal to, or in excess of, the average Contractor Weatherwise Service sales amount. Achievement of the performance goal will be periodically monitored to determine, in the Energy Service Director's reasonable judgment, if the Contractor has achieved the performance goal. The Contractor shall be required to submit a marketing plan to achieve this goal at the time of execution of this Agreement. The marketing plan shall be subject to City review and acceptance.

   d. No work will be authorized without the Owner's completion of the City's Weatherwise application, and the Contractor's completion of the City's proposal form. The Contractor and Owner share the responsibility to determine whether the building meets the City's Eligibility Criteria, and to indicate such on the Weatherwise proposal. The Contractor is responsible for identifying and informing the City and the Owner of all required actions that do not qualify for

payment under the Weatherwise Service. The Contractor shall only propose materials and equipment that are pre-approved by the City. Contractor shall not receive any payment under this Agreement until City approves final inspection and acceptance of the work performed.

4. Eligibility Criteria - In order to qualify, a home must have electric heating equipment that meets one of the City's Eligibility Criteria defined in the City's loan application. Further, Owners of residences must receive electric utility service from the City.

5. Energy Conservation Measure Availability - Homes must meet the City's energy conservation measure availability defined in the City's Weatherwise Loan Service Standard Terms and Conditions. The Contractor agrees to restrict its weatherization materials, products, and installation methods to those currently approved by the City.

6. Commencement - Once a signed Owner's Application and City proposal form are received, the City will schedule loan closing with the Owner. The City reserves the right to reject any proposal to perform work under this Agreement at the sole discretion of the City.

   a. All changes that result in an increase in the bid price or increased scope of work after Notice to Proceed is issued must be approved in writing by the City and the Owner. Reductions in the scope of work and cost may be made, and the Weatherwise Statement may be revised, upon City installation acceptance without requiring a revision to the Loan Agreement.

   b. Contractor shall not commence work on an Owner's residence until an authorized City representative has issued the Notice to Proceed based on the Owner's acceptance of the City's Application, Contractor's Proposal and City Loan Agreement. No new work may be issued to the Contractor by the City until all jobs which have been in progress for more than one-hundred and twenty (120) days have passed all required inspections. The Contractor's failure to complete all work and obtain City inspection and acceptance within one-hundred and twenty (120) days from the date of the City's Notice to Proceed enables the City and/or Owner to cancel the Loan Agreement without incurring Contractor cancellation costs.

   c. The City may cancel the Loan Agreement for just cause and shall not be responsible for any Owner or Contractor damages.

   d. Prior to the commencement of work, the Owner may request to cancel the Loan Agreement. Such request to cancel shall be submitted to the City in writing. If the Loan Agreement is canceled by the Owner after the City has given notice to proceed to the Contractor, the Owner is responsible to pay any cancellation costs to the Contractor identified in the proposal.

7. Warranty - Contractor warrants that the work and materials furnished under this Agreement shall comply with accepted industry standards and the requirements established by the City. These requirements are included in this Agreement by reference. The City may revise its requirements at any time based on one or more health or safety concerns. All other City requirements may be revised semi-annually.

   a. If any defect in the Contractor's workmanship or materials is discovered within two (2) years after the completion of any work, the Contractor shall expeditiously remedy, repair, correct, replace or cause to be remedied, repaired, or replaced at the Contractor's expense such defect in materials or workmanship.

   b. Sealed insulated glass units and heat pumps shall be warranted against failure for a minimum period of five (5) years. Insulation shall be warranted against failure for a minimum of two (2) years. The Contractor shall provide to the City and the Owner a written warranty for the sealed insulated glass units, heat pumps, and insulation.

   c. The foregoing warranties shall survive any inspection the City may elect to make.

8. Acceptance and Payment - Upon completion of the work, the Contractor will notify the City that the job is complete, and upon inspection approval by the City and acceptance by the Owner, Contractor may then invoice the City for the amount stated in the Notice to Proceed. The Contractor will be paid within thirty (30) days subsequent to City acceptance of the work and after an acceptable detailed invoice has been received by the City. The Contractor shall promptly pay all subcontractors or materials providers employed by the Contractor in connection with installations undertaken pursuant to this Agreement.

   a. All material and workmanship shall be subject to inspection, examination and testing by duly authorized agents of the City at any time during or after installation of materials. Such inspection will verify the home meets the relevant Eligibility Criteria, and that the energy conservation measures are available and meet all City material and installation requirements. The Owner and Contractor must be present at the time of inspection.

   b. The City shall have the right to reject defective material and workmanship and/or require its correction without cost or expense to the City or the Owner. Contractor shall be given timely notice of the defect and a reasonable opportunity to cure. In the event the Contractor fails or refuses to correct any defect as set forth herein, the City may, at its option, deduct an equitable amount from any payment owing or to be owed to the Contractor, or take such other steps as it deems appropriate.

   c. The City reserves the right to levy penalty charges for re-inspection due to work or materials failing previous inspection. Charges will be billed to the Contractor on a monthly basis. The City reserves the right to collect re-inspection penalty charges which are outstanding and past due by deducting the amount owing for

re-inspection from subsequent payments owed to the Contractor for completed work.

d. If the Contractor's work fails to pass on the third inspection, the City may, in consultation with the Owner, determine to correct the work and deduct the cost from the amount due the Contractor.

e. The Owner may submit a written complaint within five (5) business days of City inspection acceptance. If an Owner complaint is not received in writing within five business days of City inspection acceptance, the materials and their installation have been accepted by the Owner. If in the opinion of the Energy Services Director a reasonable written complaint is received within this period the City may withhold payment to the Contractor. The Contractor must resolve reasonable Owner written complaints within five business days of receipt. If the Owner and Contractor cannot resolve the complaint within ten business days of City inspection acceptance, the Contractor agrees to relieve the City from all responsibilities including payment under this Agreement.

9. Indemnification/Hold Harmless - The Contractor shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

10. Waiver of Liens - Contractor understands that the City does not wish construction liens or materialmen's liens to be placed upon the property of participating Owners as a result of any services or materials provided by Contractor pursuant to the City's Weatherwise Service. Therefore, Contractor hereby waives any common law or statutory right it may have to any construction, materialmen, or other lien against such property, and agrees that it will not file, nor by failure to pay any materialmen or subcontractor, cause any other person to file a construction, materialmen, or other lien against the real property owned by participating Owners.

a. If Contractor does file, or permits to be filed, or by its failure to pay lawful obligations causes to be filed any such lien in contravention of this Agreement, without City approval, the City, without prejudice to any other rights it may have,

may take such action it deems necessary or advisable so as to remove any such lien, and Contractor shall reimburse the City for all expenses, including attorney's fees, incurred by the City in resolving the issue of the lien and obtaining or attempting to release the lien.

b. Advance City permission to file such liens may be obtained on a case-by-case basis under certain conditions. A contractor's request to file such liens shall be made in writing to the Energy Services Director. The request shall identify a justifiable reason for the lien.

11. Liability Insurance -

a. *Duty to Obtain*: The Contractor shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damage to property which may arise from, or in connection with, the performance of the work hereunder by the Contractor, their agents, representatives, employees or subcontractors.

b. *No Limitation*: Contractor's maintenance of insurance, its scope of coverage and limits as required herein shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

c. *Minimum Scope of Insurance*: Contractor shall obtain insurance of the types described below:

i. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

ii. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, personal injury and advertising injury, contractors' pollution liability, and liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide the Aggregate Per Project Endorsement ISO form CG 25 03 11 85 or an equivalent endorsement. There shall be no endorsement or modification of the Commercial General Liability Insurance for liability arising from explosion, collapse or underground property damage. The City shall be named as an insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing equivalent coverage.

iii. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

d. *Minimum Amounts of Insurance*: Contractor shall maintain the following insurance limits:

i. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.

ii. Commercial General Liability insurance shall be written with limits no less than $1,000,000 each occurrence, $2,000,000 general aggregate and $2,000,000 products-completed operations aggregate limit.

e. *Other Insurance Provision*: The Contractor's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain, that they shall be primary insurance with respect to the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.

f. *Acceptability of Insurers*: Companies writing the insurance to be obtained under this Agreement shall be licensed to do business under Chapter 48 RCW. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII, and the ratings shall be indicated on the insurance certificates.

g. *Verification of Coverage*: Prior to commencement of work, Contractor shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Contractor.

h. *Subcontractors*: The Contractor shall be solely responsible for determining the insurance coverage and limits required, if any, to be obtained by all subcontractors, which determination shall be made in accordance with reasonable and prudent business practices.

12. Bonding - In accordance with the Revised Code of Washington (RCW) 39.08 and (where applicable) RCW 60.28, Contractor shall provide the City with a payment bond and a performance bond covering all work performed under this Agreement, in an amount of not less than $25,000. Each bond shall be executed on the forms provided by the City and must be issued by a company registered to do business in the State of Washington.

13. Certifications and Permits - The Contractor shall give all required notices and comply with all applicable laws, ordinances, rules and regulations, and certification requirements, and shall procure and pay for all necessary municipal or other governmental permits, licenses and inspections.

a. Heat Pump contractors shall employ a minimum of one Refrigeration Service Engineer's Society (R.S.E.S.) certified employee to maintain its status as a City-Authorized Heat Pump Contractor.

b. All Contractors shall request an in-progress inspection from the Energy Services Business Services Division for construction work that may become concealed (e.g., closed-blows and advanced air-sealing).

c. Copies of all required permits and certifications, including, but not limited to a City building permit, State electrical permit, Air Pollution Control Authority asbestos abatement permit, and insulation certification shall be attached to the invoice for each completed job.

d. In the event the Energy Services Business Services Division inspector does not complete both inspections on behalf of the City, the Contractor will be required to request an inspection from both the City's Building Inspection Division and Business Services Division for all work performed under this Agreement.

14. Subcontractors - The Contractor is solely responsible for identifying and hiring a competent subcontractor to perform subcontracted work. Contractor shall be fully responsible to the City and Owner for acts or omissions of any subcontractor performing any portion of the work under this Agreement, or any person directly or indirectly employed by the Contractor, and nothing contained herein shall create any contractual relationship between subcontractors and the City. Contractor is responsible for ensuring all subcontractors' compliance with the terms of this Agreement, and for immediately addressing issues raised by the City regarding subcontractor performance.

15. Kickbacks - Kickbacks, rebates, price reductions or inducements for participation or non-participation or other non-service benefits from the Contractor to an Owner are strictly prohibited, and such acts may be subject to prosecution or civil action under federal law. Bid rigging or bid collusion may subject the parties to triple damages under federal law in addition to any other penalties prescribed by law.

16. Clean-up - Contractor shall at all times keep Owner's premises and work areas free from accumulation of waste materials or rubbish, and prior to completion of work, remove any rubbish from the premises, including but not limited to tools, scaffolding, equipment, and materials. Upon completion of work, Contractor shall leave the premises in a condition satisfactory to the City and the Owner. In the event the Contractor fails to comply with any of the foregoing in a prompt and workmanlike manner after reasonable notice, the City may, after such notice, perform the clean-up work and removal at the expense of the Contractor. Expenses associated with the City's clean-up and removal of waste and/or materials on the Contractor's behalf shall be deducted from any balance owing to Contractor for completed work before final payment is made.

17. Independent Contractor - Contractor is an independent contractor. This is no partnership, agency, or employment of contractor relationship between Contractor or any of the Contractor's employees and the City. The parties expressly understand and agree that the equipment used, and the personnel employed by Contractor in performing the work contemplated by this Agreement shall at all times be under the sole and exclusive control of the Contractor. The Contractor shall not create any obligation or assume any responsibility for the City, nor shall the Contractor attempt to bind the City in any way whatsoever; nor shall Contractor represent in any manner that he or she is an agent of the City or associated or affiliated with the City in any capacity other than as an independent contractor. The parties' express intent is that no vicarious liability be created by the contractual relationship between Contractor and the City.

18. Assignment - Contractor shall not assign or transfer any right, title or interest under the terms of this Agreement without the prior written approval of the City.

19. Survival - The provisions covering Warranty, Waiver of Liens and Indemnification shall survive termination, cancellation, or expiration of this Agreement.

20. City-Authorized Contractor List - The City Authorized Contractor List will be posted on the City's website at www.ci.richland.wa.us/EnergyServices as an alphabetized list of authorized contractors.

21. Violations – The following procedure shall be followed for all perceived violations of this Agreement:

    a. If the City has reason to believe that Contractor is in violation of this Agreement, the Energy Services Director shall promptly notify Contractor in writing of the violation. The written notice shall set forth the nature of the alleged violation and identify the desired remedy.

    b. Contractor shall respond in writing within thirty (30) days of receipt of such notice. Contractor's response shall either be: 1) an indication and explanation that the violation has been cured, along with any supporting documentation to evidence the cure; or 2) a written cure plan that satisfies the Energy Services Director; or 3) an explanation that refutes the alleged violation with documentation to support Contractor's position that the alleged violation did not occur.

    c. If, after review, the Energy Services Director agrees that no violation occurred, no further action is necessary. However, if, after review, the Energy Services Director determines in his reasonable judgment that the violation has not been cured within the time allowed, and no satisfactory cure plan has been presented and approved, Contractor may be removed from the City-Authorized Contractor list, and City may take any action authorized by law or equity to enforce the terms of this Agreement.

d. If the nature of the violation is such that it cannot be fully cured within thirty (30) days due to circumstances beyond Contractor's control, the period of time in which Contractor must cure the violation may be extended in writing by the Energy Services Director for such additional time as is reasonably necessary to complete the cure, provided that: 1) Contractor shall have promptly commenced the cure; and 2) in the Energy Services Director's reasonable judgment, Contractor is diligently pursuing its efforts to cure the violation. If, in the Energy Services Director's reasonable judgment, the violation has not been cured within the extended time allowed, Contractor may be removed from the City-Authorized Contractor list, and City may take any action authorized by law or equity to enforce the terms of this Agreement.

e. In the event a Contractor's name is removed from the City-Authorized Contractor list, Contractor may request to be reinstated on the list by curing violation(s) of this Agreement or providing a cure plan that satisfies the Energy Services Director.

f. The Energy Services Director may authorize a Contractor who has been voluntarily or involuntarily removed from the City-Authorized Contractor list to complete work under the Weatherwise Service. Such authorization would permit the Contractor to serve owners, but the Contractor would not enjoy the benefits of being listed as a City-Authorized Contractor.

22. Amendments - All amendments to this Agreement, except as identified herein, shall be in writing and signed by both parties. The Weatherwise Material & Installation Specifications, the Eligibility Criteria definitions, and the definitions of Energy Conservation Measure Availability are incorporated by reference into this Agreement and may be periodically amended by the City in its sole discretion. When written changes to referenced documents are issued by an authorized City representative, the amendments shall automatically become effective and incorporated into this Agreement.

23. Asbestos Notice to Contractors - Notice is hereby given that there is a strong possibility that many heating, ventilation, and air conditioning systems and prefabricated, pre-cut, government-built and other buildings located within the City of Richland contain asbestos. Contractors are solely responsible for taking proper precautions to protect their employees, the benefiting property Owners, and their tenants from the release of asbestos fibers into the environment. Contractor shall immediately notify the City if any area of a structure has had any asbestos removed by other than an EPA-approved procedure documented in writing by an EPA-certified contractor. Any structure that is known or suspected to have had asbestos removed shall be considered as contaminated until decontamination has been performed and certified, and all written documentation has been accepted by the City. Decontamination and all other types of asbestos abatement are costs borne by the Owner. The Contractor is responsible for determining and documenting on the City's proposal form whether the scope of work will affect or disturb asbestos.

24. Covenant Not to Compete/Conflict of Interest - For a period of two (2) years following the completion of City service by a City employee, the City shall not transact business or interface with any former City employee who has been directly concerned or who personally participated in the activities which form the subject of this Agreement while they were employed by the City of Richland. The City shall have the right to request replacement of the former City employee by another company employee who does not have this conflict of interest. The City retains the right to terminate this Agreement should the Contractor not comply with the request.

25. Americans with Disabilities Act - The City of Richland adheres to and promotes the requirements of the federally legislated Americans with Disabilities Act of 1990. By signing this Agreement, the Contractor certifies and agrees that they will adhere to and promote the requirements of the Americans with Disabilities Act. The Contractor will assure that a similar statement to this certification will become a part of all agreements with any subcontractor with whom they contract.

26. Notices - All notices required to be given to Contractor or City under this Agreement shall be in writing and shall be deemed served when delivered by hand or by Federal Express or similar service during normal business hours; or when mailed via certified mail, return receipt requested. They parties may, upon mutual agreement, determine to accept notice via email.

Notices shall be given to the following:

For the City of Richland	**For the Contractor:**
Energy Services Director	Owner's Name: _____
City of Richland	Company Name: _____
625 Swift Blvd., MS-23	Mailing Address: _____
Richland, WA 99352	City, State Zip _____
(509) 942-7403	Business Phone: _____
	Business Fax: _____
	Contact Email: _____

27. Severability - If any provision of this Agreement is found by a court of competent jurisdiction to be invalid or unenforceable as written, the remainder of the Agreement or the applications of the remainder of the Agreement shall not be affected.

28. Governing Law/Forum Selection - Unless otherwise controlled by federal law, the interpretation and enforcement of this Agreement shall be governed by the laws of the State of Washington. The parties agree that Benton County is the appropriate

venue for filing of any civil action arising out of this Agreement. Contractor expressly agrees to submit to personal jurisdiction in Benton County Superior Court.

29. Legal Action - The parties agree that should legal action be necessary to enforce any of the provisions of this Agreement, that the prevailing party will be awarded its reasonable attorney's fees and costs in action.

IN WITNESS WHEREOF, the Contractor has obtained all certificates, bonds, licenses, certifications and insurance in compliance with this Agreement, and the parties have entered into the City-Authorized Contractor Agreement as of the day and year written below.

CITY OF RICHLAND, WASHINGTON

Jon Amundson Date
City Manager

ATTEST:

Jennifer Rogers
City Clerk

APPROVED AS TO FORM:

Heather Kintzley
City Attorney

Company Name

Authorized Representative Date

Printed Name

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Resolutions - Adoption

Strategic Priority 1 - High Performance Government

Subject

Resolution No. 2026-74, Authorizing a Grant Application to the Washington State Military Department's State and Local Cybersecurity Grant Program

Department/Office	Ordinance/Resolution Number	Document Type
Information Technology	2026-74	Resolution

Recommended Motion

Adopt Resolution No. 2026-74, Authorizing a grant application to the Washington State Military Department's State and Local Cybersecurity Grant Program.

Summary

The Washington State Military Department Emergency Management Division (EMD) received $5,353,175 from the U.S. Department of Homeland Security through the Infrastructure Investment and Jobs Act (IIJA) to address cybersecurity risks and threats to information systems owned or operated by state, local and territorial governments.

The State and Local Cybersecurity Grant Program (SLCGP) is a unique opportunity for the City to seek some of this funding to support its ongoing cybersecurity plan. This funding cycle is the City's final opportunity to apply for SLCGP funding, as the remaining funds represent the last federal allocation authorized under the IIJA and no additional appropriations are expected.

Through previous SLCGP funding cycles, the City secured four (4) grants supporting city-wide implementation of multi-factor authentication, 24/7/365 Managed Detection & Response, Privileged Access Management, and a virtual Chief Information Security Officer (CISO), further strengthening protection of critical systems and data. Staff is seeking authorization to apply for funding for three (3) potential projects in this grant cycle:

- **Web Security, Perimeter Defense, and Cyber Resilience Enhancement** – A consolidated project designed to strengthen the City's perimeter defenses through improved web-filtering, Domain Name System (DNS) protection, enhanced inspection capabilities, expanded security monitoring and analytics, ransomware-resiliency controls, and the potential implementation of a Security Information and Event Management (SIEM) capability.

- **Enhanced Security Appliances** – A project to establish an extended and in-depth security solution using robust and proven technology to enhance visibility and security, better enabling proactive responses and immediate resolutions.

- **Microsoft 365 Cybersecurity Enhancements** – A project intended to enhance identity governance, strengthen security logging, expand automated threat-response capabilities, and improve cloud-security analytics within the City's existing Microsoft 365 environment.

If awarded, the required grant match will be covered by the State of Washington. No local match is required. Staff recommends adoption of Resolution No. 2026-74.

Fiscal Impact

Fiscal impacts will be outlined once grant terms have been determined. Grant acceptance will be presented to Council for consideration at a future meeting.

Attachments

1. Resolution No. 2026-74

RESOLUTION NO. 2026-74

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, AUTHORIZING AN APPLICATION TO THE WASHINGTON STATE MILITARY DEPARTMENT FOR A STATE AND LOCAL CYBERSECURITY GRANT PROGRAM (SLCGP) GRANT.

WHEREAS, the Washington State Military Department Emergency Management Division (EMD) received $5,353,175 from the U.S. Department of Homeland Security as part of the Infrastructure Investment and Jobs Act (IIJA) to address cybersecurity risks and threats to information systems owned or operated by state, local and territorial governments; and

WHEREAS, the State and Local Cybersecurity Grant Program (SLCGP) is a unique opportunity for the City to seek funding to support its ongoing cybersecurity plan; and

WHEREAS, this funding cycle represents the final opportunity for the City to apply for SLCGP funding, as the remaining funds constitute the last portion of the federal allocation authorized under IIJA, and no further federal appropriations to this program are anticipated; and

WHEREAS, during previous SLCGP funding cycles, the City successfully procured four (4) SLCGP grants for city-wide implementation of multi-factor authentication, 24/7/365 Managed Detection and Response, Privileged Access Management and a virtual CISO project, thereby reinforcing its commitment to safeguarding critical systems and data; and

WHEREAS, if successful, the three (3) potential projects to be funded by SLCGP monies are identified as Web Security, Perimeter Defense, and Cyber Resilience Enhancement, Redundant Firewall Infrastructure, and Microsoft 365 Cybersecurity Enhancements; and

WHEREAS, no local matching funds are required.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that staff is authorized to prepare and submit a grant application to the Washington State Military Department Emergency Management Division for grant funding from the State and Local Cybersecurity Grant Program.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 2nd day of June, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Resolutions - Adoption

Strategic Priority 1 - High Performance Government
Strategic Priority 4 - Quality of Life

Subject
Resolution No. 2026-75, Authorizing Award of Bid to Big D's Construction of Tri-Cities, Inc. for the Columbia Playfield North Parking Lot Reconstruction

Department/Office	Ordinance/Resolution Number	Document Type
Parks & Public Facilities	2026-75	Resolution

Recommended Motion
Adopt Resolution No. 2026-75, authorizing the City Manager to sign and execute an agreement with Big D's Construction of Tri-Cities, Inc. for the Columbia Playfield North Parking Lot Reconstruction Project.

Summary
The City's 2026 - 2031 Capital Imporvement Plan (CIP) includes the Columbia Playfield North Parking Lot Reconstruction Project (the "Project"). Columbia Playfield is a City-owned sports complex that includes the George Prout Memorial Pool, athletic fields, parking, and related amenities supporting organized sports and community recreational use.

The Project will reconstruct the northern portion of the existing parking lot, including stormwater infrastructure improvements, new striping, landscaping, lighting, and trash enclosures. The purpose of the project is to address deteriorated pavement conditions and maintain safe and reliable public access to the site.

Bids were solicited in accordance with the City's purchasing policies, with four (4) bids received and opened on May 5, 2026. Big D's Construction of Tri-Cities, Inc. submitted the lowest responsible bid.

Staff recommends adoption of Resolution No. 2026-75.

Fiscal Impact
The construction contract is valued at $713,230.78, with an additional $72,000 authorized for change orders. The total project authorization amount is $785,230.78. Lodging tax revenue will provide $650,000 toward the project, and Park Reserve Funds (District 1) will provide another $135,230.78 to reach the total of $785,230.78.

Attachments
1. Resolution No. 2026-75
2. Columbia Playfield North Parking Lot Reconstruction - ITB#26-0023

RESOLUTION NO. 2026-75

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, AUTHORIZING AWARD OF BID TO BIG D'S CONSTRUCTION OF TRI-CITIES, INC. FOR THE COLUMBIA PLAYFIELD NORTH PARKING LOT RECONSTRUCTION PROJECT.

WHEREAS, Columbia Playfield is a City-owned sports complex that provides athletic fields, parking, and related amenities supporting organized sports and community recreational use, and also serves the George Prout Swimming Pool; and

WHEREAS, the Columbia Playfield North Parking Lot Reconstruction Project (the "Project") was identified in the 2023 Parks & Public Facilities Capital Improvement Plan; and

WHEREAS, the Project has since been advanced through design and included in the 2026 Capital Improvement Plan for construction; and

WHEREAS, the Project is funded through a combination of previously allocated funds and 2026 Lodging Tax grant funding; and

WHEREAS, reconstruction of the northern portion of the parking lot is necessary to maintain safe and reliable public access; and

WHEREAS, all project development and design work necessary to advance the Project to construction is complete; and

WHEREAS, bids were solicited in accordance with the City's purchasing policies, with four (4) bids received and opened on May 5, 2026; and

WHEREAS, Big D's Construction of Tri-Cities, Inc. submitted the lowest responsible bid of the four (4) bids received; and

WHEREAS, sufficient funding is available to complete the Project; and

WHEREAS, the City's best interests are served by completing the Project in accordance with the Capital Improvement Plan, project design and lowest responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute a construction contract with Big D's Construction of Tri-Cities, LLC in the amount of $713,230.78 for the Columbia Playfield North Parking Lot Reconstruction Project, and to execute change orders in an aggregate amount not to exceed $72,000 as needed to fulfill the Project's intent..

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 2nd day of June, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

City of Richland

DATE BIDS OPENED: MAY 5, 2026	ITB # 26-0023
COLUMBIA PLAYFIELD NORTH PARKING LOT RECONSTRUCTION	

				ENGINEER'S ESTIMATE		BIG D'S CONSTRUCTION OF TRI-CITIES,INC. PASCO, WA		INLAND ASPHALT COMPANY RICHLAND, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	BASE BID								
1	Mobilization	1	LS	$50,000.00	50,000.00	20,000.00	20,000.00	22,000.00	22,000.00
2	SPCC Plan	1	LS	1,000.00	1,000.00	500.00	500.00	550.00	550.00
3	Roadway Surveying	1	LS	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
4	ADA Surveying	1	LS	5,000.00	5,000.00	2,000.00	2,000.00	550.00	550.00
5	Project Temporary Traffic Control	1	LS	10,000.00	10,000.00	10,000.00	10,000.00	11,000.00	11,000.00
6	Reader Board	40	DAY	50.00	2,000.00	200.00	8,000.00	170.00	6,800.00
7	Removal of Structures & Obstructions	1	LS	20,000.00	20,000.00	65,000.00	65,000.00	15,000.00	15,000.00
8	Site Restoration	1	LS	7,500.00	7,500.00	25,000.00	25,000.00	7,500.00	7,500.00
9	Erosion Control & Water Pollution Prevention	1	LS	7,500.00	7,500.00	8,000.00	8,000.00	2,000.00	2,000.00
10	Record Drawings ($500 MIN)	1	EA	500.00	500.00	500.00	500.00	550.00	550.00
11	Pavement Excavation, Incl. Haul (Incl. Existing HMA)	3,812	CY	30.00	114,360.00	14.00	53,368.00	25.00	95,300.00
12	Crushed Surfacing Top Course (4 Inches)	1,568	TON	50.00	78,400.00	24.00	37,632.00	40.00	62,720.00
13	Crushed Surfacing Base Course (4 Inches)	1,568	TON	40.00	62,720.00	24.00	37,632.00	40.00	62,720.00
14	HMA CL. 3/8 In. PG 64H-28	1,024	TON	130.00	133,120.00	115.00	117,760.00	115.00	117,760.00
15	Job Mix Compliance Price Adjustment	1	CALC	1.00	1.00	1.00	1.00	1.00	1.00
16	Compaction Price Adjustment	1	CALC	1.00	1.00	1.00	1.00	1.00	1.00
17	Asphalt Cost Price Adjustment	1	CALC	1.00	1.00	1.00	1.00	1.00	1.00
18	Cement Concrete Traffic Curb & Gutter	123	LF	70.00	8,610.00	40.00	4,920.00	50.00	6,150.00
19	Cement Concrete Sidewalk (4" Concrete)	16	SY	200.00	3,200.00	110.00	1,760.00	200.00	3,200.00
20	Cement Concrete Sidewalk for ADA Ramp (6" Concrete)	25	SY	250.00	6,250.00	125.00	3,125.00	170.00	4,250.00
21	Detectable Warning Surface	25	SF	40.00	1,000.00	35.00	875.00	35.00	875.00
22	Replace & Adjust Manhole Lid (Sewer & Storm)	2	EA	1,000.00	2,000.00	750.00	1,500.00	2,000.00	4,000.00
23	Replace Catch Basin Frame & Grate	2	EA	1,300.00	2,600.00	750.00	1,500.00	1,700.00	3,400.00
24	Storm Drain Manhole 48 In. Diam.	1	EA	4,500.00	4,500.00	5,000.00	5,000.00	4,500.00	4,500.00
25	Storm Drain Catch Basin Manhole 48 In. Diam.	1	EA	5,000.00	5,000.00	3,000.00	3,000.00	4,500.00	4,500.00
26	Catch Basin Type I	1	EA	2,500.00	2,500.00	1,500.00	1,500.00	3,000.00	3,000.00
27	Install Stormwater Treatment Structure	1	EA	30,000.00	30,000.00	3,000.00	3,000.00	3,500.00	3,500.00
28	Solid Wall PVC Storm Pipe 12 In. Diam.	98	LF	95.00	9,310.00	90.00	8,820.00	115.00	11,270.00
29	Trench Safety	98	LF	5.00	490.00	2.00	196.00	10.00	980.00
30	Imported Pipe Zone Bedding	98	LF	5.00	490.00	2.00	196.00	20.00	1,960.00

				ENGINEER'S ESTIMATE		BIG D'S CONSTRUCTION OF TRI-CITIES,INC. PASCO, WA		INLAND ASPHALT COMPANY RICHLAND, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
31	Imported Pipe Trench Backfill	98	LF	5.00	490.00	2.00	196.00	40.00	3,920.00
32	Utility Crossing Marked & Unmarked	1	EA	400.00	400.00	250.00	250.00	200.00	200.00
33	TV Inspection of Sewer or Storm Pipe	1,640	LF	15.00	24,600.00	3.00	4,920.00	3.50	5,740.00
34	Connection to Existing Storm Pipe	2	EA	1,500.00	3,000.00	1,000.00	2,000.00	1,500.00	3,000.00
35	Illumination System	1	LS	155,000.00	155,000.00	140,000.00	140,000.00	165,000.00	165,000.00
36	4" Paint Line	5,014	LF	0.20	1,002.80	1.00	5,014.00	1.50	7,521.00
37	Plastic Crosswalk Line	288	SF	7.50	2,160.00	17.00	4,896.00	13.00	3,744.00
38	Plastic Traffic Arrow	8	EA	200.00	1,600.00	500.00	4,000.00	250.00	2,000.00
39	Plastic Handicap Symbol	4	EA	200.00	800.00	500.00	2,000.00	400.00	1,600.00
40	Drop Off Only Marking	2	EA	200.00	400.00	500.00	1,000.00	400.00	800.00
41	Move & Replace Sign	1	EA	1,000.00	1,000.00	700.00	700.00	1,000.00	1,000.00
42	Trash Enclosure	2	LS	30,000.00	60,000.00	22,500.00	45,000.00	1,600.00	3,200.00
43	Wheel Stop	110	EA	60.00	6,600.00	110.00	12,100.00	155.00	17,050.00
44	Remove & Salvage Wheel Stop	11	EA	50.00	550.00	60.00	660.00	125.00	1,375.00
45	Remove & Replace Speed Hump	2	EA	250.00	500.00	800.00	1,600.00	550.00	1,100.00
46	Landscape Rock	12	CY	100.00	1,200.00	35.00	420.00	400.00	4,800.00
	BASE BID SUBTOTAL				**$837,355.80**		**$655,543.00**		**$688,088.00**
	8.8% SALES TAX				**73,687.31**		**57,687.78**		**60,551.74**
	BASE BID TOTAL				**$911,043.11**		**$713,230.78**		**$748,639.74**
	GRAND TOTAL				**$911,043.11**		**$713,230.78**		**$748,639.74**

City of Richland

DATE BIDS OPENED: MAY 5, 2026	ITB # 26-0023
COLUMBIA PLAYFIELD NORTH PARKING LOT RECONSTRUCTION	

				GRANITE CONSTRUCTION COMPANY PASCO, WA		J.M. PACIFIC CONSTRUCTION, INC. MOSES LAKE, WA			
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	BASE BID								
1	Mobilization	1	LS	62,000.00	62,000.00	85,000.00	85,000.00		-
2	SPCC Plan	1	LS	1,000.00	1,000.00	1,250.00	1,250.00		-
3	Roadway Surveying	1	LS	8,400.00	8,400.00	20,000.00	20,000.00		-
4	ADA Surveying	1	LS	1,600.00	1,600.00	4,500.00	4,500.00		-
5	Project Temporary Traffic Control	1	LS	15,000.00	15,000.00	25,000.00	25,000.00		-
6	Reader Board	40	DAY	100.00	4,000.00	250.00	10,000.00		-
7	Removal of Structures & Obstructions	1	LS	5,000.00	5,000.00	35,000.00	35,000.00		-
8	Site Restoration	1	LS	5,000.00	5,000.00	30,000.00	30,000.00		-
9	Erosion Control & Water Pollution Prevention	1	LS	6,500.00	6,500.00	7,500.00	7,500.00		-
10	Record Drawings ($500 MIN)	1	EA	500.00	500.00	1,000.00	1,000.00		-
11	Pavement Excavation, Incl. Haul (Incl. Existing HMA)	3,812	CY	50.00	190,600.00	50.00	190,600.00		-
12	Crushed Surfacing Top Course (4 Inches)	1,568	TON	48.00	75,264.00	75.00	117,600.00		-
13	Crushed Surfacing Base Course (4 Inches)	1,568	TON	48.00	75,264.00	75.00	117,600.00		-
14	HMA CL. 3/8 In. PG 64H-28	1,024	TON	135.00	138,240.00	140.00	143,360.00		-
15	Job Mix Compliance Price Adjustment	1	CALC	1.00	1.00	1.00	1.00		-
16	Compaction Price Adjustment	1	CALC	1.00	1.00	1.00	1.00		-
17	Asphalt Cost Price Adjustment	1	CALC	1.00	1.00	1.00	1.00		-
18	Cement Concrete Traffic Curb & Gutter	123	LF	65.00	7,995.00	60.00	7,380.00		-
19	Cement Concrete Sidewalk (4" Concrete)	16	SY	160.00	2,560.00	115.00	1,840.00		-
20	Cement Concrete Sidewalk for ADA Ramp (6" Concrete)	25	SY	300.00	7,500.00	225.00	5,625.00		-
21	Detectable Warning Surface	25	SF	25.00	625.00	65.00	1,625.00		-
22	Replace & Adjust Manhole Lid (Sewer & Storm)	2	EA	1,500.00	3,000.00	1,250.00	2,500.00		-
23	Replace Catch Basin Frame & Grate	2	EA	1,500.00	3,000.00	1,750.00	3,500.00		-
24	Storm Drain Manhole 48 In. Diam.	1	EA	10,000.00	10,000.00	6,500.00	6,500.00		-
25	Storm Drain Catch Basin Manhole 48 In. Diam.	1	EA	8,000.00	8,000.00	8,500.00	8,500.00		-
26	Catch Basin Type I	1	EA	3,500.00	3,500.00	3,500.00	3,500.00		-
27	Install Stormwater Treatment Structure	1	EA	7,500.00	7,500.00	9,500.00	9,500.00		-
28	Solid Wall PVC Storm Pipe 12 In. Diam.	98	LF	100.00	9,800.00	125.00	12,250.00		-
29	Trench Safety	98	LF	5.00	490.00	5.00	490.00		-
30	Imported Pipe Zone Bedding	98	LF	20.00	1,960.00	10.00	980.00		-

				GRANITE CONSTRUCTION COMPANY PASCO, WA		J.M. PACIFIC CONSTRUCTION, INC. MOSES LAKE, WA			
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
31	Imported Pipe Trench Backfill	98	LF	25.00	2,450.00	65.00	6,370.00		-
32	Utility Crossing Marked & Unmarked	1	EA	500.00	500.00	250.00	250.00		-
33	TV Inspection of Sewer or Storm Pipe	1,640	LF	4.00	6,560.00	5.00	8,200.00		-
34	Connection to Existing Storm Pipe	2	EA	3,000.00	6,000.00	500.00	1,000.00		-
35	Illumination System	1	LS	145,000.00	145,000.00	200,000.00	200,000.00		-
36	4" Paint Line	5,014	LF	1.10	5,515.40	1.35	6,768.90		-
37	Plastic Crosswalk Line	288	SF	9.30	2,678.40	10.00	2,880.00		-
38	Plastic Traffic Arrow	8	EA	250.00	2,000.00	325.00	2,600.00		-
39	Plastic Handicap Symbol	4	EA	215.00	860.00	250.00	1,000.00		-
40	Drop Off Only Marking	2	EA	110.00	220.00	175.00	350.00		-
41	Move & Replace Sign	1	EA	600.00	600.00	425.00	425.00		-
42	Trash Enclosure	2	LS	25,000.00	50,000.00	8,000.00	16,000.00		-
43	Wheel Stop	110	EA	165.00	18,150.00	185.00	20,350.00		-
44	Remove & Salvage Wheel Stop	11	EA	80.00	880.00	165.00	1,815.00		-
45	Remove & Replace Speed Hump	2	EA	700.00	1,400.00	400.00	800.00		-
46	Landscape Rock	12	CY	200.00	2,400.00	100.00	1,200.00		-
	BASE BID SUBTOTAL				**$899,514.80**		**$1,122,611.90**		**$0.00**
	8.8% SALES TAX				**79,157.30**		**98,789.85**		**-**
	BASE BID TOTAL				**$978,672.10**		**$1,221,401.75**		**$0.00**
	GRAND TOTAL				**$978,672.10**		**$1,221,401.75**		**$0.00**

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Resolutions - Adoption

Strategic Priority 1 - High Performance Government
Strategic Priority 4 - Quality of Life

Subject
Resolution No. 2026-76, Authorizing Change Order No. 2 to Contract No. 395-25 with Clean Up Crew LLC for On-Call Junk Removal and Hauling

Department/Office	Ordinance/Resolution Number	Document Type
Police	2026-76	Resolution

Recommended Motion
Adopt Resolution No. 2026-76, authorizing the City Manager to sign and execute Changer Order No. 2 to Contract No. 95-25 with Clean Up Crew LLC for on-call junk removal and hauling.

Summary
The City currently maintains a contract with Clean Up Crew LLC for junk removal and hauling services valued at an amount not-to-exceed $100,000. Ongoing abatement activities related to the protracted code enforcement effort on Pullen Street have resulted in expenditures nearing the current contract limit. The abatement effort is currently pending as a lawsuit filed in Benton County Superior Court against the property owner.

Continued clean-up services are necessary to ensure that the sidewalk and right-of-way on Pullen Street remain clear while the litigation is pending. Staff recommends increasing the current contract's not-to-exceed amount to $200,000 in order to continue abatement and clean-up efforts as needed.

Staff recommends adoption of Resolution No. 2026-76.

Fiscal Impact
This action will add $100,000 to Contract No. 395-25 to support ongoing clean-up efforts associated with the Pullen Street property. Abatement costs will be assessed against the property owner in the form of a lien against the property at the conclusion of the City's litigation effort.

Attachments
1. Resolution No. 2026-76

RESOLUTION NO. 2026-76

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, AUTHORIZING CHANGE ORDER NO. 2 TO CONTRACT NO. 395-25 WITH CLEAN UP CREW LLC.

WHEREAS, on October 14, 2025, the City executed a service agreement with Clean Up Crew LLC for on-call junk removal and hauling in an amount not to exceed $50,000 (*see* Richland Contract No. 395-25); and

WHEREAS, on January 21, 2026, Change Order No. 1 was approved to increase the contract amount to $100,000 for continued clean-up efforts; and

WHEREAS, Change Order No. 2 is needed due to ongoing court proceedings and continued clean-up efforts on Pullen Street; and

WHEREAS, the City's best interests are served by executing Change Order No. 2 to Contract No. 395-25 to increase the not to exceed amount to $200,000; and

WHEREAS, costs related to abatement of 2100 Pullen Street, including the services of Clean Up Crew LLC, will be charged to the owner of 2100 Pullen Street when the code enforcement litigation is complete.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute Change Order No. 2 to Contract No. 395-25 with Clean Up Crew LLC in the amount of $100,000 for ongoing clean-up efforts in the City of Richland.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 2nd day of June, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Resolutions - Adoption

Strategic Priority 1 - High Performance Government

Subject

Resolution No. 2026-77, Authorizing Award of Bid to C & E Trenching L.L.C. for the Wastewater Treatment Plant Anaerobic Digester Knife Gate Valve Replacement Project

Department/Office	Ordinance/Resolution Number	Document Type
Public Works	2026-77	Resolution

Recommended Motion

Adopt Resolution No. 2026-77, authorizing the City Manager to sign and execute an agreement with C & E Trenching, L.L.C. for the Wastewater Treatment Plant Anaerobic Digester Knife Gate Valve Replacement Project.

Summary

The City of Richland owns and operates a Wastewater Treatment Plant (WWTP) that treats municipal and industrial wastewater collected through the City's sewer system. The facility includes a solid handling system that stabilizes residual solids generated during the wastewater treatment processes. The WWTP's anaerobic digester and associated equipment are essential components of the system and requires periodic rehabilitation and replacement to maintain operational reliability and extend the useful life of the facility.

The 2026-2031 Capital Improvement Plan (CIP) includes the Wastewater Treatment Plant Infrastructure Renewal & Replacement Program, which provides funding for renewal and replacement of WWTP components subject to normal wear and deterioration.

The anaerobic digester knife gate valves have been identified as components requiring replacement (the "Project"). All design and development necessary to advance the Project are complete, and bids were solicited in accordance with the City's purchasing policies. Four (4) bids were received and opened on May 12, 2026. C & E Trenching, L.L.C. submitted the lowest responsible bid of the four (4) bids received. Sufficient funding is available to complete the Project.

The City's best interests are served by completing the Project in accordance with the CIP, project design, and lowest responsible bid.

Staff recommends adoption of Resolution No. 2026-77.

Fiscal Impact

The 2026 Capital Improvement Plan (CIP) included $707,000 in the Wastewater Treatment Plan Infrastructure Renewal & Replacement Program. The available funding will fully fund this project, which is estimated at $677,816, including construction, contingency and construction management.

Attachments

1. Resolution No. 2026-77
2. WWTP Anaerobic Digester Knife Gate Valve Replacement - ITB#26-0041

RESOLUTION NO. 2026-77

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, AUTHORIZING AWARD OF BID TO C & E TRENCHING, L.L.C. FOR THE WASTEWATER TREATMENT PLANT ANAEROBIC DIGESTER KNIFE GATE VALVE REPLACEMENT PROJECT.

WHEREAS, the City of Richland owns and operates a Wastewater Treatment Plant (WWTP) that treats municipal and industrial wastewater from the municipal sewer collection system, and includes a solid handling system to stabilize the residual solids generated from the wastewater treatment processes; and

WHEREAS, the WWTP's anaerobic digester and associated equipment are an essential part of the solids handling system that requires regular rehabilitation and repair to maintain reliability and extend the service life of the facility; and

WHEREAS, the 2026-2031 Capital Improvement Plan (CIP) includes a project titled Wastewater Treatment Plant Infrastructure Renewal and Replacement Program, which provides for renewal and replacement of WWTP components subjected to regular wear and tear; and

WHEREAS, the anaerobic digester knife gate valves were identified as components requiring replacement (the "Project"); and

WHEREAS, all project development and design work necessary to advance the Project is complete; and

WHEREAS, bids were solicited in accordance with the City's purchasing policies, with four (4) bids received and opened on May 12, 2026; and

WHEREAS, C & E Trenching, L.L.C. submitted the lowest responsible bid of the four (4) bids received; and

WHEREAS, sufficient funding is available to complete the Project; and

WHEREAS, the City's best interests are served by completing the Project in accordance with the CIP, project design and lowest responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute a construction contract with C & E Trenching, L.L.C. in the amount of $612,816 for the Wastewater Treatment Plant Anaerobic Digester Knife Gate Valve Replacement Project, and to execute change orders in an aggregate amount not to exceed $65,000 as needed to fulfill the Project's intent.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 2nd day of June, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

City of Richland

DATE BIDS OPENED: May 12, 2026 | **ITB # 26-0041**

WWTP ANAEROBIC DIGESTER KNIFE GATE VALVE REPLACEMENT

Item	Description	Qty	Unit	ENGINEER'S ESTIMATE Unit Price	ENGINEER'S ESTIMATE Total Price	C & E TRENCHING LLC PASCO, WA Unit Price	C & E TRENCHING LLC PASCO, WA Total Price	APOLLO INC KENNEWICK, WA Unit Price	APOLLO INC KENNEWICK, WA Total Price
	BASE BID								
1	Mobilization	1	LS	$70,000.00	70,000.00	56,250.00	56,250.00	5,900.00	5,900.00
2	Wey Knife Gate - 4" Model	4	EA	6,500.00	26,000.00	4,300.00	17,200.00	1,700.00	6,800.00
3	Wey Knife Gate - 6" Model	5	EA	8,000.00	40,000.00	5,300.00	26,500.00	1,800.00	9,000.00
4	Wey Knife Gate - 14" Model	3	EA	29,000.00	87,000.00	17,100.00	51,300.00	4,100.00	12,300.00
5	Wey Knife Gate - 18" Model	15	EA	36,000.00	540,000.00	27,300.00	409,500.00	4,500.00	67,500.00
6	Valve Procurement	1	LS	100,000.00	100,000.00	2,000.00	2,000.00	496,000.00	496,000.00
7	Record Drawings	1	LS	500.00	500.00	500.00	500.00	500.00	500.00
	BASE BID SUBTOTAL				**$863,500.00**		**$563,250.00**		**$598,000.00**
	8.8% SALES TAX				**75,988.00**		**49,566.00**		**52,624.00**
	BASE BID TOTAL				**$939,488.00**		**$612,816.00**		**$650,624.00**

City of Richland

DATE BIDS OPENED: May 12, 2026	ITB # 26-0041
WWTP ANAEROBIC DIGESTER KNIFE GATE VALVE REPLACEMENT	

Item	Description	Qty	Unit	SUMMIT CONSTRUCTION GROUP INC BELLINGHAM, WA		SCI INDUSTRIAL SERVICES, LLC WENATCHEE, WA			
				Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	BASE BID								
1	Mobilization	1	LS	84,000.00	84,000.00	35,000.00	35,000.00		-
2	Wey Knife Gate - 4" Model	4	EA	10,000.00	40,000.00	2,750.00	11,000.00		-
3	Wey Knife Gate - 6" Model	5	EA	10,000.00	50,000.00	2,750.00	13,750.00		-
4	Wey Knife Gate - 14" Model	3	EA	10,000.00	30,000.00	4,740.00	14,220.00		-
5	Wey Knife Gate - 18" Model	15	EA	10,500.00	157,500.00	8,775.00	131,625.00		-
6	Valve Procurement	1	LS	415,000.00	415,000.00	617,500.00	617,500.00		-
7	Record Drawings	1	LS	500.00	500.00	500.00	500.00		-
	BASE BID SUBTOTAL				**$777,000.00**		**$823,595.00**		**$0.00**
	8.8% SALES TAX				**68,376.00**		**72,476.36**		**-**
	BASE BID TOTAL				**$845,376.00**		**$896,071.36**		**$0.00**

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Items - Approval

Strategic Priority 1 - High Performance Government

Subject
Travel Authorization for Mayor Pro Tem Shayne VanDyke and Councilmember Pat Holten

Department/Office	Ordinance/Resolution Number	Document Type
City Manager		General Business Item

Recommended Motion
Authorize travel for Mayor Pro Tem Shayne VanDyke and Councilmember Pat Holten to attend the 2026 Association of Washington Cities Annual Conference in Spokane, Washington.

Summary
Mayor Pro Tem Shayne VanDyke and Councilmember Pat Holten request authorization to attend the 2026 Association of Washington Cities (AWC) Annual Conference, which will be held in Spokane, Washington from June 23-26, 2026.

The AWC Annual Conference offers educational sessions, policy discussions, and networking opportunities related to municipal governance, leadership, economic development, infrastructure, transportation, public safety, and legislative priorities impacting Washington cities.

Mayor Pro Tem VanDyke and Councilmember Holten plan to travel by personal vehicle and attend conference sessions throughout the event. Travel-related expenses will be processed in accordance with the City's travel policy.

Fiscal Impact
Estimated travel expenses total approximately $3,200 and include registration, lodging, mileage/transportation, and allowable meal per diem. Funding is available in the City Council travel and training budget, and expenses will be processed in accordance with the City's travel policy.

Attachments

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Items of Business

Strategic Priority 3 - Focused Development
Strategic Priority 4 - Quality of Life

Subject
Ordinance No. 2026-13, Rezoning Approximately 8.38 Unplatted Acres identified as Parcel No. 1-3498-201-0595-008 from Agriculture (AG) to Medium Density Residential Small Lots (R-2S) and Limited Business (C-LB) (Closed Record)(First Reading)

Department/Office	Ordinance/Resolution Number	Document Type
Development Services	2026-13	Ordinance

Recommended Motion
Give first reading to Ordinance No. 2026-13, rezoning approximately 8.38 unplatted acres identified as Parcel No. 1-3498-201-0595-008 from Agriculture (AG) to Medium Density Residential Small Lots (R-2S) and Commercial Limited Business (C-LB).

Summary
Rick Simon of RPS Planning Consultant, LLC and Robert McLeod of Knutzen Engineering submitted an application on behalf of property owner, MD&D Investments, to change the zoning on approximately 8.38 acres of property identified as Parcel No. 1-3498-201-0595-008 and located south of Legacy Lane, west of Skyview Loop, east of Bermuda Road and east of Majestic Street from Agricultural (AG) to Medium Density Residential Small Lot (R-2S) and Limited Business (C-LB). The site is currently designated as suitable for Medium Density Residential and Commercial land uses pursuant to the Badger Mountain South Subarea Plan, which is part of the City's Comprehensive Plan.

Site-specific rezones are Type IIIA permit applications under RMC 19.20.010. An open-record public hearing was held by the Richland Hearing Examiner on April 13, 2026 to consider the application. On May 4, 2026, the Hearing Examiner issued a written recommendation to the City Council recommending approval of the requested rezone. See Exhibit B to Ordinance No. 2026-13.

The City Council shall conduct a closed-record decision hearing and take final action on the rezone request. Planning staff concurs with the Hearing Examiner's findings, conclusions, and recommendations for approval to City Council.

Staff recommends approval of Ordinance No. 2026-13 for first reading.

Fiscal Impact
None.

Attachments
1. Ordinance No. 2026-13
2. PLN-T3A-2026-00004 - Staff Report

WHEN RECORDED RETURN TO:
Richland City Clerk's Office
625 Swift Boulevard, MS-07
Richland, WA 99352

ORDINANCE NO. 2026-13

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING TITLE 23: ZONING REGULATIONS OF THE RICHLAND MUNICIPAL CODE AND THE OFFICIAL ZONING MAP OF THE CITY TO CHANGE THE ZONING ON 8.38 ACRES FROM AGRICULTURE (AG) TO MEDIUM DENSITY RESIDENTIAL SMALL LOTS (R-2S) AND LIMITED BUSINESS (C-LB); SAID PROPERTY BEING IDENTIFIED AS PORTIONS OF ASSESSOR'S PARCEL NUMBER 1-3498-201-0595-008, AND ADOPTING THE FINDINGS AND CONCLUSIONS OF THE RICHLAND HEARING EXAMINER AS THE FINDINGS AND CONCLUSIONS OF THE RICHLAND CITY COUNCIL.

WHEREAS, on April 13, 2026, the Richland Hearing Examiner held a duly advertised open-record public hearing to consider a petition from Rick Simon of RPS Planning Consultant LLC and Robert McLeod of Knutzen Engineering, applicants, acting on behalf of MD&D Investments, LLC, to change the zoning of the property hereafter described in Section 3 and identified as either the whole or portions of Assessor's Parcel Number 1-3498-201-0595-008; and

WHEREAS, following the April 13, 2026 open-record public hearing, the Richland Hearing Examiner issued a 10-page written recommendation to the Richland City Council that concluded with a favorable recommendation to approve the requested rezone; and

WHEREAS, the Richland City Council has considered the written recommendation of the Richland Hearing Examiner and the record created during the April 13, 2026 open-record public hearing; and

WHEREAS, as required by RMC 19.20.030, the Richland City Council conducted a closed-record decision hearing on June 2, 2026 and has considered the totality of the record.

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

Section 1. The findings of fact and conclusions of law contained in the Richland Hearing Examiner's Report dated May 4, 2026, attached hereto as **Exhibit B** and incorporated herein by this reference, are hereby adopted as the findings and conclusions of the Richland City Council.

Section 2. It is hereby found, as an exercise of the City's police power, that the best land use classification for the land described below is Medium Density Residential Small Lot (R-2S) and Limited Business Use (C-LB) when consideration is given to the interests of the public.

Section 3. Said property, depicted in **Exhibit A**, attached hereto and incorporated by this reference, is more particularly described as follows:

Parcel No. 1-3498-201-0595-008
REAL PROPERTY LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 34,MARKED BY A 5/8 INCH IRON REBAR WITH NO CAP; THENCE SOUTH 89Â°09'47"EAST ALONG THE NORTH LINE OF SAID SECTION 34 A DISTANCE OF 2599.03 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 34 MARKED BY A 3" BRASS CAP; THENCE SOUTH 00Â°06'46" WEST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 1617.82 FEET TO THE SOUTHERLY BOUNDARY OF LOT 7 OF THE PLAT OF WESTCLIFFE HEIGHTS II RECORDED IN VOLUME 15 OF PLATS AT PAGE 608 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2018-015773 AND THE TRUE POINT OF BEGINNING; THENCE ALONG THE SOUTH WESTERLY PLAT BOUNDARY OF SAID WESTCLIFFE HEIGHTS II THE FOLLOWING COURSES: THENCE SOUTH 00Â°06'46" WEST A DISTANCE OF 347.63 FEET; THENCE SOUTH 49Â°42'13" EAST A DISTANCE OF 205.84 FEET; THENCE SOUTH 86Â°22'15" EAST A DISTANCE OF 156.14 FEET; THENCE SOUTH 31Â°59'19" EAST A DISTANCE OF 192.52 FEET; THENCE SOUTH 45Â°35'07" EAST A DISTANCE OF 140.43FEET; THENCE SOUTH 45Â°52'40" EAST A DISTANCE OF 144.22 FEET; THENCE SOUTH 40Â°37'06" EAST A DISTANCE OF 21.41 FEET TO THE NORTHEAST CORNER OF PARCEL 3 OF SURVEY NO. 5494 RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 5494 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2021-021122; THENCE SOUTH 77Â°55'39" WEST ALONG THE NORTHERLY BOUNDARY OF SAID PARCEL 3 A DISTANCE OF 525.70 FEET; THENCE NORTH 31Â°58'33" WEST LEAVING SAID NORTHERLY BOUNDARY A DISTANCE OF 761.35 FEET; THENCE NORTH 31Â°59'17" WEST A DISTANCE OF 161.35 FEET TO THE SOUTHERLY BOUNDARY OF ADJUSTED LOT 11 OF SURVEY NO. 5036 RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 5036 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2018-019538; THENCE NORTH 58Â°00'41" EAST ALONG SAID SOUTHERLY BOUNDARY AND CONTINUING ALONG THE SOUTHERLY

BOUNDARY OF SAID WESTCLIFFE HEIGHTS II A DISTANCE OF 260.06 FEET; THENCE NORTH 68Â°46'25" EAST CONTINUING ALONG SAID SOUTHERLY BOUNDARY OF WESTCLIFFE HEIGHTS II A DISTANCE OF 161.19 FEET TO THE POINT OF BEGINNING. HAVING AN AREA OF 364,972 SQUARE FEET, 8.38 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS, RESERVATIONS AND RESTRICTIONS OF RECORD. (ALSO KNOWN AS ADJUSTED PARCEL 5 OF RECORD SURVEY 5724 RECORDED UNDER AUDITOR'S FILE NO. 2022- 033094) (BOUNDARY LINE ADJUSTMENT AF#2023-002899, 02/17/2023).

Section 4. Said property depicted in **Exhibit A** and legally described in Section 3 herein is hereby rezoned from Agriculture (AG) to Medium Density Residential Small Lot (R-2S) and Limited Business (C-LB).

Section 5. Richland Municipal Code Title 23 and the Official Zoning Map of the City, as adopted by Section 23.08.040 of said Title, are hereby amended by amending Sectional Map No. 22, which is a series of maps constituting said Official Zoning Map, as shown on the attached **Exhibit A**, and bearing the number and date of passage of this Ordinance, and by this reference made a part of this Ordinance and of the Official Zoning Map of the City.

Section 6. The City Clerk is directed to file with the Auditor of Benton County, Washington, a copy of this Ordinance and the attached amended Sectional Map No. 22, duly certified by the City Clerk as a true copy, together with **Exhibit B** (Richland Hearing Examiner's Report).

Section 7. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 8. 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 9. 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.

This space intentionally left blank.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the ___ day of _____, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

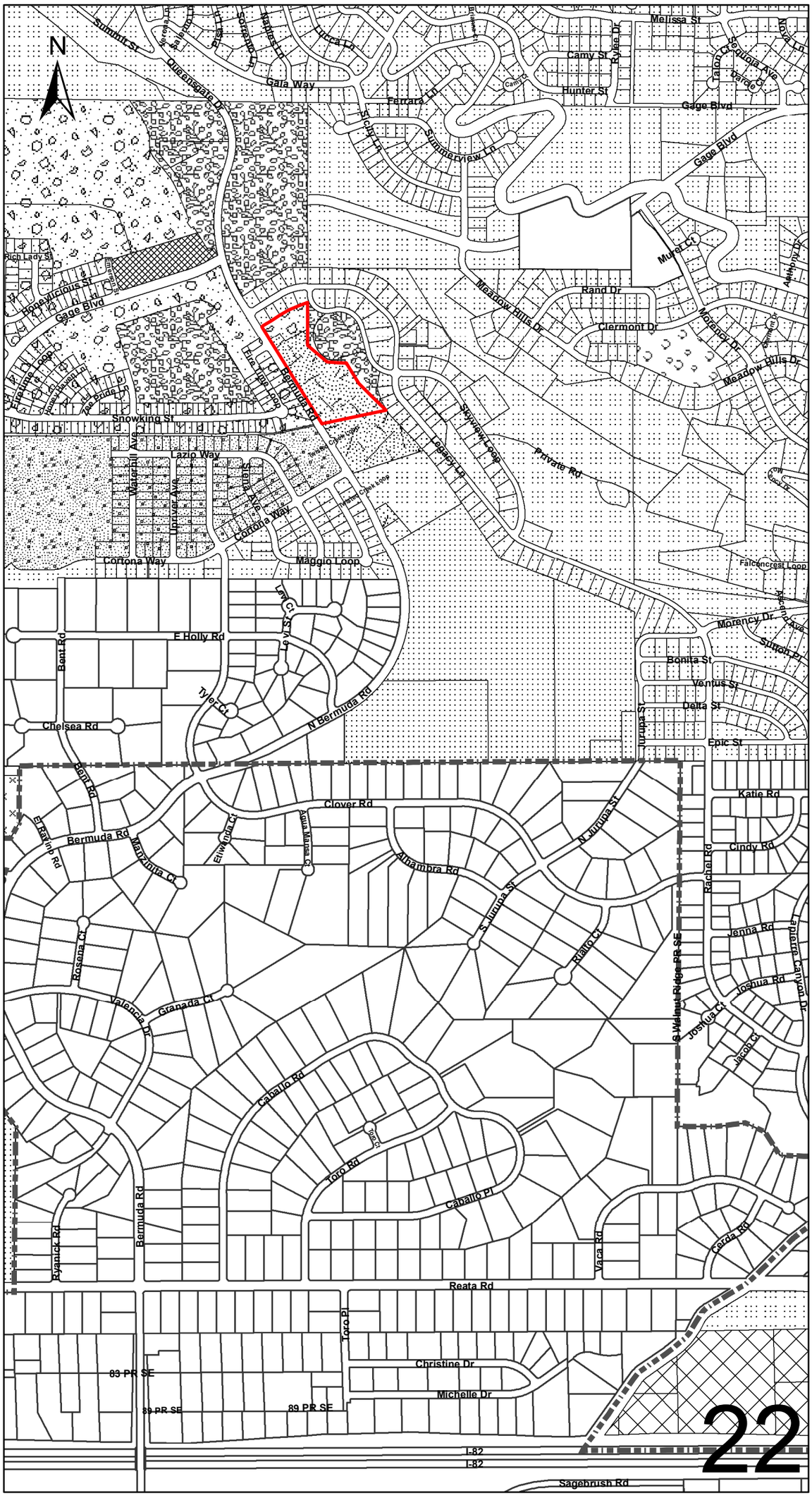
Approved as to Form:

_____
Heather Kintzley, City Attorney

First Reading: _____
Second Reading: _____
Date Published: _____

Exhibit A to Ordinance No. 2026-13; Passed __/__/2026

Agriculture (AG) to Medium Density Residential Small Lot (R-2S) and Limited Business (C-LB)



Before Hearing Examiner
Gary N. McLean

BEFORE THE HEARING EXAMINER
FOR THE CITY OF RICHLAND

Regarding the Application to ***Rezone*** an 8+ acre site from AG (Agriculture) to R-2S and C-LB, which is consistent with Comprehensive Plan's split land use designations assigned to the area, submitted by RICK SIMON AND ROBERT MCLEOD, ON BEHALF OF THE PROPERTY OWNER **MD&D INVESTMENTS**, LLC, Applicant(s)	**File No. PLN-T3A-2026-00004** **FINDINGS OF FACT, CONCLUSIONS AND RECOMMENDATION**

I. SUMMARY OF RECOMMENDATION.

The applicants, Planning Consultant Rick Simon and Engineer Robert McLeod, on behalf of the property owner, MD&D Investments, LLC, can meet their burden of proof to demonstrate that their requested rezone merits approval.

The site is unusual, in that it holds split land use designations, with Medium Density Residential land uses designated for the northern portion of the property, and Commercial uses on the southern portion, under applicable provisions of the City's Comprehensive Plan. Currently, the entire property is zoned AG (Agriculture), limiting development opportunities for the property and perpetuating a nonconformity between the City's Comprehensive Plan and Zoning map. The pending application would rezone the Residential-designated portion of the site to one of two available Medium Density Residential zoning districts found in current City codes, specifically, the R-2S zone, a medium density residential zone as described in RMC 23.18.010(D); and the Commercial-designated portion would be rezoned C-LB (Commercial Limited Business Use), a commercial zoning classification 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. *(See RMC Chapter 23.22.010(A)).*

While the application materials explain that the site may someday be developed with single-family residential townhomes in the R-2S zoned area and single-family residential condominiums in the C-LB zoned area[1], this requested rezone does not approve any development activity on the site. As with all development proposals, City Development Regulations, including without limitation relevant subdivision and/or site plan codes, will apply to any specific projects that may eventually be proposed on the site.

For reasons explained below, the Hearing Examiner respectfully recommends that the City Council approve the applicant's pending request to rezone a portion of their property from AG to the R-2S zoning district, with the remaining portion rezoned from AG to the C-LB zone.

This Recommendation is advisory only. The City Council retains full legislative discretion to approve, deny, or modify the requested rezone.

II. BACKGROUND and APPLICABLE LAW.

In this matter, the Hearing Examiner has jurisdiction to conduct an open record public hearing on the site-specific rezone application at issue and is directed to issue a written recommendation for consideration and final action by the Richland City Council. *See* Richland Municipal Code (RMC) 19.20.010(D)(identifies "site-specific rezones" as Type IIIA permit applications); RMC 23.70.210(A)("The hearing examiner shall conduct an open record public hearing as required by RMC Title 19 for a Type IIIA permit application."); and RMC 19.20.030(granting jurisdiction to Hearing Examiner to conduct public hearing and issue recommendation to City Council); RMC 19.25.110(authority for Examiner actions, including conditions of approval on applications or appeals); and RCW 35A.63.170(state statute regarding hearing examiner system).

The applicant bears the burden of proof to show that its application conforms to the relevant elements of the city's development regulations and comprehensive plan, and that any significant adverse environmental impacts have been adequately addressed. RMC 19.60.060.

Finally, Washington Courts apply three basic rules when reviewing appeals of rezone applications: (1) there is no presumption favoring the rezone request; (2) the proponent of a rezone must demonstrate that there has been a change of circumstances since the original zoning, PROVIDED if a proposed rezone implements the policies of a comprehensive plan,

[1] See Ex. 1, application materials, Proposed Use description on .pdf page 19.

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a showing of changed circumstances is usually not required[2]; and (3) the rezone must have a substantial relationship to the public health, safety, morals, or general welfare. *Woods v. Kittitas County,* 162 Wn.2d 597 (2007), citing *Citizens for Mount Vernon,* 133 Wn.2d 861, at 875 (1997); *Parkridge v. City of Seattle, 89 Wn.2d 454, 462* (1978).

III. QUESTIONS PRESENTED.

For purposes of the pending rezone application, the central questions presented are:

A. Whether the requested rezone implements applicable policies of the City's Comprehensive Plan, and/or whether there has been a change of circumstances since the current AG (Agriculture) zoning was adopted for the site?

Short Answer: Yes to both. The site is already designated for Medium Density Residential and Commercial uses in applicable provisions of City's Comprehensive Plan, specifically those found in the Badger Mountain South Subarea Plan, which applies to properties where the applicants' land is located. The rezone would effectuate that Comprehensive Plan and eliminate a nonconformity that currently exists between such Plan and city zoning maps. The requested R-2S and C-LB zones allows for various residential and limited commercial uses not currently available in the AG zone. Residential development is occurring on surrounding properties at a rapid pace, vividly showing a change of circumstances that supports this requested rezone.

B. Whether the rezone bears a substantial relationship to the public health, safety, morals, or general welfare?

Short Answer: Yes, because the rezone is consistent with the City's Comprehensive Plan, and any future, project-specific proposal will have to meet city development regulations, including SEPA, subdivision codes, traffic impact reviews, public infrastructure concurrency reviews, and payment of any impact fees in effect at the time of an application. Vacant, undeveloped, property in an area already served with newer transportation and utility infrastructure is not consistent with state and local policies that encourage residential and commercial development in designated urban growth areas, like those in the Richland City limits. The proposed rezone is an effort to expedite development potential for the site. The current AG zoning designation applied to the site is no longer appropriate or in the public interest.

[2] *Save Our Rural Env't v. Snohomish County*, 99 Wn.2d 363, 370-71 (1983); *Henderson v. Kittitas County*, 124 Wn. App. 747, 754 (Div. III, 2004); *Bjarnson v. Kitsap County*, 78 Wn. App. 840, 846 (Div. III, 1995).

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IV. RECORD.

Exhibits entered into evidence as part of the record, and an audio recording of the public hearing, are maintained by the City of Richland, and may be examined or reviewed by contacting the City Clerk's Office.

Public notices regarding the application and public hearing were mailed, posted, and published as required by city codes prior to the public hearing, which occurred on April 13, 2026. *(Staff Report, pages 15-16; Exhibit 4, public notices and confirmation materials).*

Hearing Testimony: Senior Planner, Ryan Nelson, and the applicant's planning consultant, Rick Simon, provided testimony under oath during the public hearing. One local resident, Brien Reep, who has a home in the Westcliffe Heights subdivision to the east of the rezone site, provided sworn testimony, generally asking for details about what might someday be constructed on the site, the design, heights, and details that are not part of a rezone process, but are instead addressed during future development permit reviews, like subdivision, site plan, or other approvals required for specific proposals. Mr. Nelson and Mr. Simon provided thoughtful responses to Mr. Reep's comments, noting that height limits are 55-feet in the C-LB zone, and 30-feet in the R-2S zone, and that it is likely a future preliminary plat and/or site plan application will be filed, which would include a thorough public review opportunity to address the type of questions and issues raised at the hearing.

Exhibits: The Development Services Division Staff Report for the requested Rezone, including a recommendation of approval, was provided to the Examiner in the week before the hearing. The Staff Report, and the following Exhibits, were all accepted into the Record in their entirety without modification:

1. Rezone Application Materials
2. Zoning map
3. Badger Mountain South Subarea Plan, Land Use Map
4. Public Notices & Affidavits
5. Agency and public comments
6. Ord. No. 2024-07, most recent Comprehensive Plan language
7. Ord. No. 41-10, 2010 Annexation Ordinance that included the current rezone property.

The Examiner has visited the road network and vicinity of the proposed rezone on multiple occasions over the past few years in connection with other applications for rezone and subdivision applications and is fully advised on matters at issue herein, including without limitation adjacent developments and land uses, applicable law, application materials, and relevant comprehensive plan provisions.

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V. FINDINGS OF FACT.

Based upon the record, the undersigned Examiner issues the following Findings of Fact.

Application, Site Location, Current zoning.

1. In this application, the applicant and property owner, MD&D Investments, LLC, through its designated representatives, Rick Simon and Robert McLeod, seeks to rezone portions of a parcel of property from Agriculture (AG) to R-2S, a medium density residential classification and C-LB, commercial limited business use. *(Ex. 1, Application materials).* The application materials identify the property at issue in this rezone application as the 2100 Block of Bermuda Road. *(Ex. 1, on .pdf page 22, application narrative).*

2. The rezone property is a single mostly vacant 8.38-acre parcel, assigned Parcel No. 134982010595008, which is a small portion of the much larger Badger Mountain South Subarea, an almost 2,000-acre area located south and east of the Badger Mountain Centennial Preserve and north of Interstate 82. *(Badger Mountain Subarea Plan, Introduction on page 1).*

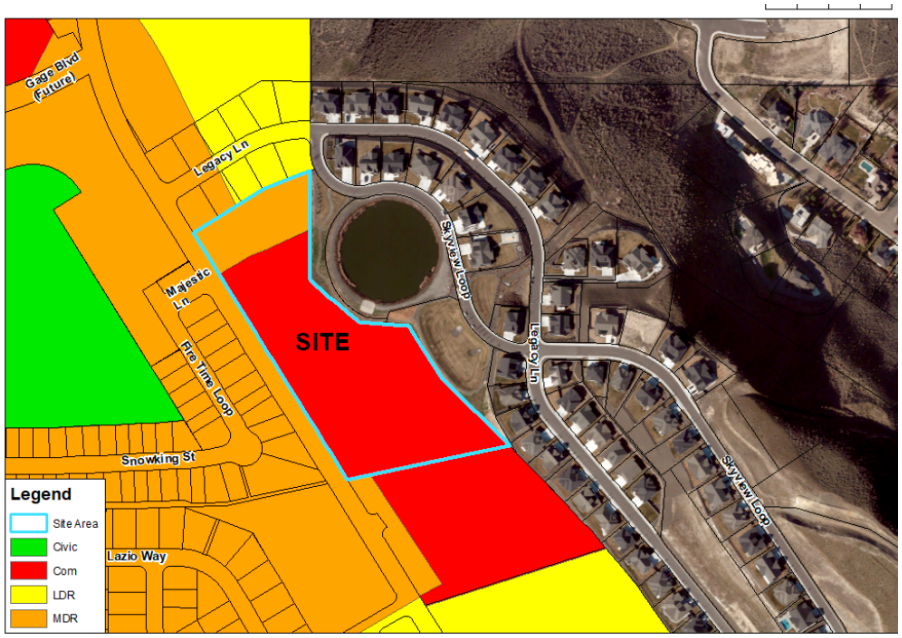
3. The 2100 Block of Bermuda Road site, addressed in this matter, was part of an almost 1,900-acre annexation into the City of Richland that took effect in 2010, through passage of Ordinance No. 41-10, which assigned the (AG) Agriculture zoning designation to the entire northeast portion of the annexation area where this rezone site is located. *(See Ex. 7, Ord. No. 41-10, Sec. 6, and Ex. B thereto, labeled "Zoning Designations for Annexation Area").*

4. The subject parcel has a current zoning designation of AG, Agricultural use district, and land has been zoned AG since its annexation into the City in 2010 by Annexation 41-10. *(Staff Report, page 5; Exhibit 7, 2010 Annexation Ordinance for the area).*

5. The applicant's parcel is located east of and adjacent to Bermuda Road, and south of Skyview Drive. It is located south of Westcliffe Heights, Phase 2, west of Peachtree Estates, Phase I and west of Westcliffe Heights, Phase IA. It is also west of and adjacent to a Badger Mountain District irrigation pond, an open space parcel and a trail. The site is presently undeveloped. *(Ex. 1, application materials, narrative on page 3).*

Comprehensive Plan, Land Use Designations assigned to the rezone parcel.

6. The Comprehensive Plan Land Use Map for the area is found in the Badger Mountain South Subarea Plan. The Staff Report includes an image, marked Figure 2, enlarged to show site borders for the rezone property outlined in blue, a copy of which is republished below:



7. As shown above, the rezone parcel holds a split land use designation, with the smaller northern portion shown in orange, for MDR (medium density residential) and the larger lower portion shown in red, for COM (commercial uses).

8. The rezone site is not currently used for agricultural purposes. The site is located in a part of the city that is now experiencing steady development of new homes.

9. The subject property is designated in the City's Comprehensive Plan for Medium Density Residential ("MDR") and Commercial ("COM") land uses. The requested rezone would replace the current AG (Agriculture) zoning classification with the R-2S and C-LB zoning districts, which are consistent with and implement those Comprehensive Plan designations. There is no evidence in the record establishing a basis to retain the AG zoning classification on the property, which presently functions as a nonconforming zoning designation relative to the adopted Comprehensive Plan. Accordingly, the requested rezone conforms to, and will implement, applicable Comprehensive Plan policies.

10. Changed circumstances since 2010, when the AG zoning classification was assigned to the site, support the requested rezone. Surrounding properties have developed or are

developing with residential and commercial uses consistent with the Comprehensive Plan, and urban services and infrastructure are available to serve the site. The existing AG zoning no longer reflects current conditions in the vicinity. The current Agriculture zoning does not serve a useful purpose in this location.

11. The Examiner concurs with the Staff Report and finds that the proposed R-2S and C-LB zoning classifications, and the uses allowed therein, are compatible with surrounding development patterns and existing and planned infrastructure in the vicinity. *(Staff Report; Site visits).*

12. Through the public comment and hearing process, no testimony or evidence in the record rebutted the Staff Report analysis or otherwise demonstrated a basis for denial.

13. Because the requested rezone is consistent with the City's Comprehensive Plan, which has previously been subject to environmental review, the application is categorically exempt from SEPA review pursuant to WAC 197-11-800(6)(c). The record does not identify any probable significant adverse environmental impacts attributable to the rezone itself. *(Staff Report, page 15; Official notice from record of previous rezone matters re: City SEPA process(es) undertaken when Comprehensive Plan, and BMS Subarea Plan, were adopted and amended).*

14. The record does not include any evidence that the requested R-2S and C-LB zones could allow for any uses that would be incompatible with surrounding uses.

Summary of Public Hearing.

15. The public hearing for this matter occurred on April 13, 2026. Mr. Nelson made a brief presentation regarding the application, current site conditions, development on surrounding sites, and how shrub steppe habitat issues are not part of the rezone review but will be included as part of any subsequent development project reviews for the site. The applicant's hearing representative, Mr. Simon, did not object to any of the analysis or recommendation provided in the Staff Report. Only one local resident, Mr. Reep, appeared and asked general questions about future development on the site, but did not present evidence or information that would serve as a basis to deny the requested rezone.

16. The Staff Report's analysis of the application, including its findings regarding Comprehensive Plan consistency, infrastructure adequacy, and compatibility with surrounding uses, stands unrebutted in the record and is supported by substantial evidence. The requested rezone is consistent with land use policy goals in the City's Comprehensive Plan.

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Public services and utilities are adequate and readily available to serve the site.

17. As part of the review process, City staff confirmed that, adequate utilities, including without limitation water, sewer, stormwater, irrigation, natural gas, and electricity, are in place and/or readily available, some with connections needed, but all with adequate capacity, to serve the parcel that is at issue in this matter. *(Staff Report, discussion addressing utility issues on pages 12, 13).*

General findings.

18. The requested rezone bears a substantial relationship to the public health, safety, and general welfare, including by aligning zoning with adopted Comprehensive Plan designations and facilitating development in an area planned for urban growth. The requested rezone is appropriate in the context of adjacent properties.

19. The Development Services Division Staff Report, prepared by Mr. Nelson, includes a number of specific findings and explanations that establish how the underlying application satisfies provisions of applicable law and is consistent with the city's Comprehensive Plan and zoning regulations. Except as modified in this Recommendation, all Findings contained in the Staff Report are incorporated herein by reference as Findings of the undersigned hearing examiner.

20. Any factual matters set forth in the foregoing or following sections of this Recommendation are hereby adopted by the Hearing Examiner as findings of fact and incorporated into this section as such.

VI. CONCLUSIONS.

Based upon the record, and the Findings set forth above, the Examiner issues the following Conclusions:

1. The applicants met their burden to demonstrate that the requested rezone conforms to, and in fact implements objectives of, the City's Comprehensive Plan. *Findings; Staff Report.*

2. The applicants met their burden to demonstrate that the requested rezone bears a substantial relationship to the public health, safety, or welfare.

3. The Staff Report and testimony in the record demonstrate that the proposed rezone will not require new public facilities and that there is capacity within the transportation network, the utility system, and other public services, to accommodate all uses permitted in

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the R-2S and C-LB zones requested herein.

4. The rezoned site will not be materially detrimental to uses or property in the immediate vicinity of the subject property**.** In fact, the rezone will help facilitate development on the property, thereby implementing City goals and policies, including without limitation those that seek to provide a variety of lifestyles and housing opportunities.

5. While the pending rezone application is categorically exempt from formal SEPA review, the record demonstrates that the potential for adverse impacts is very unlikely. And, after public notices issued for the application, no one spoke or submitted any written comments opposing the pending rezone request.

6. As required by RMC 19.50.010(C), the transportation system is sufficient to accommodate the type of development envisioned with the proposed rezone. The surrounding road network is fully functional, and no transportation concurrency problems are likely to arise as a result of the rezone for the site. Development regulations, including without limitation those detailing frontage improvements, limited access, roadway improvements, impact fees, setbacks, and the like, will apply to any future project built on the site.

7. Based on the record, the applicant demonstrated its rezone application merits approval, meeting its burden of proof imposed by RMC 19.60.060.

8. Approval of this rezone will not and does not constitute, nor does it imply any expectation of, approval of any permit or subsequent reviews that may be required for development or other regulated activities on the site of the subject rezone.

9. Any finding or other statement contained in this Recommendation that is deemed to be a Conclusion is hereby adopted as such and incorporated by reference.

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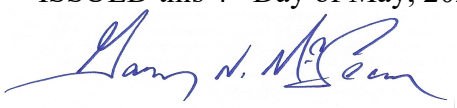
GARY N. MCLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND
CITY HALL – 625 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

VII. RECOMMENDATION.

Based upon the preceding Findings and Conclusions, the Hearing Examiner recommends that the Bermuda Road Rezone application (File No. PLN-T3A-2026-00004) to reclassify an approximately 8.38-acre site from its current AG (Agriculture) zoning classification to the R-2S and C-LB zoning districts, which are consistent with the Comprehensive Plan's Medium Density Residential (MDR) and Commercial (COM) land use designations assigned to portions of the property, should be **APPROVED.**

ISSUED this 4th Day of May, 2026



Gary N. McLean
Hearing Examiner

GARY N. MCLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND
CITY HALL – 625 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

CITY OF RICHLAND
PLANNING DIVISION
625 Swift Boulevard, MS-35
Richland, WA 99352
(509) 942-7794

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

GENERAL INFORMATION:

Proposal Name:	Bermuda Road Rezone
Location:	APN 134982010595008
Applicant(s):	Rick Simon of RPS Planning Consultant LLC and Robert McLeod of Knutzen Engineering
Property Owner:	MD&D Investments, LLC
File #:	PLN-T3A-2026-00004
Description:	Request to rezone Parcel 134982010595008 from Agricultural (AG) to Medium-Density Residential Small Lot (R-2S) and Limited Business Use (C-LB).
Project Type:	Type IIIA Site-Specific Rezone
Hearing Date:	April 13, 2026
Report By:	Ryan Nelson, Senior Planner
Recommended Action:	Approval

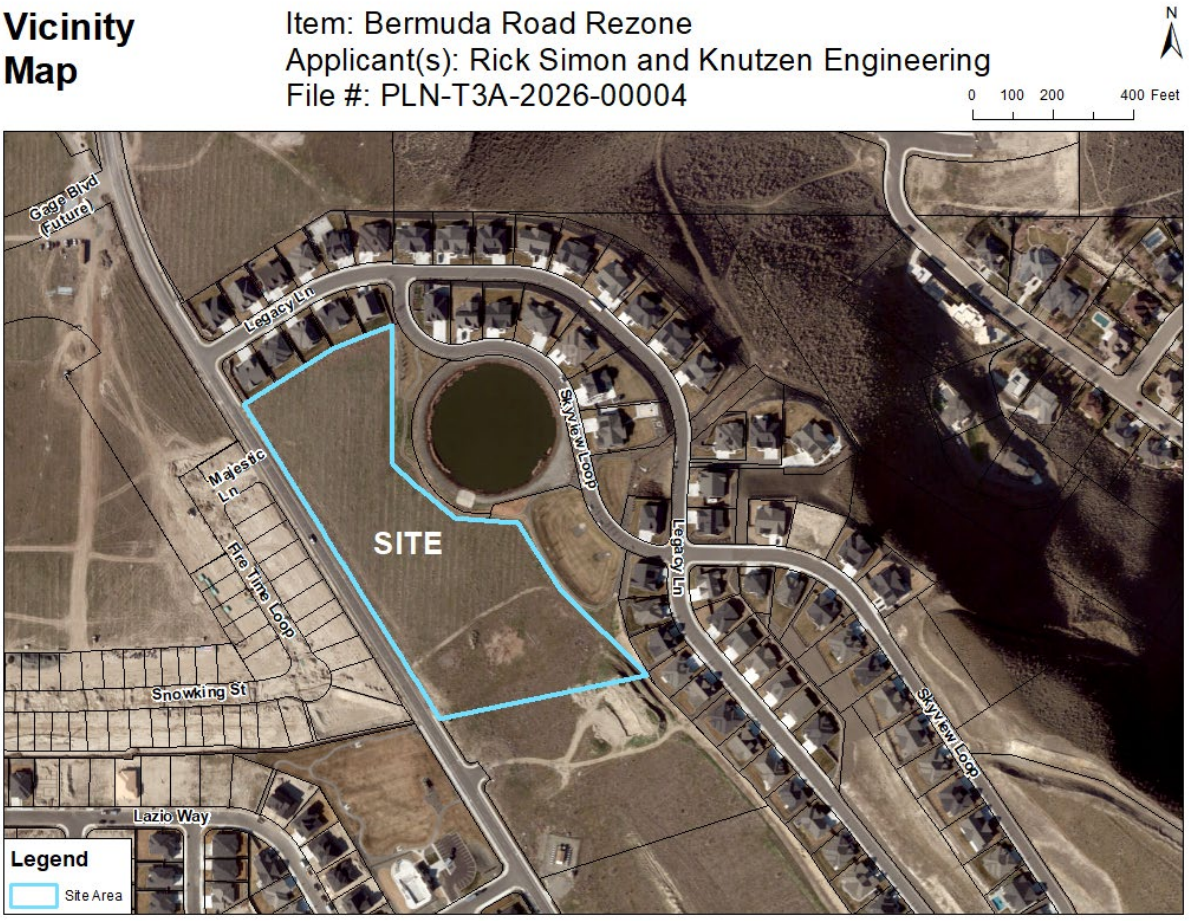


Figure 1 – Vicinity Map

Description of Proposal

Rick Simon of RPS Planning Consultant LLC and Robert McLeod of Knutzen Engineering, applicants, have submitted a Zoning Map Amendment application, on behalf of MD&D Investments, LLC, property owner, requesting to rezone parcel number 134982010595008, from the Agriculture (AG) zoning district to the medium density residential, small lot (R-2S) district and to the limited business use (C-LB) district. The purpose of this change is to enable residential development to proceed in agreement with the underlying Badger Mountain South Subarea Plan Medium Density Residential (MDR) and Commercial (COM) land use classifications. Figure 1 (above) shows the site within its larger context.

Reviewing Authority and Applicable Codes

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

RMC 19.20.010 Procedures for processing development permits.

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

D. Type IIIA permits include the following types of permit applications:
    1. Site-specific rezones

19.60.060 Burden of proof.
Except for Type IV actions, the burden of proof is on the proponent. The project permit application must be supported by proof that it conforms to the applicable elements of the city's development regulations, comprehensive plan and that any significant adverse environmental impacts have been adequately addressed.

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

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

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

1. Whether the requested rezone implements policies of the City's Comprehensive Plan, and /or whether there has been a change of circumstances since the original Agricultural [AG] zoning was adopted for the site?

2. Does the rezone bear a substantial relationship to the public health, safety, morals, or general welfare?

Site Description & Adjacent Land Uses

The Bermuda Road rezone is comprised of one (1) parcel totaling approximately 8.38 acres in size and is located south of Legacy Lane, west of Skyview Loop, east of Bermuda Road, and east of Majestic Street.

The project site has a southern downward slope and will be accessed by a future intersection at the corner of Bermuda Road and Majestic Street. This intersection will be constructed at the dividing line between the two zoning districts towards the northern portion of the project site.

Current Badger Mountain South Land Use Designations and Uses:

Parcel Number	BMS Land Use Classification	Current Use
134982010595008	Medium Density Residential and Commercial	Former Ag Land

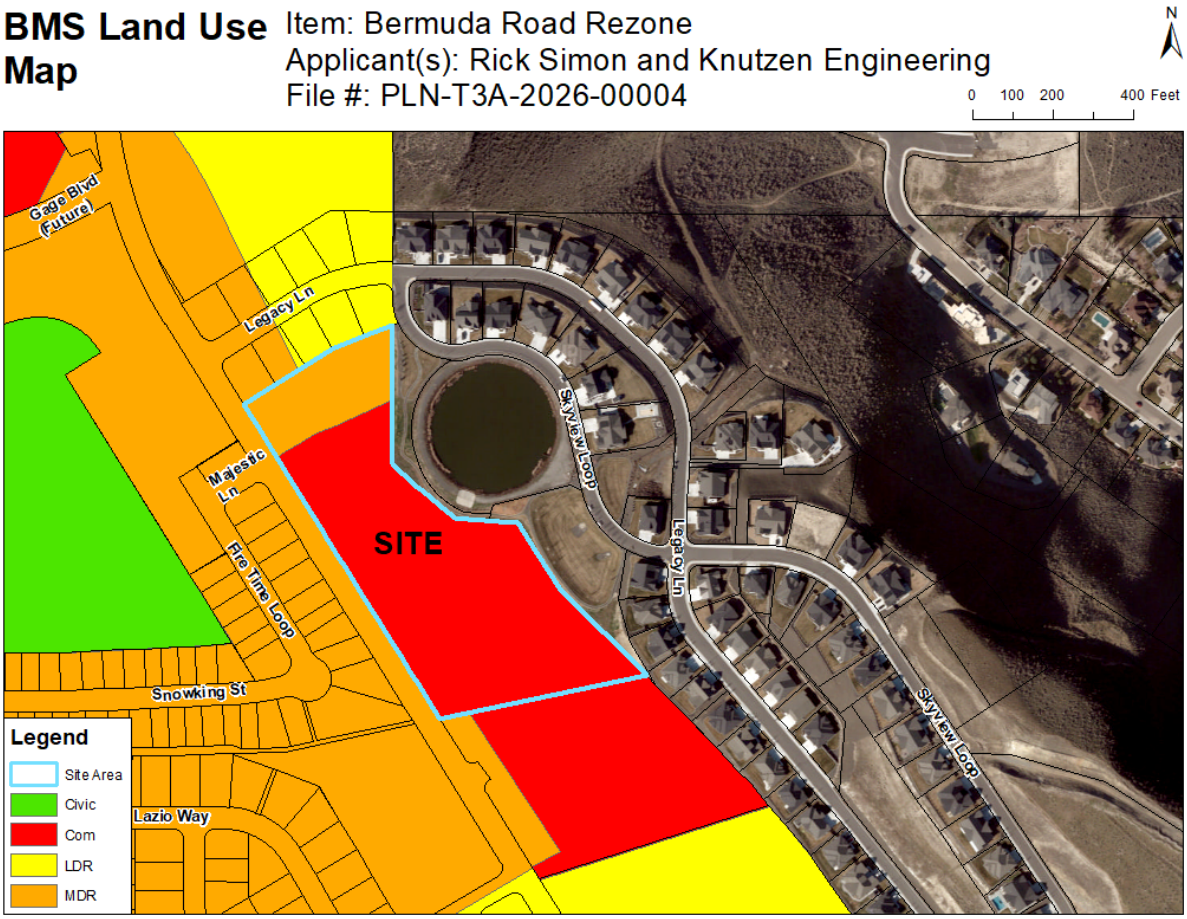


Figure 2 – Badger Mountain South LUDR Land Use Map

Badger Mountain South Subarea Plan Review

As illustrated in Figure 2 (above), the Comprehensive Plan Land Use designation (as established by the Badger Mountain Subarea Plan) designates the site for both medium-density residential and commercial development.

Provided below is a set of Badger Mountain South Subarea Plan goals & policies which are particularly applicable to the proposed plat.

Comprehensive Plan Land Use Goal 1. The City will establish land uses that encourage cost-effective development.

- BMLU Policy 1.2: Link development of the northeast portion of the Badger Mountain Subarea into the existing street network to the south and east, and over time, to the City's planned transportation network.

Comprehensive Plan Housing Element Goal 3. Accommodate growth and maintain affordability.

- BMLU Policy 3.1: Support the development of residential neighborhoods that provide a variety of housing types, styles and densities to serve a broad spectrum of incomes, ages, and life stages.

- BMLU Policy 3.2: Promote walkable neighborhoods by encouraging a mix of land uses, nodes of higher land intensity and access to sidewalks and a connected trail and parks system.

- BMLU Policy 3.3: Encourage higher density housing close to employment centers, retail and services, and along arterials to support the expansion of public transit.

- BMLU Policy 3.4: Support the development of energy-efficient housing choices.

Comprehensive Plan Urban Design Goal 1. The City will create a well-planned community with an aesthetically pleasing environment.

- BMUD Policy 1.4: Develop and adopt the use of a detailed land use and development regulation for Badger Mountain South to facilitate the overall design and sustainability objectives of the planned development.

Applicable City Goals & Policies

Provided below is a set of the City's Comprehensive Plan goals & policies which are particularly applicable to the proposed plat. The project site was changed from Medium Density Residential and Low Density Residential to Medium Density Residential and Commercial through the yearly Comprehensive Plan Amendment process in 2023 (File #CPA2023-103) and was approved by City Council as Ordinance 2024-07 (Exhibit 6).

Land Use Element – Goal 1

Plan for the growth within the urban growth area and promote compatible land use.

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

Land Use Element – Goal 2

Establish land uses that are sustainable and create a livable and vibrant community.

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

Land Use Element – Goal 3

Maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

- Policy 1: Distribute residential uses and densities throughout the urban growth area consistent with the City's vision.

Current Zoning Designations

The subject parcel has a current zoning designation of AG, Agricultural use district, and land has been zoned AG since its annexation into the City in 2010 by Annexation 41-10 under ORD 2024-07 (Exhibit 6).

The Agricultural use district (AG) is a primary zone classification permitting essentially open land uses such as grazing lands or pasture, agriculture, and development of part-time small tract farming and other compatible uses of an open nature such as a cemetery, park, and recreational or similar uses on land which has favorable combinations of slope, climate, availability of water, or soil conditions. This zoning classification is intended to be applied to some portions of the city that are designated as agriculture or as urban reserve under the city of Richland comprehensive plan (RMC 23.14.010(A)).

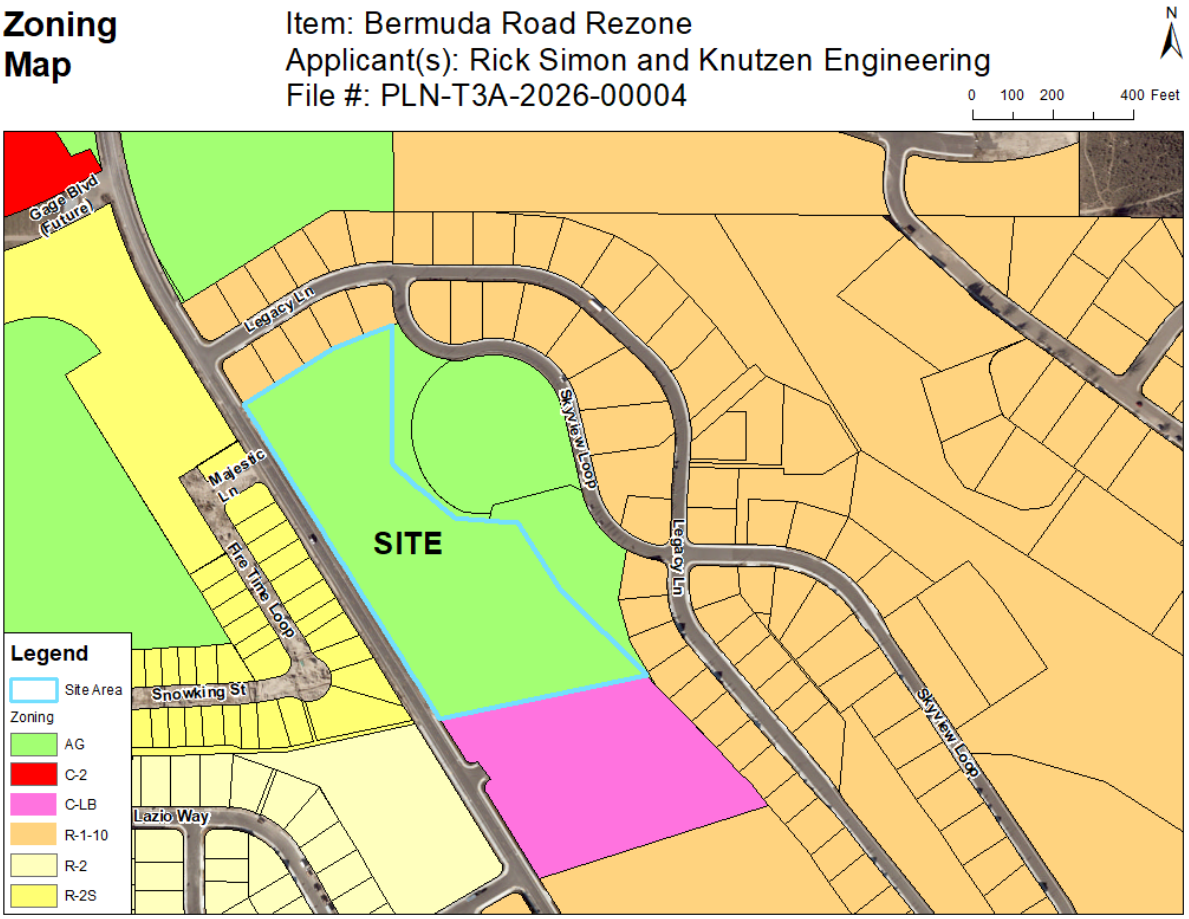


Figure 3 – Zoning Map

The surrounding parcels are zoned as follows:

North	AG – Agricultural and R-1-10 – Single-Family Residential – 10,000
East	AG – Agricultural and R-1-10 – Single-Family Residential – 10,000
South	C-LB – Limited Business Use
West	R-2S – Medium Density Residential Small Lot

Requested Zoning

Following the applicant's request, City staff is presenting this staff report and associated application materials for a site-specific rezone of 8.38 acres from AG to R-2S and C-LB. The purpose statements of the requested zoning are detailed below:

The medium-density residential small lot (R-2S) is a residential zone classification permitting a higher density of population, encouraging small lot development conducive to energy conservation and to other factors contributing to the production of affordable housing, and including the establishment of duplex dwellings and providing for these one- and two-family residences a high degree of protection from hazards, objectionable influences, building congestion and lack of light, air and privacy. Certain essential and compatible public service facilities and institutions are permitted in this district. This zoning classification is intended to be applied to some portions of the city that are designated medium-density residential (5.1 to 10 dwellings per acre) under the city of Richland comprehensive plan [RMC 23.18.010(D)].

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 [RMC Chapter 23.22.010(A)].

These are the applicable performance standards, special requirements, and dimensional standards for each requested zoning designation:

23.18.020 Residential performance standards and special requirements.

A. High-Density Residential Small Lot Special Requirements. In order to assure consistency with the purpose of the R-2S district, as stated in RMC 23.18.010(D), and further to avoid potential negative and undesirable effects that may result from the higher density of development afforded in an R-2S zone, the following special requirements and provisions shall apply:

1. Any application or reclassification of land to R-2S shall be accompanied by an application for preliminary plat approval submitted in accordance with RMC 24.12.010. In addition, the following information shall be submitted with the application for preliminary plat:

    a. A street landscaping plan showing the location and type of landscaping proposed;

b. Information showing the location, dimensions and character of recreational facilities and/or open space, including paths and trails; and

c. Utilization of curvilinear, cul-de-sac and/or loop streets or other appropriate design solutions to assist in modulating the interface of the residential buildings with the streets.

2. The planning commission and city council may, in keeping with the intent of this section, impose requirements and conditions on the approval of the preliminary plat or zoning reclassification as deemed appropriate. These conditions may include, but are not limited to, architectural design parameters, screening and buffering treatments, and supplemental open space and/or recreational facility requirements. Compliance with these conditions shall be demonstrated precedent to final plat and/or building permit approval as appropriate.

3. A combined front yard setback configuration and street-facing residential architectural elevation may be repeated continuously on no more than five lots before a different combination must be utilized. Regardless of the street facing architectural elevation, a front yard setback configuration may be repeated on no more than 10 lots before a different setback configuration must be utilized. The administrative official may approve variations to this requirement which, in his judgment, accomplish the intent of avoiding a monotonous interface of the residential buildings with the streets, or are necessary due to constraints or unique characteristics of the site. This requirement shall be satisfied at the time of building permit application.

Note: The heading above, "High-Density Residential Small Lot Special Requirements", is incorrect. R-2S is a medium-density residential land use designation and is described (correctly) as such in RMC 23.18.010(D). Staff acknowledges the error and will seek to amend the heading in a future Code update.

R-2S Dimensional Standards

The following standards apply in the R-2S zone per RMC 23.18.040:

Minimum Lot Area Requirement	One-Family Detached Dwelling	4,000 feet
	Two-Family Detached Dwelling	7,000 feet
	One-Family Attached Dwellings	3,000
Maximum Density		N/A
Minimum Lot Width	One-Family Detached Dwelling	42 feet
	Two-Family Detached Dwelling	64 feet
	One-Family Attached Dwellings	30 feet
Average Lot Size Requirement[2]		None
Minimum Front Yard Requirement[3]		15 feet/18 feet[4]
Minimum Side Yard Requirement		6 feet[5]

Minimum Rear Yard Requirement		20 feet/3 feet[7]
Maximum Lot Coverage[8]		50%
Maximum Building Height	Main Building	30 feet
	Detached Accessory Building[11]	16 feet

2. Minimum average lot area per subdivision, exclusive of the area of streets and lots designated for nonresidential uses. In calculating average lot size, at least 35 percent of all lots shall be larger than the average lot size requirement.

3. Front yard setbacks are required from all street rights-of-way adjoining a lot as shown in the table above, except as follows:

    a. In single-family residence districts and in R-2 and R-3 districts where more than 50 percent of the normal or average-size lots in a block fronting on one side of the street are developed with existing buildings, other than accessory buildings, with front yard setbacks less than that required for the district, a new single-family or duplex dwelling shall adopt a minimum front yard setback dimension which is the average of the setbacks of the buildings on the two adjoining lots, existing prior to July 22, 1960, but in no case shall this dimension be less than 15 feet nor need it exceed 30 feet.

    b. Residential Districts. In any R district, or any combination therewith, on any corner lot where there is provided a side yard along the interior side lot line at least equal in width to the minimum depth of the rear yard required for the district, the main building may encroach upon the required rear yard up to a line where the remaining rear yard is no less in depth than the minimum width of the side yard required for the district. No accessory buildings may be located in said side yard, except a patio shelter enclosed on no more than two sides by walls or other enclosures and in conformity with the other provisions of this title.

    c. The flanking frontage or nonaddress front yard of a corner lot may reduce the front yard setback of said frontage to 15 feet; see diagram below.

4. Front yards shall not be less than 15 feet in front of living areas, up to a maximum of 55 percent of the front lot line, and not less than 18 feet in front of all other areas.

5. Detached one-family or detached two-family dwellings shall have two side yards with each side yard having a width of not less than six feet. A nonattached side of an attached one-family dwelling shall have a side yard having a width of not less than six feet.

7. Rear yards shall be not less than 20 feet in back of living areas and three feet in back of garages or carports up to a maximum of 60 percent of the rear lot line for the garage or carport portion of the rear yard.

8. Buildings in an R-3 district shall cover not more than 33 percent of the area of the lot except one-family attached dwellings, which may cover up to 45 percent of the area of the lot.

11. Detached accessory structures built pursuant to the setback provisions of RMC 23.38.020 are limited to one story.

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.

C-LB Dimensional Standards

The following standards apply in the C-LB zone per RMC 23.22.040:

Minimum Lot Area	None
Maximum Density – Multifamily Dwellings (units:square feet)	1:1,500
Minimum Lot Width – One-Family Attached Dwellings	N/A
Minimum Front Yard Setback[14]	20 feet
Minimum Side Yard Setback	0 feet[6]
Minimum Rear Yard Setback	0 feet[6,8]
Maximum Building Height[14, 15]	55 feet
Minimum Dwelling Unit Size (in square feet, excluding porches, decks, balconies and basement)	500 feet

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.

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.

Footnotes 14 and 15 do not apply to this application, as the proposal is not part of the Medical, Uptown or Parkway districts within the CBD zoning district or the Columbia Point North District of the Waterfront zoning district, as established in Plates 23.22.040(1), (2), (3), and (4).

Utility Availability

There are existing irrigation and electrical power line connections in place, available near the site with adequate capacity to supply the proposed project. Water, sewer, natural gas, and stormwater connections would need to be extended from nearby right-of-way to the site area.

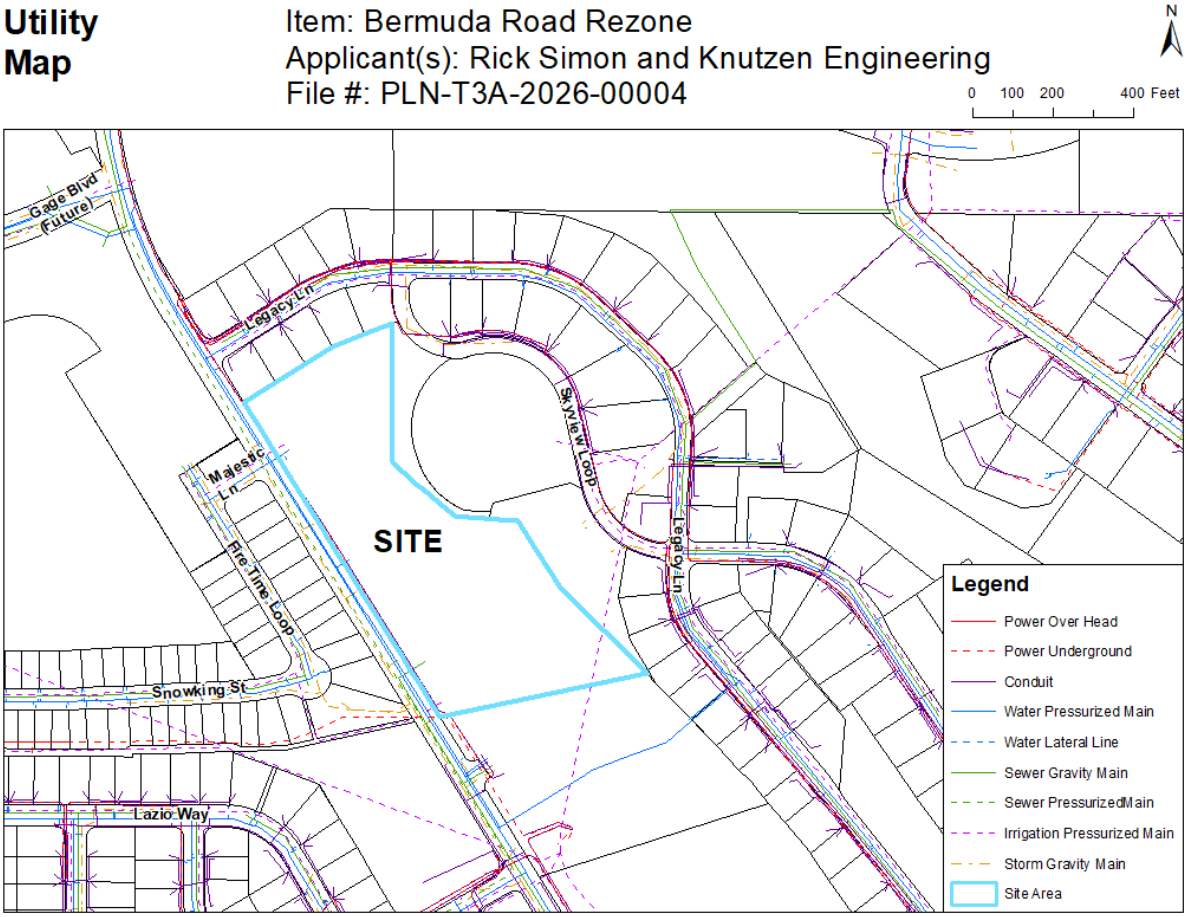


Figure 4 – Utilities Map

Sewer

There is an existing 4-inch pressurized main within the Bermuda Road right-of-way.

Water

There are two (2) distribution mains within the Bermuda Road right-of-way. The main closest to the subject parcel (east) is a 10-inch pipe serving the Tapteal V pressure zone and the main furthest from the subject parcel (west) is a 12-inch pipe serving the Tapteal IV pressure zone. There are existing water connection stubs to the subject parcel, the stub at the north end of the subject parcel serves the 12-inch Tapteal IV pressure zone and the stub to the south serves the 10-inch Tapteal V pressure zone. Water connections will need to be extended to serve any future development on the subject parcel.

Irrigation
There is an existing 6-inch distribution main that serves the Peach Tree subdivision to the west of Bermuda Road with a 2-inch stub to northern portion of the subject parcel. The irrigation line is owned and operated by the Badger Mountain Irrigation District.

Stormwater
The City does have an existing 12-inch stormwater gravity main within the Bermuda Road right-of-way. Ultimately, all stormwater runoff from any future development will need to be maintained on-site per City and State stormwater runoff requirements.

Power
There is an existing 6-inch underground conduit within the subject parcel which runs parallel to Bermuda Road.

Natural Gas
There is an existing 4-inch underground natural gas pipe within the subject parcel which runs parallel to Bermuda Road.

Transportation & Access

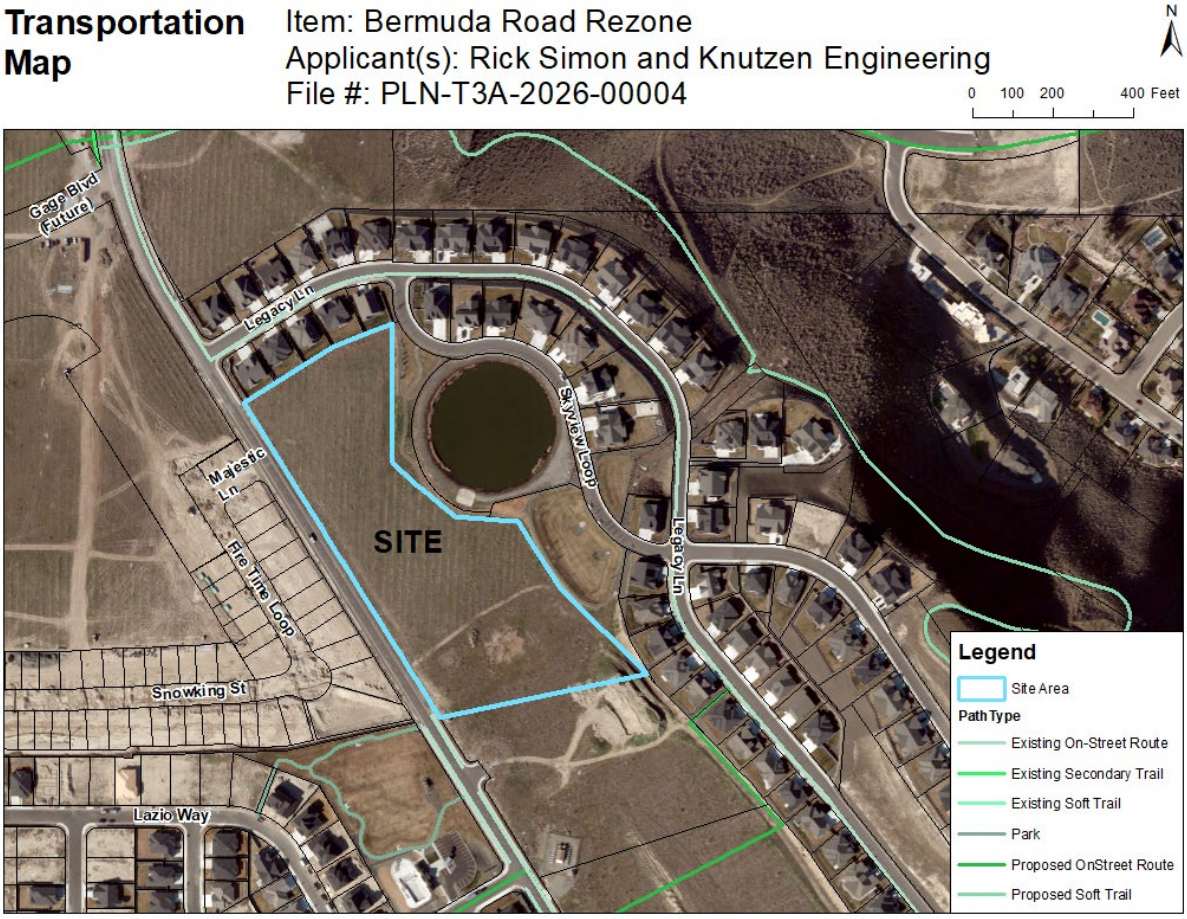


Figure 5 – Transportation Map

Primary access into any future development will come from the existing stubs to the east of Bermuda Road, which is designated as a “Major Collector” road.

Sidewalks will likely need to be installed on local roads for any future development. There are no existing trails or on-street bicycle lanes parallel to the subject parcel but there are ongoing efforts to improve the active transportation portfolio of the area. Currently, there are no nearby or proposed Ben Franklin Transit bus routes that service the area.

Easements

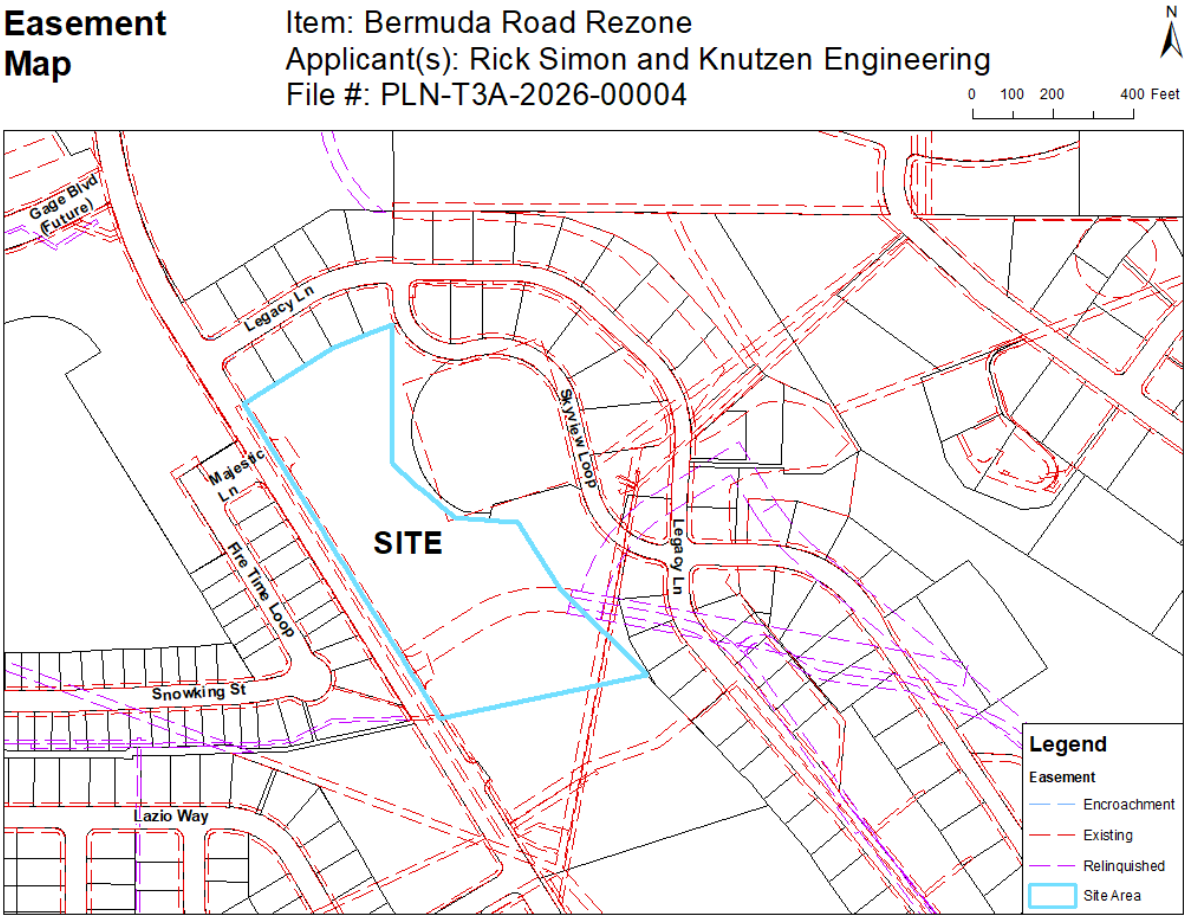


Figure 6 – Easement Map

There are three (3) easements within the proposed rezone. First, is a 10-foot-wide utility easement which runs parallel to Bermuda Road within the subject parcel. Second, there are two (2) existing temporary utility easements, which are future road connections at the northern and southern ends of the subject parcel. Finally, there is an approximate 60-foot wide easement, which runs east and west and follows the proposed westward Gage Boulevard extension.

Fire Safety
The City of Richland Fire Department will provide fire protection services for any future development. Currently, there is a hydrant in place at the west side of the parent parcel and is generally located east of the Bermuda Road and Majestic Lane intersection.

Schools
The plat falls within the boundaries of the Richland School District. Primary and secondary education are not in the immediate vicinity of this proposed development. The nearest school is Orchard Elementary School which is approximately 4,300 linear feet to the northeast of the subject parcel. However, a future Richland School District site is located approximately 350 feet west of the northern end of the project site.

SEPA
The proposal is not subject to State Environmental Review under the State Environmental Policy Act, as the proposal meets the requirements of WAC 197-11-800(6)(c)

Critical Areas
According to the Washington Department of Fish and Wildlife Priority Species and Habitat map, the subject parcel has presumptive shrubsteppe habitat and a possible Ferruginous Hawk breeding area. Therefore, any future development would be subject to the regulations set forth in RMC Chapter 22.10, Article IV – Fish and Wildlife Habitat Conservation Area (FWHCA) and Article VII – General Standards.

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

Agency Comments
A variety of public agencies and City departments were given an opportunity to comment on the proposal. Staff did receive comments during the comment period but comments expressed no concerns with the proposed rezone action.

Public Comments
Owners of all properties within a 300-foot radius of the plat site were directly notified of the project by way of USPS mailing. As of the date of this report, city staff have received one (1) public comment regarding this proposed zoning action.

Public Notice

Notice of Hearing Mailed:	March 16, 2026
Notice of Hearing Posted:	March 13, 2026
Notice of Hearing Published:	March 15, 2026
Public Hearing:	April 13, 2026

Notice of application and notice of hearing was provided through posting of the property, mailing of notice to property owners within 300 feet of the site and publication in the *Tri-City Herald* newspaper. Copies of the notices and affidavits are included in *Exhibit 4*.

Analysis

Over the past twenty (20) or so years the City of Richland (with support from Benton County) has placed a high priority on development within the Badger Mountain Subarea for residential growth, alongside more limited neighborhood commercial and office space improvements. The Badger Mountain Subarea Plan (April 2010, with subsequent updates) formalized these efforts placing the 8.38 acres at question in this review under its Medium Density Residential (MDR) (5.1 to 10 dwellings per acre), and Commercial designations.

The applicant is seeking the R-2S zoning district for the medium-density residential portion and C-LB zoning district for the commercial portion of the project site. These proposed zoning designations would be in agreement with the existing BMS Land Use designations of MDR and COM, which matches the Comprehensive Plan Land Use Map under ORD 2024-07. Therefore, staff concurs that R-2S and C-LB zoning districts are in agreement with the goals and policies arrived at after the public Comprehensive and Subarea planning efforts, and by extension, bears a substantial relationship to the public health, safety, morals, or general welfare.

This requested rezone does not approve any development activity on the site. As with all development proposals, City development regulations will apply to any specific projects that may eventually be proposed on the site. Following public notices and reviews conducted in accord with City practices for all other private or public rezone applications, there is no evidence in this record that would provide a basis in fact or law to deny the pending rezone request.

Staff also want to address questions posed to Hearing Examiner under “Reviewing Authority and Applicable Codes”:

1. Whether the requested rezone implements policies of the City’s Comprehensive Plan, and /or whether there has been a change of circumstances since the original zoning was adopted for the site?

    a. The site has been designated for medium-density residential [MDR] and Commercial [COM] uses by the City’s Comprehensive Plan through the Badger Mountain South Subarea Plan and through ORD 2024-07. The rezone request would serve to effectuate those plans. The subject property remains undeveloped. The site has been left unattended and while it is not overgrown with weeds and noxious vegetation, leaving it in a distressed/undeveloped condition is not in the public’s best interest. The requested rezone is meant to facilitate the applicant’s plans to develop the site in a manner fully authorized by the appropriate residential and commercial zoning regulations.

2. Does the rezone bear a substantial relationship to the public health, safety, morals, or general welfare?

    a. It appears that the proposed rezone is consistent with this criterion because the rezone is consistent with the City's Comprehensive Plan and the Badger Mountain South Subarea designations, and any future, project-specific proposal will have to meet city development regulations, including SEPA, possible subdivision codes, traffic impact reviews, public infrastructure concurrency reviews, and payment of any impact fees in effect at the time of application.

The Planning Department requests the Hearing Examiner recommend approval of the proposed zoning map amendment to the Richland City Council.

Suggested Findings and Conclusions

Staff has completed its review of the request for a rezone (PLN-T3A-2026-00004) and recommends approval of the request based on the following:

1. The property owner in this matter is MD&D Investments, LLC, with the applicants, Rick Simon of RPS Planning Consultant LLC and Knutzen Engineering, acting on behalf of, and, as lead contacts.

2. The application is to rezone one (1) parcel: Benton County Assessor's Tax Parcel Numbers 134982010595008.

3. The lot is currently zoned Agricultural use district (AG).

4. The requested zone change is to change zoning of the parcel to R-2S (Medium-Density Residential Small Lot) and to C-LB (Limited Business Use) to match the Comprehensive Plan (Badger Sub-Area) as amended by ORD 2024-07

5. The subject site was previously disturbed as it was used for previous farming operations.

6. The site is gently flat with a slight downhill slope from northwest to the southeast.

7. The surrounding area is transitioning from agricultural uses to single-family residential and commercial.

8. The Badger Mountain South Subarea Plan designates this parcel as Medium Density Residential [MDR] (5.1 -10 dwellings per acre) and Commercial [COM].

9. The current Agricultural (AG) zone does not implement the Badger Mountain South Medium Density Residential or Commercial land use designations.

10. Per RMC 23.18.010, the R-2S Medium-Density Residential Small Lot zoning is intended to be applied to land that is designated MDR (5.1-10 dwellings per acre) under the City's Comprehensive Plan, such as Badger Mountain South Medium Density Residential.

11. Per RMC 23.22.010, the C-LB Limited Business Use zoning district is intended to be applied to land that is designated Commercial under the City's Comprehensive Plan, such as Badger Mountain South Commercial.

12. No portion of this proposed rezone is in the Shoreline Management Program's jurisdiction.

13. No portion of this proposed rezone is in a Critical Aquifer Recharge Area (CARA). However, there is presumptive shrubsteppe habitat on the parcel. An on-site visit would be required before any future development can occur to determine if the shrubsteppe habitat does exist.

14. The application is exempt from the provisions of the State Environmental Policy Act (SEPA), as identified in WAC 197-11-800(6)(c).

15. Notice requirements of RMC 19.30.040 have been met.

16. Based on the above findings and conclusions, approval of the zone change request would be in the best interest of the community of Richland.

Exhibit List

1. Application Materials
2. Zoning Map
3. BMS Land Use Map
4. Public Notices & Affidavits
5. Agency & Public Comments
6. Ordinance 2024-07

Exhibit 1

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

Plan Snapshot Report

Plan Type:	Type 3A	**Plan #:**	PLN-T3A-2026-00004	**App Date:**	01/09/2026
Work Class:	T3A - Site Specific Rezone	**District:**	City of Richland	**Exp Date:**	NOT AVAILABLE
Status:	In Review			**Completed:**	NOT COMPLETED
Description:	Rezone from AG to R-2S & CLB to align with the property's comprehensive plan land use designation.			**Approval Expire Date:**	

Parcel:	134982010595008	Main	**Address:**	**Zone:**

Applicant
Knutzen Engineering
5401 Ridgeline Drive Ridgeline DR Ste 160 Ste 160
Kennewick, WA 99338
Business: (509) 222-0959
Mobile: (509) 440-1817

Developer
Nick Walsh
Business: (888) 397-0410
Mobile: (805) 801-7974

Applicant
Rick Simon
98402 N HARRINGTON RD
WEST RICHLAND, WA 99353-8722
Home: (509) 531-0142
Business: (509) 531-0142
Mobile: (509) 531-0142

Property Owner
MD & D Investments
63615 E Jacobs RD NE
Benton City, WA 99320
Business: (509) 840-0083

Developer
Karl Pederson
Business: (208) 243-9403
Mobile: (208) 391-5146

Engineer
Robert McLeod
Business: (509) 222-0959
Mobile: (509) 303-8810

Plan Custom Fields

PreAppQuestionBox	Waived	Current Land Use Designation	COM / MDR	Current Zoning	AG
Proposed Use	Single-family residential townhomes (R-2S) and single-family residential condos (C-LB). The zoning split will align with the attached prelim plat map, which will be submitted for concurrently with this rezone application.	Requested Zoning	Split zoning of R-2S and C-LB	Current Comp Plan	Split land use designation of COM / MDR. (CPA2023-103)
Area of Property	8.38	Unique Characteristics	The site is well suited for residential land uses, given its proximity to existing residential development, its proximity to existing city utilities and a major collector street. Further, there are no unstable slopes, wetlands, frequently flooded areas or other critical areas that would impede the development of the site.	Hardship	The City would lose the development potential of 8.3 acres that been identified for medium density residential and commercial development, incrementally frustrating the City's ability to implement the Badger Mountain South Comprehensive Plan. The City's infrastructure investments in both construction of a major collector street and utility line extensions would be wasted as the existing agricultural zoning does not allow for the level of development that requires these infrastructure improvements. From the

	property owners' perspective, the existing Agricultural zoning severely limits the development potential of the site and would frustrate their development backed expectations.	Conforms to Patterns	The property located immediately adjacent to and south of the site is zoned C-LB Limited Business, the same zoning that is requested in this application. Property located west of the site, across Bermuda Road is zoned R-2-S, the same zoning proposed for the northernmost portion of the site. Additionally, adjacent land to the east contains existing trails, park space and an irrigation pond. These facilities will provide an effective buffer from the higher intensity development proposed for the site from the lower density single family residential development that is located to the east of these open space tracts. majority of land in the vicinity has been developed with residential uses, resulting in land use conflicts if agricultural uses were to be re-established on the site.	Granting or Denial Benefits	Denial of this application would leave the existing agricultural zoning in place when the great majority of land in the vicinity has been developed with residential uses, resulting in land use conflicts if agricultural uses were to be re-established on the site.
OverallPurposeBenefits	The proposed rezone would be beneficial in helping to implement the City's comprehensive plan through the development of this 8.3 acre site in accordance with the land use designations identified in the South Badger Mountain Subarea Plan. The site is well suited for the proposed zoning, given the existing land use pattern in the vicinity, the proximity of a major collector street (Bermuda Road) and the availability of city utilities, as well as the absence of critical areas that would limit or preclude the development potential of the site. Adverse effects accruing from the denial of the rezone application would include a failure to take advantage of the existing infrastructure (streets and utilities) investments that have already been made in the area in anticipation of development. Denial of this application would leave the existing agricultural zoning in place when the great			Impacts to City	The City benefits from the development of the site with R-2-S and C-LB zoning through an increase in the City's tax base and the development of more intensive land uses in an area that is both planned for more intensive uses and that already has capacity in its street and utility systems to accommodate more intensive uses. Detrimental impacts of denial of this rezone would be fewer options for medium density housing and commercial uses within the City with the potential that increased development pressure may be applied in areas that are not as well suited for such development.

Rezone Better Use	Yes. See attached narrative for a full response.	Spot rezone or larger	No. See attached narrative for a full response.	Impacts on Environment Public Safety	Development of the site in accordance with the proposed R-2-S and C-LB zoning standards will increase demands for public services typically associated with population growth, including emergency services, increased demand placed on public parks and schools, increased traffic and increased water, sewer and power consumption. These impacts are partially offset by the existing infrastructure that is located adjacent to the site, including a major collector street (Bermuda Road), existing utility lines and open spaces and trails located adjacent to the site. Additionally, impacts on public safety are offset with future development that conforms to minimum building and fire code design standards. Additionally, payment of utility connection fees, park mitigation fees, traffic mitigation fees and property taxes generated by the increased value of new development mitigate the demand for increased public services. In regard to environmental impact, the site does not contain unstable slopes, wetlands, frequently flooded areas or other physical characteristics that would result in negative environmental impact. Specific environmental impacts will be evaluated when development proposals are brought forward for the City's review.

BERMUDA ROAD
REZONE APPLICATON

Date:	**December 2025**
Submitted to:	**City of Richland Development Services** **625 Swift Boulevard, MS-02** **Richland, WA 99352**
Location:	**2100 block of Bermuda Road**
Owner:	**MD & D Investments, LLC** **63615 E Jacobs Road, NE** **Benton City, WA 99320**
Engineer:	**Knutzen Engineering** **5401 Ridgeline Drive, Suite 160** **Kennewick, WA 99338** **Contact: Robeert McLeod** **(509)222-0959**
Consultant:	**Rick Simon** **RPS Planning Consultant** **98402 N. Harrington Road** **West Richland, WA 99353** **(509)531-0142**

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III. Applicable Review Criteria for a Rezone

a. Conformance with Comprehensive Plan……4

b. Responses to Rezone Application Questions……9

IV. Conformance with RMC 19.60.095 – Required Findings…… 13

V. Conclusion……..15

Exhibits

A. Title Report

I. Executive Summary

The proposal consists of the rezoning of 8.3 acres from the present AG - Agriculture zoning to a proposed R2-S Medium Density Residential Small Lot and C-LB Commercial Limited Business zoning. This proposed zoning is consistent with the City's Badger Mountain South Subarea Plan.

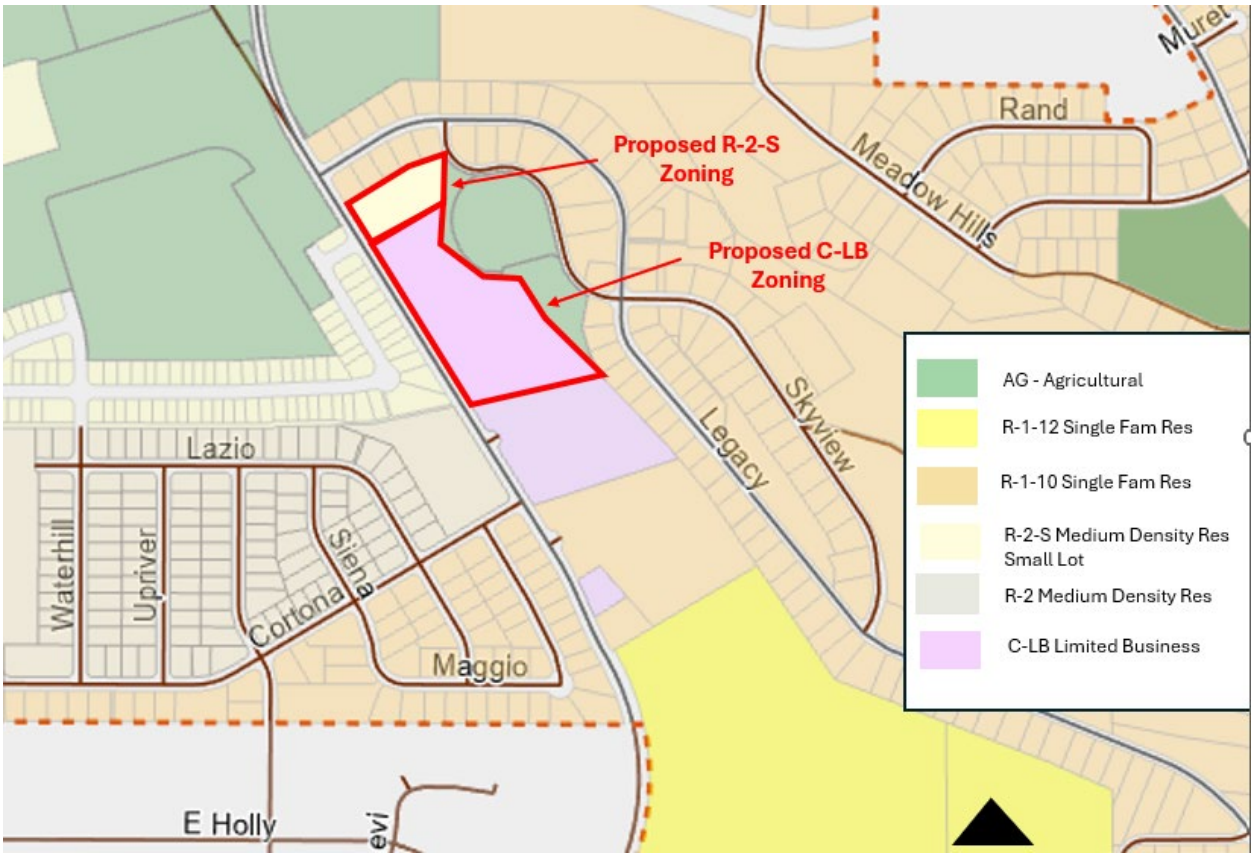


Figure 1: Proposed Rezoning

II. Site Description

The parcel is located east of and adjacent to Bermuda Road, and south of Skyview Drive. It is located south of Westcliffe Heights, Phase 2, west of Peachtree Estates, Phase I and west of Westcliffe Heights, Phase IA. It is also west of and adjacent to a Badger Mountain District irrigation pond, an open space parcel and a trail. The site is presently undeveloped and located within the Northeast and Northwest quarters of Section 34 in Township 9 North and Range 28 East, W.M. and has been assigned Assessor's Parcel #134982010595008.

III. Applicable Review Criteria – Rezone

A. Conformance with the City Comprehensive Plan

The site is located within the boundaries of the Badger Mountain South Subarea Plan. The majority of the 8.3 acre parcel is designated as "commercial" under the plan, while approximately 1.3 acres along the northern boundary of the site is designated as "medium density residential."

The purpose of the commercial land use designation, according to the plan is to "*allow retail business and service uses that provide products and services. It is found in future commercial nodes in areas outside of Badger Mountain South. The Commercial designation may include areas that provide limited retail business for the convenience of nearby neighborhoods or areas that provide a wider array of business and service uses*."

The medium density land use designation provides for residential development at a density between 5.1 to 10 dwelling units/acre, comprised of: "*traditional, urban-sized, single-family lots that average 5,000 square feet. However, it can also accommodate other types of dwellings including mansion apartments, cottages, condominiums, cooperatives and co-housing.*"

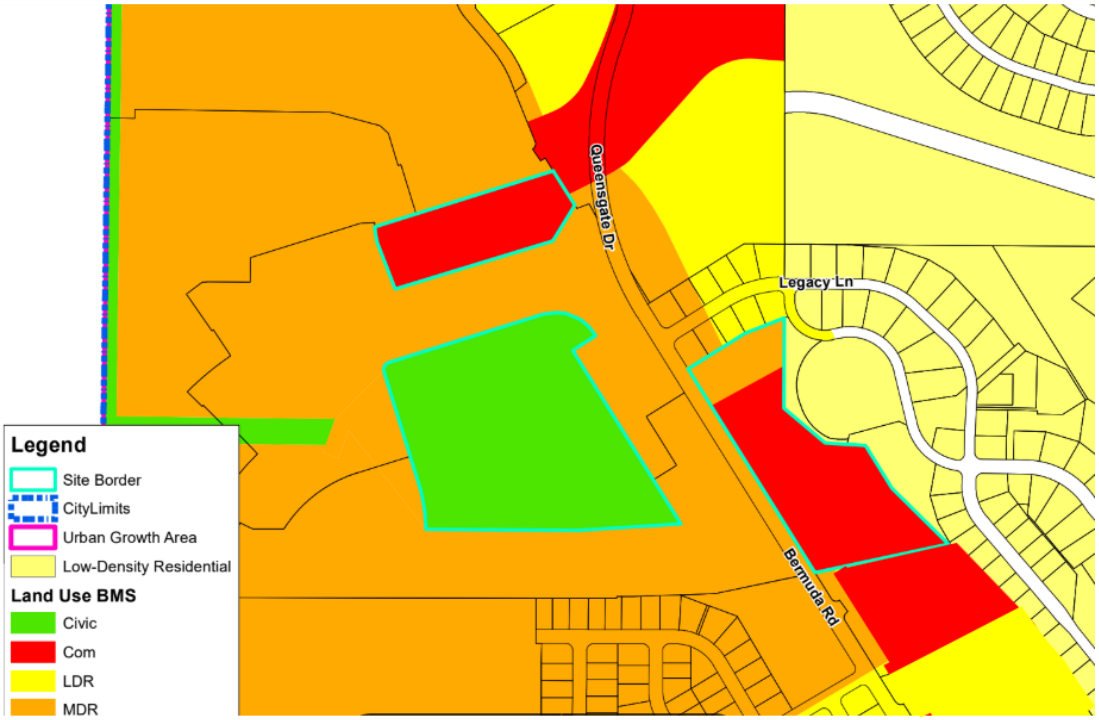


Figure 2: Comprehensive Plan – Land Use Designations

Additionally, the proposed rezone is consistent with and would help to implement the following comprehensive plan goals and policies included within the Badger Mountain South Subarea Plan. (Note: Only those goals and policies applicable to this project are listed below):

***Comprehensive Plan Land Use Goal 1*.**
The City will establish land uses that encourage cost-effective development.

BMLU Policy 1.1 *– Phase development within the Badger Mountain Subarea over a 20-year planning period so that it can capitalize on existing and planned infrastructure improvements and develop those uses with the best revenue generation potential first in order to support the required initial infrastructure investments.*

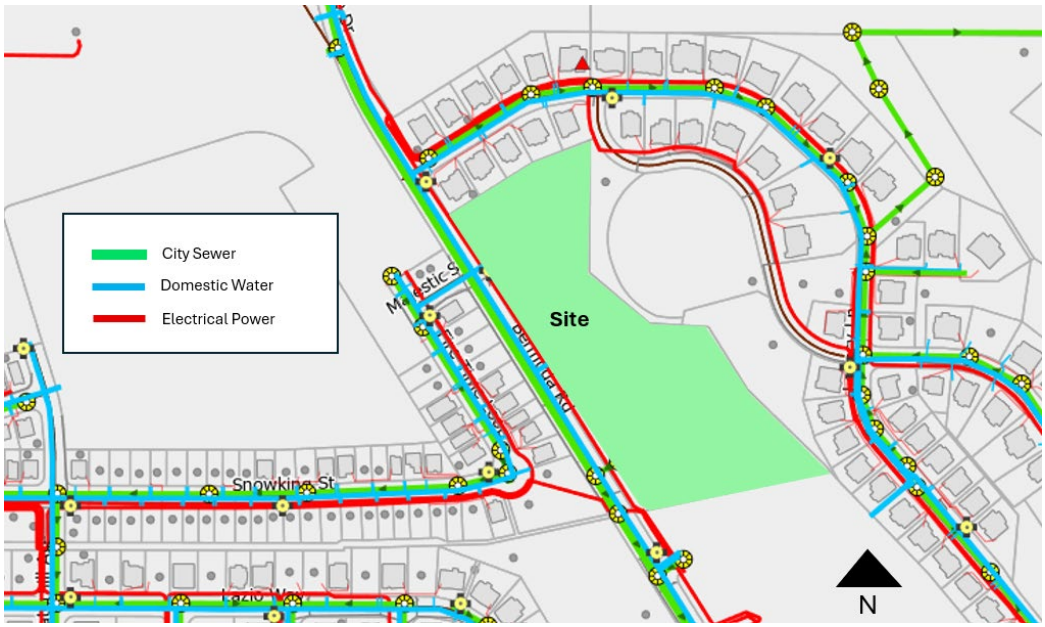


Figure 3: Existing City Infrastructure

Comment: The site is well situated to capitalize on existing infrastructure improvements, as existing City water, sewer and electrical power lines are in place along the adjacent Bermuda Road corridor.

BMLU Policy 1.2 *– Link development of the northeast portion of the Badger Mountain Subarea into the existing street network to the south and east, and over time, to the City's planned transportation network.*

Comment: Much of the transportation network anticipated in the Badger Mountain South plan has been completed. Bermuda Road, which is identified as a major collector under the City's Functional Street Classification Plan provides a north-south connection over Badger Mountain to I-182, making a direct connection from the site to South Richland.

Figure 4: City Functional Street Classification Plan

BMLU Policy 1.4 *– Support the sustainable development practices proposed for Badger Mountain South including a mix of land uses and densities to facilitate transit use and walkability, and increased water and energy conservation measures.*

Comment: The project would help to implement the Badger Mountain South plan by providing for both a mix of residential densities and commercial services as originally envisioned in the plan.

Comprehensive Plan Economic Development Goal 6.
Richland has established a sense of place that appeals to citizens of all ages. The City has become the entertainment and upscale retail center for the Tri-Cities with a range of retail and service businesses that meet the needs of local residents and visitors to the community.

BMED Policy 6.1 *– Provide areas for new commercial activity that can accommodate the needs of businesses, residents and visitors.*

Comment: Approximately 7 acres of the site would be zoned for limited commercial uses, which will help to accommodate the needs of residents and businesses, as envisioned by this plan policy.

BMED Policy 6.3 *– Encourage the development of Neighborhood Activity Centers where local shopping needs can be accommodated while supporting the reduction of travel trips.*

Comment: The proposed C-LB zoning on the majority of the site would provide land area for a neighborhood activity center as identified in the plan.

BMED Policy 6.6 *– Encourage the siting of commercial uses and business areas to serve adjacent neighborhoods.*

Comment: The proposed C-LB zoning would help to implement this policy.

BMED Policy 6.7 *– Capture emerging housing and commercial market growth by providing the necessary infrastructure.*

Comment: The infrastructure needed for development is present in the immediate vicinity, including a major collector street (Bermuda Road) and City water, sewer and power lines that are located adjacent to the site, thereby helping to implement this policy.

Comprehensive Plan Housing Element Goal 3.
Accommodate growth and maintain affordability.

BMHE Policy 3.1 *– Support the development of residential neighborhoods that provide a variety of housing types, styles and densities to serve a broad spectrum of incomes, ages, and life stages.*

Comment: The proposed R-2S zoning provides for a variety of housing types including single family detached and attached homes and duplexes and so would implement this policy promoting a variety of housing types.

BMHE Policy 3.3 *–Encourage higher density housing close to employment centers, retail and services, and along arterials to support the efficient expansion of public transit.*

Comment: The proposed C-LB zoning provides for multi-family housing uses as well as office uses and some limited retail business uses. Its location adjacent to Bermuda Road, a major collector street would help to implement this policy.

III. Applicable Review Criteria – Rezone

B. Responses to Rezone Application Questions:

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

Response: The site is well suited for residential land uses, given its proximity to existing residential development, its proximity to existing city utilities and a major collector street. Further, there are no unstable slopes, wetlands, frequently flooded areas or other critical areas that would impede the development of the site.

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

Response: The City would lose the development potential of 8.3 acres that been identified for medium density residential and commercial development, incrementally frustrating the City's ability to implement the Badger Mountain South Comprehensive Plan. The City's infrastructure investments in both construction of a major collector street and utility line extensions would be wasted as the existing agricultural zoning does not allow for the level of development that requires these infrastructure improvements. From the property owners' perspective, the existing Agricultural zoning severely limits the development potential of the site and would frustrate their development backed expectations.

The manner in which the proposed rezone conforms to the patterns in adjacent zones

Response: The property located immediately adjacent to and south of the site is zoned C-LB Limited Business, the same zoning that is requested in this application. Property located west of the site, across Bermuda Road is zoned R-2-S, the same zoning proposed for the northernmost portion of the site. Additionally, adjacent land to the east contains existing trails, park space and an irrigation pond. These facilities will provide an effective buffer from the higher intensity development proposed for the site from the lower density single family residential development that is located to the east of these open space tracts.

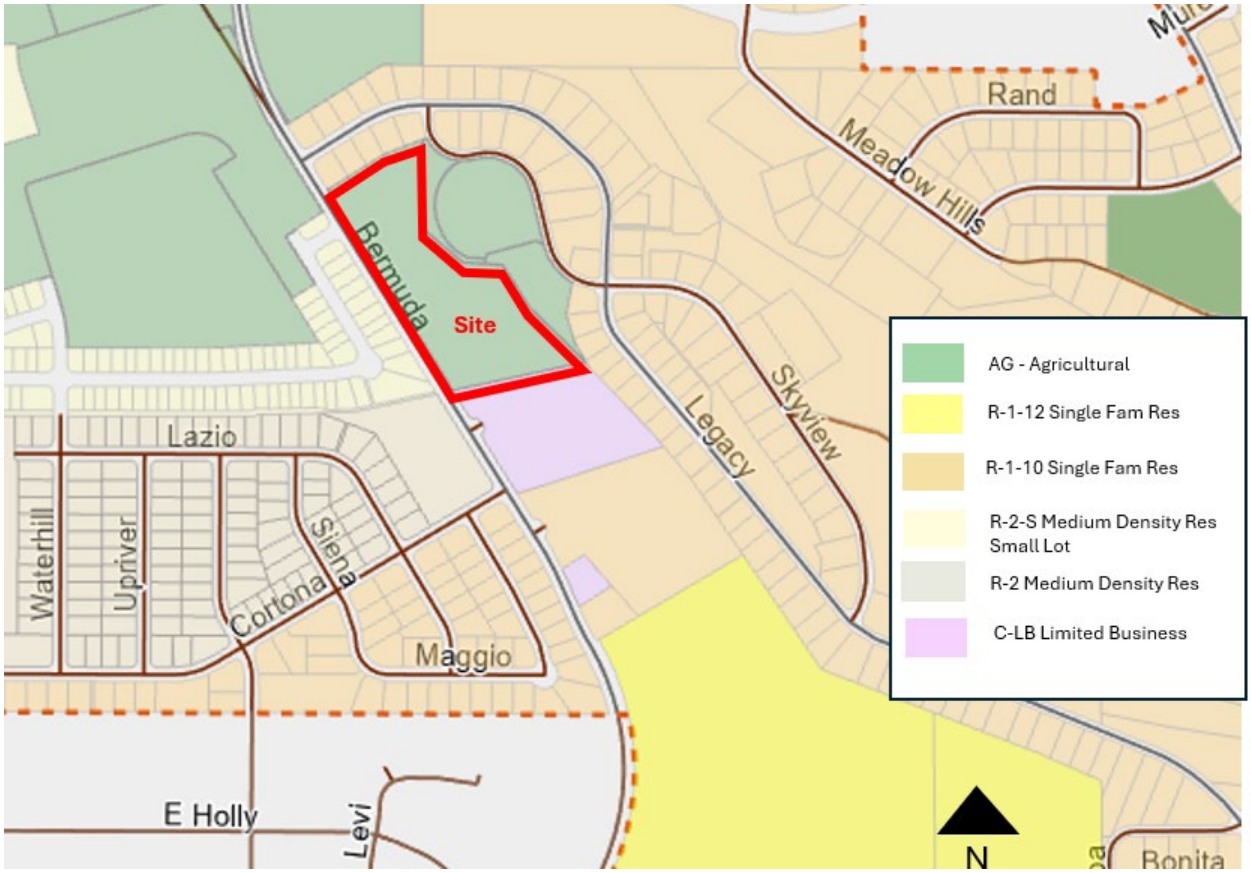


Figure 5: Existing Zoning

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

Response: The proposed rezone would be beneficial in helping to implement the City's comprehensive plan through the development of this 8.3 acre site in accordance with the land use designations identified in the South Badger Mountain Subarea Plan. The site is well suited for the proposed zoning, given the existing land use pattern in the vicinity, the proximity of a major collector street (Bermuda Road) and the availability of city utilities, as well as the absence of critical areas that would limit or preclude the development potential of the site.

Adverse effects accruing from the denial of the rezone application would include a failure to take advantage of the existing infrastructure (streets and utilities) investments that have already been made in the area in anticipation of development. Denial of this application would leave the existing agricultural zoning in place when the great majority of land in the vicinity has been developed with residential uses, resulting in land use conflicts if agricultural uses were to be re-established on the site.

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

Response: The City benefits from the development of the site with R-2-S and C-LB zoning through an increase in the City's tax base and the development of more intensive land uses in an area that is both planned for more intensive uses and that already has capacity in its street and utility systems to accommodate more intensive uses.

Detrimental impacts of denial of this rezone would be fewer options for medium density housing and commercial uses within the City with the potential that increased development pressure may be applied in areas that are not as well suited for such development.

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

Response: The existing agricultural zone would allow for one single family residence as well as a wide variety of agricultural land uses. The proposed zoning would provide for future development in a manner that is much more consistent with existing development within the vicinity, and with the land use designations contained in the City's comprehensive plan. Additionally, the site has already been improved with the street and utility line extensions necessary to support the level of development that would be allowed under the proposed zoning.

Whether the proposed rezone represents spot zoning and whether a larger area should be considered

Response: The classic definition of spot zoning is "the process of singling out a small parcel for a zoning classification totally different from that of the surrounding area for the benefit of a particular landowner and to the detriment of other owners." (Anderson's American Law of Zoning, 4th Edition) In this case, the proposed C-LB zoning of the site is the same as the adjacent property to the south. The proposed R-2-S zoning is identical to the R-2-S zoning across Bermuda Road to the west. Given the existing zoning pattern in the immediate vicinity, the proposed rezone cannot be considered to be spot zoning.

Identify impacts on the environment and public safety.

Response: Development of the site in accordance with the proposed R-2-S and C-LB zoning standards will increase demands for public services typically associated with population growth, including emergency services, increased demand placed on public parks and schools, increased traffic and increased water, sewer and power

consumption. These impacts are partially offset by the existing infrastructure that is located adjacent to the site, including a major collector street (Bermuda Road), existing utility lines and open spaces and trails located adjacent to the site. Additionally, impacts on public safety are offset with future development that conforms to minimum building and fire code design standards. Additionally, payment of utility connection fees, park mitigation fees, traffic mitigation fees and property taxes generated by the increased value of new development mitigate the demand for increased public services.

In regard to environmental impact, the site does not contain unstable slopes, wetlands, frequently flooded areas or other physical characteristics that would result in negative environmental impact. Specific environmental impacts will be evaluated when development proposals are brought forward for the City's review.

IV. Applicable Review Criteria –

A. Conformance with RMC 19.60.095 – Required Findings

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

A. The development application is consistent with the adopted comprehensive plan and meets the requirements and intent of the Richland Municipal Code.
Response: The proposal is consistent with the City's Badger Mountain South Subarea Plan and would help to implement several of the City's goals and policies as described in Section IIIA of this document.

B. Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC.
Response: The proposal for a site specific rezone that is in compliance with the City's comprehensive plan does not require an environmental review under the State Environmental Policy Act per WAC 197-11-800(6)(c). When specific projects are brought forward to the City for review, environmental review will be required, and potential impacts will be identified and mitigated at that time.

C. The development application is beneficial to the public health, safety and welfare and is in the public interest.
Response: Benefit to the public health, safety and welfare is evidenced by compliance with the City's comprehensive plan. Future development will be subject to meeting city zoning, subdivision and environmental review standards.

D. The development does not lower the level of service of transportation facilities below the level of service D, as identified in the comprehensive plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or strategies to raise the level of service above the minimum level of service are made concurrent with development. For the purposes of this section, "concurrent with development" means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.
Response: The small size of this project, its compliance with the City's comprehensive plan and its proximity to a major collector street (Bermuda Road)

will ensure that future development of the site will not lower transportation standards below service level D. When specific development plans are brought forward for City review, more detailed traffic analysis will be required in accordance with City development regulations.

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

Response: This determination will need to be made by the City during the review of this proposal.

Conclusion

The submittal requirements for rezone have been met. The project is consistent with and would help to implement the City's comprehensive plan. Both the criteria for the approval of a rezone and the review of Type III applications have been met. Therefore, we respectfully request approval of the proposed rezone to convert 8.38 acres to R-2-S and C-LB zoning on Parcel #134982010595008.

SUBDIVISION

Guarantee/Certificate Number:

Issued By: COMMONWEALTH LAND TITLE INSURANCE COMPANY
by its agent:

TICOR TITLE COMPANY

472533362

COMMONWEALTH LAND TITLE INSURANCE COMPANY, a corporation, herein called the Company,

GUARANTEES

Cedar and Sage Homes

herein called the Assured, against actual loss not exceeding the liability amount stated in Schedule A which the Assured shall sustain by reason of any incorrectness in the assurances set forth in Schedule A.

LIABILITY EXCLUSIONS AND LIMITATIONS

1. No guarantee is given nor liability assumed with respect to the identity of any party named or referred to in Schedule A or with respect to the validity, legal effect or priority of any matter shown therein.
2. The Company's liability hereunder shall be limited to the amount of actual loss sustained by the Assured because of reliance upon the assurance herein set forth, but in no event shall the Company's liability exceed the liability amount set forth in Schedule A.

Please note carefully the liability exclusions and limitations and the specific assurances afforded by this guarantee. If you wish additional liability, or assurances other than as contained herein, please contact the Company for further information as to the availability and cost.

Commonwealth Land Title Insurance Company

By:

Michael J. Nolan, President

Attest:

Marjorie Nemzura, Secretary

Ticor Title Company
8101 W Grandridge Blvd., Suite 110
Kennewick, WA 99336

Countersigned By:

Dylan Strait
Authorized Officer or Agent

COMMONWEALTH LAND TITLE INSURANCE COMPANY CORPORATE SEAL

ISSUING OFFICE:

Title Officer: Adam Dyer
Ticor Title Company
8101 W Grandridge Blvd., Suite 110
Kennewick, WA 99336
Phone: 509-579-7037 Fax: 844-894-6828
Main Phone: (509)579-7020
Email: Adam.Dyer@ticortitle.com

SCHEDULE A

Liability	Premium	Tax
$1,000.00	$350.00	$30.80

Effective Date: January 6, 2026 at 12:00 AM

The assurances referred to on the face page are:

That, according to those public records which, under the recording laws, impart constructive notice of matter relative to the following described property:

For APN/Parcel ID(s): 134982010595008

REAL PROPERTY LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SECTION 34, MARKED BY A 5/8 INCH IRON REBAR WITH NO CAP; THENCE SOUTH 89°09'47" EAST ALONG THE NORTH LINE OF SAID SECTION 34 A DISTANCE OF 2599.03 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 34 MARKED BY A 3" BRASS CAP; THENCE SOUTH 00°06'46" WEST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 1617.82 FEET TO THE SOUTHERLY BOUNDARY OF LOT 7 OF THE PLAT OF WESTCLIFFE HEIGHTS II RECORDED IN VOLUME 15 OF PLATS AT PAGE 608 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2018-015773 AND THE TRUE POINT OF BEGINNING; THENCE ALONG THE SOUTHWESTERLY PLAT BOUNDARY OF SAID WESTCLIFFE HEIGHTS II THE FOLLOWING COURSES: THENCE SOUTH 00°06'46" WEST A DISTANCE OF 347.63 FEET; THENCE SOUTH 49°42’13" EAST A DISTANCE OF 205.84 FEET; THENCE SOUTH 86°22’15" EAST A DISTANCE OF 156.14 FEET; THENCE SOUTH 31°59’19" EAST A DISTANCE OF 192.52 FEET; THENCE SOUTH 45°35'07" EAST A DISTANCE OF 140.43 FEET; THENCE SOUTH 45°52'40" EAST A DISTANCE OF 144.22 FEET; THENCE SOUTH 40°37'06" EAST A DISTANCE OF 21.41 FEET TO THE NORTHEAST CORNER OF PARCEL 3 OF SURVEY NO. 5494 RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 5494 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2021-021122; THENCE SOUTH 77°55'39" WEST ALONG THE NORTHERLY BOUNDARY OF SAID PARCEL 3 A DISTANCE OF 525.70 FEET; THENCE NORTH 31°58'33" WEST LEAVING SAID NORTHERLY BOUNDARY A DISTANCE OF 761.35 FEET; THENCE NORTH 31°59’17" WEST A DISTANCE OF 161.35 FEET TO THE SOUTHERLY BOUNDARY OF ADJUSTED LOT 11 OF SURVEY NO. 5036 RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 5036 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2018-019538; THENCE NORTH 58°00'41” EAST ALONG SAID SOUTHERLY BOUNDARY AND CONTINUING ALONG THE SOUTHERLY BOUNDARY OF SAID WESTCLIFFE HEIGHTS II A DISTANCE OF 260.06 FEET; THENCE NORTH 68°46'25" EAST CONTINUING ALONG SAID SOUTHERLY BOUNDARY OF WESTCLIFFE HEIGHTS II A DISTANCE OF 161.19 FEET TO THE POINT OF BEGINNING.

Title to said real property is vested in:

MD&D Investments LLC, a Washington limited liability company

SCHEDULE A
(continued)

subject to the matters shown below under Exceptions, which Exceptions are not necessarily shown in the order of their priority.

END OF SCHEDULE A

SCHEDULE B

SPECIAL EXCEPTIONS

1. General and special taxes and charges, payable February 15, delinquent if first half unpaid on May 1, second half delinquent if unpaid on November 1 of the tax year (amounts do not include interest and penalties):

Year:	2025
Tax Account No.:	134982010595008
Levy Code:	R3
Assessed Value-Land:	$383,800.00
Assessed Value-Improvements:	$0.00

General and Special Taxes:	
Billed:	$3,546.43
Paid:	$3,546.43
Unpaid:	$0.00

2. Any assessments levied by Badger Mountain Irrigation District for the year 2025, amounts of which are unavailable at this time.

3. A mortgage to secure an indebtedness as shown below

Amount:	$7,082,839.00
Dated:	October 18, 2021
Mortgagor:	MD&D Investments LLC, a Washington limited liability company
Mortgagee:	Community First Bank
Recording Date:	October 29, 2021
Recording No.:	2021-049836
Affects:	Said premise and other property

4. A deed of trust to secure an indebtedness in the amount shown below,

Amount:	$1,965,000.00
Dated:	December 1, 2022
Trustor/Grantor:	MD&D Investments LLC, a Washington limited liability company
Trustee:	Cascade Title Company
Beneficiary:	Donald F Douglas, an individual
Recording Date:	April 20, 2023
Recording No.:	2023-007371
Affects:	Said premises and includes other property

Subordination Agreement recorded at 2023-026939, referencing the Trust Deed recorded at 2023-007371 and the Trust Deed recorded at 2023-026936.

SCHEDULE B
(continued)

5. A deed of trust to secure an indebtedness in the amount shown below,

Amount:	$8,000,000.00
Dated:	June 13, 2025
Trustor/Grantor:	MD&D Investments LLC, a Washington limited liability company
Trustee:	Ticor Title Company
Beneficiary:	HAPO Community Credit Union
Recording Date:	June 23, 2025
Recording No.:	2025-014035
Affects:	Said premise and other property

6. Any unrecorded leaseholds, right of vendors and holders of security interests on personal property installed upon the Land and rights of tenants to remove trade fixtures at the expiration of the terms.

7. Amounts as may be due to City of Richland for document:
For: Sewer Latecomer Agreement
Recorded: September 5, 2018
Recording No.: 2018-026345

8. The Land is within or near designated agricultural lands or farm operations upon which a variety of commercial activities may occur that are not compatible with residential development for certain periods of limited duration. You may be subject to inconveniences or discomforts arising from such operations, including but not limited to noise, odors, flies, fumes, dust, smoke, the operation of machinery of any kind during any 24 hour period (including aircraft) the storage and disposal of manure, and the application of spraying or storage and disposal of manure, and the application by spraying or otherwise or chemical fertilizers, soil amendments, herbicides and pesticides. Benton County has determined that the use of real property for agricultural operations is a high priority and favored use and will not consider those inconveniences or discomforts arising from legally permitted farm operations to be a nuisance if such practices are consistent with commonly accepted best management practices and otherwise comply with local, state and federal laws.

9. Rights-of-way for pipelines, ditches, canals, flumes, if any cross said premises, together with the right to enter thereon for the purpose of repair and maintenance thereof.

10. Right(s) of way for the purpose(s) stated below as set forth in the patent to said Land

Purpose(s):	Ditches, Canals and Electric Power Transmission
Recording Date:	September 17, 1973
Recording No.:	654855

11. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Badger Mountain Irrigation District
Purpose:	Construct, repair, replace, operate and maintain pipelines and appurtenant structures
Recording Date:	January 13, 1977
Recording No.:	718936

SCHEDULE B
(continued)

12. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: Public Utility District No. 1 of Benton County
Purpose: Electric transmission and distribution line and appurtenances thereto
Recording Date: May 26, 1977
Recording No.: 728681

13. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: Public Utility District No. 1 of Benton County
Purpose: Electric transmission and distribution line and appurtenances thereto
Recording Date: September 15, 1977
Recording No.: 737310 and 737311

14. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: Public Utility District No. 1 of Benton County
Purpose: Electric transmission and distribution line and appurtenances thereto
Recording Date: February 8, 1978
Recording No.: 749794

15. Terms, covenants, conditions and provisions contained in Agreement entered into ;
Between: City of Richland, Washington
AND: Milo Bauder, his successors and assignees
Recorded: July 24, 1978
Recording No.: 765214
Providing: Domestic Water and/or Sewer Services

16. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Purpose: Ingress and Egress
Recording Date: July 28, 1978
Recording No.: 765776

Release of easement agreeement recorded July 19, 2024 under Auditor's File No. 2024-015093.

17. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Purpose: Access
Recording Date: June 15, 1982
Recording No.: 862635

18. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Purpose: Ingress-egress, utility and irrigation
Recording Date: July 17, 1984
Recording No.: 898901
Affects: 60 foot strip over a portion of said premises and other property

SCHEDULE B
(continued)

19. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

    Granted to: Badger Mountain Irrigation Easement
    Purpose: Utilities
    Recording Date: October 9, 1984
    Recording No.: 84-3561

20. Right of way Easement, including the terms, covenants and provisions thereof, for electric transmission and/or distribution line, together with necessary appurtenances, as granted by instrument;

    Recorded: April 12, 1985
    Recording No.: 85-4566
    In favor of: Public Utility District No. 1 of Benton County

21. Terms, covenants, conditions and provisions set forth in Agreement entered into;
    Between: Public Utility District No. 1 of Benton County
    AND: Badger Mountain Irrigation District
    Recorded: April 24, 1985
    Recording No.: 85-5124

22. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

    Purpose: Ingress and egress
    Recording Date: October 8, 1987
    Recording No.: 87-16073

23. Right of way Easement, including the terms, covenants and provisions thereof, for electric transmission and/or distribution line, together with necessary appurtenances, as granted by instrument;

    Recorded: November 5, 1993
    Recording No.: 93-34114
    In favor of: Public Utility District No. 1 of Benton County

24. Terms, covenants, conditions and provisions Interlocal Agreement between Benton County and the City of Richland regarding City of Richland Urban Growth Area Expansion Request - File CPA 03-2

    Recorded: February 1, 2005
    Recording No.: 2005-003324

25. Amended and restated interlocal agreement between Benton County and the City of Richland recorded December 12, 2006 under Auditor's File No. 2006-040708.

26. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

    Granted to: City of Richland
    Purpose: Secondary Emergency Access Easement
    Recording Date: November 2, 2012
    Recording No.: 2012-034461

SCHEDULE B
(continued)

27. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: The City of Richland
Purpose: Utility Easement
Recording Date: March 24, 2014
Recording No.: 2014-006658
Affects: A Portion of said premises

28. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: City of Richland
Purpose: Utility easement
Recording Date: February 23, 2016
Recording No.: 2016-004839

Parial Relinquishment of Easement as recorded under Recording No. 2022-004850, and Relinquishment of easement recorded under Recording No. 2024-026861 and 2024-026863

29. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: Badger Mountain Irrigation District
Purpose: Irrigation
Recording Date: September 3, 2020
Recording No.: 2020-033644

Partial release of Easement Agreement recorded under Auditor's File No. 2025-000531.

30. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: City of Richland
Purpose: Waterline Easement
Recording Date: January 17, 2018
Recording No.: 2018-001482 and 2018-001483

31. Exceptions, covenants, conditions, and reservations as contained in Deed and including terms thereof:

From: C & J Land Company LLC
To: MD&D Investments LLC
Recorded: October 29, 2021
Recording No.: 2021-049835

As Follows: Regarding future development by MD&D Investments LLC, mobile and manufactured homes, and modular homes are specifically not permitted.

32. Terms and Conditions of Ordinance No. 41-10 recorded January 5, 2011 under Auditor's File No. 2011-000610.

SCHEDULE B
(continued)

33. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

    Granted to: City of Richland
    Purpose: Access and Utility
    Recording Date: July 13, 2017
    Recording No.: 2017-019386

34. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

    Granted to: City of Richland
    Purpose: Access and Utility
    Recording Date: July 13, 2017
    Recording No.: 2017-019388

35. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

    Granted to: City of Richland
    Purpose: Waterline
    Recording Date: January 17, 2018
    Recording No.: 2018-001484

36. Sewer Latecomers Ageement and the Terms and Conditions thereof between the City of Richland and Pahlisch Homes at Westcliffe Heights LLC recorded September 5, 2018 under Auditor's File No. 2018-026345 and First Amendment recorded June 3, 2019 under Auditor's File No. 2019-014443.

37. Terms and Conditions of Ordinance No. 2023-12 recorded June 23, 2023 under Auditor's File No. 2023-012671.

38. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Survey No. 5521:

    Recording No: 2021-030634

39. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Survey No. 5031:

    Recording No: 2018-018513

SCHEDULE B
(continued)

40. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Short Plat No. 2049:

    Recording No: 94-17574

41. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Survey 2164:

    Recording No: 96-12391

    Partial release of Easement Agreement recorded under Auditor's File No. 2025-027400.

42. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Survey 4140
    :

    Recording No: 2010-026670

43. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Survey 4925:

    Recording No: 2017-026905

44. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Survey 5036
    :

    Recording No: 2018-019538

SCHEDULE B
(continued)

45. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Short Plat 595:

    Recording No: 771566

    Partial release of Easement Agreement recorded under Auditor's File No. 2025-027399.

46. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Survey 5724:

    Recording No: 2022-033094

47. Terms, conditions and provisions contained in City of Richland Ordinance No. 2024-21, recorded June 26, 2024 under Auditor's File No. 2024-013072.

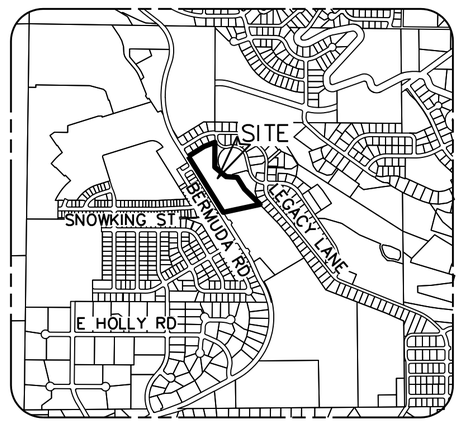
48. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	City of Richland
Purpose:	Temporary Utility Easement
Recording Date:	July 25, 2024
Recording No.:	2024-015502

END OF SCHEDULE B

ALTA/NSPS LAND TITLE SURVEY

N 1/2 OF SEC. 34, T.09N., R.28E., W.M.,
CITY OF RICHLAND,
BENTON COUNTY, WASHINGTON



VICINITY SKETCH
NOT TO SCALE

FOUND 5/8" REBAR
C.O.R #1710
NAVD 88 DATUM
ELEV=1072.36

S89°09'47"E 2599.03'

LEGACY LANE
N58°00'41"E 293.15'

LOT 1 | LOT 2 | LOT 3 | LOT 4 | C1 | 27' | 27'

74' ACCESS & UTIL ESMT 2017-019388 (34)

WESTCLIFFE HGTS II

LOT 7 | LOT 8 | LOT 9 | LOT 10 | LOT 11

T.P.O.B. | TRI | LI ANG | HEARNE | KEGLEY

N68°46'25"E 161.19'

N58°00'41"E 260.06'

80' ACCESS & UTIL ESMT 2017-019586 (33)
DAUGHTERS

N31°59'19"W 147.01'

N31°59'17"W 153.02'

PARCEL 2 RS 1-5724

LOT 1 PEACHTREE ESTATES 1

MAJESTIC ST

CITY OF RICHLAND TEMP ESMT AF#2024-015502 (48)

80' OLD LOT 4 SP 1-595 (45)(46)

10' WA ESMT AF#2018-001484 (35)(46)

N BERMUDA RD

N31°58'33"W 933.45'

10' UTIL ESMT DEPICTED ON SP 1-2049 (40)
(NO SUPPORTING DOCUMENT PROVIDED)

40' INGRESS/EGRESS ESMT DEPICTED ON SP 1-2049 (40)
(NO SUPPORTING DOCUMENT PROVIDED)

10' BMID ESMT AF#2020-033644 RELINQUISHED BY AF#2025-000531 (29)(46)

10' WA ESMT AF#2018-001482 (30)(46)

PEACHTREE ESTATES 1 | LOT 2 | LOT 3 | LOT 4 | LOT 5 | LOT 6 | LOT 7 | LOT 8 | LOT 9 | LOT 10 | LOT 11

TRACT E

TRACT A SIENA HILLS PH1

PARCEL 5
8.38 ACRES
NO BUILDINGS
ADDRESS IS UNDETERMINED

PARCEL 5 RS 1-5724

S00°06'46"E 1617.82'

L1 S89°33'57"E 20.01'

S00°06'50"W 62.91'

LOT 35 | LOT 34 | LOT 33 | LOT 32 | LOT 30 | LOT 29 | LOT 28 | LOT 27 | LOT 59 | LOT 58

WESTCLIFFE HGTS 1A

C2 | L2 S76°57'37"W 23.40'

S00°06'46"E 347.63'

TRACT H

WESTCLIFFE HEIGHTS OWNERS ASSOCIATION

TRACT G
WESTCLIFFE HGTS 1A
B.M.I.D. RESERVOIR

BMID ESMT AF#718936 (11)(42)

R223' AS DEPICTED ON BMID ESMT RS 1-2164

SKYVIEW LOOP

20' BMID ESMT AF#718936 (11)

WESTCLIFFE HGTS 1A

TRACT I

S49°42'13"E 205.84'

60' B.M.I.D. SPILLWAY ESMT WCH PH1A

SEE DETAIL LEFT

(46)(11)

S86°22'15"E 156.14'

(41)

S31°59'19"E 192.52'

CITY OF RICHLAND

TRACT F
WESTCLIFFE HGTS 1A

60' AF#898901 (18)
20' IRR ESMT WCH PH 1A

S45°33'07"E 140.43'

60' AF#876073 (22)

WESTCLIFFE HGTS 1B

S45°52'40"E 144.22'

(46)(42)(18)(22)

(46)(42)(41) 20' B.M.I.D. ESMT AS DEPICTED ON RS 1-2164

(46)(42)(12) 10' P.U.D. ESMT AF#728681

(42)(13) 10' P.U.D. ESMT AF#737310

LID=904.11
FL=890.22

CITY OF RICHLAND TEMP ESMT AF#2024-015502 (48)

10' WA ESMT AF#2018-001483 (30)(46)

S77°55'39"W 525.70'

11' [A]

RIM=902.56
LID=902.09
LID=900.45
FL=889.04

RIM=899.40

177.47'

MILTON ALLEN LLC

PTN OF PARCEL 1 RS 1-5031

80' (17)(42)(46)(28) 10' COR UTIL ESMT AF#2016-004839

(30) 10' WA ESMT AF#2018-001482 AF#2018-001483

#15

PBS | L3

(14) 20' ELEC ESMT AF#749794

(41) B.M.I.D. BOOSTER PUMPS

SCALE 1" = 50'
0 50 100 150

BASIS OF BEARING
WA STATE GRID
SOUTH ZONE NAD 83(2011)

BASIS OF ELEVATION
CITY OF RICHLAND
PNT NO.1710
NAVD 88 DATUM
ELEV=1072.36

EQUIPMENT USED
A THREE-SECOND TOTAL STATION
SPECTRA PRECISION RTK GPS

SCALE 1" = 30'

LEGEND

- ○ = SET 5/8" REBAR W/ORANGE PLASTIC CAP MARKED "STRATTON AAD 38021"
- DPB ● = FOUND 5/8" REBAR W/YELLOW PLASTIC CAP MARKED "RSI DPB 41028"
- PBS ● = FOUND 5/8" REBAR W/YELLOW PLASTIC CAP MARKED "MATARAZZO 46318"
- ● = FOUND AS INDICATED
- △ = SURVEY CONTROL AS INDICATED
- (NS) ⌀ = NOT FOUND OR SET
- PBS ⊕ = FOUND CASED BRASS CAP "46318"
- = CONCRETE CURB AND GUTTER
- = NATURAL GAS WARNING POST
- = IRRIGATION VALVE
- = LIGHT POLE, STREET
- = POWER JBOX
- PW PED = POWER PEDESTAL
- = POWER TRANSFORMER
- = POWER WARNING POST
- Ⓢ = SANITARY SEWER MANHOLE
- = SIGN
- = STORM CATCH BASIN
- Ⓓ = STORM MANHOLE
- TEL PED = TELEPHONE PEDESTAL
- BO = WATER BLOW-OFF
- = WATER FIRE HYDRANT
- WV = WATER VALVE

B.M.I.D. = BADGER MOUNTAIN IRRIGATION DISTRICT
WCH = WESTCLIFFE HEIGHTS
P.U.D. = PUBLIC UTILITY DISTRICT
WA = WATER
AF# = AUDITORS FILE NUMBER
ESMT = EASEMENT

= GRAVEL
= CONCRETE
= ASPHALT

= FENCE
= EASEMENT
= PROPERTY BOUNDARY
= CENTERLINE
SS = SANITARY SEWER LINE
ST = STORM LINE
UP = POWER UNDERGROUND
UG = GAS LINE
UT = TELEPHONE UNDERGROUND

SURVEY CONTROL					
PNT	NORTHING	EASTING	ELEV	DESCRIPTION	C.O.R. PNT
2	328510.8520	1942424.4560	1072.36	FND 5/8 RBR(BM)	1710
3	324169.5204	1943029.1104	821.39	FND CMBC 2" 21384 2005	2215
4	324163.0177	1944352.6564	810.94	FND CMBC 2" 2003 21384	2213
5	326986.6675	1945040.2271	910.16	FND CMBC 3" PBS 46318 2018	
7	326767.7625	1944545.8860	913.95	FND CMBC 3" PBS 46318 2018	
15	325780.2382	1945218.1339	893.72	FND PBS REBAR	

STATEMENT OF APPARENT ENCROACHMENTS

[A] = NATURAL GAS MARKER POST

HORIZONTAL CONTROL

WASHINGTON STATE SOUTH ZONE, US SURVEY FEET, NAD 83(2011). PER THE CITY OF RICHLAND GPS CONTROL MAP, GPS TIES WERE MADE TO 1710, 2213 AND 2215 CONTROL POINTS AND PROJECTED TO GROUND AT POINT 1710.

GROUND DISTANCES ARE SHOWN HEREON.
https://richlandwa.maps.arcgis.com/

LINE TABLE		
LINE	LENGTH	DIRECTION
L1	20.01	S89°33'57"E
L2	23.40	S76°57'37"W
L3	38.73	N58°01'27"E
L4	21.41	S40°37'06"E

CURVE TABLE					
CURVE	LENGTH	RADIUS	Δ	CH DIREC.	CHORD
C1	237.70	420.05	32°25'22"	S74°13'22"W	234.54
C2	243.07	135.02	103°08'45"	S51°27'46"E	211.55

NOTES

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

2. PURSUANT TO TABLE A ITEM 2, THE COUNTY HAS NOT ASSIGNED AN ADDRESS.

3. PURSUANT TO TABLE A ITEM 7A AND B, NO BUILDINGS EXIST ON SITE.

4. PURSUANT TO TABLE A ITEM 11, NO PLANS OR REPORTS HAVE BEEN SUPPLIED TO THE SURVEYOR.

5. PURSUANT TO TABLE A ITEM 14, THE DISTANCE TO THE INTERSECTION OF BERMUDA RD AND MAJESTIC STREET IS 30.00 FEET.

6. PURSUANT TO TABLE A ITEM 16, NO RECENT EARTH WORK OR CONSTRUCTION OBSERVED WITHIN THE LAST FEW MONTHS, NO BUILDINGS EXISTS ON SITE.

7. PURSUANT TO TABLE A ITEM 17, THERE ARE NO KNOWN PLANS FOR FUTURE STREET WIDENING.

8. STRATTON SURVEYING AND MAPPING MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS, ADVERSE POSSESSION, ACQUIESCENCE, ESTOPPEL, ETC.

9. THIS SURVEY DOES NOT REFLECT COMPLIANCE WITH BUILDING CODES, NO RESEARCH HAS BEEN DONE TO IDENTIFY BUILDING CODES AND REGULATIONS.

ZONING DATA

ZONING:
SETBACKS:
FRONT:
SIDE:
REAR:
BULK RESTRICTIONS:
HEIGHT RESTRICTIONS:
PARKING:

NOT PROVIDED

FLOOD ZONE:
COMMUNITY PANEL NO.5302370600B
DATED 07/19/1982

INDEX

¼ ¼	SEC	T.	R.
▩	34	09N	28E

ALTA CERTIFICATE

TO: CEDAR & SAGE HOMES

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 5, 6A, 7A, 7B, 8, 11, 14 & 16 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON _____

DATE OF PLAT OF MAP _____

AARON A. DYCK
REGISTRATION NO. 38021
WITHIN THE STATE OF WASHINGTON

AARON A. DYCK · STATE OF WASHINGTON · 38021 · REGISTERED PROFESSIONAL LAND SURVEYOR

PRELIMINARY FOR REVIEW

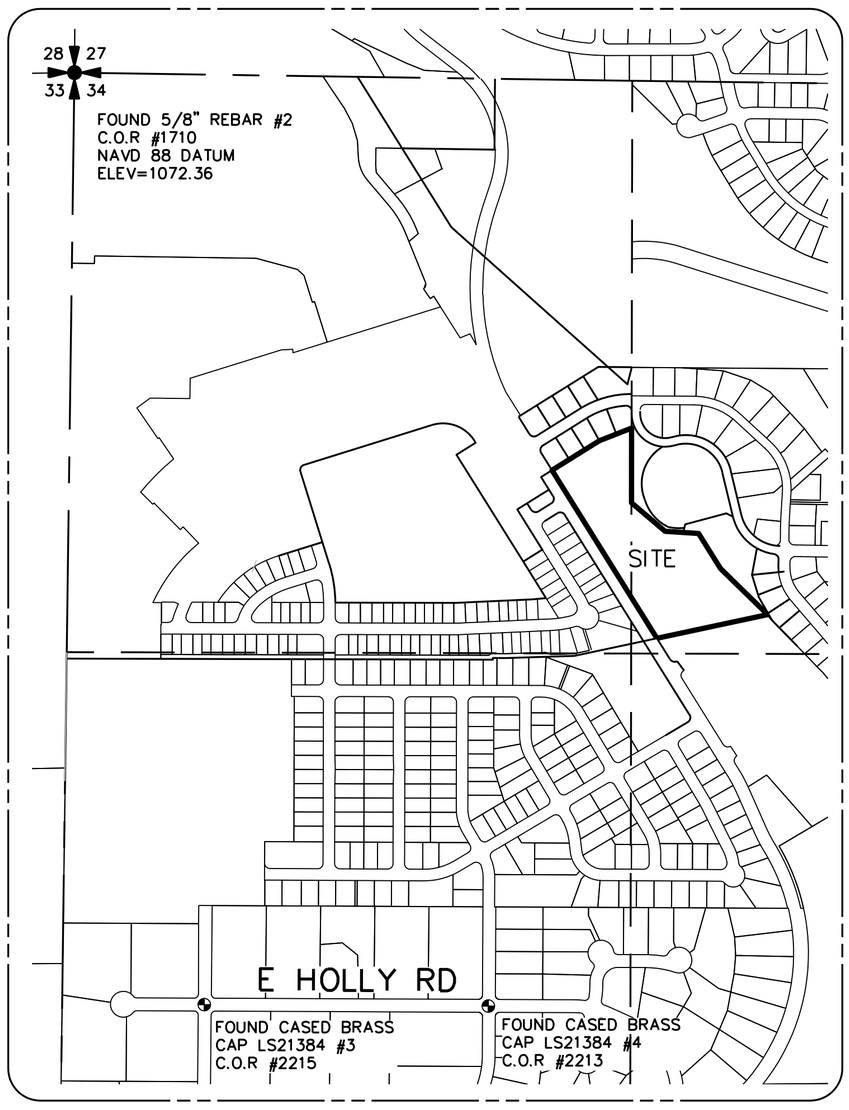
TOPOGRAPHIC SURVEY FOR
CEDAR & SAGE HOMES

STRATTON SURVEYING & MAPPING P.C.
313 NORTH MORAIN STREET
KENNEWICK, WA 99336
(509) 735-7364
www.strattonsurvey.com

6386AL1.DWG	© 2025
DATE: 12/09/25	SHT. 1 OF 2
DRAWN BY: DCI	JOB # 6386

ALTA/NSPS LAND TITLE SURVEY

N 1/2 OF SEC. 34, T.09N., R.28E., W.M., CITY OF RICHLAND, BENTON COUNTY, WASHINGTON



CONTROL DETAIL
SCALE 1" = 500'

DESCRIPTION

REAL PROPERTY LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 34, MARKED BY A 5/8 INCH IRON REBAR WITH NO CAP; THENCE SOUTH 89°09'47" EAST ALONG THE NORTH LINE OF SAID SECTION 34 A DISTANCE OF 2599.03 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 34 MARKED BY A 3" BRASS CAP; THENCE SOUTH 00°06'46" WEST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 1617.82 FEET TO THE SOUTHERLY BOUNDARY OF LOT 7 OF THE PLAT OF WESTCLIFFE HEIGHTS II RECORDED IN VOLUME 15 OF PLATS AT PAGE 608 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2018-015773 AND THE TRUE POINT OF BEGINNING;

THENCE ALONG THE SOUTHWESTERLY PLAT BOUNDARY OF SAID WESTCLIFFE HEIGHTS II THE FOLLOWING COURSES: THENCE SOUTH 00°06'46" WEST A DISTANCE OF 347.63 FEET; THENCE SOUTH 49°42'13" EAST A DISTANCE OF 205.84 FEET; THENCE SOUTH 86°22'15" EAST A DISTANCE OF 156.14 FEET; THENCE SOUTH 31°59'19" EAST A DISTANCE OF 192.52 FEET; THENCE SOUTH 45°35'07" EAST A DISTANCE OF 140.43 FEET; THENCE SOUTH 45°52'40" EAST A DISTANCE OF 144.22 FEET; THENCE SOUTH 40°37'06" EAST A DISTANCE OF 21.41 FEET TO THE NORTHEAST CORNER OF PARCEL 3 OF SURVEY NO. 5494 RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 5494 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2021-021122; THENCE SOUTH 77°55'39" WEST ALONG THE NORTHERLY BOUNDARY OF SAID PARCEL 3 A DISTANCE OF 525.70 FEET; THENCE NORTH 31°58'33" WEST LEAVING SAID NORTHERLY BOUNDARY A DISTANCE OF 761.35 FEET; THENCE NORTH 31°59'17" WEST A DISTANCE OF 161.35 FEET TO THE SOUTHERLY BOUNDARY OF ADJUSTED LOT 11 OF SURVEY NO. 5036 RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 5036 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2018-019538; THENCE NORTH 58°00'41" EAST ALONG SAID SOUTHERLY BOUNDARY AND CONTINUING ALONG THE SOUTHERLY BOUNDARY OF SAID WESTCLIFFE HEIGHTS II A DISTANCE OF 260.06 FEET; THENCE NORTH 68°46'25" EAST CONTINUING ALONG SAID SOUTHERLY BOUNDARY OF WESTCLIFFE HEIGHTS II A DISTANCE OF 161.19 FEET TO THE POINT OF BEGINNING.

NOTES CORRESPONDING TO SCHEDULE B ITEMS

BASED UPON TITLE REPORT COMMITMENT NO. 472533362 BY TICOR TITLE COMPANY BEARING AN EFFECTIVE DATE OF 11/20/25.

(1) 1. GENERAL TAXES AND CHARGES; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(2) 2. BADGER MOUNTAIN IRRIGATION ASSESSMENTS; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(3) 3. MORTGAGE, RECORDING NUMBER 2021-049836; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(4) 4. DEED OF TRUST, RECORDING NUMBER 2023-007371; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(5) 5. DEED OF TRUST, RECORDING NUMBER 2025-014035; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(6) 6. ANY UNRECORDED LEASEHOLDS, RIGHT OF VENDORS AND HOLDERS OF SECURITY INTERESTS ON PERSONAL PROPERTY INSTALLED UPON THE LAND AND RIGHTS OF TENANTS TO REMOVE TRADE FIXTURES AT THE EXPIRATION OF THE TERMS; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(7) 7. AMOUNTS AS MAY BE DUE TO CITY OF RICHLAND FOR DOCUMENT:
FOR: SEWER LATECOMER AGREEMENT
RECORDED: SEPTEMBER 5, 2018
RECORDING NO.: 2018-026345; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(8) 8. THE LAND IS WITHIN OR NEAR DESIGNATED AGRICULTURAL LANDS OR FARM OPERATIONS UPON WHICH A VARIETY OF COMMERCIAL ACTIVITIES MAY OCCUR THAT ARE NOT COMPATIBLE WITH RESIDENTIAL DEVELOPMENT FOR CERTAIN PERIODS OF LIMITED DURATION. YOU MAY BE SUBJECT TO INCONVENIENCES OR DISCOMFORTS ARISING FROM SUCH OPERATIONS, INCLUDING BUT NOT LIMITED TO NOISE, ODORS, FLIES, FUMES, DUST, SMOKE, THE OPERATION OF MACHINERY OF ANY KIND DURING ANY 24 HOUR PERIOD (INCLUDING AIRCRAFT) THE STORAGE AND DISPOSAL OF MANURE, AND THE APPLICATION OF SPRAYING OR STORAGE AND DISPOSAL OF MANURE, AND THE APPLICATION BY SPRAYING OR OTHERWISE OR CHEMICAL FERTILIZERS, SOIL AMENDMENTS, HERBICIDES AND PESTICIDES. BENTON COUNTY HAS DETERMINED THAT THE USE OF REAL PROPERTY FOR AGRICULTURAL OPERATIONS IS A HIGH PRIORITY AND FAVORED USE AND WILL NOT CONSIDER THOSE INCONVENIENCES OR DISCOMFORTS ARISING FROM LEGALLY PERMITTED FARM OPERATIONS TO BE A NUISANCE IF SUCH PRACTICES ARE CONSISTENT WITH COMMONLY ACCEPTED BEST MANAGEMENT PRACTICES AND OTHERWISE COMPLY WITH LOCAL, STATE AND FEDERAL LAWS. **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(9) 9. RIGHTS-OF-WAY FOR PIPELINES, DITCHES, CANALS, FLUMES, IF ANY CROSS SAID PREMISES, TOGETHER WITH THE RIGHT TO ENTER THEREON FOR THE PURPOSE OF REPAIR AND MAINTENANCE THEREOF; **SURVEYOR'S NOTE: NOTHING TO PLOT HEREON.**

(10) 10. RIGHT(S) OF WAY FOR THE PURPOSE(S) STATED BELOW AS SET FORTH IN THE PATENT TO SAID LAND
PURPOSE(S): DITCHES, CANALS AND ELECTRIC POWER TRANSMISSION
RECORDING DATE: SEPTEMBER 17, 1973
RECORDING NO.: 654855; **SURVEYOR'S NOTE: NOTHING TO PLOT HEREON.**

(11) 11. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: BADGER MOUNTAIN IRRIGATION DISTRICT
PURPOSE: CONSTRUCT, REPAIR, REPLACE, OPERATE AND MAINTAIN PIPELINES AND APPURTENANT STRUCTURES
RECORDING DATE: JANUARY 13, 1977
RECORDING NO.: 718936; **SURVEYOR'S NOTE: SHOWN HEREON**

(12) 12. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PUBLIC UTILITY DISTRICT NO. 1 OF BENTON COUNTY
PURPOSE: ELECTRIC TRANSMISSION AND DISTRIBUTION LINE AND APPURTENANCES THERETO
RECORDING DATE: MAY 26, 1977
RECORDING NO.: 728681; **SURVEYOR'S NOTE: SHOWN HEREON.**

(13) 13. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PUBLIC UTILITY DISTRICT NO. 1 OF BENTON COUNTY
PURPOSE: ELECTRIC TRANSMISSION AND DISTRIBUTION LINE AND APPURTENANCES THERETO
RECORDING DATE: SEPTEMBER 15, 1977
RECORDING NO.: 737310 AND 737311; **SURVEYOR'S NOTE: SHOWN HEREON.**

(14) 14. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PUBLIC UTILITY DISTRICT NO. 1 OF BENTON COUNTY
PURPOSE: ELECTRIC TRANSMISSION AND DISTRIBUTION LINE AND APPURTENANCES THERETO
RECORDING DATE: FEBRUARY 8, 1978
RECORDING NO.: 749794; **SURVEYOR'S NOTE: SHOWN HEREON.**

(15) 15. TERMS, COVENANTS, CONDITIONS AND PROVISIONS CONTAINED IN AGREEMENT ENTERED INTO ;
BETWEEN: CITY OF RICHLAND, WASHINGTON
AND: MILO BAUDER, HIS SUCCESSORS AND ASSIGNEES
RECORDED: JULY 24, 1978
RECORDING NO.: 765214
PROVIDING: DOMESTIC WATER AND/OR SEWER SERVICES; **DOES NOT PERTAIN TO SURVEY MATTERS.**

(16) 16. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
PURPOSE: INGRESS AND EGRESS
RECORDING DATE: JULY 28, 1978
RECORDING NO.: 765776
RELEASE OF EASEMENT AGREEMENT RECORDED JULY 19, 2024 UNDER AUDITOR'S FILE NO. 2024-015093.
SURVEYOR'S NOTE: DOES NOT AFFECT, NOTHING TO PLOT HEREON.

(17) 17. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
PURPOSE: ACCESS
RECORDING DATE: JUNE 15, 1982
RECORDING NO.: 862635; **SURVEYOR'S NOTE: SHOWN HEREON.**

(18) 18. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
PURPOSE: INGRESS-EGRESS, UTILITY AND IRRIGATION
RECORDING DATE: JULY 17, 1984
RECORDING NO.: 898901
AFFECTS: 60 FOOT STRIP OVER A PORTION OF SAID PREMISES AND OTHER PROPERTY; **SURVEYOR'S NOTE: SHOWN HEREON.**

(19) 19. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: BADGER MOUNTAIN IRRIGATION EASEMENT
PURPOSE: UTILITIES
RECORDING DATE: OCTOBER 9, 1984
RECORDING NO.: 84-3561; **SURVEYOR'S NOTE: DOES NOT AFFECT, NOTHING TO PLOT HEREON.**

(20) 20. RIGHT OF WAY EASEMENT, INCLUDING THE TERMS, COVENANTS AND PROVISIONS THEREOF, FOR ELECTRIC TRANSMISSION AND/OR DISTRIBUTION LINE, TOGETHER WITH NECESSARY APPURTENANCES, AS GRANTED BY INSTRUMENT;
RECORDED: APRIL 12, 1985
RECORDING NO.: 85-4566
IN FAVOR OF: PUBLIC UTILITY DISTRICT NO. 1 OF BENTON COUNTY; **SURVEYOR'S NOTE: DOES NOT AFFECT, NOTHING TO PLOT HEREON.**

(21) 21. TERMS, COVENANTS, CONDITIONS AND PROVISIONS SET FORTH IN AGREEMENT ENTERED INTO;
BETWEEN: PUBLIC UTILITY DISTRICT NO. 1 OF BENTON COUNTY
AND: BADGER MOUNTAIN IRRIGATION DISTRICT
RECORDED: APRIL 24, 1985
RECORDING NO.: 85-5124; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(22) 22. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
PURPOSE: INGRESS AND EGRESS
RECORDING DATE: OCTOBER 8, 1987
RECORDING NO.: 87-16073; **SURVEYOR'S NOTE: SHOWN HEREON**

(23) 23. RIGHT OF WAY EASEMENT, INCLUDING THE TERMS, COVENANTS AND PROVISIONS THEREOF, FOR ELECTRIC TRANSMISSION AND/OR DISTRIBUTION LINE, TOGETHER WITH NECESSARY APPURTENANCES, AS GRANTED BY INSTRUMENT;
RECORDED: NOVEMBER 5, 1993
RECORDING NO.: 93-34114
IN FAVOR OF: PUBLIC UTILITY DISTRICT NO. 1 OF BENTON COUNTY; **SURVEYOR'S NOTE: DOES NOT AFFECT, NOTHING TO PLOT HEREON.**

(24) 24. TERMS, COVENANTS, CONDITIONS AND PROVISIONS INTERLOCAL AGREEMENT BETWEEN BENTON COUNTY AND THE CITY OF RICHLAND REGARDING CITY OF RICHLAND URBAN GROWTH AREA EXPANSION REQUEST – FILE CPA 03-2
RECORDED: FEBRUARY 1, 2005
RECORDING NO.: 2005-003324; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(25) 25. AMENDED AND RESTATED INTERLOCAL AGREEMENT BETWEEN BENTON COUNTY AND THE CITY OF RICHLAND RECORDED DECEMBER 12, 2006 UNDER AUDITOR'S FILE NO. 2006-040708; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(26) 26. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF RICHLAND
PURPOSE: SECONDARY EMERGENCY ACCESS EASEMENT
RECORDING DATE: NOVEMBER 2, 2012
RECORDING NO.: 2012-034461; **SURVEYOR'S NOTE: EASEMENT IS EXTINGUISHED**

(27) 27. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: THE CITY OF RICHLAND
PURPOSE: UTILITY EASEMENT
RECORDING DATE: MARCH 24, 2014
RECORDING NO.: 2014-006658
AFFECTS: A PORTION OF SAID PREMISES; **SURVEYOR'S NOTE: DOES NOT AFFECT, NOTHING TO PLOT HEREON.**

(28) 28. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF RICHLAND
PURPOSE: UTILITY EASEMENT
RECORDING DATE: FEBRUARY 23, 2016
RECORDING NO.: 2016-004839; **SURVEYOR'S NOTE: SHOWN HEREON**

PARTIAL RELINQUISHMENT OF EASEMENT AS RECORDED UNDER RECORDING NO. 2022-004850; **SURVEYOR'S NOTE: DOES NOT AFFECT** AND RELINQUISHMENT OF EASEMENT RECORDED UNDER RECORDING NO. 2024-026861 AND 2024-026863

(29) 29. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: BADGER MOUNTAIN IRRIGATION DISTRICT
PURPOSE: IRRIGATION
RECORDING DATE: SEPTEMBER 3, 2020
RECORDING NO.: 2020-033644
PARTIAL RELEASE OF EASEMENT AGREEMENT RECORDED UNDER AUDITOR'S FILE NO. 2025-000531; **SURVEYOR'S NOTE: SHOWN HEREON**

(30) 30. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF RICHLAND
PURPOSE: WATERLINE EASEMENT
RECORDING DATE: JANUARY 17, 2018
RECORDING NO.: 2018-001482 AND 2018-001483; **SURVEYOR'S NOTE: SHOWN HEREON**

(31) 31. EXCEPTIONS, COVENANTS, CONDITIONS, AND RESERVATIONS AS CONTAINED IN DEED AND INCLUDING TERMS THEREOF:
FROM: C & J LAND COMPANY LLC TO: MD&D INVESTMENTS LLC
RECORDED: OCTOBER 29, 2021
RECORDING NO.: 2021-049835
AS FOLLOWS: REGARDING FUTURE DEVELOPMENT BY MD&D INVESTMENTS LLC, MOBILE AND MANUFACTURED HOMES, AND MODULAR HOMES ARE SPECIFICALLY NOT PERMITTED; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(32) 32. TERMS AND CONDITIONS OF ORDINANCE NO. 41-10 RECORDED JANUARY 5, 2011 UNDER AUDITOR'S FILE NO. 2011-000610; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(33) 33. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF RICHLAND
PURPOSE: ACCESS AND UTILITY
RECORDING DATE: JULY 13, 2017
RECORDING NO.: 2017-019386; **SURVEYOR'S NOTE: SHOWN HEREON**

(34) 34. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF RICHLAND
PURPOSE: ACCESS AND UTILITY
RECORDING DATE: JULY 13, 2017
RECORDING NO.: 2017-019388; **SURVEYOR'S NOTE: SHOWN HEREON**

(35) 35. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF RICHLAND
PURPOSE: WATERLINE
RECORDING DATE: JANUARY 17, 2018
RECORDING NO.: 2018-001484; **SURVEYOR'S NOTE: SHOWN HEREON**

(36) 36. SEWER LATECOMERS AGREEMENT AND THE TERMS AND CONDITIONS THEREOF BETWEEN THE CITY OF RICHLAND AND PAHLISCH HOMES AT WESTCLIFFE HEIGHTS LLC RECORDED SEPTEMBER 5, 2018 UNDER AUDITOR'S FILE NO. 2018-026345 AND FIRST AMENDMENT RECORDED JUNE 3, 2019 UNDER AUDITOR'S FILE NO. 2019-014443; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(37) 37. TERMS AND CONDITIONS OF ORDINANCE NO. 2023-12 RECORDED JUNE 23, 2023 UNDER AUDITOR'S FILE NO. 2023-012671; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(38) 38. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY NO. 5521:
RECORDING NO: 2021-030634; **SURVEYOR'S NOTE: NOTHING TO PLOT HEREON.**

(39) 39. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY NO. 5031:
RECORDING NO: 2018-018513; **SURVEYOR'S NOTE: NOTHING TO PLOT HEREON.**

(40) 40. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SHORT PLAT NO. 2049:
RECORDING NO: 94-17574; **SURVEYOR'S NOTE: SHOWN HEREON**

(41) 41. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY 2164:
RECORDING NO: 96-12391; **SURVEYOR'S NOTE: SHOWN HEREON**
PARTIAL RELEASE OF EASEMENT AGREEMENT RECORDED UNDER AUDITOR'S FILE NO. 2025-027400. **SURVEYOR'S NOTE: DOES NOT AFFECT**

(42) 42. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY 4140:
RECORDING NO: 2010-026670; **SURVEYOR'S NOTE: SHOWN HEREON, ALSO NOTE THAT THE IRRIGATION EASEMENT, AF#718936 IS SHOWN INCORRECTLY ON SAID SURVEY.**

(43) 43. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY 4925:
RECORDING NO: 2017-026905; **SURVEYOR'S NOTE: NOTHING TO PLOT HEREON.**

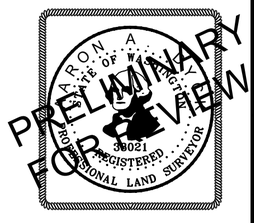
(44) 44. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY 5036:
RECORDING NO: 2018-019538; **SURVEYOR'S NOTE: NOTHING TO PLOT HEREON.**

(45) 45. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SHORT PLAT 595:
RECORDING NO: 771566; **SURVEYOR'S NOTE: OLD LOT 4 SHOWN HEREON.**
PARTIAL RELEASE OF EASEMENT AGREEMENT RECORDED UNDER AUDITOR'S FILE NO. 2025-027399; **SURVEYOR'S NOTE: DOES NOT AFFECT, NOTHING TO PLOT HEREON.**

(46) 46. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, ENCROACHMENTS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY 5724:
RECORDING NO: 2022-033094; **SURVEYOR'S NOTE: SHOWN HEREON**

(47) 47. TERMS, CONDITIONS AND PROVISIONS CONTAINED IN CITY OF RICHLAND ORDINANCE NO. 2024-21, RECORDED JUNE 26, 2024 UNDER AUDITOR'S FILE NO. 2024-013072; **SURVEYOR'S NOTE: DOES NOT PERTAIN TO SURVEY MATTERS.**

(48) 48. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF RICHLAND
PURPOSE: TEMPORARY UTILITY EASEMENT
RECORDING DATE: JULY 25, 2024
RECORDING NO.: 2024-015502; **SURVEYOR'S NOTE: SHOWN HEREON**



PRELIMINARY FOR REVIEW

TOPOGRAPHIC SURVEY FOR
CEDAR & SAGE HOMES

STRATTON SURVEYING & MAPPING P.C.
313 NORTH MORAIN STREET
KENNEWICK, WA 99336
(509) 735-7364
www.strattonsurvey.com

6386AL1.DWG	© 2025
DATE: 12/09/25	SHT. 2 OF 2
DRAWN BY: DCI	JOB # 6386

NORTH

R-2S LIMITS

C-LB LIMITS

161.19'

347.63'

205.84'

156.14'

192.52'

140.43'

144.22'

525.70'

210.84'

260.06'

39.53'

72.00'

156.28'

766.42'

0' 20' 40' 80' 120'

1" = 80'

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

CADFILE: 25112XC01

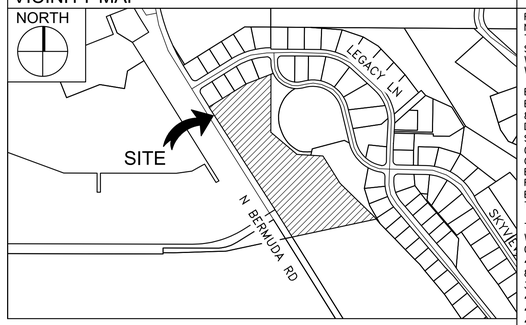
BERMUDA SUBDIVISION
RE-ZONING LIMITS

DESIGN	NJB
APPD	RAM
DATE	02/12/26
NO.	SK01

BERMUDA
PRELIMINARY PLAT

N 1/2 OF SEC. 34, T.09N., R.28E., W.M., CITY OF RICHLAND, BENTON COUNTY, WA

VICINITY MAP



LEGAL DESCRIPTION

REAL PROPERTY LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND
THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 34, MARKED BY A 5/8 INCH IRON REBAR WITH NO CAP; THENCE SOUTH 89°09'47" EAST ALONG THE NORTH LINE OF SAID SECTION 34 A DISTANCE OF 2599.03 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 34 MARKED BY A 3" BRASS CAP; THENCE SOUTH 00°06'46" WEST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 1617.82 FEET TO THE SOUTHERLY BOUNDARY OF LOT 7 OF THE PLAT OF WESTCLIFFE HEIGHTS II RECORDED IN VOLUME 15 OF PLATS AT PAGE 608 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2018-015773 AND THE TRUE POINT OF BEGINNING;

THENCE ALONG THE SOUTHWESTERLY PLAT BOUNDARY OF SAID WESTCLIFFE HEIGHTS II THE FOLLOWING COURSES: THENCE SOUTH 00°06'46" WEST A DISTANCE OF 347.63 FEET; THENCE SOUTH 49°42'13" EAST A DISTANCE OF 205.84 FEET; THENCE SOUTH 86°22'15" EAST A DISTANCE OF 156.14 FEET; THENCE SOUTH 31°59'19" EAST A DISTANCE OF 192.52 FEET; THENCE SOUTH 45°35'07" EAST A DISTANCE OF 140.43 FEET; THENCE SOUTH 45°52'40" EAST A DISTANCE OF 144.22 FEET; THENCE SOUTH 40°37'06" EAST A DISTANCE OF 21.41 FEET TO THE NORTHEAST CORNER OF PARCEL 3 OF SURVEY NO. 5494 RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 5494 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2021-021122;
THENCE SOUTH 77°55'39" WEST ALONG THE NORTHERLY BOUNDARY OF SAID PARCEL 3 A DISTANCE OF 525.70 FEET; THENCE NORTH 31°58'33" WEST LEAVING SAID NORTHERLY BOUNDARY A DISTANCE OF 761.35 FEET; THENCE NORTH 31°59'17" WEST A DISTANCE OF 161.35 FEET TO THE SOUTHERLY BOUNDARY OF ADJUSTED LOT 11 OF SURVEY NO. 5036 RECORDED IN VOLUME 1 OF SURVEYS AT PAGE 5036 FILED UNDER BENTON COUNTY AUDITOR'S FILE NUMBER 2018-019538; THENCE NORTH 58°00'41" EAST ALONG SAID SOUTHERLY BOUNDARY AND CONTINUING ALONG THE SOUTHERLY BOUNDARY OF SAID WESTCLIFFE HEIGHTS II A DISTANCE OF 260.06 FEET; THENCE NORTH 68°46'25" EAST CONTINUING ALONG SAID SOUTHERLY BOUNDARY OF WESTCLIFFE HEIGHTS II A DISTANCE OF 161.19 FEET TO THE POINT OF BEGINNING.

LAND USE SUMMARY

GROSS ACREAGE:	8.38 ACRES
NET LOT ACREAGE:	8.38 ACRES
TOTAL NUMBER OF LOTS:	20 LOTS
AVERAGE LOT SIZE:	18,252 SF
LARGEST LOT AREA:	300,311 SF
SMALLEST LOT AREA:	3,000 SF
AVERAGE DENSITY:	2.39 UNITS/ACRE
PRESENT ZONING:	AG
PROPOSED ZONING:	R-2S / C-LB
TYPE OF WATER SERVICE:	CITY
TYPE OF SEWER SERVICE:	CITY

BASIS OF BEARINGS

WASHINGTON STATE SOUTH ZONE, US SURVEY FEET, NAD 83(2011). PER THE CITY OF RICHLAND GPS CONTROL MAP. GPS TIES WERE MADE TO 1710, 2213, AND 2215 CONTROL POINTS AND PROJECTED TO GROUND AT POINT 1710.

VERTICAL DATUM

CITY OF RICHLAND PNT NO. 1710 NAVD 88 DATUM ELEV=1072.36

CONTACT INFO

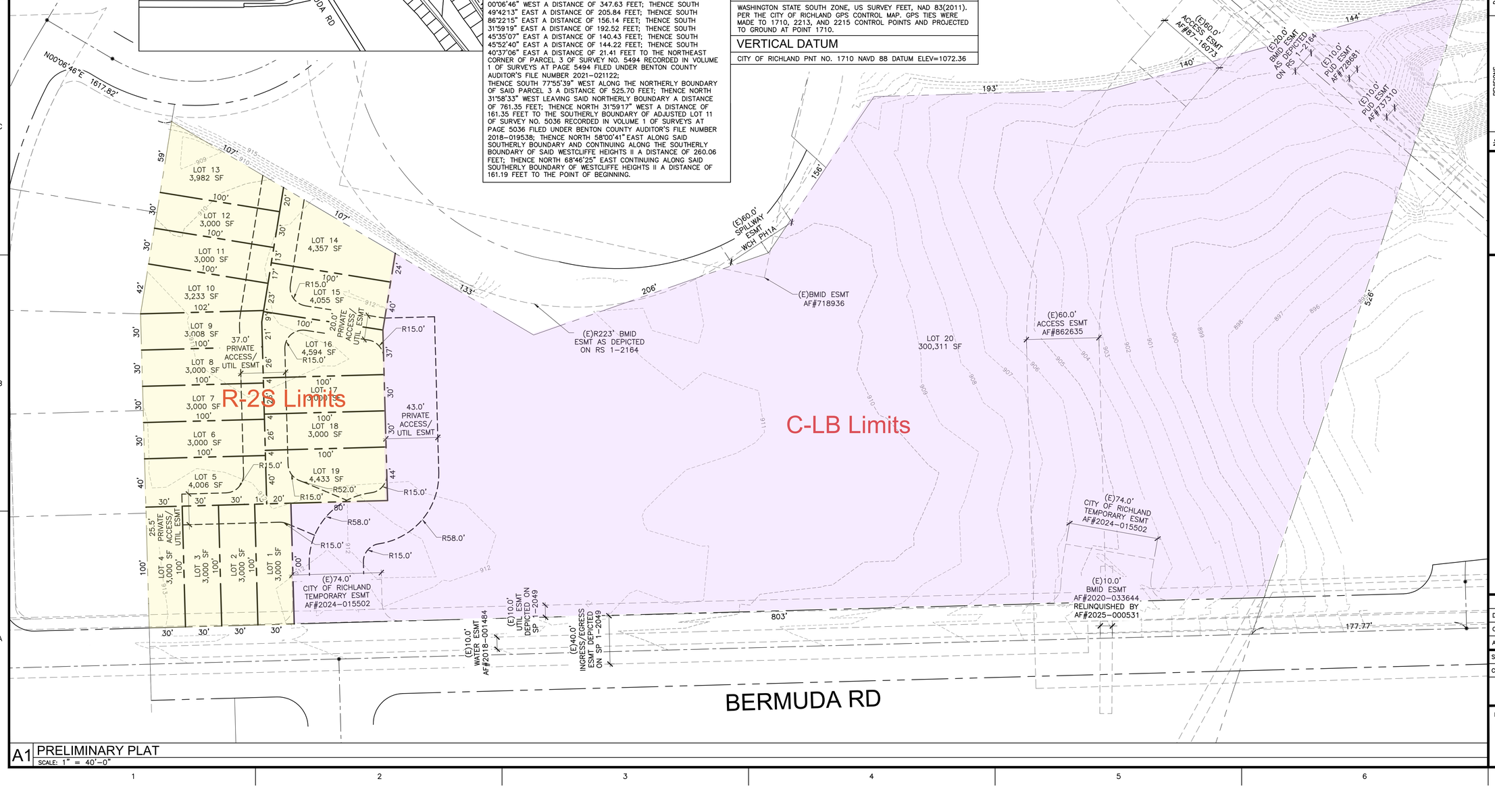
OWNER/DEVELOPER:
WALSH GROUP
ATTN: NICK WALSH
P.O. BOX 1297
EAGLE, ID. 38616
PHONE:(805)801-7974

SURVEYOR:
STRATTON SURVEYING & MAPPING
ATTN: AARON DYCK
313 N MORAIN ST
KENNEWICK, WA. 99336
PHONE:(509)735-7364

ENGINEER:
KNUTZEN ENGINEERING
ATTN: ROBERT MCLEOD
5401 RIDGELINE DRIVE
SUITE 160
KENNEWICK, WA. 99338
PHONE:(509)222-0959

0' 20' 40' 80' 120'
1" = 40'

CALL 811
2 BUSINESS DAYS
BEFORE YOU DIG



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

No.	REVISIONS	DATE	DESIGN	CHKD	APPD

PRELIMINARY PLAT
THE WALSH GROUP
CEDAR AND SAGE BERMUDA
RICHLAND, WA 99352

APPROVAL		
DESIGN	NJB	01/09/26
CHECKED	RAM	01/09/26
APPROVED	RAM	01/09/26

SCALE: AS NOTED
CADFILE: 25112PP01
JOB No. 25112
REV. 0
DWG. No. PP01

A1 PRELIMINARY PLAT
SCALE: 1" = 40'-0"

\2025\25112-Cedar & Sage Bermuda\DWG\25112PP01.dwg - Jan 09,2026 - 12:12pm - rmc

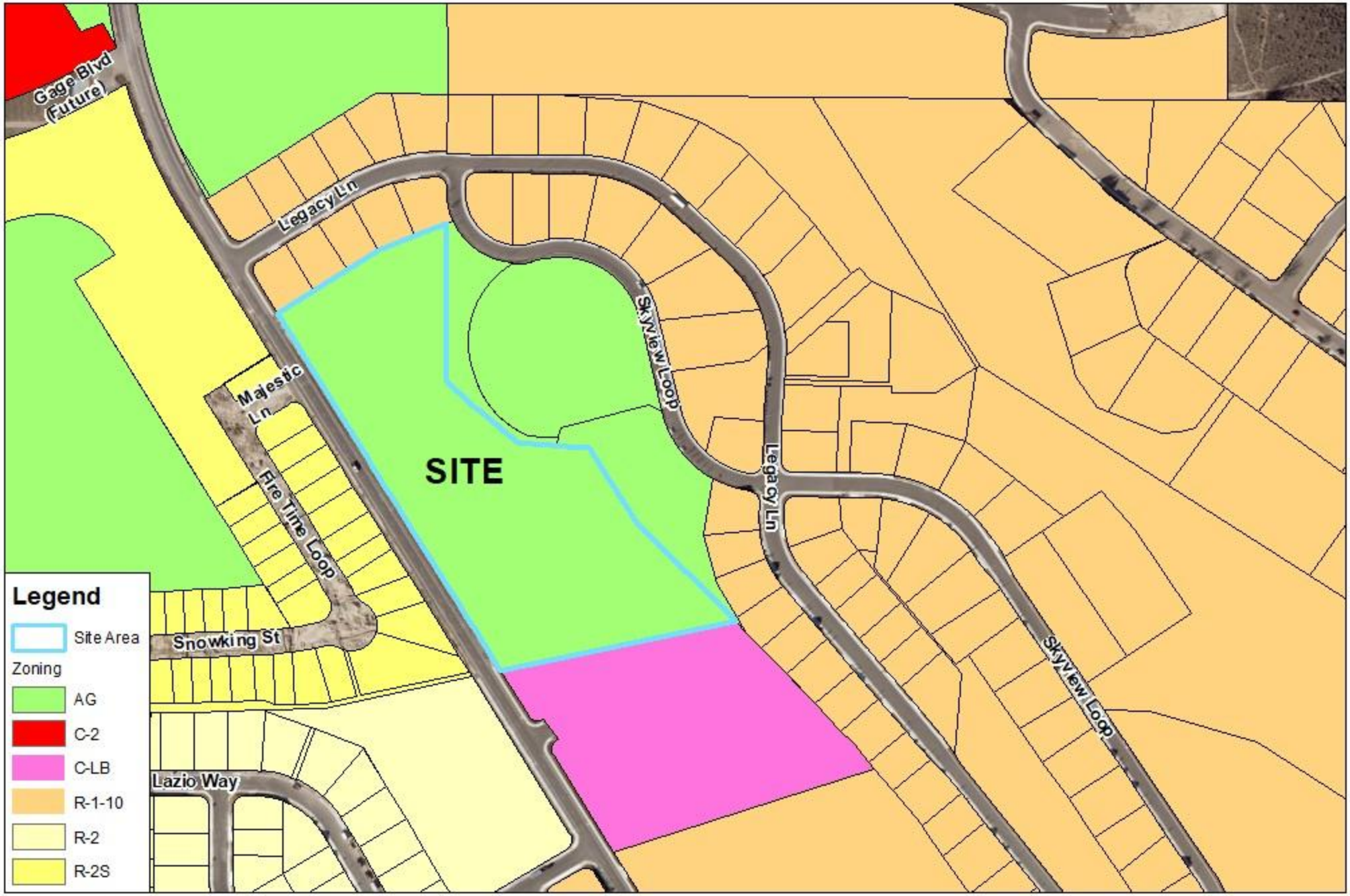
Zoning Map

Item: Bermuda Road Rezone
Applicant(s): Rick Simon and Knutzen Engineering
File #: PLN-T3A-2026-00004

Exhibit 2

N

0 100 200 400 Feet



BMS Land Use Map

Item: Bermuda Road Rezone
Applicant(s): Rick Simon and Knutzen Engineering
File #: PLN-T3A-2026-00004

Exhibit 3

N

0 100 200 400 Feet

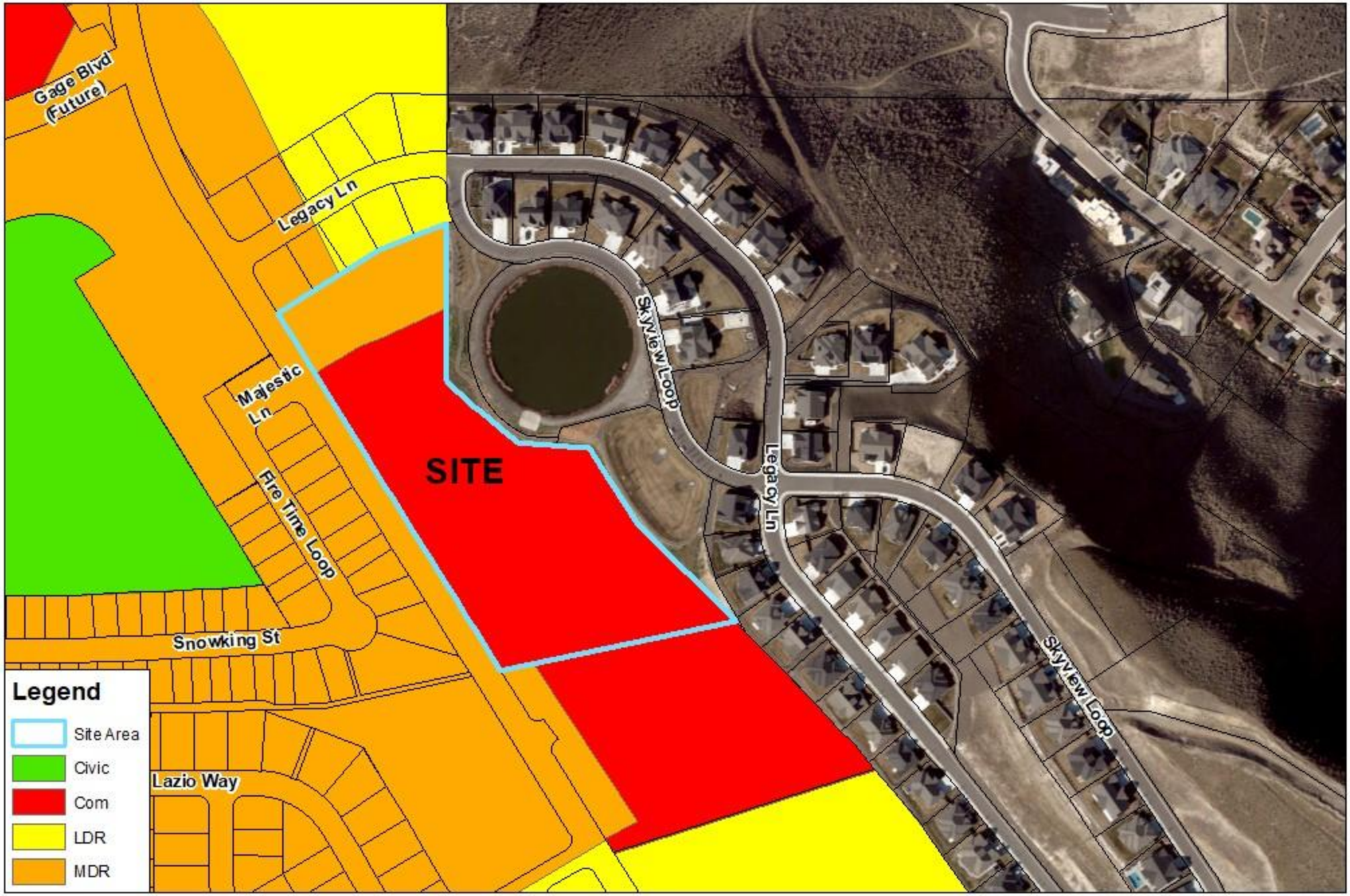


Exhibit 4

CITY OF RICHLAND
PLANNING DIVISION
625 Swift Boulevard, MS-35
Richland, WA 99352
(509) 942-7794

CITY OF RICHLAND
NOTICE OF APPLICATION AND PUBLIC HEARING
(PLN-T3A-2026-00004)

Notice is hereby given that Rick Simon of RPS Planning Consultant and Knutzen Engineering, agents of the property owner, MD & D Investments, has filed for a rezone application to change the zoning designation of the project site from AG (Agricultural) to R-2S (Medium Density Residential) and C-LB (Limited Business) reflecting the City's Comprehensive Plan Land Use Designations.
To view the application materials, please visit the City of Richland's Land Use webpage at https://www.richlandwa.gov/business/land-use.

Project Site: The project site is located on Assessor Parcel Number 134982010595008 and is generally located east of Bermuda Road, east of Majestic Street, south and west of Legacy Lane, and west of Skyview Loop.

Public Hearing: The City of Richland Hearing Examiner will conduct a public hearing and review of the application on Monday, April 13, 2026, at 6:00pm in City Hall, 625 Swift Boulevard. All interested parties are invited to participate in the public hearing.

Environmental Review: The proposal is not subject to environmental review and is exempt from the SEPA review process, as described in WAC 197-11-800(6)(c).

Public Comment: Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Ryan Nelson, Senior Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may be emailed to planning@ci.richland.wa.us.

Comment Period Starts: March 15, 2026
Comment Period Ends: April 13, 2026 at 6:00 PM

However, written comments must be received no later than 5:00 p.m. on Friday, April 03, 2026, to be incorporated into the staff report. Comments received after that time will be entered into the record during the hearing.

Appeal: The application will be reviewed in accordance with the regulations in RMC Title 23 Zoning and Title 19 Development Regulations Administration. Appeal procedures of decisions related to the above-referenced applications are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.

Vicinity Map

Item: Bermuda Road Rezone
Applicant(s): Rick Simon and Knutzen Engineering
File #: PLN-T3A-2026-00004

AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Ryan Nelson**, who, being first duly sworn upon oath deposes and says:

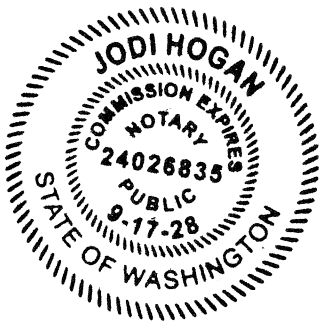
1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

2. On the 16th day of March, 2026, I posted the attached NOTICE OF PUBLIC HEARING, File Number PLN-T3A-2026-00004 (Rezone of APN 134982010595008) at the following location:

   Approximately 5 feet from the back of the sidewalk at the northern corner of an existing turnout along the eastern side of Bermuda Road.

Signed: Ryan Nelson

SIGNED AND SWORN to before me this 16th day of March, 2026, by Ryan Nelson.



Signature of Notary

Jodi Hogan
Printed Name

Notary Public in and for the State of Washington,

Residing in 625 Swift Blvd Richland, WA

My appointment expires: 9-17-28

AFFIDAVIT OF MAILING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

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

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

2. On the 16th day of March ,2025 I mailed a copy of the attached NOTICE OF PUBLIC HEARING (PLN-T3A-2026-00004) to the attached list of individuals via regular USPS on the date indicated above. The Richland Board of Adjustment will conduct a public hearing and review of the application on April 13, 2026.

Jodi Hogan
Signed: Jodi Hogan

SIGNED AND SWORN to before me this 16th day of March ,2026 by Jodi Hogan.

Brandy Janessa Meyer
Notary Public in and for the State of Washington,

BRANDY JANESSA MEYER
Commission #26065508
NOTARY PUBLIC
EXP. 02/11/2030
STATE OF WASHINGTON

Brandy Janessa Meyer
Print Name

Residing at 119 E 16th Ave Kennewick WA 99337

My appointment expires: 02/11/2030

Address list attached.

McClatchy

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	IPL0322057	Legal Ad - IPL0322057	2026.04.13 HE PHN PLN-T3A-2026	1.0	61.0L

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 APPLICATION AND PUBLIC HEARING
(PLN-T3A-2026-00004)

Notice: Rick Simon of RPS Planning Consultant and Knutzen Engineering, agents of the property owner, MD & D Investments, has filed for a rezone application to change the zoning designation of the project site from AG (Agricultural) to R-2S (Medium Density Residential) and C-LB (Limited Business), reflecting the City's Comprehensive Plan Land Use Designations. To view the application materials, please visit the City of Richland's Land Use webpage at https://www.richland-wa.gov/business/land-use.

Project Site: The project site is located on Assessor Parcel Number 134982010595008 and is generally located east of Bermuda Road, east of Majestic Street, south and west of Legacy Lane, and west of Skyview Loop.

Public Hearing: The Richland Hearing Examiner will conduct a public hearing and review of the application on **Monday, April 13, 2026 at 6:00 p.m.** in the Richland City Hall Council Chambers, 625 Swift Boulevard. All interested parties are invited to participate in the public hearing.

Environmental Review: The proposal is not subject to environmental review and is exempt from the SEPA review process, as described in WAC 197-11-800(6)(c).

Public Comment: Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Ryan Nelson, Senior Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may be emailed to planning@ci.richland.wa.us. The deadline for written comments is 6:00 p.m. on Monday, April 13, 2026. However, written comments must be received no later than 5:00 p.m. on Friday, April 3, 2026, to be incorporated into the staff report. Comments received after that time will be entered into the record during the hearing.

Date Published: Sunday, March 15, 2026
IPL0322057
Mar 15 2026

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:
03/15/26 Print

Print Tearsheet Link

Marketplace Link

Amanda Rodela

Sworn to and subscribed before me on Mar 16, 2026, 10:01 AM ED

SHERRY J CHASTEEN
ELECTRONIC NOTARY PUBLIC
STATE OF TEXAS
COMMISSION # 125328493
MY COMMISSION EXPIRES 4/16/2029

Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

CITY OF RICHLAND
NOTICE OF APPLICATION AND PUBLIC HEARING
(PLN-T3A-2026-00004)

Notice: Rick Simon of RPS Planning Consultant and Knutzen Engineering, agents of the property owner, MD & D Investments, has filed for a rezone application to change the zoning designation of the project site from AG (Agricultural) to R-2S (Medium Density Residential) and C-LB (Limited Business), reflecting the City's Comprehensive Plan Land Use Designations. To view the application materials, please visit the City of Richland's Land Use webpage at https://www.richland-wa.gov/business/land-use.

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Public Hearing: The Richland Hearing Examiner will conduct a public hearing and review of the application on **Monday, April 13, 2026 at 6:00 p.m.** in the Richland City Hall Council Chambers, 625 Swift Boulevard. All interested parties are invited to participate in the public hearing.

Environmental Review: The proposal is not subject to environmental review and is exempt from the SEPA review process, as described in WAC 197-11-800(6)(c).

Public Comment: Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Ryan Nelson, Senior Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may be emailed to planning@ci.richland.wa.us. The deadline for written comments is 6:00 p.m. on Monday, April 13, 2026. However, written comments must be received no later than 5:00 p.m. on Friday, April 3, 2026, to be incorporated into the staff report. Comments received after that time will be entered into the record during the hearing.

Date Published: Sunday, March 15, 2026
IPL0322057
Mar 15 2026

Exhibit 5

From: Daniel Tissell
To: Nelson, Ryan
Cc: Chris Sittman
Subject: RE: Proposed Rezone of Parcel #134982010595008 (File #PLN-T3A-2026-00004)
Date: Wednesday, March 18, 2026 12:54:05 PM
Attachments: image003.png

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

Ryan,

KID has no comments regarding this matter.

Thanks,

Daniel Tissell, P.E.
Engineering Manager
Kennewick Irrigation District
2015 S. Ely Street
Kennewick, WA 99337
(509) 586-6012 ext. 116

KENNEWICK IRRIGATION DISTRICT

From: Nelson, Ryan <rnelson@richlandwa.gov>
Sent: Monday, March 16, 2026 3:27 PM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Ballard, Jennifer <jballard@richlandwa.gov>; 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@richlandwa.gov>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; 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@richlandwa.gov>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; 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 Sliger <KSliger@bft.org>; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; Kramer, Steve <skramer@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; 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>; Val Connell <vlconnell@bpa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@richlandwa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>
Subject: Proposed Rezone of Parcel #134982010595008 (File #PLN-T3A-2026-00004)

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.

Good Afternoon,

Rick Simon of RPS Planning Consultant and Knutzen Engineering, agents of the property owner, MD & D Investments, has filed for a rezone application to change the zoning designation of the project site from AG (Agricultural) to R-2S (Medium Density Residential) and C-LB (Limited Business) reflecting the City's Comprehensive Plan Land Use Designations. The project site is located at parcel number 134982010595008 and is generally located east of Bermuda Road, east of Majestic Street, south and west of Legacy Lane, and west of Skyview Loop.

Please review the attached materials relative to your agency's regulations or you may view the related materials at https://www.richlandwa.gov/business/land-use and submit any comments no later than 5:00 PM on April 03, 2026 to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

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.

BENTON CLEAN AIR AGENCY

March 19, 2026

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35
Richland, WA 99352

Re: PLN-T3A-2026-00004
Applicant/Proponent: Knutzen Engineering
Attn:
5401 Ridgeline Dr, Ste. 160
Kennewick, WA 99338

Dear Mr. Nelson:

It has come to our attention that you are reviewing a proposal for the above-named applicant in which a parcel or parcels will be disturbed for development. Because these activities may cause possible fugitive dust emissions, we would like to take this opportunity to provide information to ensure that the applicant takes reasonable steps to control the dust from his/her project.

The Benton Clean Air Agency (BCAA) requires the applicant submit a Proof of Contact: Soil Destabilization Notification for this project prior to any excavation/construction taking place. This will ensure that the proponent has the ability and resources to control fugitive dust emissions that may be created because of construction activities. This will also inform them of the regulations and requirements of the BCAA. Additionally, a written dust control plan must be developed and maintained for all soil destabilization projects and must be readily available upon request by the BCAA. Part of this plan is submitting the name of at least one person for the project so that the BCAA has a point of contact should we receive any dust complaints from the project. The Soil Destabilization Notification form can be found and submitted on our website, www.bentoncleanair.org.

Thank you for the opportunity to comment on this proposal. If you have any questions, or would like further information on this subject, please contact us at (509) 783-1304.

Sincerely,

Deon Steichen

Deon Steichen
Inspector

State of Washington
DEPARTMENT OF FISH AND WILDLIFE
South Central Region • Region 3 • 1701 South 24th Avenue, Yakima, WA 98902-5720
Telephone: (509) 575-2740 • Fax: (509) 575-2474

March 25, 2026

Ryan Nelson
Senior Planner
City of Richland
625 Swift Blvd., MS- 5
Richland, WA 99352

Re: Rezone of Parcel #134982010595008 WDFW Comments

Mr. Nelson,

The Washington Department of Fish and Wildlife (WDFW) has reviewed the proposed rezone of Parcel #134982010595008, which would rezone the project site from Agricultural (AG) to Medium Density Residential (R-2S). WDFW has no concerns over the proposed rezone but does offer up the following comments for the project at the time of site level permitting.

The southern end of Parcel #134982010595008 (approximately 2 acres) contains likely shrubsteppe and ferruginous hawk home range habitat, both Fish and Wildlife Habitat Conservation Areas as designated by the city's Critical Areas Ordinance 222.10.185. At the project level, we recommend that the applicant conduct a critical area report to assess this potential habitat area. In preparation of the report, WDFW would welcome the opportunity to meet on site with the applicant to further investigate the mapping and the potential report requirements.

Thank you for the opportunity to review the proposal and submit these comments. If you have any questions or need clarification on the comments, please reach out to me at Scott.Downes@dfw.wa.gov or 509-607-3578.

Sincerely,

Scott Downes
Regional Land Use Lead

Cc: Troy Maikis, WDFW
Mike Stevens, City of Richland

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

March 25, 2026

Ryan Nelson
Senior Planner
City of Richland

In future correspondence please refer to:
Project Tracking Code: **2026-03-02237**
Property: City of Richland - PLN-T3A-2026-00004 - Proposed Rezone of Parcel #134982010595008
Re: **Concur with Survey; Follow Inadvertent Discovery Plan**

Dear Ryan Nelson:

Thank you for contacting the State Historic Preservation Officer (SHPO) and the Department of Archaeology and Historic Preservation (DAHP) with documentation regarding the above-referenced project. In response, we were able to apply the Cultural Resource Survey (CRS) from Peach Tree Estates III, and we concur with the results and recommendations made in the report entitled "CRS for Peach Tree Estates, Phases II–V – Richland, WA," (Swords & Tiede 2023). Specifically, as no cultural resources were found during the survey we do not recommend further direct archaeological supervision of the project. However, we do recommend that a standard Inadvertent Discovery Plan is followed during all ground disturbing activities.

Please note that the recommendations provided in this letter reflect only the opinions of DAHP. Any interested Tribes may have different recommendations. We appreciate receiving copies of any correspondence or comments from Tribes or other parties concerning cultural resource issues that you receive.

These comments are based on the information available at the time of this review and on behalf of the SHPO pursuant to Washington State law. Please note that should the project scope of work and/or location change significantly, please contact DAHP for further review.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is attached to any future communications about this project. Should you have any questions, please feel free to contact me.

Sincerely,

James MacNaughton, M.S.
Local Government Archaeologist
(360) 280-7563
James.MacNaughton@dahp.wa.gov

From: BMID Manager
To: Planning
Subject: RE: Proposed Rezone of Parcel #134982010595008 (File #PLN-T3A-2026-00004)
Date: Thursday, April 2, 2026 11:31:05 AM
Attachments: image001.png

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Good morning,

BMID Has significant interest in what is being done on this parcel. We have an emergency spillway for our reservoir that would impact the parcel that is proposed for rezoning. We do not have any issues with the rezone if the owner works with us to mitigate those issues.

Thanks

Colby Getchell
District Manager
bmidmanager@bmid.net
Badger Mountain Irrigation District
87525 E. Reata Rd.
Kennewick, WA 99338
509-531-2938 (Cell)
509-628-0777 (Office)
509-628-0112 (Fax)

From: Nelson, Ryan <rnelson@richlandwa.gov>
Sent: Monday, March 16, 2026 3:27 PM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; BMID Manager <bmidmanager@bmid.net>; Ballard, Jennifer <jballard@richlandwa.gov>; 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@richlandwa.gov>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; 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@richlandwa.gov>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; 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 Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; 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>; Val Connell <vlconnell@bpa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@richlandwa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>
Subject: Proposed Rezone of Parcel #134982010595008 (File #PLN-T3A-2026-00004)

Good Afternoon,

Rick Simon of RPS Planning Consultant and Knutzen Engineering, agents of the property owner, MD & D Investments, has filed for a rezone application to change the zoning designation of the project site from AG (Agricultural) to R-2S (Medium Density Residential) and C-LB (Limited Business) reflecting the City's Comprehensive Plan Land Use Designations. The project site is located at parcel number 134982010595008 and is generally located east of Bermuda Road, east of Majestic Street, south and west of Legacy Lane, and west of Skyview Loop.

Please review the attached materials relative to your agency's regulations or you may view the related materials at https://www.richlandwa.gov/business/land-use and submit any comments no later than 5:00 PM on April 03, 2026 to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

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From: Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ
To: Nelson, Ryan
Subject: RE: Proposed Rezone of Parcel #134982010595008 (File #PLN-T3A-2026-00004)
Date: Thursday, April 2, 2026 1:57:39 PM
Attachments: image001.png

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Ryan,

Bonneville Power Administration (BPA) has had the opportunity to review Proposed Rezone of Parcel #134982010595008 (File #PLN-T3A-2026-00004)

In researching our records, we have found that this proposal will not directly impact BPA facilities approximately 1.5 miles from the subject property. BPA does not have any objections to the approval of this request at this time.

If you have any questions or need additional information, please feel free to me by email or at (360) 624-0566 or BPA realty specialist Valorie Connell at (509) 544-4746 or by email at VLConnell@bpa.gov.

Thank you for the opportunity to review this application.

Deborah Rodgers
BONNEVILLE POWER ADMINISTRATION
DEPARTMENT OF ENERGY
(CONTR) Actalent
Right-of-Way Agent | Real Property Field Services | TERR/Tri-Cities-RMHQ
dxrodgers@bpa.gov | 360-624-0566

From: Nelson, Ryan <rnelson@richlandwa.gov>
Sent: Monday, March 16, 2026 3:27 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>; Ballard, Jennifer <jballard@richlandwa.gov>; 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@richlandwa.gov>; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; 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@richlandwa.gov>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jason McShane <jmcshane@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@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; 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>; Connell,Valorie L (BPA) - TERR-PASCO <vlconnell@bpa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@richlandwa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>

Subject: Proposed Rezone of Parcel #134982010595008 (File #PLN-T3A-2026-00004)

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Good Afternoon,

Rick Simon of RPS Planning Consultant and Knutzen Engineering, agents of the property owner, MD & D Investments, has filed for a rezone application to change the zoning designation of the project site from AG (Agricultural) to R-2S (Medium Density Residential) and C-LB (Limited Business) reflecting the City's Comprehensive Plan Land Use Designations. The project site is located at parcel number 134982010595008 and is generally located east of Bermuda Road, east of Majestic Street, south and west of Legacy Lane, and west of Skyview Loop.

Please review the attached materials relative to your agency's regulations or you may view the related materials at https://www.richlandwa.gov/business/land-use and submit any comments no later than 5:00 PM on April 03, 2026 to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

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From: Patrick Paulson
To: Planning
Cc: Laurie Ness; cdandrb
Subject: Rezone Application PLN-T3A-2026-00004
Date: Friday, April 3, 2026 8:22:06 AM

[You don't often get email from patrick@3rivers-ashtanga.org. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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I realize that a rezone application is not subject to SEPA review, but would like to note that the extreme South-East portion of the proposal site appears to be Shrubsteppe that is adjacent to a larger area of Shrubsteppe to the South East. This observation is based on satellite imagery.

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Exhibit 6

WHEN RECORDED RETURN TO:
Richland City Clerk's Office
625 Swift Boulevard, MS-05
Richland, WA 99352

ORDINANCE NO. 2024-07

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, ADOPTING THE 2023 COMPREHENSIVE PLAN AMENDMENTS INTO THE EXISTING 2017 COMPREHENSIVE PLAN AND ADOPTING THE RESULTING DOCUMENT.

WHEREAS, through Ordinance No. 42-17, the City adopted the Comprehensive Plan of the City of Richland (the "Comprehensive Plan") on October 3, 2017; and

WHEREAS, through Ordinance No. 38-19, the City updated its Comprehensive Plan on October 1, 2019; and

WHEREAS, through Ordinance No. 51-20, the City updated its Comprehensive Plan on January 19, 2021; and

WHEREAS, through Ordinance No. 41-21, the City updated its Comprehensive Plan on January 4, 2022; and

WHEREAS, pursuant to RCW 36.70A.470(2), each city and county planning under RCW 36.70A.040 must include in its development regulations a procedure for any interested person, including applicants, citizens, hearings examiners, and staff of other agencies, to suggest plan or development regulation amendments; and

WHEREAS, the suggested amendments shall be docketed and considered on at least an annual basis, consistent with the provision of RCW 36.70A.130; and

WHEREAS, Chapter 19.90 of the Richland Municipal Code, titled Comprehensive Plan and Development Regulation Amendments, establishes procedures for comprehensive plan or development regulation amendments as required by RCW 36.70A.470(2); and

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WHEREAS, the City of Richland accepted applications suggesting comprehensive plan or development regulation amendments between March 2, 2022 and March 1, 2023; and

WHEREAS, six (6) proposed amendments were received; and

WHEREAS, on May 23, 2023, Richland City Council held a workshop to review the proposed 2023 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket; and

WHEREAS, on July 6, 2023, Richland City Council passed Resolution No. 2023-110 authorizing the 2023 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket; and

WHEREAS, the Richland Planning Commission held a duly advertised public hearing on September 13, 2023 to accept testimony from anyone wishing to speak for or against the proposed changes; and

WHEREAS, on September 13, 2023, the Richland Planning Commission voted to recommend all six (6) of the proposed amendments as evidenced in the Planning Commission's meeting minutes; and

WHEREAS, on March 5, 2024, Richland City Council held a public hearing to consider the proposed amendments and the recommendation of the Planning Commission. All testimony from anyone wishing to speak for or against the changes was accepted, after which Council deliberated on the proposed changes; and

WHEREAS, the Richland City Council finds it prudent to adopt the proposed 2023 Comprehensive Plan amendments into the updated Comprehensive Plan of the City of Richland by ordinance.

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

Section 1. The recitals set forth above are hereby incorporated by reference.

Section 2. Richland City Council acknowledges that the Planning Commission conducted appropriate investigation and study and held a public hearing on the proposed amendments to the Comprehensive Plan. Consistent with the Planning Commission's recommendation, Council hereby approves the six (6) proposed amendments to the Comprehensive Plan map and/or text as follows: CPA2023-101; CPA2023-102; CPA2023-103; CPA2023-104; CPA2023-105; and CPA2023-106. City Council has read and considered the Planning Commission's findings, and hereby makes the following findings for the record:

1. Chapter 19.90 RMC provides that City Council will consider each comprehensive plan amendment and forward those selected to the Planning Commission for processing. Plan amendment applications may be submitted via private application and/or proposed by staff or Council.

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2. The deadline for submittal of private party applications for consideration as part of the 2023 Comprehensive Plan Policies, Maps and Code Amendments Docket was March 1, 2023.

3. Six (6) applications were received and deemed complete and are identified herein as numbers 12-17 in this Ordinance.

4. City Council conducted a workshop on May 23, 2023 to review the proposed 2023 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket.

5. City Council established the 2023 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket on July 6, 2023.

6. On August 16, 2023, the City of Richland Community Development Department issued a SEPA Threshold Determination of Non-Significance for the proposed 2023 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket.

7. On August 2, 2023, the City of Richland provided, as required by RCW 36.70A.106, the required sixty (60) day notification to the State of Washington of the City's proposed 2023 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket and intent to adopt.

8. On August 17, 2023, the City of Richland provided notice of a public hearing to be held on September 13, 2023 to affected parcels and neighboring properties within a 300-foot radius of parcels under consideration.

9. On September 6, 2023, public hearing notice signs were posted on, or near, the five (5) physical properties affected by the proposed amendments to the Comprehensive Plan map or Richland Zoning Code submitted for consideration.

10. On August 6, 2023, a Notice of Public Hearing was published in the Tri-City Herald and at Richland City Hall and on the City's website.

11. All public notification requirements for the public workshops and public hearings have been met.

12. Nicole Stickney, AHBL, on behalf of Washington State University, requests to change the Comprehensive Plan Land Use designation for 3.37 acres of an existing 19.62-acre parcel from Public Facility (PBF) to High-Density Residential (HDR), to be accompanied by a rezone of the 3.37 acres from Parks & Public Facilities (PPF) to Multi-Family Residential (R-3). Assigned File No. CPA2023-101 (Washington State University).

13. Washington State University (WSU) requests text amendments to both the Comprehensive Plan and Title 23 RMC: Zoning to create a new zoning district to be referred to as University District (UNIV). Zoning map amendments would also be required. Although

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this action is a city-wide initiative, the new zoning district would only apply to properties associated with institutions of higher education as defined in RCW 28B.07.020(4) or 28B.10.016(4)). Assigned File No. CPA2023-102 (2710 Crimson Way – Washington State University).

14. MD&D Investment, LLC requests a change to the Badger Mountain Subarea Plan Land Use designations to reclassify portions of five (5) parcels to reapportion the existing land use designations Medium-Density Residential (MDR), Civic (CIVIC), and Commercial (COM). This proposal is intended to contemporize land use designations in the area based on recent boundary line adjustments and the topographical challenges associated with extension of Gage Blvd. Assigned File No. CPA2023-103 (1251 Bermuda Rd. – Peach Tree Estates).

15. Washington State Department of Natural Resources (DNR) requests a Comprehensive Plan Map amendment for approximately 16 acres of land from Public Facilities (PBF) to Medium-Density Residential (MDR) (a portion of Parcel No. 1-1698-200-0001-006). Assigned File No. CPA2023-104 (3580 Kennedy Rd – Department of Natural Resources).

16. The City of Richland Public Works Department requests Comprehensive Plan text amendments to the Transportation Element of the City's Comprehensive Plan to reflect routine and anticipated changes that have been made over the past 6 years and in anticipation of future needs. Changes include, but are not limited to: street functional classifications, short-term transportation improvements, long-term transportation improvements, future impacts to the City's collector street system, the City's traffic impact fee program, and amending the level-of-service language to meet concurrence requirements. Assigned File No. CPA2023-105 (2023 Transportation Element Update).

17. The City of Richland Economic Development Division requests a Comprehensive Plan Map amendment for approximately 4.3 acres (no assigned parcel number) to classify the property as a Commercial (COM) land use. Assigned File No. CPA2023-106 (24 Lawless Dr. – City of Richland).

18. Based upon the application materials submitted and upon presentation by the applicants, the proposed amendments will not adversely impact the City's ability to provide sewer and water, and will not adversely impact adopted levels of service standards for other public facilities and services such as parks, police, fire, emergency medical services and general governmental services.

19. Adequate infrastructure, facilities and services are available to serve the proposed or potential development expected as a result of these amendments.

20. The proposed amendments are consistent with the goals, policies and objectives of the City of Richland's Comprehensive Plan.

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21. The proposed Comprehensive Plan amendments will not result in probable significant adverse impacts to the transportation network, capital facilities, utilities, parks, or environmental features.

22. The subject parcels being re-designated are physically suitable for the allowed land uses in the designation being requested.

23. The proposed amendments are consistent with the Washington State Growth Management Act, the Benton County planning policies, and other applicable local and state policies, agreements, and laws.

24. The proposed amendments will not have a cumulative adverse effect on the planning area.

25. The State of Washington's Growth Management Act requires that comprehensive plans be effectuated by various development regulations such as subdivision regulations, critical areas and zoning.

26. The requested area-wide rezoning of the properties in question is dependent upon a change in the land-use designation of the Comprehensive Plan.

27. Through a separate ordinance action adopted simultaneous with this Ordinance No. 2024-07, City Council will authorize the associated rezones in order to bring the zoning into compliance with the change of land-use designations authorized by the passage of the six (6) applications.

Section 3. The 2023 amendments to the 2017 Richland Comprehensive Plan as identified in **Exhibit A** and depicted in **Exhibit B** are hereby adopted and incorporated into the Comprehensive Plan of the City of Richland, which is adopted in its entirety by this Ordinance No. 2024-07 and set forth in **Exhibit C**.

Section 4. The City Clerk is directed to file with the Auditor of Benton County, Washington, a copy of this Ordinance and the attached exhibits, duly certified by the City 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.

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PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 19th day of March, 2024.

Theresa A Richardson

Theresa Richardson, Mayor

Attest:

Jennifer Rogers

Jennifer Rogers, City Clerk

Approved as to Form:

Heather Kintzley

Heather Kintzley, City Attorney

First Reading: March 5, 2024
Second Reading: March 19, 2024
Date Published: March 24, 2024

DocuSign Envelope ID: E3AA5E31-11D0-4A63-B857-F5BD071FFDBA

EXHIBIT A to Ordinance No. 2024-07

2023 DOCKET

File Number: CPA2023-101 & Z2023-101
Applicant: Nicole Stickney, AHBL on behalf of Washington State University (owner)

Nicole Stickney, AHBL on behalf of Washington State University, is proposing to change the Comprehensive Plan Land Use designation for 3.37 acres of an existing 19.62-acre parcel from Public Facility (PBF) to High-Density Residential (HDR) and rezone the 3.37 acres from Parks & Public Facilities (PPF) to Multi-Family Residential (R-3). (Assessor's Parcel Number 126082000001003, located along the west side of George Washington Way between University Drive and Hanford Street).

File Number: CPA2023-102 & Z2023-102
Applicant: Washington State University

Washington State University is proposing text amendments to both the Comprehensive Plan and RMC Title 23, Zoning, to create a new zoning districted to be referred to as University District (UNIV). Zoning map amendments would also be required. (This is City-wide but would apply only to properties associated with institutions of higher education, as defined in RCW 28B.07.020(4) or 28B.10.016(4)).

File Number: CPA2023-103
Applicant: MD&D INVESTMENT, LLC

MD&D Investment, LLC is proposing to change the Badger Mountain Subarea Plan Land Use designations to reclassify portions of Assessor's Parcel ID numbers 134982010595001 and 134982000005004 to a mix of medium-density residential and commercial for the Bermuda Frontage site, commercial on the Commercial site, and civic/schools on the school site.

File Number: CPA2023-104 & Z2023-103
Applicant: Washington State Department of Natural Resources (DNR)

Washington State Department of Natural Resources is proposing to increase the amount of Medium Density Residential within the area commonly referred to as "The Richland 16" due to a recent boundary line adjustment that reduced the size of the parcel to be transferred to the Richland School District and increased the size of the residential parcel directly to the north. DNR is also proposing to rezone the additional land area to Medium Density Residential (R-2). (Location: Richland DNR 16 located west of Truman Ave and north of Kennedy Road, behind Target shopping complex).

File Number: CPA2023-106 & Z2023-105
Applicant: AHBL on behalf of City of Richland Economic Development Division

AHBL, on behalf of the City of Richland Economic Development Division, is proposing the establishment of the Commercial Land Use Designation on approximately 4.3 acres located at 24 Lawless Drive. The site is also proposed to be zoned Retail Business (C-2).

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File Number: **CPA2023-105**
Applicant: **City of Richland Public Works Department**

The City of Richland Public Works Department proposes a text amendment to the Transportation Element of the City's Comprehensive Plan in order to reflect changes which have been made over the past 6 years to the existing transportation system in Richland, including, but not limited to: Street functional classifications, short-term transportation improvements, long term transportation improvements, future impacts to the City's collector street system, the City's traffic impact fee program, and amending the level-of-service language to meet concurrency requirements.

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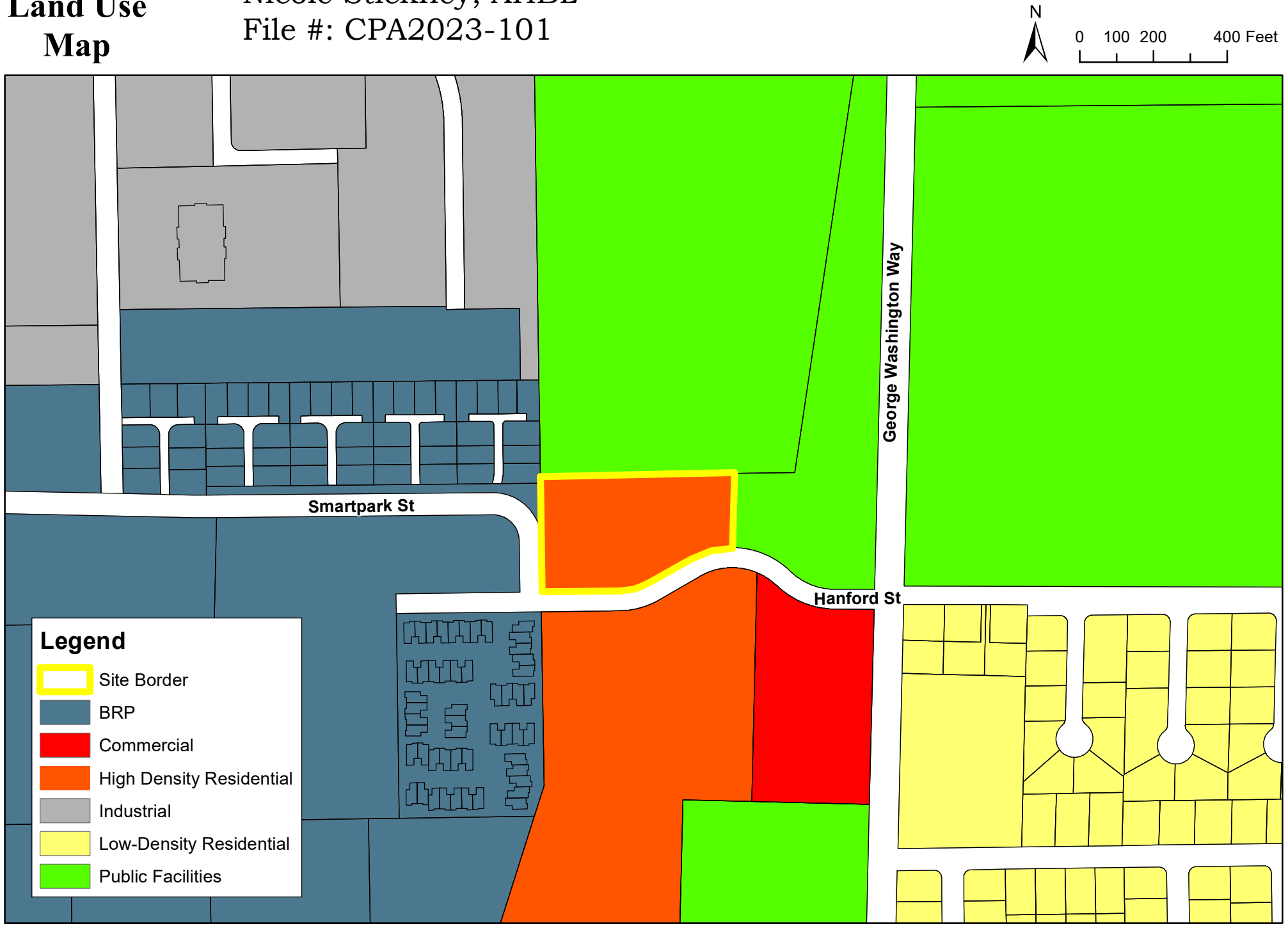
Proposed Land Use Map

Item: 2605 George Washington Way Applicant: Nicole Stickney, AHBL
File #: CPA2023-101

Exhibit B to Ordinance No. 2024-07



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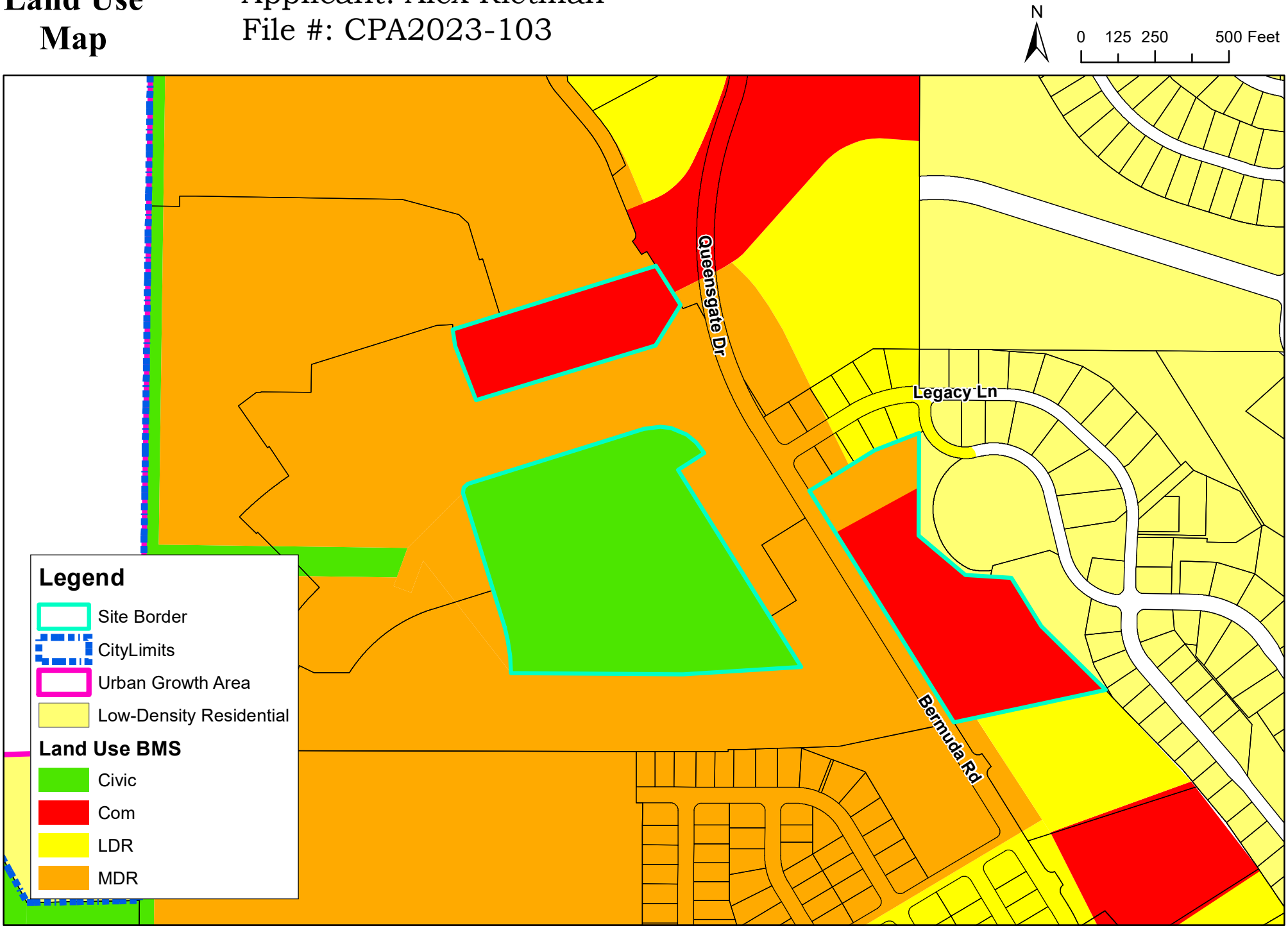
Proposed Land Use Map

Item: Peach Tree Estates Comp Plan Amendment
Applicant: Alex Rietman
File #: CPA2023-103



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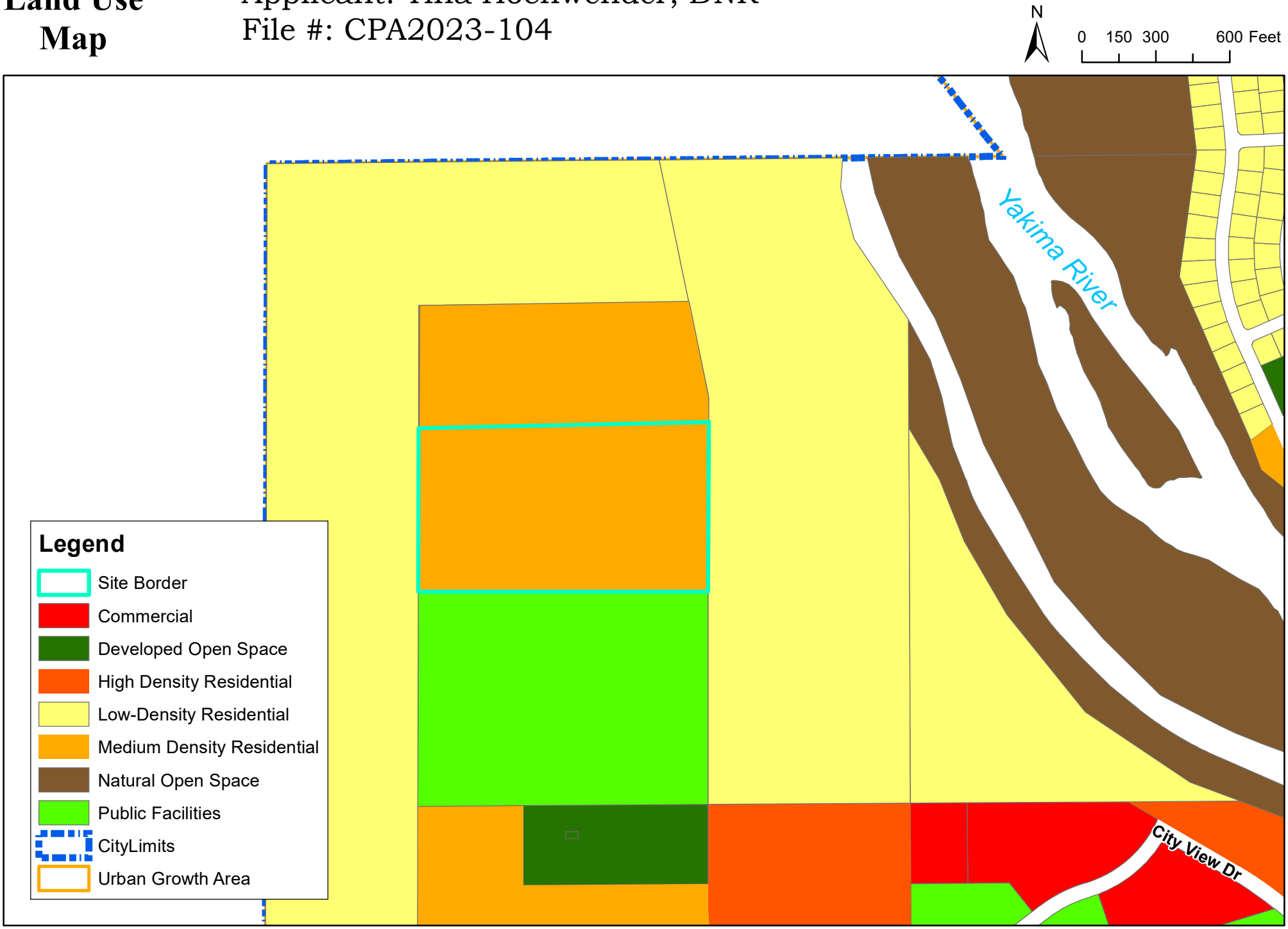
Proposed Land Use Map

Item: 3580 Kennedy Rd Comp Plan Amendment
Applicant: Tina Hochwender, DNR
File #: CPA2023-104



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Proposed Land Use Map

Item: 24 Lawless Drive
Applicant: City of Richland
File #: CPA2023-106

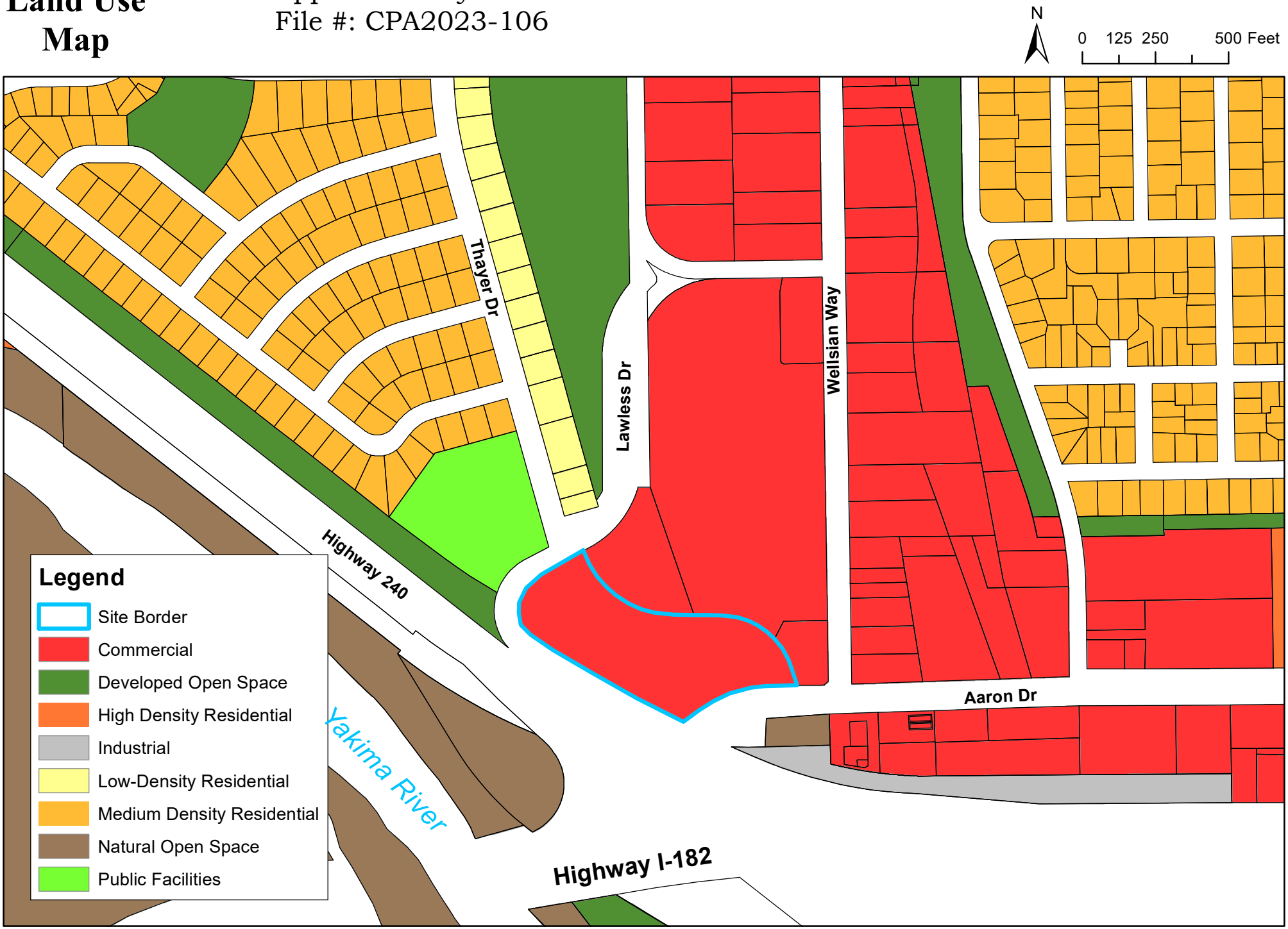

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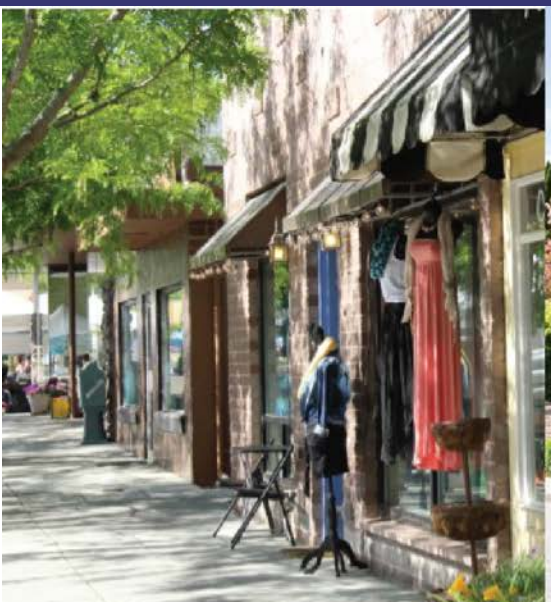
Exhibit C to Ordinance No. 2024-07

City of Richland

Comprehensive Plan 2017



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CITY OF RICHLAND
COMPREHENSIVE PLAN
2017 – 2037

October 3, 2017

Updated October 1, 2019

Updated March 5, 2024

Prepared for

City of Richland

Prepared by

Oneza & Associates

Prepared with assistance from

Anchor QEA

J-U-B Engineers Inc.

ECONorthwest

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ACKNOWLEDGEMENTS

Thank you to the members of our community for valuable input. Thank you also to current and previous City Council Members and Planning Commissioners for your time and effort in the creation of this document and the original plan to build on.

2017 City Council

Robert Thompson, Mayor

Terry Christensen, Mayor Pro Tem

Brad Anderson

Dori Luzzo Gilmour

Phillip Lemley

Sandra Kent

David Rose

2017 Planning Commission

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INTRODUCTION

In this chapter, you will find:

- Planning Background: why we plan
  - Growth Management Act (GMA)
  - Benton County Countywide Planning Policies
- Richland Community Profile
- Public Participation Plan
- Comprehensive Plan Framework

BACKGROUND

The Comprehensive Plan is a basic foundation for local government planning. Richland's Comprehensive Plan acts as a guide for the community's physical development (land use) over the long term that reflects the community's values, activities, and future growth. It guides the City's decisions on land use, transportation, infrastructure, housing, economic development, and the environment.

Cities and other government jurisdictions adopt comprehensive plans to serve as guides for future activities. A comprehensive plan does not carry the weight of law. Rather, it is a policy statement that points the way to a future in which the City of Richland thrives and maintains all the qualities its citizens value. The vision, goals, and policies included in this plan are developed through extensive communication with a wide range of groups and individuals.

GMA Planning Goals:

- Urban Growth
- Reduce Sprawl
- Transportation
- Housing
- Economic Development
- Protection of Property Rights
- Predictable Permits
- Natural Resource Industries
- Open Space and Recreation
- Environmental Protection
- Citizen Participation and Coordination
- Public Facilities and Services
- Historic Preservation
- Shoreline Management

The City uses the policies in a comprehensive plan as a guide for its future activities, particularly the crafting of ordinances that relate to zoning, land use, and development. The plan provides a consistent framework for legislative and administrative action, always steering the City towards the desired future and away from a patchwork of laws and rules

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that conflict with the vision or with one another.

Growth Management Act

In 1990, the Washington State Legislature adopted the Growth Management Act (GMA), mandating growth to occur within Urban Growth Areas (UGA). Its goals include concentrating development in urban areas to prevent sprawl, encouraging affordable housing, efficient transportation systems and economic development, providing adequate public facilities, and protecting historic and natural resources. It contains additional goals for citizen participation, permit processing, private property rights etc.

Richland developed its first Comprehensive Plan under the GMA guidelines in 1998. The population in Richland has grown at an average rate of two percent each year in the last 20 years. With the plan in place, the City has accomplished many of its planning goals to accommodate growth. This updated Comprehensive Plan will serve as a guideline for the next 10 years under the Growth Management Act. As the City continues to experience steady population and economic growth, delivering public services is key to maintaining this continued growth pattern.

Benton County Countywide Planning Policies

Managing growth can be ineffective if it is carried out in a patchwork fashion. Therefore, the GMA provides a framework for regional coordination. Counties planning under the GMA should prepare Countywide Planning Policies (CWPP) and establish urban growth areas (UGAs). Cities and the county are required to be consistent with the Countywide Planning Policies in their comprehensive planning.

The Benton County Board of Commissioners adopted the "Benton Countywide Planning Policies" in 2016 (Appendix B). This document establishes policies that the City's Comprehensive Plan follows in addressing everything from transportation to the provision of municipal services to economic development to fiscal considerations.

COMMUNITY PROFILE

The City of Richland lies at the confluence of the Yakima and Columbia Rivers, in the geographic region known as the Mid-Columbia Basin. Richland and the nearby communities of Pasco and Kennewick are commonly called the Tri-Cities. This Comprehensive Plan looks at the area in Richland from the Hanford Nuclear Reservation on the north, to Kennewick on the south, and from the Columbia River on the east, to the Yakima River and the City of West Richland on the west. The Yakima River delta has shaped the City's growth into two areas, the north and south sides of the City.

Due to its location, Richland enjoys access to water and natural resources. The Columbia and Yakima Rivers provide water for irrigation of nearby farmland as well as for domestic use. They offer a variety of opportunities for the City, such as open spaces, recreation systems, parks, and waterfront developments.

History

Native Americans lived at the mouth of the Yakima River, which they called the Tapteal, in an area that is known as Richland today.

Richland falls within the Southern Plateau, part of the larger Columbia Plateau culture area. The Yakima-Columbia confluence has a rich archaeological record, with sites in the area attributed to all of the Southern Plateau cultural phases. The area has been "occupied more or less continuously for the last 10,000 years" (Western Heritage 1983:4). There are many recorded archaeological sites within a mile of the confluence. National Register-listed properties include the Columbia Point area,

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Bateman Island, and the Tri-Cities Archaeological District (Anchor QEA, 2014).

In 1943, Richland was a small farming town of about 300 residents. In that year, the US Army Corps of Engineers, Manhattan Engineer District purchased most of the area for a massive project to produce plutonium. The federal government planned and built a complete community to serve this project, including schools, housing, and parks. Two years later, Richland residents working at the new Hanford Nuclear Reservation produced the plutonium fuel for America's first nuclear detonation and for the second nuclear bomb used in World War II. By the end of World War II, the population in Richland swelled to 21,000 persons.

For 15 years, only employees of the Hanford Reservation could live in the town that the federal government built. After several years of discussion at both the local and federal levels, the federal government began the process of turning Richland into a self-governing city. Citizens were able to purchase their government-owned houses and Richland was incorporated as a first-class Washington city in 1958. The federal government began to sell the prefabricated housing erected for Hanford workers, which had been intended to be temporary. Much of that housing was renovated and remains in use today.

F house

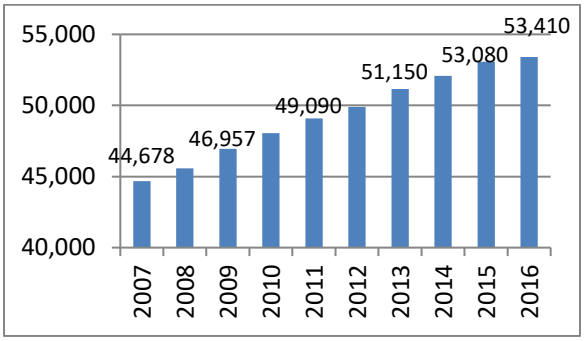
In addition to prefabricated homes, Alphabet Homes were built in Richland between 1943 and 1951. The Alphabet Homes were based on a series of house plans denoted by a letter in the alphabet (an A house, an F house, etc.).

Current Trends

Richland has experienced rapid growth in the last decade. The Tri-Cities Metro area is one of the fastest growing areas in Washington State. In addition to its 2016 population of 53,410 in the City limits, and 54,732 including the UGA boundary, the City is expected to add 23,699 persons in the next 20 years.

Much of the development within the City can be linked with the Department of Energy's activities at Hanford. Most of the highly skilled Hanford workforce, such as researchers, engineers, and scientists, live in Richland. The top three employers in the Tri-Cities metro area, Battelle/Pacific Northwest National Laboratory (PNNL), Kadlec Regional Medical Center (KRMC), and Bechtel National, are all located in Richland. The economy of the City, however, is becoming more diverse with the rise of the healthcare sector (Kadlec), education (WSU Tri-Cities and Columbia Basin College (CBC)), and the agricultural industry in the region.

Figure INT-1: Population Growth in the Last 10 Years in Richland



Source: Office of Financial Management, 2016 estimate

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PUBLIC PARTICIPATION

The City of Richland updated its Public Participation Plan in 2016. Cities and counties planning under the GMA must establish "…procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans."

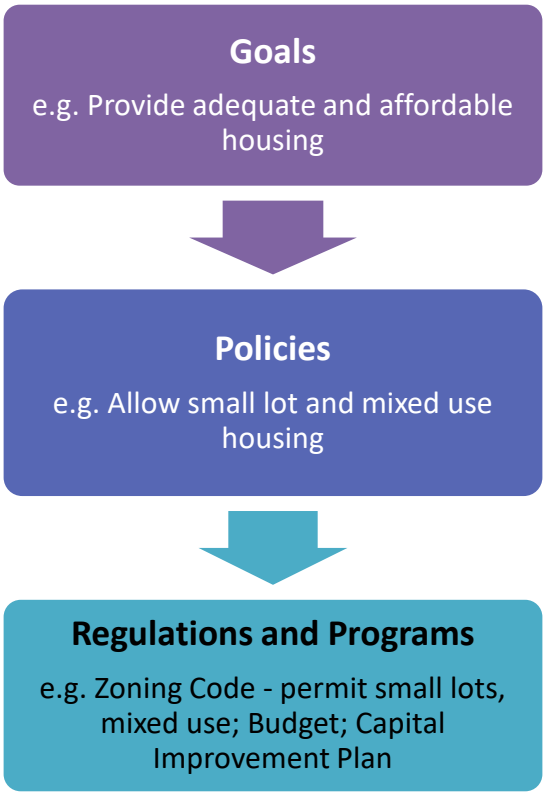
In 2016 and 2017, the City conducted multiple opportunities for public involvement in the form of public workshops, topic group discussions, open houses, citizen surveys, etc. The City established a Comprehensive Plan webpage to disseminate information to, and gather input from, the public. The City reached out to stakeholders such as Pacific Northwest National Lab (PNNL), Richland School District, Columbia Basin College, and Benton Franklin Council of Government (BFCG). The City also held Planning Commission and Council workshops. Planning Commission hearings were held in May and August of 2017 with published notices. The City Council adopted the Plan on October 3, 2017. The Plan's goals and policies directly reflect the input received from the public.

PLANNING FRAMEWORK

Richland's Comprehensive Plan includes major planning components, visions, goals, policies, and analyses.

A vision is a collective value and target of a community, it is what a community wants to become.

Goals are individual values aimed at achieving the vision.



Policies define how we accomplish the goals.

Regulations, codes and ordinances implement policies.

There are six key elements in the Comprehensive Plan: economic development, land use, housing, transportation, utilities, and capital facilities.

Plan Elements:

- Economic Development
- Land Use
- Housing
- Transportation
- Utilities
- Capital Facilities

Goals and policies are included in relevant elements in order to ensure they carry out the vision of the community. There are sub-

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elements under some of these elements with specific goals and policies.

This Core Comprehensive Plan is designed to be user-friendly. A supporting analysis document includes additional detailed information. The supporting analysis document also includes inventory data and analysis. In order to eliminate redundancy, goals and policies are only included in the Core Comprehensive Plan.

Integrated EIS

An integrated Environmental Impact Statement (EIS) is prepared to review the significant impacts the updated Plan is likely to have. An integrated EIS is a combined GMA/State Environmental Policy Act (SEPA) document prepared in accordance with Washington Administrative Code (WAC) 197-11-235. It discusses how environmental values are considered in the plan such as goals, policies, and land use designations.

This integrated document analyzes alternatives in an environmental impact statement summary document (Appendix C).

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COMMUNITY VISION

In this chapter, you will find:

The City of Richland's vision and values for the following,

- Community and Neighborhood Character
- Economic Development
- Land Use and Growth
- Housing and Neighborhood
- Transportation
- Open Space and Natural Areas
- Public Engagement
- Urban Design and Culture
- Sustainability
- Parks and Recreation
- Public Facilities
- Utilities
- Public Safety
- School

VISION AND VALUES

Visions are ideas of what Richland will be like at the end of the 20 years planning period. In 2016, the City conducted several visioning workshops with the public, Planning Commission, and City Council. An online survey was also conducted with more than 850 respondents participating, offering input on multiple issues. Vision ideas were gathered from a range of people living or doing business in Richland.

Vision

Richland is a progressive, safe, and family-friendly community that welcomes diversity. It is noted for excellence in technology, medicine, education, recreation, tourism, and citizen participation. This dynamic city, situated on two rivers, actively supports opportunities for economic development that are in harmony with the area's unique natural resources.

Key components of the community's land use vision are categorized into several values discussed in the subsections below. Detailed vision information is available in the Public Involvement Summary document (Appendix D).

Community and Neighborhood Character

Richland is a vibrant, progressive, safe, diverse, and family-friendly community with opportunities for jobs, housing, and recreation.

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Public Engagement

Public visioning meeting

Richland communicates with the public in a variety of ways to engage, understand, and address the community preferences, values, and concerns.

Economic Development

Richland uses sound economic development practice to create a diverse and sustainable economy. It is a leader in technology, medical services, and research. Both small and large businesses are vibrant and growing. The City Center is walkable with mixed-uses. The mixed-use waterfront areas offer views, amenities, and recreational opportunities while protecting certain unique natural resources.

Land Use and Growth

Richland manages growth within its urban growth area while revitalizing existing neighborhoods and the City Center. Richland's bustling Central Business District is developed as a mixed-use village with pedestrian amenities, transit access, and bike paths.

Housing and Neighborhood

Housing is available in Richland for all income and age groups. It offers multiple housing choices such as single-family, multi-family, mixed-use, and assisted living facilities.

Transportation

The City's transportation system is efficient and multi-modal. Richland's neighborhoods are well connected for car and transit, and safe for bike and pedestrian traffic. It maintains efficient connectivity with neighboring jurisdictions.

Streets and crosswalks

Open Space and Natural Areas

The community recognizes that natural resources add value to the quality of life. Richland preserves and protects existing natural resources, and critical areas. Uses along the riverfront protect natural resources.

Urban Design and Culture

Richland is a physically appealing community with a diverse cultural heritage. It is a hub of arts, culture, and education.

Farmers' market

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The community values high quality design in shaping its natural and physical character in building, landscape, and streetscape design. Its urban areas are revitalized with public spaces and pedestrian-friendly features.

Sustainability

Sustainable growth in Richland brings opportunities for mass transit, and bike and pedestrian trails. The community practices water conservation, recycling, and natural resource protection.

Parks and Recreation

Howard Amon Park and the Community Center

Richland protects and maintains its highly valued parks and recreation system. Richland's park system meets a variety of user needs including sports and other recreational activities in its developed and undeveloped parks.

Public Facilities

Richland provides quality public facilities for all age and income groups. This includes education, library, medical, municipal, and community facilities.

Utilities

Richland is forward thinking in providing utilities with systems that are sustainable and support the planned growth.

Public Safety

Richland Fire Station 74

Richland highly values public safety and a safe lifestyle. As such the City maintains public safety for all ages and neighborhoods.

Schools

Schools that provide quality education are important for the community. Richland's schools are economically and ethnically diverse, providing neighborhood stability and excellent education outcomes for all students. Richland coordinates with school districts to ensure schools are located appropriately to serve its community.

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GENERAL COMMUNITY GOALS

Community Goal 1: Ensure and enhance the continuing sense of a livable and sustainable community in Richland.

Community Goal 2: Create a vibrant, progressive, and physically, socially, economically, and culturally diverse community providing choices of jobs, housing, and recreational opportunities to its residents of all ages.

Community Goal 3: Encourage continued interaction with other city, county, regional, tribal, state, and federal governments in order to coordinate regional efforts.

Community Goal 4: Encourage the identification, preservation, and enhancement of historic elements to give the future of the City continuity with the past.

Community Goal 5: Encourage the identification, preservation, and restoration of the City's open space and natural areas to maintain habitat, provide opportunities for residents to connect with nature, and meet educational, health, and outdoor recreational needs with associated economic opportunities to the community.

Community Goal 6: Implement programs for the improvement of the built environment and its aesthetic quality to maintain a clean, safe, and attractive community.

Community Goal 7: Develop a vibrant Central Business District planned on a high density land use.

Community Goal 8: Provide infrastructure and public facilities that serve the best interest of the community.

Community Goal 9: Provide and support an efficient, varied, and well-maintained transportation network.

Community Goal 10: Achieve a diversified mix of private industry and commerce capable of supporting a strong and growing economy.

Community Goal 11: Work to implement the City's Strategic Keys.

Community Goal 12: Continue active citizen involvement and outreach education in development decisions and planning for Richland's future.

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ECONOMIC DEVELOPMENT ELEMENT

In this chapter, you will find:

- Goals and policies guiding economic development in Richland
- Challenges and opportunities
- Trends and forecasts
- Key recommendations

INTRODUCTION

The economic development element of the comprehensive plan is intended to guide investments through a framework of strategies and policies with the overall goal of growing economic opportunities in the City. The intent is to identify sound economic development practices to build a strong economy where local businesses are welcomed and encouraged by the City, and ensure the economy is resilient, dynamic, and sustainable for current and future generations.

The City's ability to understand its competitive advantages and proactively work to attract a wide range of employers will in turn create more high-wage jobs, which will in turn produce municipal revenues for maintaining and enhancing quality service levels, infrastructure, and facilities.

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GOALS AND POLICIES

ED Goal 1: Build the diversity, resiliency, and equity of the City's economy to ensure opportunities for growth and shared prosperity.

Policy 1: Support the growth of a balanced mix of companies in the following sectors: high technology, professional service, personal service, retail trade, agricultural processing, energy industries, manufacturing, and tourism.

Policy 2: Support expansion and improvement of business recruitment, retention and expansion programs to provide outreach and assistance to startup and existing businesses.

Policy 3: Encourage educational institutions and non-profits to train a skilled future workforce.

Policy 4: Recognize that infrastructure, including transportation and utility planning are vital to economic development and attracting businesses.

ED Goal 2: Make Richland a center of entrepreneurial business, and research and development opportunities.

Policy 1: Develop a detailed strategy to help grow technology businesses in the City of Richland.

Policy 2: Leverage scientific and technology research at PNNL and WSU-Tri-Cities for spin-off local businesses.

Policy 3: Enhance Richland's physical and business environment for technology-based companies.

Policy 4: Remove unnecessary barriers for start-ups and entrepreneurs.

ED Goal 3: Support businesses of all sizes.

Policy 1: Ensure that small and medium businesses receive similar advantages as large businesses in terms of assistance from the City and other agencies.

Policy 2: Streamline and administer regulations to ensure predictability, efficiency, and transparency.

ED Goal 4: Work closely with healthcare, education, and other regional institutional partners to strengthen collaboration.

Policy 1: Enhance the connection between sectors – medical, educational, research, and technology to encourage collaboration and skilled job placement.

Policy 2: Engage local and regional partners in discussions about land use, transportation, and facilities to complement business development.

Policy 3: Support growth and expansion of Kadlec Regional Medical Center and diverse medical companies, WSU-Tri-Cities, Columbia Basin College, and PNNL within the City.

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ED Goal 5: Ensure that Richland's economic development goals are aligned with regional economic development and marketing efforts.

Policy 1: Coordinate with local, regional, and state economic development organizations in activities to attract new businesses and industries to the community.

Policy 2: Facilitate collaboration with Tri-City Development Council (TRIDEC) and the Tri-Cities Visitor and Convention Bureau to develop and implement seamless, collaborative, low-cost, and effective marketing efforts designed to recruit new businesses, expand existing businesses, and build a positive national image.

Policy 3: Accommodate the continued use of the Port of Benton barging facilities in north Richland, consistent with the City's Shoreline Master Program (SMP).

Policy 4: Market the newly transferred 1,341 areas land from DOE to the City, the Port of Benton, and Energy Northwest for large industrial developments.

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

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

Policy 2: Assist small business owners to enhance their skills and profit opportunities.

Policy 3: Work with public and private groups to expand the range of tourist attractions within the city.

Policy 4: Facilitate retail development and encourage infill in the Central Business District, Uptown, and nearby commercial areas.

Policy 5: Promote performing arts venues and activities through partnerships with regional economic development agencies.

Policy 6: Expand the range of options for housing in areas planned for higher density development.

Policy 7: Support development of higher density housing.

Policy 8: Attract young professionals by promoting their preferred types of job, housing, and entertainment options.

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

Policy 1: Preserve open space areas and associated functions and values.

Policy 2: Work with public and private groups to support these areas.

Policy 3: Provide opportunities for active and passive recreation in parks and open spaces.

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

CHALLENGES AND OPPORTUNITIES

Richland includes major employers of the Tri-Cities area. The work performed at the Hanford site in tandem with the research at PNNL have driven economic development in the region and City for decades. This is currently the region's largest economic strength and a source of its greatest economic opportunity.

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The region has shown strong growth in economic output over the past several decades leading to sustained employment growth. From a regional economic perspective, the agricultural sector is one of the most competitive in the region, which is not surprising given the region's agricultural advantages. The region has a strong industrial/manufacturing base that has sustained itself over time yet the largest portion of the economy is service-based (both professional/business and personal) that continues to drive economic growth in the recent decade. However, growth in most other sectors have mirrored the nation as a whole; fueling economic conversations that the region needs to find new growth in sectors that can produce and sustain both comparative and competitive advantages.

The City of Richland contains a large concentration of the region's professional service sector. The City is home to the two of the largest non-governmental employers in the region, PNNL and Kadlec, that account for nearly 8,000 employees in the City. From a land use perspective, Richland has more than half of the region's commercial office space and industrial space, respectively; and is second only to Kennewick in the amount of retail space.

Additionally, Richland has strong demographics for future economic growth. Employees and households are on average better educated and better paid, with a larger segment of the population in its prime working age. From this perspective, the City should be well positioned to capitalize its past performance and existing assets to extend its economic growth.

TRENDS AND FORECAST

The economy of the Tri-Cities region is primarily service-based. Goods-producing industries (such as manufacturing) make up for less than 25 percent of the total economic output. The Tri-Cities economy was less impacted by the recession in 2008, due to the increase in employment at Hanford as part of the American Recovery and Reinvestment Act (ARRA) of 2009. The total output declined from $10.3 billion in 2010 to $8.6 billion in 2014 partly due to the end of ARRA and partly reflecting the national recession trends. However, most recent data has indicated that economic conditions have continued to improve over the past two years.

On a Gross Domestic Product (GDP) per capita basis, the Tri-Cities region is not as productive when compared to Washington State and to the nation. On this measure, the region has been slower to recover than the state as a whole. GDP per capita is the most common indicator of economic performance of regions. GDP per capita is calculated by measuring Gross Domestic Product in a year, and dividing it by the population. The reasons for the lower GDP per capita in the region are complex but are due to the large presence of government-supported activities.

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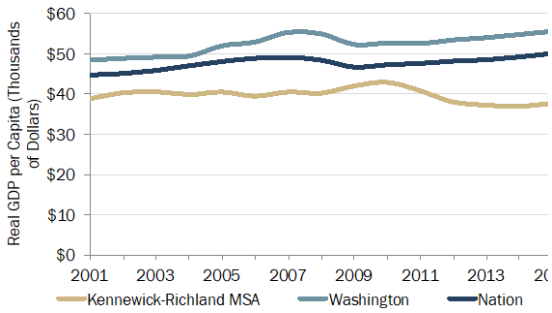
Figure ED-1: GDP per Capita, 2001-2015



Source: Bureau of Economic Analysis, 2016

The Tri-Cities area is unique in that its employment base is dominated by a select number of large employers.

Table ED-1: Top Ten Tri-Cities Employers

	Company	Industry	Employees
1	Battelle/ Pacific Northwest National Laboratory	Research & Development	4,365
2	Kadlec Regional Medical Center	Health Services	3,304
3	Bechtel National	Engineering & Construction	2,898
4	ConAgra Foods	Food Processing	2,727
5	Kennewick School District	Education	2,130
6	Washington River Protection Solutions	Environmental Remediation Services	2,077
7	Pasco School District	Education	2,015
8	Mission Support Alliance, LLC	Support Services, Hanford/Dept. of Energy Site	1,928
9	Richland School District	Education	1,500
10	CH2M Hill	Environmental Remediation Services	1,400

Source: Tri-City Development Council (TRIDEC), link. Accessed February 14, 2017

Roughly one in five of an estimated 116,000 jobs in the Benton-Franklin area are from one of the 10 largest firms/agencies listed below. Eight of the 10 top employers in the Tri-Cities are located in Richland, a legacy largely due to significant federal investments in the Hanford Nuclear Reservation.

The chart below shows the local concentration of jobs by sector (location quotient) along with measures of industry size and average annual employment change in the Tri-Cities region. Location quotients measure the concentration of jobs in a sector compared to the statewide average. A value of 1.0 signifies that the sector possesses the same level of employment concentration as the state. Values above 1.0 are more concentrated than the state average. The size of the bubble represents the number of jobs within that sector. Sectors with sizable employment and higher than average concentration represent strengths for the region. Fast growing sectors, even if they are not very large, represent potential opportunity areas.

In the Tri-Cities region, the largest sectors—services and government—have a similar concentration as the state, and are growing at a rate of one to three percent a year, indicating they are the base of the regional economy. The agriculture sector is a strength in the Tri-Cities; it is much more concentrated relative to the state and is growing at a rate of 3.7 percent per year. Education, manufacturing, wholesale trade, warehousing, transportation, and utilities are also growing at a rate of more than three percent a year, but are smaller and less prevalent in the Tri-Cities compared to the state. Much of the growth in food manufacturing, wholesale trade, warehousing, transportation, and utilities may be related to the growth and prevalence of the agriculture sector in the Tri-Cities.

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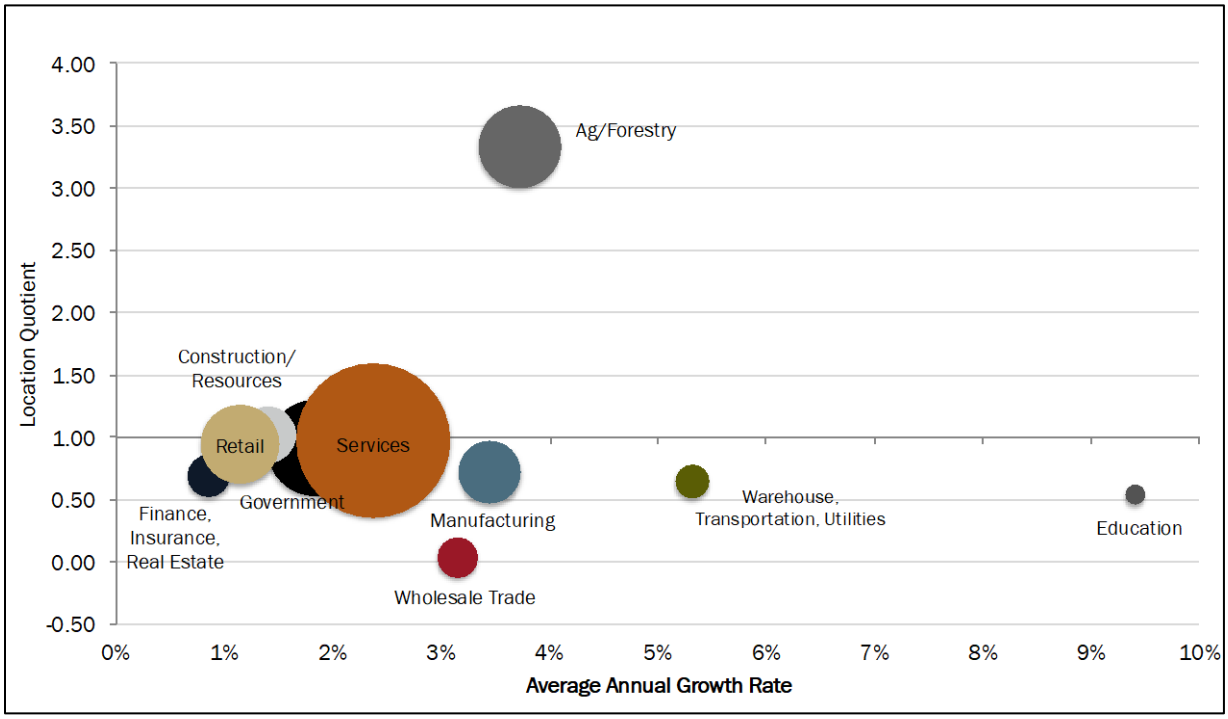
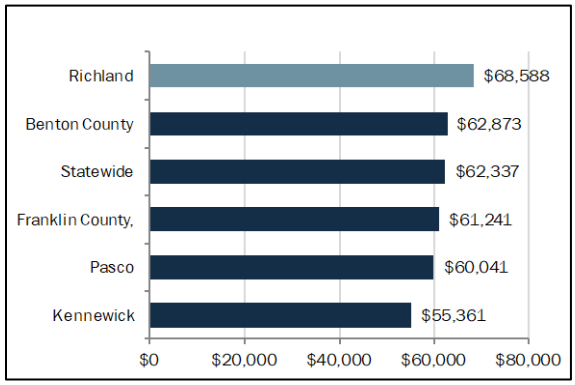
Figure ED-2: Benton & Franklin Counties Employment Concentration and Change by Sector, 2006-2015



Source: Washington State Employment Security Department

Federal funding for Hanford has been a significant economic catalyst for the Tri-Cities Region generally with Richland at the forefront. Even with significant downsizing at Hanford in the 1990s, household incomes in Franklin and Benton Counties continued to grow steadily.

Today, household incomes for Richland residents are nearly ten percent higher than the County average and more than twenty percent higher when compared to those of Kennewick residents. Richland enjoys economic prosperity not just compared to their Tri-Cities neighbors, but compared to state averages as well, as illustrated in Figure ED-3. Higher incomes are the result of technical and professional positions that require higher levels of education.



Source: US Census Bureau, American Community Survey, 2015 5-year, Table B19013A

Relative to Kennewick and Pasco, Richland is home to a highly educated workforce. The demands for engineers and scientists generated by Hanford and its subsidiary research and development activities have been a central employment and demographic characteristic for the Tri-Cities Region, in particular for Richland.

Figure ED-3: Median Household Income

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KEY OPPORTUNITIES

Area 1. Create a resilient economy

The single greatest threat to the Richland and Tri-Cities economy is the winding down of business and employment and the Hanford Nuclear Reservation without suitable economic opportunities in place that would provide for a comparable standard of living. A reduction in work at Hanford will mean less direct employment in Richland and large negative impacts on the businesses that support them directly as well as the resulting households whose wages they support. However, Hanford is also an asset to the community and has been effective at attracting a highly educated workforce in science and technology. These fields produce professional-wage jobs and have produced spinoff businesses coming from PNNL.

To ensure the stability and resiliency of the economy, the City should leverage existing assets but adapt them to a changing economy. These efforts should focus on increasing primary sector, non-Hanford science and tech employment by creating a business environment that encourages and welcomes local business. Additionally, the City should develop partnerships with TRIDEC, PNNL, Kadlec, and other major employers to plan for expansion and delivery of adequate infrastructure and services.

Area 2. Build and attract a more entrepreneurial and dynamic economy

Richland is the regional hub for highly educated science and technology professionals. Labor force participation is high, particularly for the most productive segment of the population – 30 to 54 year olds. With access to innovation partners and relatively low land costs when compared to bigger cities like Seattle, the climate for entrepreneurial startup companies is present. However, attracting innovation and investment is a goal of many municipalities. The City can advance this environment through infrastructure investment, streamlined regulation, and "second paycheck" benefits such as livability and access to recreation. Working with its regional education and economic development partners, the City can play its role by creating and supporting a rich "entrepreneurial ecosystem" in the area.

Area 3. Leverage the natural landscape as an asset for economic development

Richland's location along the Columbia River offers exceptional opportunities to easily access attractive natural recreational spaces, as well as close proximity to the region's vibrant agri-tourism and wine industries. In addition to this, professional service employees living in Richland enjoy lifestyle amenities, also called the "second paycheck." These include access to parks, walkable business districts, good schools, diverse housing options, quality restaurants, and arts and cultural activities. Richland's ability to leverage its natural environment to directly spur economic activities and provide an attractive setting for professionals will further enhance its competitive advantage. However, residents must be cognizant of maintaining a healthy balance between environmental preservation and economic development activities.

Area 4. Closely monitor zoning and land use in the City

The City has the dual challenge of planning for urban infill development as well as planning to accommodate development on many large and relatively undeveloped sites within the City. To ensure zoning is responsive to market conditions, it should be monitored periodically to evaluate potential hindrances. Working to concentrate development in areas with existing infrastructure and near job centers will be instrumental to optimize the City's funding.

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LAND USE ELEMENT

In this chapter, you will find:

- Goals and policies guiding land use in Richland
- Existing land uses and future projections
  - Overall capacity
- Proposed land use
- Sub-elements:
  - Critical areas
  - Mineral resources
  - Open space
  - Historic and cultural resources
  - Urban design

INTRODUCTION

The Land Use Element guides and accommodates future growth of the City while maintaining the community's high quality of life and unique characteristics. It determines the community's need for and distribution of residential, business, governmental, recreational, open space, and other types of land uses. The accompanying land use map (Fig. LU-3) identifies land use categories within the City limits and the UGA. A key component of the GMA and the Comprehensive Plan is to allow growth within the urban growth area.

Richland implements its various land uses through zoning designations as shown in Table LU-1 below.

The City must assess its financial ability to provide services at its urban density level and provide an appropriate supply of land uses for new developments. The desired result is to provide a greater market choice in lands for development while allowing for the maximum accountability for public funds

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needed to provide for existing and planned urban areas. The City's Capital Improvement Plan is a six-year plan that reassesses priority areas for funding should the funding falls short of meeting the existing needs. To that effect, the City also adjusts its long term land use goals to align them with the funding availability.

Table LU-1: Land Use Implementation by Zoning

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, UNIV
Industrial	
Business Research Park	B-RP
Industrial	I-M, M-2
Mixed Use Designations	
Agricultural	FP, AG
Residential Office	C-LB
Urban Reserve	AG

GOALS AND POLICIES

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

Policy 1: Revitalize areas that are already within the City, especially areas within the Central Business District, such as the Parkway and Uptown, and the Island View areas.

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

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

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

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

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

LU Goal 3: Maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

Policy 1: Distribute residential uses and densities throughout the urban growth area consistent with the City's vision.

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

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

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

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

Policy 2: Promote developments such as business and research parks, office parks, technology centers, manufacturing and processing facilities, and other types for high-tech uses.

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

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

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

Policy 6: Support industrial developments on lands previously owned by the Department of Energy and transferred to the City and the Port of Benton.

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

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

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

Central Business District

LU Goal 6: Develop an attractive and vibrant Central Business District that displays the unique character of Richland.

Policy 1: Revitalize declining commercial areas by promoting clean, safe, and pedestrian- and bicycle-friendly environments.

Policy 2: Designate land use and zoning for higher-density residential uses, mixed-use, and business uses within and adjacent to the Central Business District.

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Policy 3: Encourage infill development and redevelopment in the Central Business District.

Public Facilities

LU Goal 7: Encourage efficient use and location of public facilities such as transit centers, utility facilities, schools, parks, and other public uses.

Policy 1: Locate municipal facilities within their service areas and ensure the grouping of facilities within neighborhoods, whenever feasible.

Policy 2: Ensure that the scale, and location of public facilities are compatible with or buffered from existing and planned surrounding areas.

Policy 3: Wherever possible, the City will locate park and school facilities together for efficient use of public facilities.

Policy 4: Encourage the development of private and public regional sports and recreational facilities of a size and quality to attract significant numbers of users and spectators.

Land Use in Specific Areas

LU Goal 8: Address unique land use situations in the urban area with policies specific to those situations that ensure compatibility between land uses without infringing on private property rights.

Policy 1: Ensure that lands designated Urban Reserve remain in this holding category to serve future demand for land.

Policy 2: Apply the Agricultural designation in the Yakima River floodplain.

Policy 3: At designated Waterfront land use locations, encourage an active mix of commercial, residential, and marine uses as allowed in the SMP.

Policy 4: Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Policy 5: Define and identify mineral resource lands located within its boundaries that are not already compromised by on-site, immediate, or adjacent urban growth and that have long-term significance for the extraction of minerals on a commercially-viable basis.

Policy 6: Property and/or mineral rights owners should work with the City and appropriate agencies for protection of these sites. Designate mineral resource lands located in the City of Richland that meet the Criteria for Classification of Mineral Resources (WAC 365-190-070).

Policy 7: Ensure that land uses surrounding the Richland Airport are compatible with existing and future airport operations and do not restrict the airport's ability to maintain or expand its existing and future aviation demands. Coordinate with

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the Port of Benton to restrict land uses in airport areas that would create conflict or negatively impact the safe and effective airport operations.

LU Goal 9: Within Island View, the City will implement a Single Family Overlay land use designation for clusters of property that are currently used as single family residences which have high probability of being redeveloped with non-residential land uses.

Policy 1: The city will use the Single Family Overlay concept only in those instances where the majority of property owners have expressed a preference for its use.

Policy 2: Areas designated as Single Family Overlay will be zoned for single-family residential uses, as identified in the city's R-2 Medium Density Residential zoning district.

Policy 3: Areas designated as Single Family Overlay will remain as such until property owner(s) bring forward a request to remove the overlay and change the zoning to the designation contained in the Island View Subarea Plan. In such cases, an amendment to the comprehensive plan is not necessary.

Policy 4: Applicants bringing forward a request to change the zoning of property designated Single Family Overlay should demonstrate that the land proposed for amendment is:

a) large enough to support redevelopment for non-single family residential land uses; and

b) will have sufficient access to City streets and utility systems to support redevelopment.

Policy 5: Whenever properties designated with the Single Family Overlay are rezoned for non-single family residential uses in accordance with Policy 4 above, the Single Family Overlay designation should be removed from the subject property.

Private Property Rights

LU Goal 10: Follow controlling law and constitutional requirements, both state and federal, to ensure the appropriate protection of private property rights.

Policy 1: Monitor evolving state and federal statutory amendments and judicial precedent so that timely amendments or changes can be made in the process of implementing the comprehensive plan policies and development regulations.

Policy 2: Process comprehensive plan amendments and development regulations using a fair and open hearing process, with adequate public notice and opportunities to participate to ensure the protection of all due process rights.

Policy 3: Process timely, fair, and predictable processing and review of land use permit applications in conformance with applicable federal and state legal and regulatory requirements.

Natural Environment

NE Goal 1: Promote the protection, conservation, and restoration of natural areas, shorelines, and critical areas as unique assets to the community, and provide public access for enjoyment of such facilities based on the ability of the resource to support the use.

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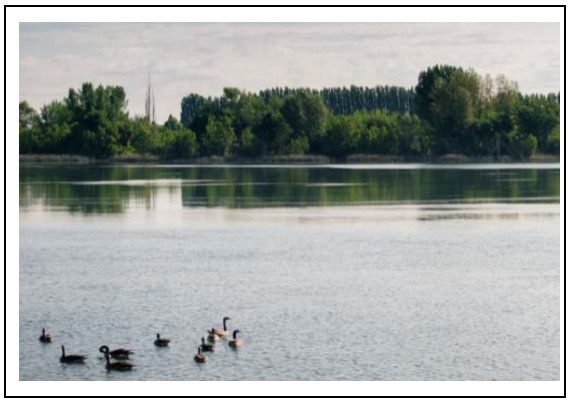
Policy 1: Use the critical areas ordinance, SMP, the state environmental policy act (SEPA), and other ordinances, as applicable, to designate and protect the critical areas and natural environment.

Policy 2: Consider the goals and policies of the SMP as part of this Comprehensive Plan. Encourage development of water-oriented recreational, cultural, and commercial facilities in certain Columbia River locations, consistent with the SMP and its criteria of no net loss of ecological functions, to enhance and diversify Richland's community recreational resources and its attractiveness to tourists.

Policy 3: Ensure public access to shorelines on public land, subject to regulations protecting public safety, sensitive habitat areas, and wildlife.



Policy 4: Encourage the public and/or private acquisition of the prominent ridges in the south Richland area to preserve views, protect shrub-steppe habitat, and to provide public access. Consider the preservation of the ridges and hillside areas through various standards.

Policy 5: Develop an integrated pedestrian trail system to provide access through the City's important natural features, such as prominent ridges and rivershore areas and provide necessary trail linkages between these natural features.

Historic and Cultural Resources

HP Goal 1: Preserve significant historic structures, districts, and cultural resources that are unique to Richland.

Policy 1: Encourage preservation and promotion of adaptive reuse of historic "Alphabet Homes" of Richland.

Policy 2: Coordinate with local tribes, federal, state and local agencies to protect historic and cultural resources.

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Urban Design

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

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

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

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

Policy 4: Promote public arts, museums, and interpretive centers in coordination with public plazas and community spaces that reflect the unique history and culture of Richland.

UD Goal 2: Revitalize commercial areas, such as areas in the Central Business District including the Uptown retail area and the Island View area.

Policy 1: Enhance the appearance, image, and design character of the Central Business District.

Policy 2: Ensure adequate public transit, bicycle, and pedestrian access in the commercial centers along with parking and landscaping.

Policy 3: Enhance the welcoming experience into the community through well-designed gateway features in prominent locations.

Policy 4: Design the public realm, including streetscapes, parks, plazas, and civic amenities for the community to gather and interact.

Policy 5: Provide continuity among adjacent uses by using cohesive landscaping, decorative paving, street furniture, public art, and integrated infrastructure elements.

UD Goal 3: Development through appropriate design, should protect natural features such as rivers, shorelines, ridgelines, steep slopes, and archaeological and historical resources.

Policy 1: Development should be sensitive to existing topography and landscape, and should minimize environmental impacts.

Policy 2: Hillside development should, as much as practical, blend with the natural shape and texture of the land.

Policy 3: Lighting should be designed so as to promote public safety as well as promote "Dark Sky" principals.

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UD Goal 4: Promote community beautification by enhancing public spaces and thoroughfares and encouraging private property beautification.

Policy 1: Improve the appearance of all city-owned space and major thoroughfares.

Policy 2: Promote programs to improve landscaping. Encourage xeriscaping and use of native plants.

Policy 3: Promote more attractive signage throughout the City, especially in commercial districts.

EXISTING LAND USE

Richland includes a variety of land uses as follows:

- Agriculture (AG)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Badger Mountain South (BMS)
- Multifamily Residential Office (RO)
- Central Business District (CBD)
- Commercial (C)
- Retail Regional (RR)
- General Commercial (GC)
- Business Commerce (BC)
- Single Family Overlay (SFO)
- Commercial Recreation (CR)
- Waterfront (WF)
- Industrial (I)
- Business/Research Park (BRP)
- Public Facility (PF)
- Developed Open Space (DOS)
- Natural Open Space (NOS)
- Urban Reserve (UR)

Richland's land area consists of a total of 28,694 acres (25,846 acres in the City limits and 2,848 acres in the UGA). Richland's land use is dominated by residential land use consisting of about 32 percent of the total land use (low, medium, and high density land uses combined), followed by 22 percent industrial, and 16 percent open space (developed and natural) land use. Single-family residential use is predominant in both LDR and MDR land uses areas. Industrial land includes a recent transfer of 1,641 acres of land from the

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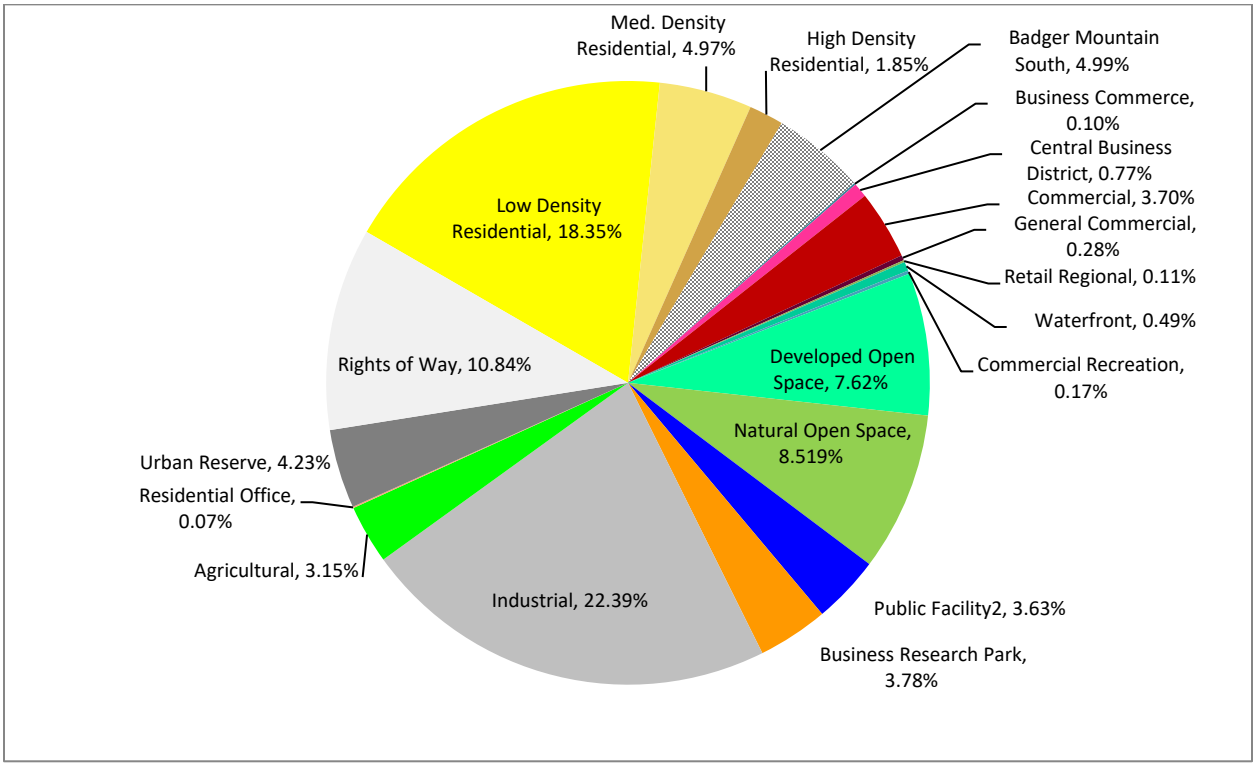
Department of Energy (DOE) to the City, the Port of Benton, and Energy Northwest on the north side of the City. A major portion of this land was located outside of the UGA, and is currently being processed to be included within the UGA.

Figure LU-1: Existing Land Use Distribution in City Limits and UGA



Land Use Pattern and Compatibility

Due to the linear geographic pattern of the City along the Columbia River running north and south, Richland's land is also distributed primarily from north to south covering approximately 25,000 acres in the current incorporated limits and additional over 2,800 acres in the UGA. Residential lands are concentrated in three major areas, the central area between the Columbia River and SR 240, areas south of the Yakima River, and the Horn Rapids area. The Yakima River delta and associated natural open space land run almost through the middle of the City. Although commercial lands are distributed throughout the City, the major concentrations are found in the Central Business District, Queensgate, and the Island View areas. Much of the industrial and research uses are located on the northern part of the City starting from Richland Airport on the south side to the north City limits.

Richland's land use distribution focuses on placing compatible land uses next to each other. Compatibility is based on the intensity of land uses. Generally speaking, industrial is the most intense use due to the impacts of its operations (noise, light, dust, etc.), need of supporting facilities, and overall impact on the land. Natural areas are considered the least intense as there are no developments or improvements on such areas. Therefore, a low density residential next to a heavy industrial land use would be considered incompatible because of the impacts industrial use may have on the residences.

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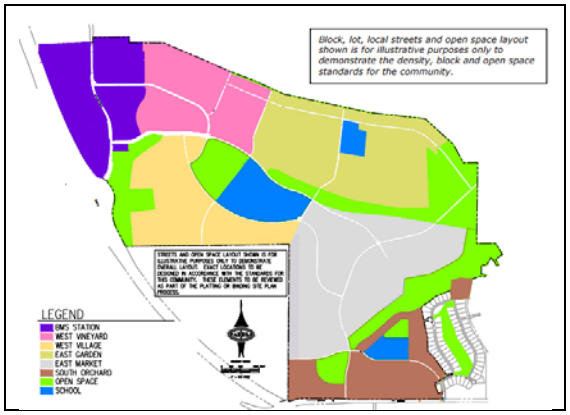
Appropriately designed buffers, landscaping, and transition areas between uses should be considered between incompatible land uses.

Mixed uses are encouraged in Richland where they are allowed. Such uses are generally mutually supportive of each other. Locating residences, offices, neighborhood shops, cafes, etc. in the same building or same site promotes walkability and reduces the vehicle miles traveled.

Badger Mountain South

Badger Mountain South is a master-planned community of 1,480 acres located in the southwest side of the City. The area is intended to be developed with 5,000 homes, businesses, and other community activities. The sub-area plan sets forth various uses in the area and was adopted by Richland City Council in 2010.



The purpose of this area is to establish neighborhoods with a range of housing types and to accommodate a population of diverse ages and incomes. The plan promotes pedestrian-friendly and mixed-use neighborhoods with areas for parks, trails, and open space in a connected network.

Central Business District

Richland CBD is planned to encourage the transformation of the area from principally a strip commercial auto-oriented neighborhood to a more compact development pattern. The area is characterized by its close proximity to the Columbia River and Howard Amon Park, concentration of pedestrian-oriented businesses, and the presence of medical, educational, and public institutions. Multiple planning studies and efforts have been conducted in the past decades, many of which have been or are being implemented in this area including public investments on infrastructure and streetscape improvements, and code revisions to attract private investment.

The Parkway has been a center of pedestrian-oriented retail and restaurants. Kadlec Regional Medical Center's campus and Columbia Basin College's Health Science Center both are located in the CBD. The Swift Corridor improvement will connect the CBD with the waterfront parks and recreation areas.

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Columbia Point

The Columbia Point area is located between I-82 to the south and George Washington Way to the west. The area is developed with a mix of shops, hotels, restaurants, offices, condominiums, and recreational amenities. Recreational amenities include a golf course, park, marina, and waterfront trail. The area is close to buildout.

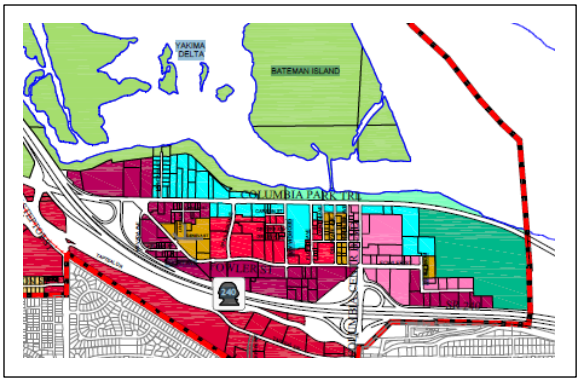
Horn Rapids

The Horn Rapids area is located on the north side of the City. This constitutes two planning areas: a) the Horn Rapids Industrial Park area, a triangular area bounded by Horn Rapids Road to the north and SR 240 to the south; and b) the 1,641 acres Horn Rapids North Industrial Area, north of Horn Rapids Road.

A master plan for Horn Rapids Industrial Park was originally adopted in 1995 and updated in 2011 and 2016. This area has been envisioned as an employment and economic center in the region. The master plan identifies the necessary infrastructure required to serve the area and associated cost for infrastructure improvements. The Horn Rapids planned residential community is located south of this area.

The 1,641-acre industrial area has recently been transferred from the Department of Energy to the City, the Port of Benton, and Energy Northwest by an act of Congress. This 1,341-acre Horn Rapids Industrial Area is specifically set aside for industrial development. The City and the Port plan to market the property to industrial developers as "mega-sites" of 200 acres or larger. The proximity of this land to highways, rail, and utility services together with the large acreages available provide development opportunities for industries that exist in very few places throughout the Pacific Northwest.

Island View



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The Island View area, also known as Richland Wye, is located on the southeast side of the City between the Columbia River to the north and SR 240 to the south. It is north of the regional Columbia Center Mall in Kennewick. Columbia Park West is located to the east and Bateman Island to the north of the area.

The Richland Wye Master Plan was prepared in 1998 to revitalize the area and provide a general guideline for the planning and future development of the area. The objective of the master plan includes stimulating mixed use development, providing flexibility in the changing market condition, and ensuring high quality developments with increased opportunities for waterfront recreation. Implementation strategies were developed to address infrastructure, land use, and economic development issues. The area consists of a mix of General Commercial and Regional Retail on the south side, Business Commerce and Multi-family Residential Office in the middle, with Waterfront land use designation on the north side fronting the Columbia River. The entire length of the Columbia River waterfront has public access. The area is now being revitalized with uses such as, residential, commercial, business park, marina, etc.

POPULATION TRENDS AND PROJECTIONS

The Tri-Cities Metro area is one of the fastest growing areas in Washington. The City has grown rapidly in the last decade with a 24 percent growth from 2000 to 2010, and an 11 percent growth from 2010 to 2016.

Based on the 2016 estimate of the Office of Financial Management (OFM), the City of Richland's current population is 53,410. The population including the UGA boundary is 54,732.

Benton County's county-wide allocation and projected population numbers for Richland are 76,533 for the year 2035 and 81,366 for the year 2040. The end of the 20-year planning horizon is 2037. Based on current trends, Richland's projected population in the year 2037 will be 78,431 persons. This means over the next 20 years, the City and its UGA will add 23,699 (78,431-54,732) persons in addition to its existing population. Identifying land for growth and delivering public services will be important to maintaining the high quality of life for its residents.

Figure LU-2: Projected Population Growth

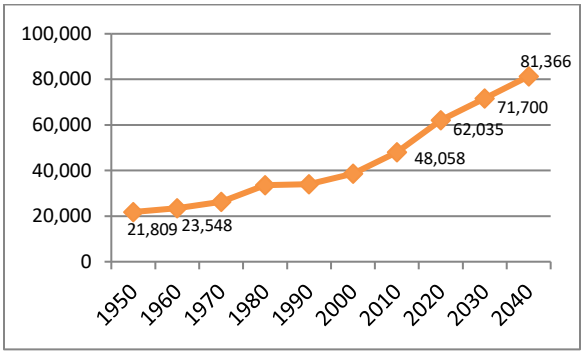

Table LU-2: Population and Employment Projections for 2037

Year	Population	Jobs
2016/ 2017	53,410	37,675[1]
2037 Projection	78,431	50,295

[1] *Estimated jobs in 2017*

Source: OFM, US Census, OnTheMap; Washington Employment Security Department; ECONorthwest.

Future Land Capacity

In order to identify land necessary to meet the future demand, an analysis of available land was performed. Details of the analysis are available in the Comprehensive Plan Supporting Analysis (Appendix A). This analysis used the City's existing land use density and land inventory in order to identify

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vacant and undeveloped land within the City and UGA. The results of this analysis indicated that the City has sufficient land within its UGA to accommodate the land needs for the projected residential and commercial growth. In 2016, the City and the Port of Benton received land from the Department of Energy that is specifically targeted for future industrial use. This land, together with the vacant industrial land that is within the City, provides an adequate industrial land supply for future employment growth.

A significant portion of future residential growth will occur in the Badger Mountain South and Horn Rapids areas. Additional growth will take place in the existing vacant residential lands throughout the City. It is also anticipated that commercial and waterfront areas will accommodate some high-density and mixed-use growth.

Some lands designated as "Urban Reserve" in the land use plan will need to be re-designated for residential land uses to ensure that an adequate land supply is provided to serve future growth.

Lands for Public Purposes

According to the GMA, the City is required to identify the needs for public facilities, including lands for public purposes. Current City-owned public facilities include parks and open spaces, transportation, water, sewer, storm water, solid waste, energy, and municipal facilities. Using the existing ratio of land per capita for public use, there is a surplus of 72 acres for public facilities land. The City's developed open space requirement for parks facilities is determined by the parks level of service. The existing parklands are adequate to meet the demand. However, areas with new residential land use discussed in the next section will require an additional community park. The natural open space is determined by the existence of critical and natural areas, and other priority areas within the City. As the City grows, natural open spaces will be identified based on the GMA criteria and best available science (BAS). Existing data and findings from similar communities indicate Richland has adequate open space to meet the future demand. Additional information regarding the City parklands and open space can be found in the Capital Facilities Element under "Parks, Recreation and Open Space" in this Plan, and in the supporting analysis in Appendix A.

PROPOSED LAND USE

The City is planning to accommodate future growth in two areas within the City, on the north and west sides of the City. One area is located on the southwest side near the City View area, abutting Kennedy Road to the south and Queensgate Drive to the east. The other area is located on the north side of the City abutting the Horn Rapids residential development.

The land use in the City View West area is re-designated from Urban Reserve to a mix of Low, Medium, and High Density Residential, Commercial, Public Facility, Developed, and Natural Open Space. The land use in the Horn Rapids Northwest area is re-designated from Urban Reserve to Low, and Medium Density Residential uses. These are shown in Table LU-3.

Additional land use re-designation includes a portion of an area in Columbia Point South, re-designated from Developed Open Space and Public Facility to Urban Recreation and Natural Open Space. The existing Natural Open Space land in the Columbia Point South area remains unchanged. Additional Natural Open Space land is designated along the shoreline. See Table LU-3, Proposed Land Use, and Figure LU-3, the Future Land Use Map.

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Table LU-3: Proposed Land Use

Land Use	Acres
Horn Rapids Northwest	
Existing Land Use	
Urban Reserve	272
Proposed Land Uses	
Low Density Residential	230
Medium Density Residential	42
Total	272
City View West	
Existing Land Use	
Urban Reserve	340
Proposed Land Uses	
Low Density Residential	143
Medium Density Residential	25
High Density Residential	34
Commercial	55
Public Facility	40
Developed Open Space	5
Natural Open Space	38
Total	340
Columbia Point South	
Existing Land Uses	
Public Facility	33
Developed Open Space	71
Natural Open Space	153
Total	257
Proposed Land Uses	
Urban Recreation	80
Natural Open Space	177
Total	257

NATURAL ENVIRONMENT

Critical Areas

Richland's environmentally critical areas include wetlands, fish and wildlife habitat areas, frequently flooded areas, geologic hazard areas, and natural aquifer areas. Most of the critical areas are discussed under the open space subsection below. The critical areas map (Fig. LU-4) indicates wetlands, fish and wildlife habitat areas, aquifer recharge areas, and other critical areas such as landslide, erosion, or seismic hazard areas.

The City uses the best available science in developing policies and development regulations to protect the functions and values of critical areas and give special consideration to conservation or protection measures.

Shoreline

Richland's shoreline consists of approximately 2,600 acres of land on the Columbia and Yakima Rivers shoreline. A Shoreline Master Program (SMP) was developed and adopted by Richland City Council and approved by the Department of Ecology in 2014. This Comprehensive Plan incorporates the SMP by reference. The SMP aims to utilize Richland's shoreline for various water-oriented uses and facilities while protecting the ecological functions and cultural and historic values of the shoreline. The SMP designates eight shoreline environments as follows:

1. Natural Environment
2. Recreation Conservancy Environment
3. Recreation Environment
4. Rural Environment
5. Residential Environment
6. Waterfront Use Environment
7. Industrial Conservancy
8. Aquatic Environment

Open Space

Open space in Richland and the UGA comprises over 17 percent of the total land. These areas include natural areas (Natural Open Space) and more formal developed parks and trails (Developed Open Space) in the land use map. Developed Open Space is discussed under the Parks and Recreation

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Sub Element under Capital Facilities. This section discusses the natural open space.

The natural open space system includes the Yakima River and Columbia River shorelines, islands, greenways, and designated areas within residential developments. It also includes environmentally sensitive areas or critical areas where development would be constrained by wetlands, geologic hazards areas, aquifer recharge areas, fish and wildlife habitat areas, and frequently flooded areas along river or stream corridors.

The natural open spaces on or near the Yakima River include:

- The Tapteal Greenway, located on the lower Yakima River. It provides potential opportunities for non-motorized recreation, education, and habitat protection. The Tapteal Greenway is owned by multiple public and private entities including US Army Corps of Engineers (USACE).
- The Chamna Natural Preserve, located on the north bank of the Yakima River. This area is owned by USACE.
- The Riverview Preserve is located at the confluence of the Yakima and Columbia Rivers and is owned and managed by the USACE.
- Bateman Island in the Yakima River Delta is also owned by the USACE and leased to the City.
- W.E. Johnson Park is located south of Van Giesen Street and is owned by the City of Richland.
- The Amon Natural Preserve, a part of the west branch of the Amon Basin is owned by the City. This area is located on the south end of the City near the Interstate-82.

On the Columbia River, natural open spaces include:

- A portion of Leslie Groves Park area located between Snyder Street and Ferry Street.
- A portion of Columbia Point South area; a largely undeveloped area located at the confluence of the Yakima River and the Columbia River.
- The islands on the river that are part of the McNary National Wildlife Refuge.

In 2004, the City worked with community groups and several funding agencies to help Benton County acquire from willing sellers a 575-acre preserve on Badger Mountain located north of the Badger Mountain South area. The City also worked with community groups and funding agencies to purchase properties from willing sellers along the west branch of Amon Basin in order to enlarge the City-owned natural open space areas.

Mineral Resources

Mineral resource lands are resource lands that are primarily devoted to the extraction of minerals or that have known or potential long-term commercial significance for the extraction of minerals. The GMA requires cities and counties to designate natural resource lands where appropriate and adopt development regulations to assure the conservation of agricultural, forest, and mineral resource lands. The City undertook a detailed analysis of its mineral resources in 1998 and determined that no lands within the Richland UGA should be designated as mineral resource lands.

BUILT ENVIRONMENT

Historic and Cultural Resources

Due to its settlement history, the City of Richland does not have an abundance of historical resources. Historic structures

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unique to the City include 12 tract farm houses in the central city and six buildings in downtown that predate World War II, and the Alphabet Homes, built between 1943 and 1951. The Alphabet Homes were based on a series of house plans denoted by a letter in the alphabet (an A house, an F house, etc.). In addition, several apartment buildings and pre-fabricated homes were part of this development scheme. These houses have historical significance in that they were built as part of the federal city created for the Hanford project. Historic structures that have been formally recognized on the National Register of Historic Places include the "Gold Coast" District, a north Richland neighborhood comprised of Alphabet Homes that have largely retained their original character.

Cultural resources are typically discovered during excavation and site preparation for development proposals. While it is difficult to know where every cultural resource site exists, the Washington State Office of Archaeology and Historic Preservation has records of previous investigations in the region. As discussed before, there are recorded archaeological sites within a mile of the Yakima River confluence. National Register-listed properties include the Columbia Point area, Bateman Island, and the Tri-Cities Archaeological District (Anchor QEA, 2014).

Goals and policies in the Comprehensive Plan provide a framework for reviewing and permitting future development proposals. Coordination with the State Office of Archaeology and Historic Preservation and implementation of policies relating to the preservation of cultural and historic resources will help to ensure that these resources are protected.

Urban Design

Urban design applies to the three-dimensional aspects of the built environment such as buildings, streets, sidewalks, open spaces, and plazas. It also addresses other urban issues such as circulation and connectivity, sustainability, neighborhoods, and districts.

Design

The City aims to achieve quality design in citywide civic projects such as public buildings and plazas, streetscape and corridor development, public art, parks, and open spaces. High quality design in public projects will set the standards for the City and may encourage further quality developments by the private sector. Richland's Public Library, Community Center, and the Reach Interpretive Center all display quality design. The City promotes quality design in the commercial and residential developments through its development standards. The City is also planning to add gateway features in the downtown area that will enhance the identity of the community.

Pedestrian and Bicycle-Friendly Environment

It has been a priority of the community to create a vibrant and livable community in Richland. Goals and policies are geared towards creating a pedestrian-friendly community. Mix of uses, higher density, access to transit, safe sidewalks, streetscape elements, network of paths and trails, building orientation, and articulation are some of the considerations for creating a pedestrian-friendly community. Richland has prioritized its downtown area to be more pedestrian- and bicycle-friendly. Swift Corridor development is already underway that will create a pedestrian- and bicycle-friendly connection between the downtown businesses and the residential neighborhoods. The Parkway area, CBD, and Kadlec campus are designed with pedestrian-friendly components.

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Circulation and Connectivity

Connectivity between major destinations and neighborhoods within the City and the region is important to Richland. Richland's transportation system aims to provide a multi-modal circulation system for pedestrian, bike, car, and transit users. Richland has multi-use trails connecting its parks and natural areas, as well as some key locations within the City. The City works with public agencies and private developers to create an efficient circulation pattern within business and residential neighborhoods. The proposed Duportail Bridge, once built, will make a significant improvement in connecting the northern and southern parts of Richland.

Public Realm

Richland's public realm includes plazas, parks, playgrounds, sidewalks, and open spaces. Each public realm is different and serves a different purpose in their formal, semi-formal, or natural settings. They offer places for gathering, interaction, and recreation. Public places are further enhanced by artworks and pedestrian amenities. The John Dam Plaza is a heavily used public place for community gathering and events, while the Parkway area offers an urban setting for the community. Parks and natural areas offer recreation and tranquil environment for the residents.

District

The visual character of the Richland UGA varies widely from downtown, Uptown, and the Richland Wye/Island View area, to relatively new commercial areas such as Queensgate and City View, to master planned areas like Columbia Point and Horn Rapids to older alphabet housing neighborhoods in central Richland and to the new residential neighborhoods in Badger Mountain South. Each of these distinct areas calls for a different design approach. In older areas, the emphasis needs to be placed on revitalizing neighborhoods; in other areas, maintenance can be a priority. In newly developing areas, the emphasis needs to be placed on building design and site planning standards. The City recognizes that it needs to take a targeted approach with different urban design standards and strategies to reflect the differing needs of each area within the City.

Environment and Sustainability

Richland's built and natural environment is maintained through multiple design and environmental protection approaches. Its natural resources are protected under the Critical Area Regulations, the SMP, as well as State and Federal Laws. The City also maintains energy efficiency, renewable energy, and recycling programs. The City encourages the use of sustainable standards including, but not limited to, passive solar energy, geothermal energy, solar hot water systems, Green Building Certification, Energy Star Certification, bird-friendly buildings (i.e., those that are designed to minimize collisions with birds). The City encourages minimizing light trespass for energy savings, dark sky ambience, and glare reduction.

Landscaping

Landscaping is important for maintaining Richland's attractive physical appearance. Proper landscaping can highlight an area's features and add aesthetic value. Landscaping is applicable for both public and private developments. Given the hot-arid climate in the Tri-Cities area, native landscape and plants are more desirable. Using xeriscape principles can make a water-efficient landscape and signify the area's climate and geology. Selection of trees that offer shade on hot summer days is important for this area.

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Figure LU-3: Future Land Use Map

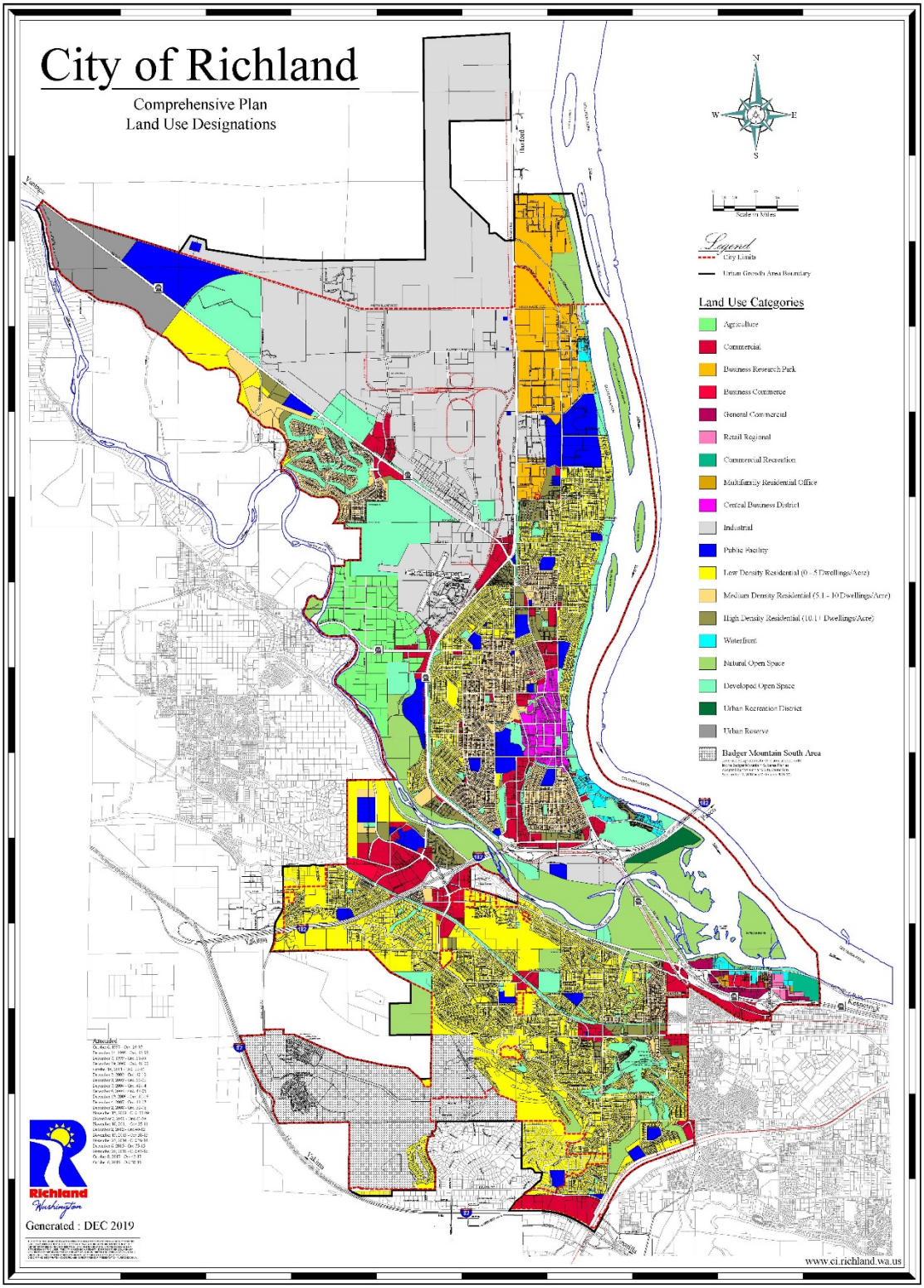

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Figure LU-4: Critical Areas Map

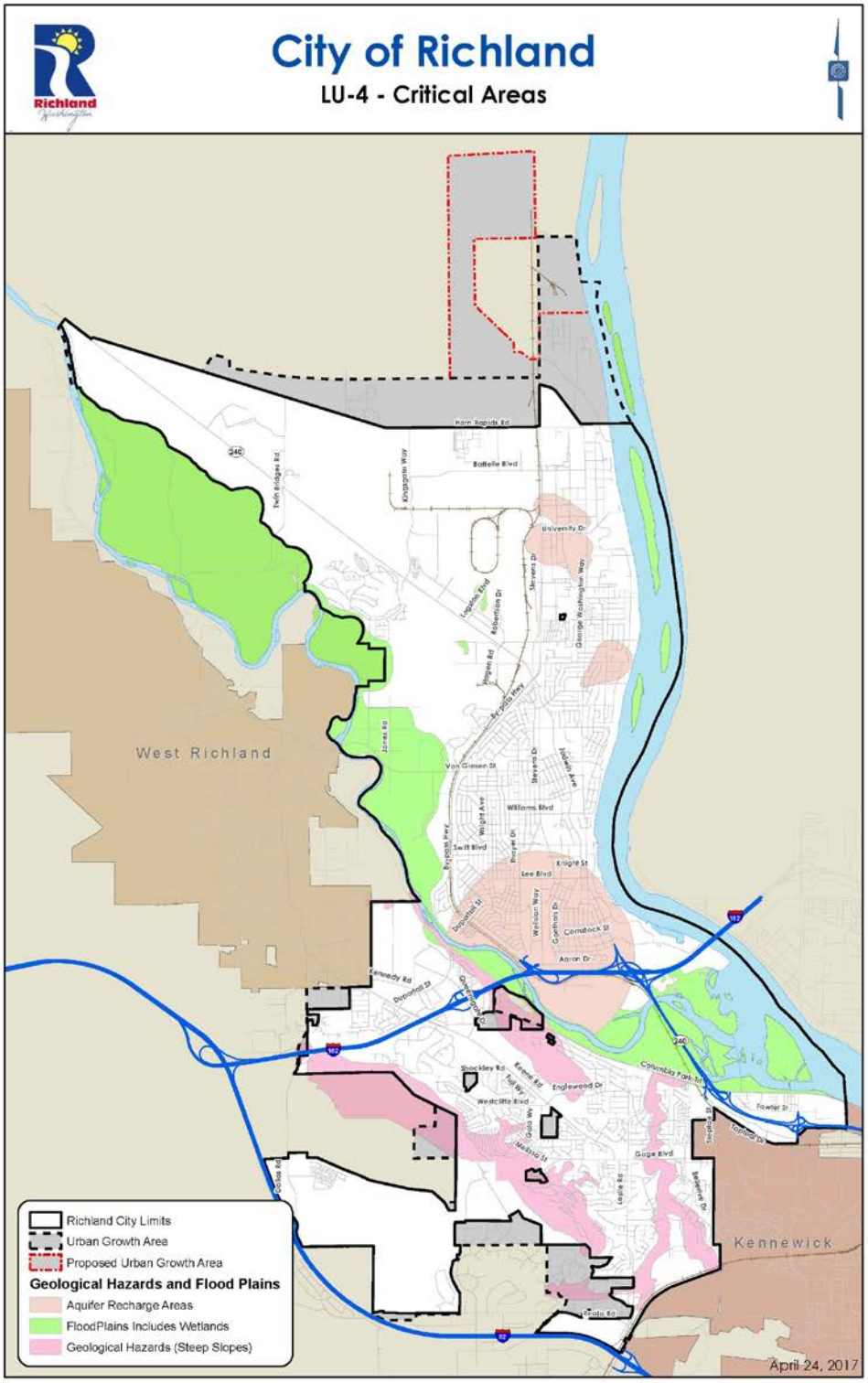

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Figure LU-5: Shoreline Map

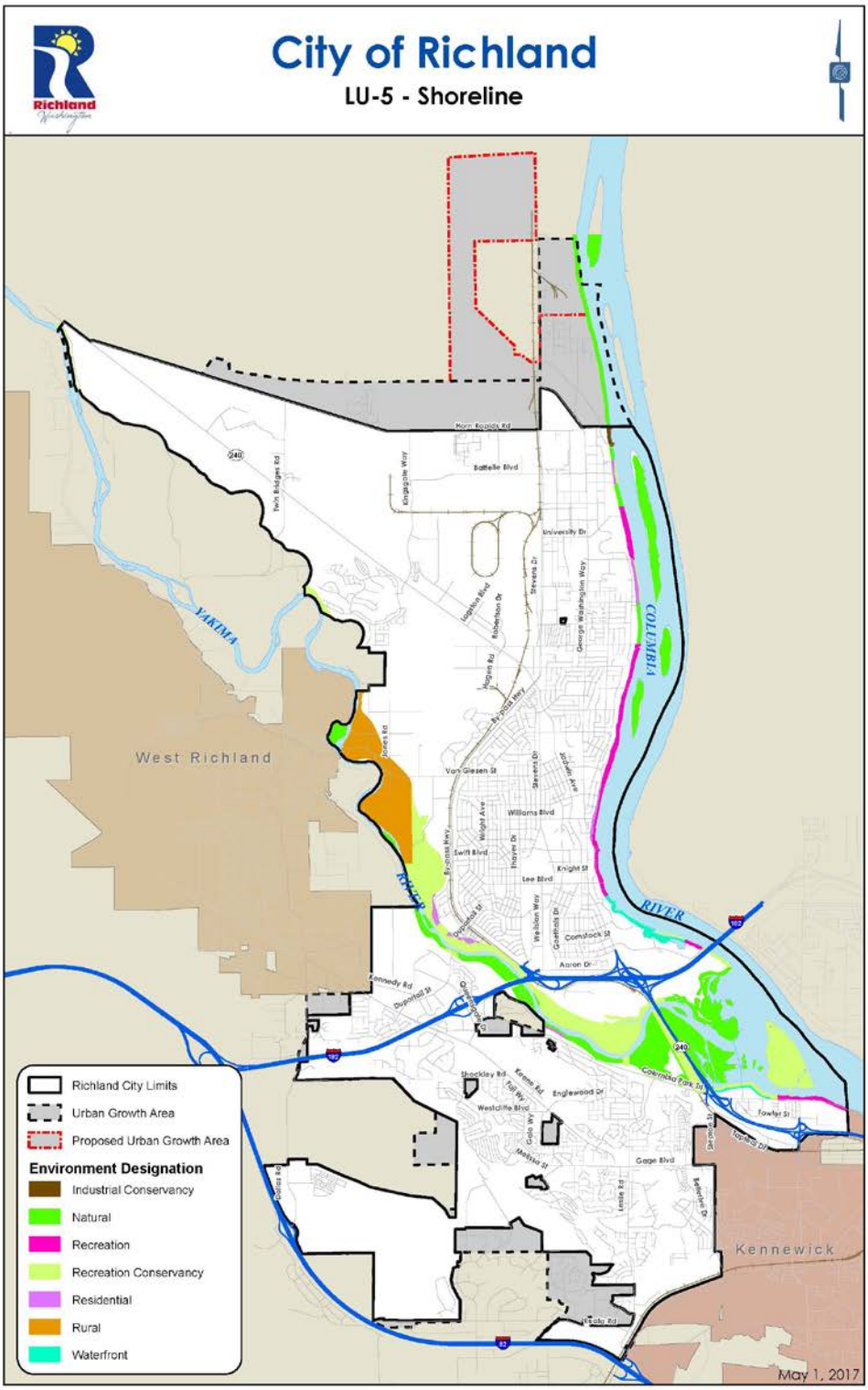

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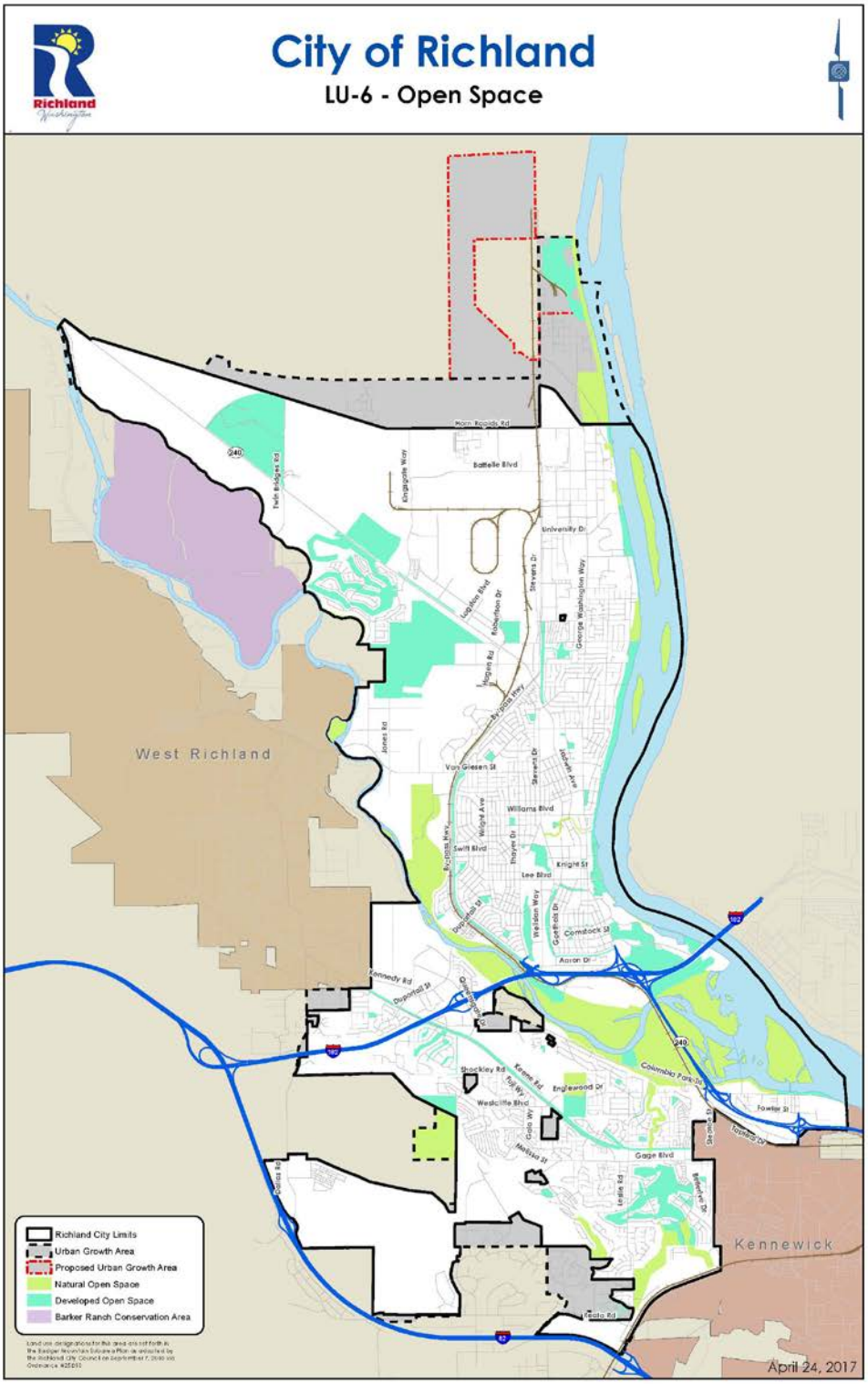
Figure LU-6: Open Space Map



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HOUSING ELEMENT

In this chapter, you will find:

- Goals and policies guiding housing in Richland
- Existing housing condition
- Projected needs and addressing the demand

INTRODUCTION

Providing affordable housing for all groups is a priority for Richland. Providing housing near shopping and transportation and offering multiple choices for owner and renter occupied housing would also benefit the City's vision for diversity.

The Housing Element of the City's Comprehensive Plan is intended to provide policy background and broad direction for housing programs and decisions towards meeting the City's goals. Similar to the other elements of the Comprehensive Plan, the Housing Element provides a framework for future planning decisions and outlines goals and objectives the City plans to implement in meeting its housing needs. The Housing Element is consistent with other elements of the Comprehensive Plan.

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GOALS AND POLICIES

HE Goal 1: Provide a range of housing densities, sizes, and types for all income and age groups of the Richland community.

Policy 1: Ensure that the comprehensive plan and development regulations allow for a variety of housing types, sizes, densities, and lot configurations such as small lot single family housing, multi-family housing, mixed-use development, cluster development, live/work housing, co-housing, accessory dwelling units, single room occupancy units, zero lot line and similar subdivisions, and planned unit developments.

Policy 2: Encourage mixed-use developments with apartments and condominiums above commercial uses in the City's urban core. Where redevelopment or infill opportunities arise, allow for increased housing density in residential-designated areas that immediately surround the CBD, while respecting the character and scale of the existing neighborhood.

Policy 3: Support the development of senior housing and long-term care/assisted living facilities in the City in close proximity to commercial uses and medical services and facilities.

Policy 4: Promote and provide incentives (such as zoning/rezoning, revised regulations, and provision of infrastructure) for infill development and redevelopment, while respecting the character and scale of the existing neighborhood.

Policy 5: Allow and regulate manufactured homes in the same way as site-built homes.

Policy 6: Plan for an adequate supply of land in appropriate land use designations and zoning categories to accommodate projected household growth, while accommodating other commercial, industrial, and open space needs of the City.

HE Goal 2: Improve affordable housing opportunities for lower-income individuals, households, and first time homebuyers.

Policy 1: Expand the supply of affordable units by promoting owner- and renter-occupied housing throughout the City, consistent with Comprehensive Plan.

Policy 2: Promote the use of mixed-income housing developments and mixed-use developments that provide both affordable housing and economic opportunities throughout the City consistent with Comprehensive Plan.

Policy 3: Sustain or improve the quality of existing affordable housing stock by encouraging rehabilitation of housing units by current owners.

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HE Goal 3: Implement the current version of the Tri-Cities Consolidated Plan.

Policy 1: Provide assistance to lower-income households that participate in local improvement districts for infrastructure projects. Assistance may be limited to selected neighborhoods or to the neediest households based upon a percentage of median income and fund availability.

Policy 2: Assist infrastructure activities that revitalize and stabilize older or declining neighborhoods or areas in which the majority of households are lower-income.

Policy 3: Improve access for persons with disabilities and the elderly by improving streets and sidewalk systems.

Neighborhood Character

HE Goal 4: Encourage the maintenance and preservation of existing housing stock and residential neighborhoods.

Policy 1: Encourage reinvestment in older residential neighborhoods and support the revitalization of such neighborhoods by keeping the streets and other municipal systems in good repair.

a) Encourage the formation of local improvement districts.

Policy 2: Implement the City's affordable housing and weatherization programs.

a) Continue to participate in the Tri-Cities HOME Consortium.

b) Continue to utilize federal Community Development Block Grant and HOME funds for housing rehabilitation and first-time homebuyer opportunities.

Policy 3: Continue to allow accessory dwelling units in single-family residential districts.

Policy 4: Accommodate non-profit and public agencies' efforts to purchase, construct, and rehabilitate housing to meet the affordable and other housing needs of the community.

Policy 5: Strive to increase the rate of owner-occupancy over time through City's assistance programs.

Policy 6: Maintain a strong code enforcement program.

Policy 7: Update and implement the Island View Master Plan to include mixed-use housing and multi-family residential rehabilitation and construction.

Policy 8: Encourage the use of the City's Crime Prevention Through Environmental Design (CPTED) program in developments.

Policy 9: Continue to participate in the City Police Department's Crime Resistant Community Living (CRCL) Program, which provides free training for property owners and landlords to help provide safe, crime-resistant communities for all residents.

HE Goal 5: Ensure compatibility of new residential developments with established neighborhoods and the community.

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Policy 1: Maintain quality design and landscaping in the new developments.

HE Goal 6: Improve Public Facilities.

Policy 1: Support the revitalization of neighborhoods by improving and supporting public facilities that serve neighborhoods of all income levels.

Policy 2: Improve parks and recreation facilities in targeted neighborhoods by supporting a range of improvements to existing or new parks such as building bicycle and walking paths, improving public restrooms, landscaping, or installing play equipment.

Policy 3: Support beautification of our community by integrating art into public facilities in creative and engaging ways.

EXISTING CONDITIONS

Based on American Community Survey (ACS) Census data of 2015, Richland has a total of 22,130 housing units. About 65 percent of the housing units are owner-occupied and 35 percent renter-occupied. This is similar to the United States occupancy rate of 64 percent owner-occupied and 36 percent renter-occupied. Single unit detached housing types dominate the existing housing inventory with 63 percent of the total share. Based on this data, the housing occupancy rate in Richland is 94 percent.

Table HE-1: Housing Occupancy in Richland

Occupancy Type	Units	%
Owner-occupied	13,622	65.5
Renter-occupied	7,170	34.5
Total occupied[1]	20,792	100
[1] 94% of the total housing units		

Richland's single-family homes are mostly concentrated between Spengler Street and the greenbelt (Abbott Street) in north Richland, and between Columbia Park Trail and Interstate 82 in south Richland. Another concentration of housing exists in north Richland in the Horn Rapids area. The City has new housing developments as well as the old Alphabet Homes built between 1943 and 1951. Alphabet Homes are mostly located in the older part of the City near the downtown area.

PROJECTED NEEDS

As discussed in the Land Use Element, Richland's population growth will require additional housing units in the City in the next 20 years. An increase of over 23,000 people in the City and UGA will require 1,270 additional housing units. This will include housing demand for all income and age groups. With the baby boomers retiring, there is a growing need for affordable senior housing in the City. Based on a discussion with the affordable housing group for seniors over the period of 2010 and 2016, occupancy at the affordable senior housing communities averaged 98 percent. This indicates a high demand for affordable senior housing. The expansion of educational institutions triggers the need for student housing and multi-family housing in conjunction with the region's growing need for single-family housing.

ADDRESSING THE NEEDS

This demand of additional housing will be met by developments in the existing planned areas, infill developments, and by re-designating two Urban Reserve areas. This plan will create a mix of residential, commercial, and public facilities land uses as shown in the land use plan (Fig LU-3). This will add additional

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housing units including single-family, multi-family, and apartment homes.

The City's current housing assistance program will continue to assist homeownership for Richland citizens. The City's policies promote infill development, which will be another option for housing development where infrastructure already exists. The City provides additional housing choices by allowing accessory dwelling units in single-family neighborhoods.

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TRANSPORTATION ELEMENT

In this chapter, you will find:

- Goals and policies for transportation
- Existing systems and future improvements for:
  - Motorized systems
  - Non-motorized systems

INTRODUCTION

The City of Richland maintains a complete multi-modal network of transportation facilities serving residents and businesses. A brief summary of transportation facilities is provided here, with more details provided in the supporting analysis document (Appendix A).

GOALS AND POLICIES

TE Goal 1: Provide an efficient and multi-modal transportation network including road, trail, rail, water, and air, to support the City's land use vision and existing needs.

Policy 1: Plan new street segments and consider modifying existing streets to provide comfortable and safe elements for bicyclists, pedestrians,

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and transit users in addition to vehicles.

Policy 2: Identify and secure the rights of way for new and/or expanded transportation corridors.

Policy 3: Support rail services for industries and commerce within the area.

Policy 4: Support regional planning efforts for roadway, rail, air, and non-motorized travel.

Policy 5: Plan and implement transportation system improvements that meet the needs of all areas and residents.

Policy 6: Plan transportation facilities that are compatible with adjacent land uses.

Policy 7: Plan and implement an appropriately classified and designed roadway system that provides for efficient movement of people and goods and the comfort and safety of residential neighborhoods.

TE Goal 2: Improve safety, connectivity, and operating efficiency of the transportation system.

Policy 1: Implement appropriate access control for arterial collectors and arterial streets.

Policy 2: Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas.

Policy 3: Evaluate, plan, and install traffic control devices and intersection designs to improve travel safety and efficiency.

TE Goal 3: Encourage the use of transportation modes that promote energy conservation, circulation efficiency, and an active lifestyle.

Policy 1: Support increased use of transit, bicycling, and pedestrian travel.

Policy 2: Plan facilities for non-motorized travel across jurisdictional boundaries.

Policy 3: Require sidewalks, improved shoulders, appropriate signage, or off-street trails within new developments to accommodate internal bicycle and pedestrian circulation within and between neighborhoods.

Policy 4: Encourage new developments to be pedestrian-friendly and compatible with the public transportation system.

Policy 5: Design a circulation system to become a bicycle-friendly community with complete streets.

TE Goal 4: Ensure that the road network is sensitive to the natural and built environment and offers a sense of the community.

Policy 1: Use appropriate streetscape and gateway features along the major entryways into the City.

Policy 2: Implement landscaping and other types of buffers along major transportation corridors.

Policy 3: Construct street system improvements to reduce traffic congestion as a measure to improve air quality.

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Policy 4: Plan new streets and consider modifying existing streets to include storm water management best practices to reduce pollution from stormwater runoff.

Policy 5: Plan and implement new streets with features that mitigate the hazard to wildlife.

Policy 6: Plan and implement new streets and consider modifying existing streets to improve access control to sensitive areas.

EXISTING SYSTEM AND FUTURE IMPROVEMENTS

The most recent Transportation Plan for the City of Richland was completed in 2005 and was used to prepare the 2008 Comprehensive Plan. Many of the improvements identified in that Plan have been completed. Several studies have been conducted to identify preferred improvements in corridors where congestion is occurring today. These studies have determined the basis for many of the short-range improvements that are identified in the Capital Improvement Program for the City.

A major transportation challenge within the City of Richland transportation system is the congestion facing north-south travel during commute times. Several factors contribute to this situation, such as the major regional employers situated north of the City, and significant amount of housing is provided south and east of the Yakima and Columbia Rivers within the region. Regional commute traffic from south Richland, Kennewick and Pasco, is currently limited to SR 240 and George Washington Way for north-south travel through the City of Richland due to the challenge of providing adequate capacity to cross the Yakima River to the south and Columbia River to the east. I-182 also creates a barrier given that there are only three access points and four crossings within the city as well. Congestion as a result of this north-south demand at commute times is manifest at several locations as discussed in the supporting analysis document. A number of planned projects are being considered to address this issue; but the considerations are complicated by the needs and vision of residents as they relate to George Washington Way. As described above George Washington Way is a key element in supporting a regional travel need. George Washington Way is also a City street passing through areas of Richland in which a regional commute route doesn't align with the users goals. Achieving acceptable performance levels for the economic vitality of the City and region and meeting the desires for livability on the City's transportation system will continue to be significant challenges.

For the purposes of this Comprehensive Plan Update, traffic counts from 2016 conducted by the Benton Franklin Council of Governments were used to conduct an analysis of the existing system to identify any additional deficiencies. Those traffic counts were also used to calibrate and update the regional traffic model to be consistent with anticipated land use for year 2040. Subsequently, an analysis for forecast traffic volumes was used to identify potential long-range issues with the transportation network.

Motorized System

Automobile

There are over 275 miles of roadway within the City of Richland, including a functionally classified network of arterial and collector roadways as well as local streets. There are 66 traffic signals within the City (some are operated by WSDOT or the City of Kennewick) and four roundabouts.

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Significant improvements identified in the short term include the Duportail Bridge over the Yakima River, the widening and extension of Queensgate Drive, South George Washington Way safety and mobility improvements, and the Center Parkway Extension west of Steptoe Street. These projects are anticipated to cost at least $53 million.

Long-range improvements include the extension of Gage Boulevard and Queensgate Drive to serve the Badger Mountain South sub-area, interchange improvements on both I-182 and SR240, as well as other collector road improvements to serve developing areas. A new arterial route is proposed to connect the existing north end of Queensgate Drive to SR 224 (with a Yakima River crossing) as well as an extension south from Kingsgate Way to connect to SR 224. Additional traffic signals or roundabouts are anticipated at several locations as well.

Air

Commuter air travel service is provided at the Tri-Cities Airport in Pasco. The Richland Airport provides general aviation facilities on two 4,000 foot runways. The Airport Master Plan currently calls for the extension of the north-south runway to 5,000 feet in order to accommodate large aircraft. This runway extension will require further study and potential mitigation since the Runway Protection Zone will be extended over SR 240 and some developed industrial properties.

Freight

There are currently approximately 30 miles of railroad tracks within the City of Richland. Much of this track is owned by the Port of Benton and operated and maintained through a lease to the Tri-City Railroad (TCRR). TCRR provides local freight switching and interconnect services to the Union Pacific Railroad, while the Burlington Northern Santa Fe provides direct service to the City of Richland.

The rail network has recently been expanded by the City to serve the Horn Rapids Industrial Park and includes a loop that accommodates the loading of unit trains. Additional expansions are anticipated to the north of Horn Rapids Road to serve new industrial property acquired from the Department of Energy.

Port Barge

The Port of Benton provides a high dock as well as a barge slip along the Columbia River in the northern part of the City. These facilities are able to serve barges that travel to the Pacific Ocean and Pacific Rim markets in a cost effective transportation mode.

Transit

There are currently nine transit routes operated by Ben Franklin Transit that serve the City of Richland, with four of those being Inter-City routes that also serve other communities and make connections at Transit Centers. Ben Franklin Transit regularly modifies its services and routes to accommodate growth and development.

Non-motorized System

Non-motorized facilities within the City of Richland are mainly composed of sidewalks constructed in association with streets and a separate bicycle and pedestrian trail system. There are currently about 30 miles of Class I trails that serve the City of Richland, with over six miles of secondary trails and 36 miles of soft trails that traverse natural areas such as Badger Mountain or Columbia Point South and the Amon Basin. There are also over 68 miles of on-street bike routes that facilitate bicycle travel throughout the City.

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FINANCING

The City receives funding for transportation projects from a variety of sources, including impact fees, developer construction, City General Funds, Arterial Street Funds, Transportation Improvement Board grants, Highway Safety Program grants, State funding, Federal Surface Transportation Program funding as well as other Federal Grants.

The City collects Traffic Impact Fee according to Richland Municipal Code (12.03). It is called the South Richland Street Collector Financing Plan. It assists to develop the arterial street network in south Richland and to make other improvements such as traffic signals as traffic volumes grow. The impact fee area generally involves two zones and covers the area south of the Yakima River with the exception of the Badger Mountain South Sub-Area. The impact fee was updated in 2008 and 2012 and is expected to be updated again in 2017.

Details of proposed transportation improvements, timeframe and financing sources can be found in the supporting analysis document (Appendix A).

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UTILITIES ELEMENT

In this chapter, you will find:

- Goals and policies for utilities
- Wastewater facilities
- Water supply system and facilities
- Storm water system and facilities
- Solid waste management and facilities
- Energy services
- Utilities provided by others
  - Natural gas supply
  - Telecommunications
  - Irrigation

INTRODUCTION

The Utilities Element of the City of Richland Comprehensive Plan describes utility policies and regulations to implement the goals of the Comprehensive Plan. It was developed in accordance with Section 36.70A.070 of the GMA to address utility service within the City of Richland over the next 20 years. It consists of the general location, proposed location, and capacity of all existing utilities in the UGA. General utility corridors are identified in this Element. The Element was also developed in accordance with the County-Wide Planning Policies and has been integrated with all other Comprehensive Plan elements to ensure consistency.

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GOALS AND POLICIES

UE Goal 1: Utilities should support the land use and economic development goals of the City.

Policy 1: Siting of proposed public facilities should be consistent with adopted land use policies.

Policy 2: When available and permitted under prevailing power supply contracts, the City will use its market access to low-cost electricity to provide favorable rates targeted at expansion and attraction of industries offering additional family-wage jobs.

Policy 3: Ensure that aesthetic impacts of utilities will be addressed through measures such as landscaping and screening.

UE Goal 2: Maintain existing service levels to current customers and ensure that public facilities and services necessary to support development are planned, sized, and constructed to serve new development.

Policy 1: Maintain current utility service levels based on local, state, and federal standards.

Policy 2: Use a minimum 20-year planning horizon to plan for City-provided public utilities and identify new facilities, expansions, and improvements that will be needed. The City will work with other purveyors of public services to provide facilities and services concurrent with development.

Policy 3: Promote the efficient use of land and minimize environmental disturbance by requiring that the facilities of various utilities be located together in the City right-of-way wherever possible.

Policy 4: The City will designate utility corridors and utility facilities as required to facilitate and promote the expansion of commercial and industrial development.

Policy 5: The City will actively cooperate with other utility providers to establish a City electrical service territory boundary that allows the City's municipal utility to serve new loads.

UE Goal 3: Provide utility facilities that ensure environmentally sensitive, safe, and reliable service.

Policy 1: All utility expansion and construction will consider the environment and ways to minimize impacts to it in siting, construction, and use.

Policy 2: The City will use the best available technology to mitigate adverse impacts resulting from utilities projects.

UE Goal 4: Adopt programs to conserve and promote sustainable use of resources.

Policy 1: Establish public outreach programs to promote the conservation of resources, waste reduction, reuse, and recycling.

Policy 2: Implement the City's utility systems management plans.

UE Goal 5: Coordinate with outside utility providers for efficient, cost-effective, and reliable utility service.

Policy 1: Ensure that land will be made available for the location of utility lines, including location within transportation corridors.

Policy 2: Promote, when feasible, location of new public and private utility

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distribution facilities in shared trenches, and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost of utility delivery.

Policy 3: When and where natural gas franchises exist, promote the extension of natural gas distribution lines to and within the UGA, constructed or reconstructed.

Policy 4: Promote a wider range of high-speed internet providers to encourage competition.

WASTEWATER FACILITIES

The Richland sanitary sewer system was originally developed to serve the Richland core area, but has been extended to other areas as they have developed, including north Richland, south Richland, the Badger Mountain area, and the Horn Rapids community. The sanitary sewer system includes a conveyance system, a wastewater treatment facility, and effluent disposal. A General Sewer Plan was adopted in 2016, which provides a general evaluation of the sewer collection system and Wastewater Treatment Plant, a Capital Improvement Plan (CIP) with a particular emphasis on the next 20 years, and assessment of the utility's financial condition and ability to support the recommendations of the CIP.

The existing Richland sanitary sewer collection system serves approximately 40 square miles of area that is divided into seventeen drainage basins. The collection system consists of over 262 miles of gravity collection pipes, which range in size from six inches in diameter to 54 inches in diameter. The City owns and operates 14 pump stations, ranging in size from 1.5 to 35 horsepower. Overall, the collection system had adequate hydraulic capacity to convey current flows as well as future flows. Although the hydraulic analysis indicated relatively few capacity issues, the collection system is showing its age and a proactive renewal and replacement program has been developed to address this.

All flows collected by the Richland sanitary sewer collection system are transported to and treated at the Richland Wastewater Treatment Plant. Since its completion in 1985, the plant has consistently achieved the discharge requirements specified in its National Pollution Discharge Elimination System (NPDES) permit. The plant provides primary sedimentation, followed by secondary treatment using an activated sludge process. Plant effluent is disinfected with chlorine prior to discharge to the Columbia River. Several renewal and replacement projects have been identified at the Wastewater Treatment Plant through the planning period.

WATER SUPPLY SYSTEM

The Richland water system was constructed during the 1940s to support the wartime activities at the Hanford Nuclear Reservation. This temporary system has developed into the modern permanent water system used in the City today. The City's water supply system consists of wells, a surface water treatment plant, pump stations and chlorinators, interties, water lines, and reservoirs. A Water System Plan was completed in 2016 to be adopted in 2017, which provides a general evaluation of the water distribution system and Water Treatment Plant, a CIP with a particular emphasis on the next 20 years, and assessment of the utility's financial condition and ability to support the recommendations of the CIP.

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The majority of the population within the corporate limits of the City of Richland is served by the City of Richland Water Utility. The Utility serves approximately 18,689 connections (as of 2016), which includes residential, commercial, and industrial users.

The City has a total available water right of 34,948 acre-feet per year and 43,786 gallons per minute (gpm) for instantaneous flow. The City appears to have adequate water rights for future growth. The City's potable water sources include a wellfield and the Columbia River Water Treatment Plant (WTP). The wellfield has a total capacity of 15 million gallons per day (MGD) while the WTP has a capacity of 36 MGD. Source capacity is adequate for future growth, and water supplied to the City of Richland is of high quality meeting federal and state drinking water standards.

The City has approximately 340 miles of pipelines in the water distribution system ranging in size from two inches in diameter to 36 inches in diameter. There are ten storage facility sites that provide approximately 22 million gallons of storage and ten booster pumping stations that provide direct water storage to seven pressure zones within the City. Several projects to address capacity as well as renewal/replacement have been identified through the planning period.

STORM WATER SYSTEM

Richland's storm water system facilities consist of collection and conveyance, pumps, underground injection control (UIC) facilities, regional detention/ water quality facilities. and regional outfalls. A Storm Water System Plan was developed by the City in April 2017.

Collection and conveyance facilities include catch basins, manholes, pipes, forced main, culvert and open channel. There are currently over 4000 catch basins and over 127 miles of gravity pipe in the City.

There are seven public and privately owned pump stations throughout the City.

Some storm water runoff generated within the City is infiltrated via the City's over 280 UIC facilities.

Regional detention/ water quality facilities include 22 ponds, 2 bioretention cells, 6 underground storm chambers, and 21 swales.

Stormwater runoff that does not infiltrate is conveyed to surface receiving waters via 21 regional outfalls that discharge to the Columbia River, the Yakima River, and the Amon Wasteway.

Future improvements of the storm water system are identified to reduce:

- Existing conveyance capacity and flooding issues;
- Potential future conveyance capacity and flooding issues;
- Pollutant loading to receiving water bodies; and
- Chronic system maintenance needs.

SOLID WASTE MANAGEMENT

The City of Richland Solid Waste Division provides municipal solid waste collection and disposal services to residences and businesses within the City limits. About 26 percent of the solid waste is recycled in Richland based on the 2015 tonnage of generation, recycling, and disposal.

The City of Richland owns and operates the Richland Landfill (also known as the Horn Rapids Landfill). The landfill site is 275 acres in size. Approximately 46 acres are permitted for solid waste disposal. The site also includes a 14-acre composting facility, a residential and small commercial customer transfer station, a

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scale house and administration building, and an operations and equipment maintenance building.

The City offers curbside recycling to its residential and commercial customers. The City currently operates seven drop-box recycling collection centers throughout the City and delivers the collected recyclable items to Clayton-Ward Recycling in Richland.

The City's waste generation is forecast to increase to 80,000 tons by 2031. The current space in the Landfill will be used up sometime in 2020 at the City's current rate of waste placement. The City is planning for its future solid waste disposal capacity by exploring two options:

1. Expanding landfill capacity on the current site by building a landfill that meets current state and federal design regulations; or
2. Building a transfer station and hauling waste to a large regional landfill.

It is expected that a decision will be made in calendar year 2017, after which preparations will be made to construct the necessary facilities. Regardless of the disposal alternative selected, the City anticipates maintaining its current customer service levels at the Richland landfill.

ENERGY

Richland provides electrical service throughout the City, most of the UGA, and the City's 50-square mile service territory using 552 miles of primary line and eight substations. Ownership and operation of these facilities is shared by the City and the Bonneville Power Administration (BPA). Bulk transmission of electrical power supply to customers in the UGA has historically been provided from the BPA transmission grid, with the local utilities providing final pass-through services. Benton PUD also provides power to a limited number of people in Richland through a service agreement between Benton PUD and the City.

The City currently runs an energy efficiency program by providing incentives for reduced energy usage. Its renewable option program allows residents to purchase clean, zero-emission wind energy. The City also offers low-interest loans to promote use of solar power.

Electrical service plans are designed and upgraded to provide for future growth and accommodate new and increased loads. Richland maintains a performance based level of service where failure in one system will not cause failure of other systems and can be picked up by other components within eight hours.

Future deficiencies are identified based on projected loads. The City has identified multiple capital improvement projects through the year 2027. Major capital improvement projects include: plan, design, and construction of a new substation in the Dallas Road and Leslie Road area; construction of Kingsgate substation for the Horn Rapids Industrial Park; design and implementation of smart grid/smart metering infrastructure; and purchase of southwest service area infrastructure.

OTHER AGENCY UTILITIES

Natural Gas Supply

Cascade Natural Gas Corporation builds, operates, and maintains natural gas distribution facilities serving the City of Richland. It currently serves most parts of the City. Natural gas is made available concurrently with growth to the best of the purveyor's ability. The City will promote locating utility distribution lines together and

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using existing utility easements wherever possible.

Telecommunications

Telecommunication in Richland is provided by the licensing agency's franchise agreements with the City. Telecommunication is mostly regulated at the state level by the Washington Utilities and Transportation Commission.

The City of Richland currently franchises Charter Communications to serve its population. Charter provides cable TV, Internet, and phone services in Richland. Some other phone and Internet services providers include but are not limited to Verizon, Cellular One, U.S. Cellular, AT&T Wireless, T-Mobile, and Cingular Wireless. Telecommunication facilities offer services through cell towers on tall poles, lattice towers, and/or co-located in buildings.

As growth occurs within the City, demand for reliable telecommunication services also grows. Telecommunication companies provide adequate services according to Federal Communications Commission (FCC).

Irrigation

Only portions of the City of Richland currently have irrigation services. The southern part of the City is served by the Columbia, Kennewick and Badger Mountain Irrigation Districts. Columbia Irrigation District operates an irrigation canal and a pump station in that area.

Within the unincorporated UGA, irrigation services are provided by the Columbia and Badger Mountain Irrigation Districts.

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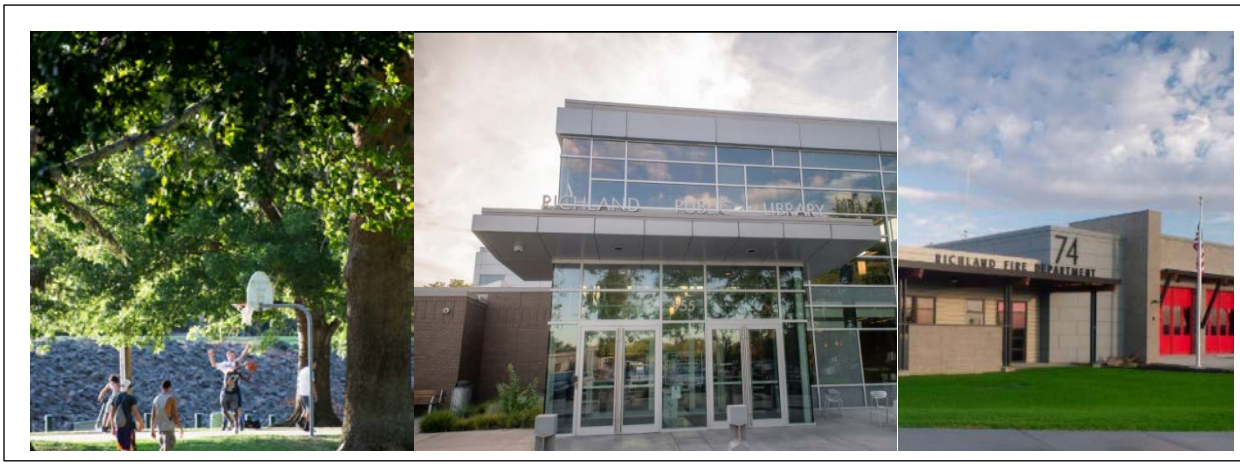
CAPITAL FACILITIES ELEMENT



In this chapter, you will find:

- Goals and policies for Capital Facilities
- Parks, recreation, and open spaces
- Municipal facilities
- Fire and emergency services
- Police services
- Schools
- Essential public facilities

INTRODUCTION

The Capital Facilities Element addresses facilities that are important for the City's growth in the next 20 years. Accommodation of the additional growth within the City's available land area and the provision of adequate services for the expected growth are two key aspects to be addressed in the comprehensive planning process. The Comprehensive Plan Supporting Analysis (Appendix A) provides additional details of the Capital Facilities Plan.

This element integrates the Comprehensive Plan with the City's Capital Improvement Plan (CIP) for capital facilities budget allocations. The CIP prioritizes the needs of the City for infrastructure and other capital needs, both within the City and the UGA. Prioritization for budget decisions are made based on the goals and policies and future growth indicated in the Comprehensive Plan. The Capital Improvement Plan (CIP) is a tool for

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identifying and prioritizing capital projects and major capital purchases for budget consideration. The plan provides a project planning schedule for at least a six-year period and identifies funding sources for projects approved in the current budget cycle.

The CIP is useful in coordinating community planning, determining financial capacity and ensuring capital expenditures demonstrate support for the key elements of the City's Strategic Plan. The CIP is comprised of projects that maintain, enhance, or construct new facilities and infrastructure.

The Richland CIP uses many revenue sources to fund the capital investment projects identified in the CIP, including various taxes, revenues, bonds, and grants. The City also collects park impact fees to mitigate park impacts. Impact fees collected from specific park zones are used within that park district to address the impact by providing park and facilities according to the standards set in the 2014-2019 Parks, Recreation and Open Space Plan.

GOALS AND POLICIES

General Goals and Policies

CF Goal 1: Ensure that adequate infrastructure and public facilities exist or can be provided concurrent with new development takes place.

Policy 1: The City will work with other purveyors of public services to provide facilities and services concurrent with development.

Policy 2: The City will strive to ensure convenient and safe student access to school sites.

CF Goal 2: The City will provide capital facilities that ensure environmentally sensitive, safe, and reliable service.

Policy 1: The City will consider ways to minimize environmental impacts in siting, construction, and use of all capital facility expansion and construction projects.

Policy 2: The City will mitigate adverse impacts resulting from capital facilities projects according to the State Environmental Policy Act (SEPA) and other local, state and federal requirements.

Policy 3: The City will locate capital facilities identified as essential public facilities to provide the necessary service to the intended users with the least impact on surrounding land uses.

CF Goal 3: Provide adequate resources for capital improvements and make efficient use of fiscal and other resources.

Policy 1: Prioritize capital improvement needs that are consistent with overall planning goals.

Parks, Recreation and Open Space

CF Goal 4: Provide an integrated system of parks, recreation facilities, trails, and open spaces as an asset consistent with the Parks, Trails, Open Space, and Facilities Master Plan that enhances the community's quality of life.

Policy 1: Implement the Parks, Trails, Open Space, and Facilities Master Plan and programs for park and recreation facilities.

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Policy 2: Coordinate the development of City of Richland trails, open space, and other recreational facilities and programs with other municipal facilities development, where appropriate.

Policy 3: Develop and adopt Master Plans for specific parks as necessary.

CF Goal 5: Provide diverse active and passive recreational opportunities for residents and visitors of all ages, based on needs.

Policy 1: Develop participation and interest in organized and individual recreation based on trends and changing lifestyles.

Policy 2: Provide adequate facilities to meet the sports and active recreational needs of different age groups.

Policy 3: Help citizens make full use of existing facilities through increased public awareness, revised and clear maps, and directional signage.

CF Goal 6: Identify, prioritize, and preserve unique natural habitat, ecologically critical areas, shorelines, and significant landforms and develop public recreational activities appropriate to these resources.

Policy 1: Develop property and ecological management programs consistent with the SMP, and Critical Areas Ordinance.

Policy 2: Provide public access and use of the Columbia River and Yakima River shoreline consistent with the SMP.

Policy 3: Evaluate opportunities to acquire and/or protect additional open space to protect significant landforms, critical habitat areas, and appropriate native vegetation areas.

Policy 4: Promote environmental education in an appropriate manner based on the sensitivity of the subject area.

CF Goal 7: Enhance the community and region's cultural and historic heritage through features incorporated in community and regional parks.

Policy 1: In cooperation with the Arts Commission, incorporate art in suitable public locations.

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CF Goal 8: Extend and improve the multi-use trail system to link parks, activity centers, schools, and employment centers.

Policy 1: Identify desirable trail linkages and trail extensions needed to connect with the City's trail network as part of existing trail plan.

Schools

CF Goal 9: Work with the Richland and Kennewick School Districts to help meet the needs of the school districts to serve the community.

Policy 1: Coordinate with the school districts to identify locations of future school sites.

Policy 2: Continue to work closely with the Richland and Kennewick School Districts and special user groups to promote joint use recreation programs and facilities.

Policy 3: Develop and maintain safe routes to schools by pedestrian and other modes of transportation.

Municipal Facilities

CF Goal 10: Provide municipal facilities as needed for efficient services, rapid response times, and convenient customer service.

Policy 1: Consider leveraging investments in new municipal facilities that help the City achieve other goals and operate efficiently.

CF Goal 11: The City's investment in municipal facilities should, to the extent practicable, encourage additional private investment.

Policy 1: Consider strategically locating certain municipal facilities in areas that can act as catalysts for private developments.

Fire, Police, and Emergency Services

CF Goal 12: The City will provide efficient, cost-effective, and concurrent levels of public safety services designed to maintain quality of life.

Policy 1: The City will identify the funding mechanism to construct and staff fire and emergency service facilities in areas of the City wherever five hundred homes or more are located outside a four-minute drive time from an existing Richland Fire & Emergency Services facility or a neighboring jurisdiction facility with similar staffing levels participating in an automatic aid agreement.

Policy 2: The City will identify a funding mechanism to increase staffing levels from three to six in station's initial response districts when the resources/crew out of service norm

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reaches 4.8 hours per 24-hour period for emergency response.

Policy 3: Policy 3: The City will identify the funding mechanism to construct and staff Fire & Emergency Service facilities in areas of our city wherever 1350 or more employees work outside a 4 minute drive time from an existing Richland Fire & Emergency Services facility or a neighboring jurisdiction facility with similar staffing levels participating in an automatic aid agreement.

Policy 4: The City will evaluate the adequacy of the public safety facilities and equipment, mutual and auto aid agreements, and personnel staffing levels and deployment needs for the present and projected change.

CF Goal 13: Maintain and improve safe neighborhoods in Richland.

Policy 1: Maintain an adequate force of police officers throughout the City.

Policy 2: Implement physical planning and Crime Prevention Through Environmental Design (CPTED) principles to enhance user surveillance, de-opportunize criminal activities, and minimize potential for crimes.

Policy 3: Create a high level of public awareness and support from the community for positive engagement with the police and crime prevention and deterrence programs

CF Goal 14: Provide efficient, cost-effective, and concurrent levels of public safety services designed to maintain quality of life.

Policy 1: Maintain community education programs on crime and fire prevention to increase the level of community awareness.

Policy 2: Emphasize continued cooperation through inter-local agreements with rural fire districts, fire, and police agencies of adjacent jurisdictions and other public safety service providers.

Policy 3: Evaluate the adequacy of public safety facilities and equipment, mutual aid agreements, and personnel staffing and program needs, for the present and for changes in needs with anticipated growth.

Policy 4: Ensure quality public safety personnel to serve the community.

Library Facilities

CF Goal 15: Maintain the Richland Public Library as a safe, inviting, inclusive destination, as well as a center of creativity and innovation that also offers services, collections, and gathering spaces that meet diverse needs.

Policy 1: Provide library facilities appropriate for Richland's population, circulation, technology, books, and material resources.

Policy 2: Maintain adequate service levels, based on comparative statistics gathered by the Washington State

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Library for libraries of a similar statistical size.

Policy 3: Maintain and accommodate technological advances in resource and information management.

PARKS, RECREATION, AND OPEN SPACE

Richland's parks system consists of neighborhood parks, community parks, regional parks, special use areas, linear parks, and natural open spaces in 2,286 acres of land. Although some natural open spaces are included, many natural open space areas are not included in the park system. Richland's natural open space in general is discussed under the Land Use Element.

Table CF-1: Park Categories

Park type	Acres	Number of Parks
Neighborhood Parks	78.6	25
Community Parks	220	4
Regional Parks	170	2
Special Use Areas	702	11
Linear Parks	240	9
Natural Open Space	873.98	7
Total Parks and Recreation Areas	2,285.6	58

In addition to City-owned parks, Richland residents enjoy parks and recreational facilities owned by other agencies such as the Badger Mountain Centennial Preserve owned by Benton County, the open space owned by USACE, and Richland School District facilities, etc.

The City also has a system of trails consisting of Class 1 trails, secondary trails, and soft trails. The existing trails map (Fig. TE-6) indicates the locations and distribution of trails throughout the City.

Richland Parks and Public Facilities Department offers events, aquatic, and athletics programs in multiple City-owned facilities (see Table CF-2). Listed below is a brief sample of activity categories with categories changing based on demand:

- Aquatics swim lessons, lap swim, open swim pre-school educational activities
- Arts & Crafts, General Education-chess, hunter education, first aid, and more
- Dog training, park ranger programs, geocaching, hikes, and classes
- Home and garden, language, computer and technologies
- Fitness
- Yoga, martial arts, dance, wellness-check-ups
- Sports: team and individual sports
- Adventure camp for youth
- Cards, socials trips

Table CF-2: School District and City of Richland Facilities

Facility Type	Existing Inventory
Youth Baseball Game Fields	10 Fields
Youth Baseball Practice Fields	12 Fields
Youth Softball Game Fields	5 Fields
Youth Softball Practice Fields	10 Fields
Adult Softball Fields	4 Fields
Indoor Basketball Practice Courts (Richland School District)	7 Courts
Indoor Basketball Game Courts (Richland School District)	5 Courts
Indoor Volleyball Courts	21 Courts
Outdoor Swimming Pool	1 Pool
Youth Soccer Practice Fields	27 Fields
Youth Lacrosse Game Fields	0 Fields
Youth Lacrosse Practice Fields	0 Fields
Youth Football Game Fields	1 Field
Youth Football Practice Fields	0 Fields
Golf Driving Ranges	1 Range
Golf, 18-Hole Courses	1 Course

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Facility Type	Existing Inventory
Archery Ranges	1 Course
Skateboard Park	22,700 sf
Outdoor Tennis Courts	28 Courts

As the City grows, the use of park and recreation facilities will increase. The current inventory of neighborhood parkland is adequate to meet the future demand. New areas re-designated with this Comprehensive Plan update will require one additional community park to serve the area. There is a need to complete the park amenities at Badger Mountain Park and Hanford Legacy Park. Master plans have been completed for each Community Park. Additional recreational facilities will be needed such as sports fields and courts, golf courses, etc.

Although Richland includes more open space than adjacent communities do, there is community interest in preserving open space. Approximately 34 acres of Urban Reserve land along the Yakima River is re-designated to Natural Open Space (Table LU-3). The need for open space and associated cost to maintain them should be further assessed through stakeholders and public involvement.

MUNICIPAL FACILITIES

This section describes the City of Richland's administrative buildings and other municipal facilities, including City Hall, City Hall Annex, Community Center, Development Services Center, and the City Shops and Warehouse Facility.

The current City Hall, located at the intersection of Swift Boulevard and George Washington Way was constructed in 1959. It houses the Council Chambers, along with a few other departments. The City Hall Annex adjacent to it was built in 1977.

The Community Center was constructed in 2002 and serves a dual role as a new senior center and a recreation and meeting facility. It also houses the administrative offices of the Parks Department.

The Development Services Center building was acquired from the federal government as surplus property and renovated to become a one-stop planning and development facility.

The City's shops complex is located on a 160-acre parcel near the Queensgate interchange. The complex was constructed in 1999. In 2010, the City constructed an addition to house the City's IT data center. The complex consists of three separate buildings and outdoor storage.

An evaluation of the City Hall building was done last in 2003 and was assessed that the facility was inadequate in size and flexibility and does not comply with basic accessibility and energy code requirements. Based on this, a new City Hall has been planned across the street from its current location, in the parking lot of the Federal Courthouse. The new building will be three stories, approximately 46,000 square feet, and will combine the City Hall, the City Hall Annex, and the Development Services Building into one facility, therefore eliminating three aging buildings. Construction will begin in 2017 and will be completed in 2019.

An assessment of major municipal facilities is available in the supporting analysis document (Appendix A), under the Capital Facilities Element.

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FIRE AND EMERGENCY SERVICES AND FACILITIES

Fire and emergency medical services are a key part of public safety services for the citizens of Richland and the thousands of visitors and workers who pass through the City. The City of Richland has a professional fire department, which provides fire and life safety protection, emergency medical services (EMS), technical rescue and hazardous materials response to citizens, visitors, and the business community.

The Richland Fire & Emergency Services Department also provides Advanced Life Support EMS through Inter-local Agreements to segments of unincorporated areas of Benton County.

The Richland Fire & Emergency Services Department has developed a facility deployment model based on the current and projected needs of the community over the next 10 years. This plan encompasses potential growth and development in the community, current and future urban growth boundaries, the City of Richland transportation improvement plan, and industry standard response times. The facility deployment model aligns with the City of Richland Core Focus Areas as well as meets the mission and vision of Richland Fire & Emergency Services.

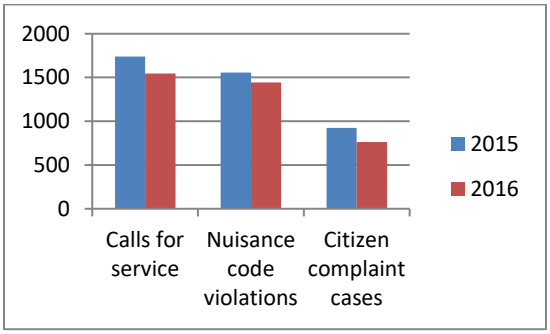
POLICE SERVICES

The Richland Police Department provides law enforcement services within the City limits. Law enforcement within the unincorporated UGA is currently provided by the Benton County Sheriff's office. The Police Department is located at 871 George Washington Way. The station was constructed in 2001.

The Richland Police Department established a partnership with the Washington State Department of Corrections (DOC) in 2002 to better monitor criminals who are under active DOC supervision and living in Richland. At present, Richland Police is also leading the Benton County Emergency Management Agency's activities.

Based on 2015 and 2016 data, the incidence of some types of crime is decreasing while other types are increasing. For code enforcement cases, calls for service, code violations, and citizen complaints are decreasing as shown in the table below.

Figure CF-1: Code Violations



Richland Police provides a value-based service. Richland measures its levels of service for public safety based on the committed and uncommitted time of the officers and support staff. Future growth will increase demand for police protection services and police department community programs. However, the Department is currently not seeking an increase in the number of police officers as it aims to meet its demand through an efficient allocation of committed time. It continues its current programs of community services and crime prevention programs.

LIBRARY FACILITIES

Library services for Richland residents are provided primarily by the Richland Public

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Library, operated by the City of Richland Parks and Public Facilities Department. Additional library services are available at the Washington State University (WSU) Consolidated Information Center (CIC), Columbia Basin College in Pasco, and the Mid-Columbia Library System in the adjacent jurisdictions. The Kadlec Neurological Resource Center has a specialized library on neurological disorders that is open to the public.

SCHOOLS

Richland is served by both Richland and Kennewick School Districts, as the school district borders do not follow the municipalities' geographic borders. Schools serving Richland students are as follows:

Elementary schools: Badger Mountain, Jason Lee, Jefferson, Lewis and Clark, Marcus Whitman, Orchard, Sacajawea, Tapteal, White Bluffs, William Wiley, and Vista.

Middle schools: Carmichael, Chief Joseph, Enterprise, and Desert Hills.

High schools: Richland High, Hanford High, Rivers Edge, Three Rivers HomeLink, and Kamiakin.

Special education schools located outside Richland but serving the region include: Delta High School (Science, Technology, Engineering, Math) located in Pasco and Tri-Tech Skills Center located in Kennewick.

School districts provide services based on population growth. Currently, the planned growth of the Badger Mountain South area is creating the need for future schools in this area. The Richland School District is planning to expand service in this area on approximately 54 acres owned by the school district. Adequate services such as roads, utilities, and safety are needed in this area to serve the school site once built. The school districts face challenges in locating school sites within the UGAs. Coordination between the school district and City during the planning process helps addressing the siting issues.

ESSENTIAL PUBLIC FACILITIES

Essential Public Facilities (EPF) include facilities that are typically difficult to site due to difficulties in finding the suitable and appropriate locations and perceived or real environmental, economic, or social impacts. Examples of EPF include airports, state education facilities, state and local correctional facilities, solid waste handling facilities, state or regional transportation facilities, the interstate highway system etc.

Cities and counties are required to establish a process for identifying and siting essential public facilities and adopt or amend its development regulations as necessary to provide for the siting of secure community transition facilities.

Richland reviews the siting of such facilities with a process established in the Richland Municipal Code (RMC 23.42.060, Essential public facilities).

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REFERENCES

Anchor QEA, 2014. City of Richland Shoreline Inventory, Analysis and Characterization Report. 2014.

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APPENDICES

A. Comprehensive Plan Supporting Analysis
B. Benton County Countywide Planning Policies
C. Environmental Impact Statement Summary Document
D. Public Involvement Summary
E. City of Richland Shoreline Master Program Update , 2014
F. City of Richland Capital Improvement Plan 2017 to 2030
G. 2015 General Sewer Plan Update
H. City of Richland Comprehensive Water System Plan, 2017
I. City of Richland Storm Water Management Plan , March 2016
J. City of Richland 2011 Solid Waste Management Plan
K. Parks, Trails, Open Space and Facilities Master Plan, 2014-2019
L. Strategic Leadership Plan

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City of Richland

COMPREHENSIVE PLAN SUPPORTING ANALYSIS

October 3, 2017

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Prepared for:

City of Richland

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With assistance from:

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INTRODUCTION AND BACKGROUND

SECTION ONE

INTRODUCTION

This document elaborates on the discussion in the Core Comprehensive Plan. It also contains technical analysis of most of the Comprehensive Plan elements. Organization of this document follows the same hierarchy of elements as in the Core Comprehensive Plan with additional information included in it.

Every comprehensive plan must include key pieces to fulfill its purpose of providing a yardstick for future government activities. The following terms have special meanings in comprehensive planning and it's important to understand their meaning and purpose.

Vision Statement: The Vision Statement is the target the City decides to aim for. It is a verbal picture of what Richland will be like at the end of the period covered by a comprehensive plan. An important part of future decision-making should be to ask, "Which of our choices will best help us become like the City described in the vision statement?"

Existing Conditions Inventory: We can't decide how to get from the present to our desired future without a clear picture of where we are today. That's why comprehensive plans must include a detailed inventory of the existing state of the City: How are our roads? Is our water system adequate to accommodate future growth? Do we have the parks and other recreation facilities to satisfy the community's desire for such public amenities?

Goals: If the Vision Statement defines the target for comprehensive planning, then goals are like individual points on the target. We set as goals the distinct achievements we hope for: maintain adequate and affordable housing; avoid traffic congestion; protect natural resources; ensure economic vitality. We have reached our vision if all our goals are accomplished.

Policies: Goals are what we want to accomplish; policies define how we accomplish them. For each goal established in a comprehensive plan, one or more policies define the steps that goal calls for. If we have a goal of protecting natural resources, for example, we might establish a policy that says that development shall be restricted on and near wetlands.

Planning Time Frame: A comprehensive plan must define time frames for achieving its vision and goals. These time frames are called the planning horizons. In Washington State, comprehensive plans use both a ten-year short-term planning horizon and a 20-year long-term planning horizon. The long-term planning horizon is the full period for achieving the vision in our Vision Statement. The short-term planning horizon is the period for which we can make more concrete plans for specific steps toward our goals.

These are the features that a Comprehensive Plan needs to include in order to act as our yardstick for the future. The Comprehensive Plan must apply these features to specific aspects of the City's life. The parts of a plan addressing each of these are commonly called "elements." Under State law, all Washington city and county comprehensive plans must address at least five specific elements: land use, transportation, utilities, capital facilities, and housing. Each element includes an inventory of existing conditions as well as goals and policies specific to the element. In addition to the

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required five elements, the City of Richland has chosen to include an optional economic development element in this Comprehensive Plan.

The final feature of comprehensive plans in Washington is a Finance Plan. This is the proposal for specific capital improvements required over the short-term (six-year) planning horizon. It describes projects to be carried out, their estimated costs, a schedule for completing them, and a plan to pay for them. Financing plans from the City's Capital Improvement Plan (CIP) are included under the Capital Facilities and Utilities Chapters in this document.

GMA AND BACKGROUND

The Washington State Growth Management Act (GMA) includes 14 broad goals for comprehensive planning, which local governments must balance to develop an approach consistent with their vision of the future. The 14 GMA goals are as follows:

1. Urban Growth - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. Reduce Sprawl - Reduce inappropriate conversion of undeveloped land into sprawling, low-density development.
3. Transportation - Encourage efficient multi-modal transportation systems based on regional priorities and coordinated with county and city comprehensive plans.
4. Housing - Encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. Economic Development - Encourage economic development throughout the state consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the state, especially for the unemployed and the disadvantaged, and encourage growth in areas experiencing insufficient economic growth, all within the capacity of the state's natural resources, public services, and public facilities.
6. Property Rights - Private property shall not be taken for public use without just compensation. The property rights of landowners shall be protected from arbitrary and discriminatory action.
7. Permits - Application for state and local government permits should be processed in a timely and fair manner.
8. Natural Resource Industries - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
9. Open Space and Recreation - Encourage the retention of open space and development of recreation opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
10. Environment - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. Citizen Participation and Coordination - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to resolve conflicts.

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12. Public Facilities and Service - Ensure that public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use, without decreasing the current service levels below locally established minimum standards.
13. Historic Preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
14. Shoreline Management – Develop a Shoreline Master Program (SMP) pursuant to Shoreline Management Act (SMA). The goals and policies of a shoreline master program for a county or city approved under chapter 90.58 RCW shall be considered a part of the county or city's comprehensive plan.

Under the GMA, comprehensive plans should identify essential public facilities that often are difficult to site and ensure that locations for them will be available. These facilities include airports, state education facilities, state, or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes. Local comprehensive plans may not prevent outright the location or provision of such facilities. Richland will participate in the siting study for any of these facilities when they are identified for potential siting within the City.

CONSISTENCY AND CONCURRENCY

GMA requires that the Comprehensive Plan must be internally consistent for objectives, goals, policies, text, and maps. At the same time, the comprehensive plans of adjacent jurisdictions must also be consistent and capital budget decisions must be made in conformance with each jurisdiction's adopted Comprehensive Plan.

The consistency progresses from the broad goal, through its policies, and then to specific actions. The maps of the Plan augment both the text and even the goals and policies. For example, the land use map included in the Land Use Element is, in essence, a graphic policy statement regarding future land development in Richland. As such, the land use policy serves, and is served by, the transportation, housing, utilities, and capital facilities elements. Based upon the land use designations on the Land Use Map, private and public sector service providers can project future locational demands for water, sewer, natural gas, electrical power, roads, fire protection, transit, emergency response, communications, and other services

All development regulations within the City of Richland are required to match with each other and with the Comprehensive Plan. These include the zoning and subdivision codes, the Critical Areas Ordinance, the Shoreline Master Program, and any other City regulation as contained in the Richland Municipal Code and other adopted plans such as the Park & Recreation Plan and the Storm Water Management Plan. A complete listing of adopted plans is included as an Appendix of the Core Comprehensive Plan.

The consistency also applies to adjacent jurisdictions such as Benton County, through the County-wide Planning Policies (CWPP), and the adjacent cities of West Richland and Kennewick.

GMA defines concurrency to mean that needed improvements for water, sewer, and transportation are in place at the time of development; or in the case of transportation, that a financial commitment exists to complete the improvements within six years.

There must be a baseline standard established to use when evaluating the anticipated impacts of new development to determine if concurrency can be met. The minimum acceptable performance level has been chosen as the baseline, and is defined as the level of service (LOS). Levels of service

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should be realistic. Setting them too high could result in little or no growth, and would be contrary to GMA. Setting them too low could cause unmanaged growth without optimum service.

AMENDMENTS

Amendments to the comprehensive plan are legislative actions requiring City Council approval. Amendments must be approved as prescribed by GMA. With a few exceptions, they cannot be considered more often than once per year and in accordance with specific procedures. Major updates occur by legislative action on an eight-year cycle as established by RCW 36.70A.130 (4)(c).

Amendments can be requested by the City or by private individuals. Multiple applications for amendments will be considered in a single legislative review process in order to evaluate the potential cumulative effect of the requests. All amendment requests require a public hearing with the Planning Commission. They make a recommendation to the City Council. The City Council will approve or deny the amendments in a public hearing. Public involvement with this process is required and encouraged through direction of the Richland Public Participation Plan.

Annual amendments will address the issues of major or minor land use classification changes; changes to the goals, policies, and text of the comprehensive plan; changes to supporting data and implementation; changes to the land use maps; and changes to the inventories and technical documents.

Every ten years, the annual amendment review may be combined with the required review of the urban growth area to determine the next twenty-years' anticipated growth. This ten-year review will use the comprehensive plans of each county and city and the permitted densities of the incorporated and un-incorporated areas pursuant to RCW 36.70A.130(3).

Exceptions to the annual amendment limitation, according to RCW 36.70A.130, include the adoption of a subarea plan; the development of an initial subarea plan for economic development located outside of the one hundred year floodplain in a county that has completed a state-funded pilot project that is based on watershed characterization and local habitat assessment; shoreline master programs; or the amendment of the capital facilities element occurring concurrently with the adoption or amendment of the City's budget.

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ECONOMIC DEVELOPMENT

SECTION ONE

INTRODUCTION

PURPOSE

The economic development element of the comprehensive plan is intended to guide investments through a framework of strategy and policy with the overall goal of growing economic opportunities in the City. The intent is to identify sound economic development practices to build a strong economy where local businesses are welcomed and encouraged by the City and ensure the economy is resilient, dynamic, and sustainable for current and future generations.

The City's ability to understand their competitive advantages and proactively work to attract cutting edge employers will in turn create more living wage jobs which will in turn produce municipal revenues for maintaining and enhancing quality service levels, infrastructure, and facilities.

Strategies outlined in the economic development element are designed to work in concert with the other comprehensive plan elements herein. This element is intended to be consistent with and build upon existing documents such as the policies and strategies outlined in the CWPP, Strategic Leadership Plan, and community visioning documents. The roles of the policies laid out in this plan are to 1) create strong City leadership for economic development, 2) ensure that appropriate land capacity and infrastructure can support future employment and housing growth, and 3) articulate a business environment that supports a dynamic, prosperous, and equitable economy.

BACKGROUND AND OVERVIEW

Washington State's GMA includes economic development as a central goal and integral to a thriving city. Economic development connects to and is instrumental in informing the other elements of the comprehensive plan; without a strong local economy, goals related to land use, housing, capital planning, and transportation serve little value.

It is due to the hard work and good fortune of the residents and businesses located in the City of Richland that the City has a strong and growing economic base. It is important, however, to consider Richland within the context of the other two Tri-Cities – Pasco and Kennewick – to which the region's economy is inextricably linked.

The City of Richland's economy is explored in this section by first examining what drives the growth in the regional economy and then discussing Richland's role in the economy and some implications for growing as part of this plan.

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SECTION TWO

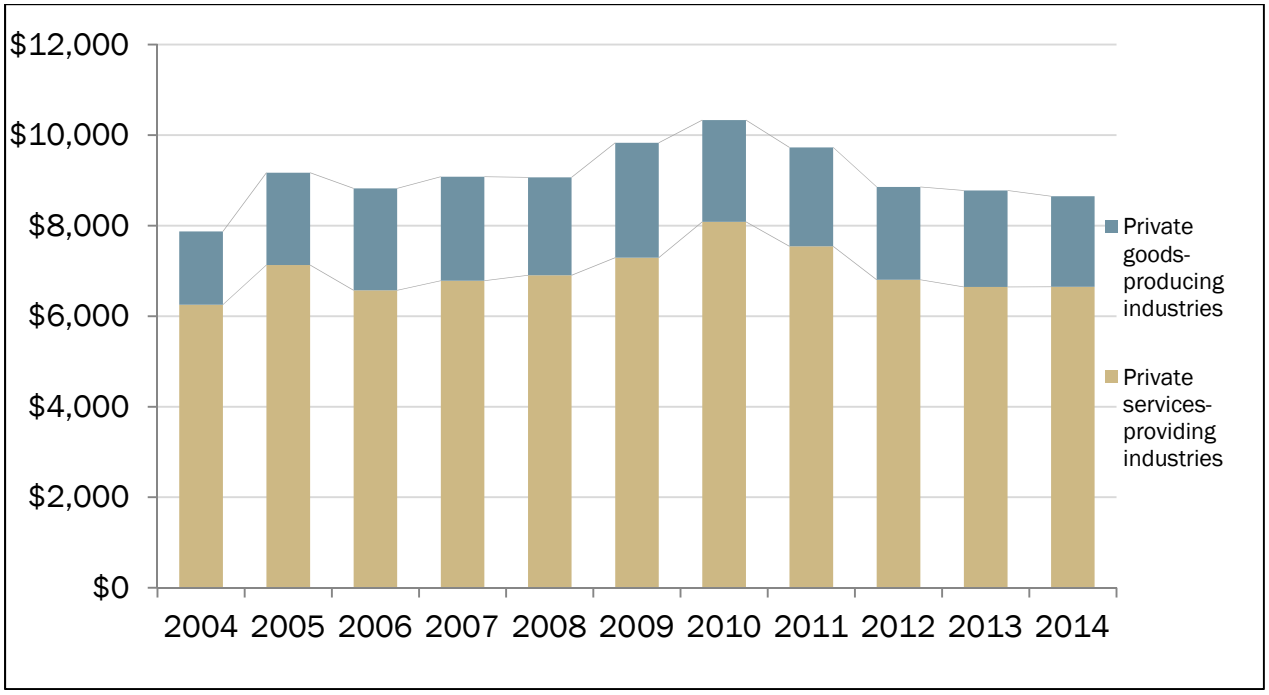
EXISTING CONDITIONS

REGIONAL ECONOMIC TRENDS

Gross Domestic Product

The economy of the Tri-Cities region is primarily a service-based economy. Goods producing industries (such as manufacturing) make up less than 25 percent of the total economic output. Figure ED-1 shows the trend of gross domestic product (GDP) in 2016 inflation-adjusted dollars. The Tri-Cities economy was less impacted by the recession in 2008 than the rest of the nation due to the increase in employment at Hanford and PNNL as part of the American Recovery and Reinvestment Act (ARRA) of 2009. The total output declined from $10.3 billion in 2010 to $8.6 billion in 2014, partly due to the end of ARRA and partly reflecting the national recession trends. However, most recent data (not shown) have indicated that economic conditions have continued to improve over the past two years.

Figure ED-1: Real GDP Kennewick-Richland Metropolitan Statistical Area (in millions)



Source: Bureau of Economic Analysis, 2016

The Tri-Cities region (Benton and Franklin Counties) has realized strong population growth over the last 20 years, averaging an annual growth rate of 2.4 percent. Much of that growth occurred in the mid 2000's fueled by in-migration responding to the growth in jobs, but population growth has slowed since 2010. Calendar year 2015 was the first year in 20 years where net in-migration was nearly zero, where the same amount of people moved out of the region than to the region.

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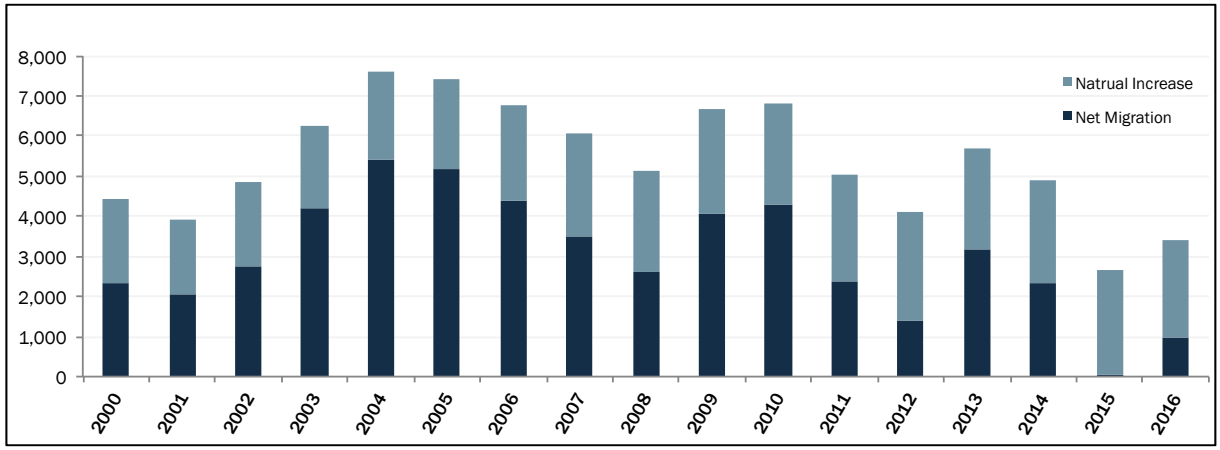
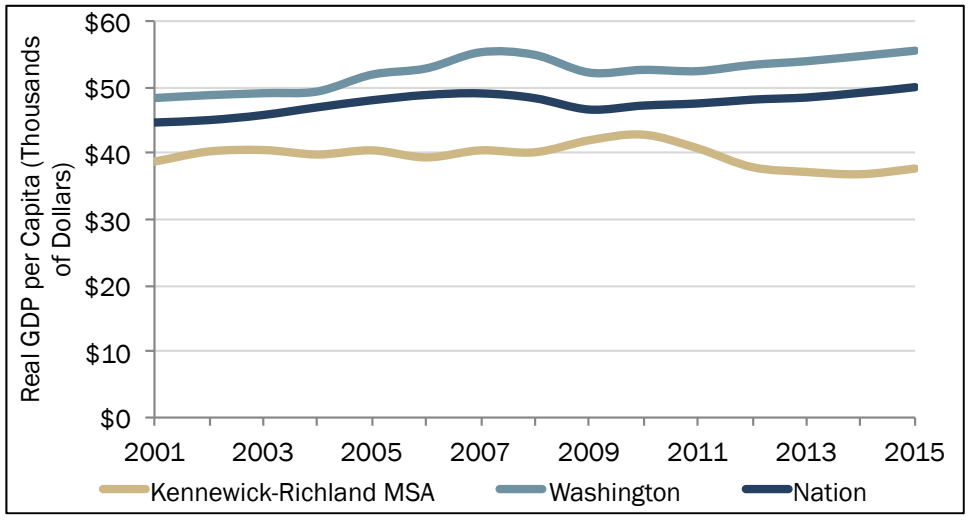
Figure ED-2: Benton and Franklin County Annual Population Growth, 2000-2016



Source: Washington Office of Financial Management, 2016

On a GDP per capita basis, the Tri-Cities region is not as productive when compared to Washington State and to the nation. On this measure, the region has been slower to recover than the state as whole. GDP per capita is the most common economic performance indicator of regions. GDP per capita is calculated by measuring Gross Domestic Product in a year, and dividing it by the population. The reasons for the lower GDP per capita in the region are complex but are due to the large presence of government-supported activities. These activities are, on the whole, less productive than emerging information technology or business services, which have become increasingly productive by comparison.

Figure ED-3: GDP per Capita, 2001-2015



Source: Bureau of Economic Analysis, 2016

EMPLOYER TRENDS

The Tri-Cities is unique in that its employment base is dominated by a select number of large employers. Roughly one in five of estimated 116,000 jobs in the Benton-Franklin area are for one of the ten largest firms/agencies listed below. Eight of the ten top employers in the Tri-Cities are

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located in Richland, a legacy largely of significant federal investments in the Hanford Nuclear Reservation. These sectors employ many talented workers, many of whom live in Richland.

Table ED-1: Top Ten Tri-Cities Employers

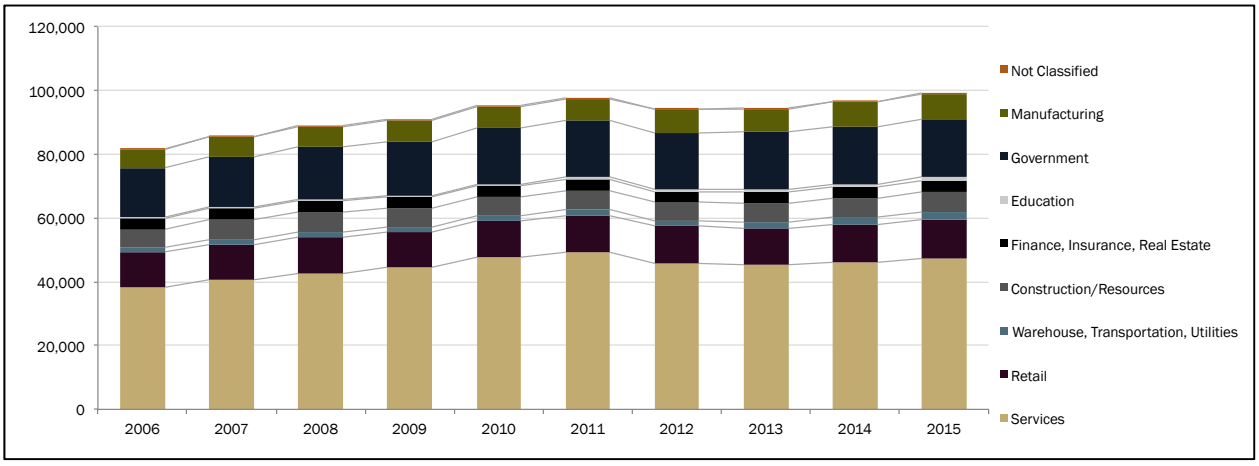
	Company	Industry	Employees
1	Battelle/Pacific Northwest National Laboratory	Research & Development	4,365
2	Kadlec Regional Medical Center	Health Services	3,304
3	Bechtel National	Engineering & Construction	2,898
4	ConAgra Foods	Food Processing	2,727
5	Kennewick School District	Education	2,130
6	Washington River Protection Solutions	Environmental Remediation Services	2,077
7	Pasco School District	Education	2,015
8	Mission Support Alliance, LLC	Support Services, Hanford/DOE Site	1,928
9	Richland School District	Education	1,500
10	CH2M Hill	Environmental Remediation Services	1,400

Source: Tri-City Development Council (TRIDEC), link. Accessed February 14, 2017

Total Employment by Industry Sector

Employment in the Tri-Cities region increased from 2006-2015 by over 22,000 jobs with an average annual growth rate of 2.0 percent. There are roughly 116,000 jobs in the region. All industries experienced positive employment growth by the end of the 10-year period. However, from 2011 to 2014 employment slightly declined as spending cuts at Hanford impacted the entire regional economy.

Figure ED-4: Benton and Franklin Counties Cumulative Employment by Sector



Source: Washington State Employment Security Department

Education, while small in total numbers, grew the most in the region. Warehousing, transportation, and utilities; manufacturing; wholesale trade (the main users of industrial land); and agriculture all

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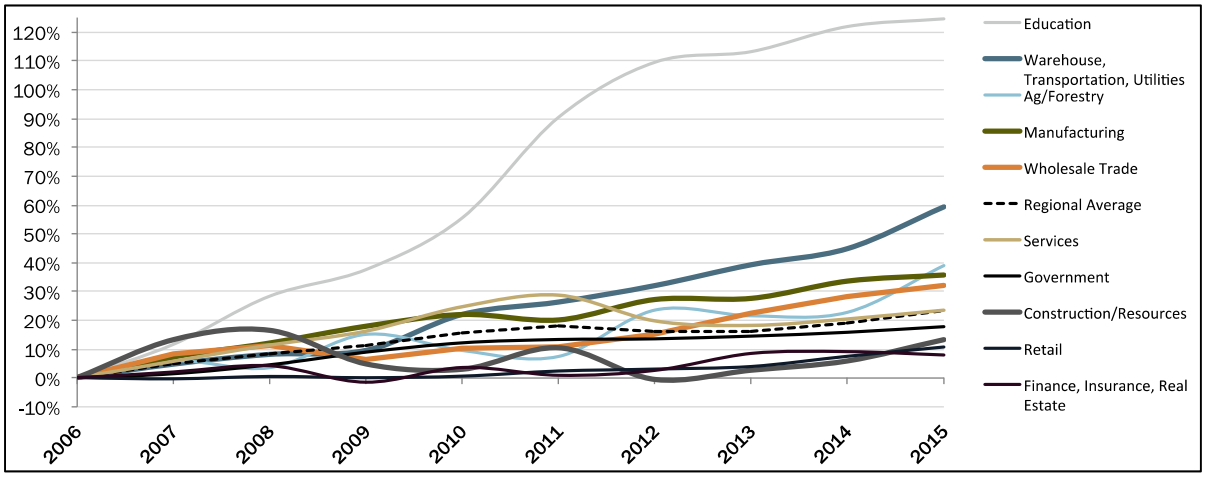
grew faster than the regional average. Employment in the retail and finance, insurance, and real estate sectors grew the least.

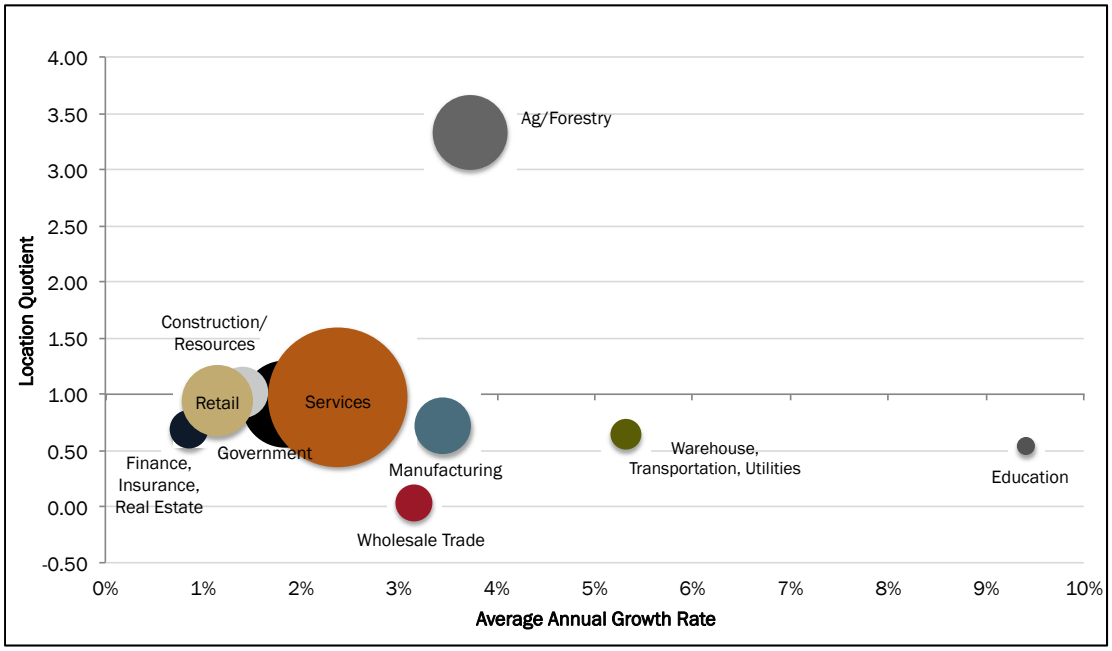
Figure ED-5: Benton and Franklin Counties Cumulative Percent Employment Growth by Sector



Source: Washington State Employment Security Department

The chart below shows the local concentration of jobs by sector (location quotient) along with measures of industry size and average annual employment change in the Tri-Cities region. Location quotients measure the concentration of jobs in a sector compared to the statewide average. A value of 1.0 signifies that the sector possesses the same level of employment concentration as the state. Values above 1.0 are more concentrated than the state average. The size of the bubble represents the number of jobs within that sector. Sectors with sizable employment and higher than average concentration, represent strengths for the region. Fast growing sectors, even if they are not very large, represent potential opportunity areas.

Figure ED-6: Benton and Franklin Counties Employment Concentration and Change by Sector, 2006-2015



Source: Washington State Employment Security Department

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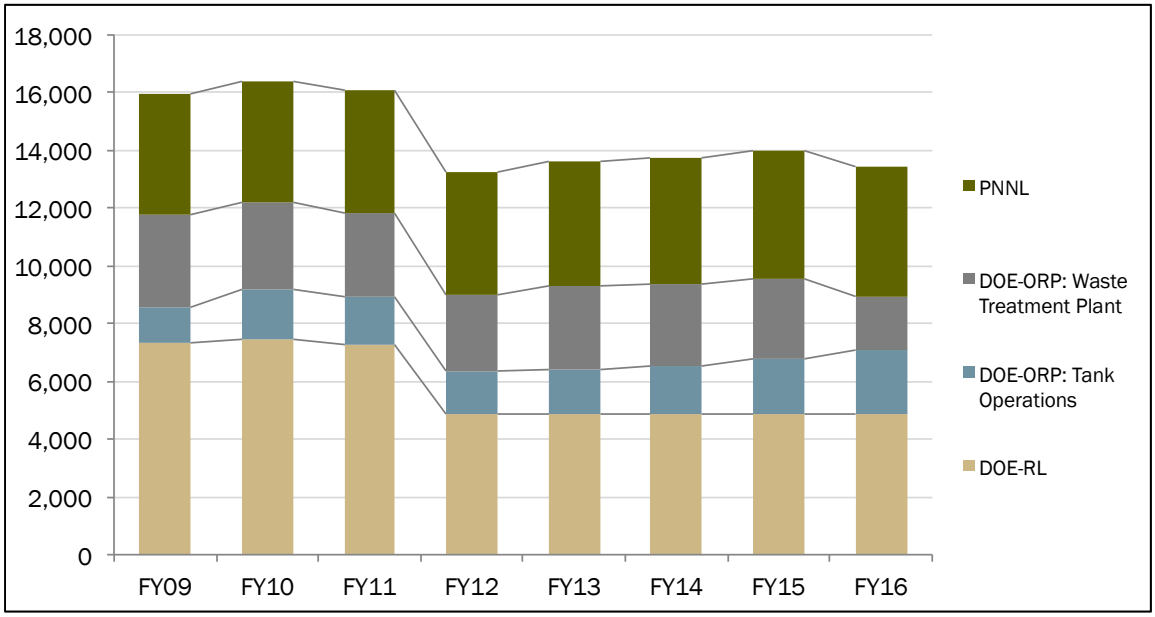
In the Tri-Cities region, the largest sectors - services and government - have a similar concentration as the state and the region are growing at a rate of one to three percent a year, indicating they are the base of the regional economy. The agriculture sector is a strength in the Tri-Cities; it is much more concentrated relative to the state and is growing at a rate of 3.7 percent per year. Education; manufacturing; wholesale trade; and warehousing, transportation, and utilities are also growing at a rate of more than three percent a year, but are smaller and less prevalent in the Tri-Cities compared to the state. Much of the growth in food manufacturing; wholesale trade; and warehousing, transportation and utilities may be related to the growth and prevalence of the agriculture sector in the Tri-Cities.

Hanford Employment

While total employment increased over the last ten years, employment at Hanford decreased by over 2,800 jobs in the 2012 fiscal year as part of federal spending cuts. This decrease was part of a region-wide decline in employment from 2012 and 2013, and also the end of ARRA funding. It may also be what led to the decrease in regional GDP shown in Figure ED-1.

Figure ED-7: Hanford and PNNL Employment, Fiscal Year 2009 to Fiscal Year 2016



Source: Tri-City Development Council (TRIDEC), 2016

COMMERCIAL REAL ESTATE TRENDS

With much of the Hanford, PNNL and health care activities located in Richland, the City is home to much of the built commercial real estate in the region. It trails only Kennewick, which is home to the region's shopping malls. According to the Benton County Assessor, Richland holds the highest share of office and industrial building square footage but lags considerably with respect to retail businesses, primarily located in Kennewick.

Figure ED-8 below shows that office and retail uses are clustered in the downtown core as to be expected; retail is also heavy but isolated near the Queensgate area; a considerable amount of industrial development is located to the north in Horn Rapids; and a cluster of office and retail to the south in Island View.

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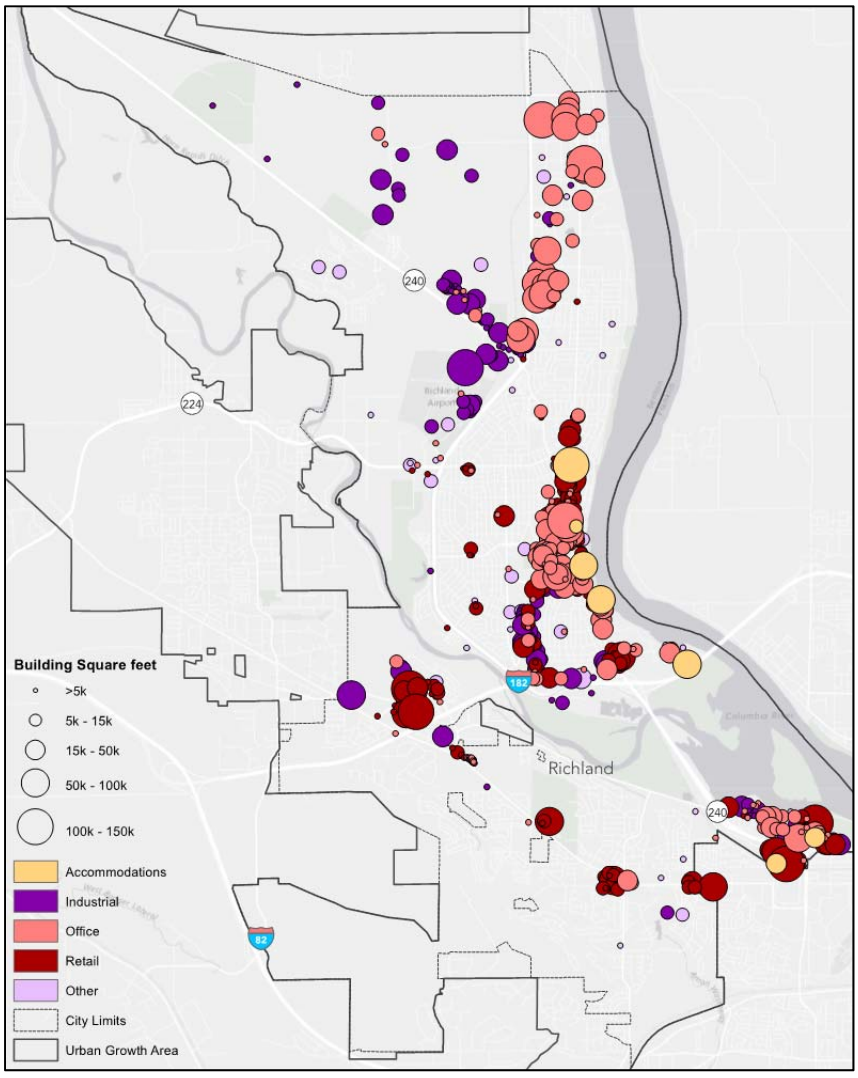
Table ED-2: Building Square Footage, by Type

Use	Richland	West Richland	Kennewick	Prosser	Rest of County	Total
Retail	2,775,000	205,000	5,089,000	421,000	123,000	8,613,000
Industrial	2,803,000	282,000	2,475,000	924,000	1,381,000	7,866,000
Office	3,259,000	52,000	2,645,000	110,000	57,000	6,123,000
Accommodations	462,000	-	633,000	54,000	-	1,149,000
Other	326,000	59,000	1,087,000	57,000	259,000	1,788,000
Total Commercial	9,626,000	597,000	11,930,000	1,566,000	1,821,000	25,540,000

Source: Benton County Assessor, 2016, Washington Office of Financial Management Estimates.

Figure ED-8: Commercial Building Sizes and Types in Richland



Source: Benton County Assessor, 2016

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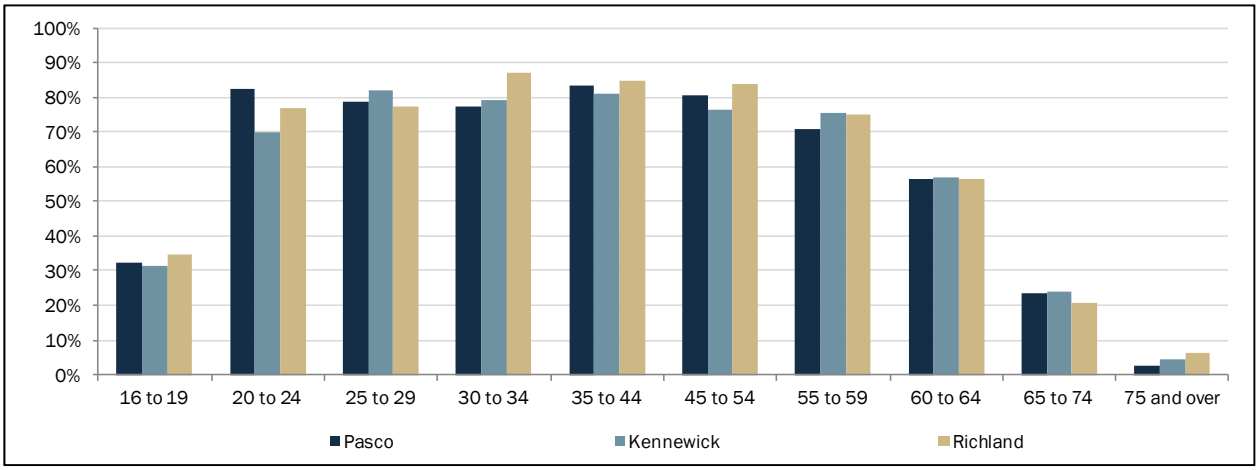
EMPLOYMENT AND HOUSEHOLD TRENDS

The following section summarizes selected relevant employment and household characteristics that frame the economic performance in Richland.

Employment Status, Income, and Demographic Characteristics

Relative to Kennewick and Pasco, Richland has high labor force participation for residents with ages between 30 and 54. This typically is the prime working age for most Americans, a time when they are most productive as workers. Rates for younger populations are slightly lower than in Pasco due to a higher share of full-time students in higher education. Similarly, rates are lower for those 65 and older due to their long-term financial stability enabling retirement.

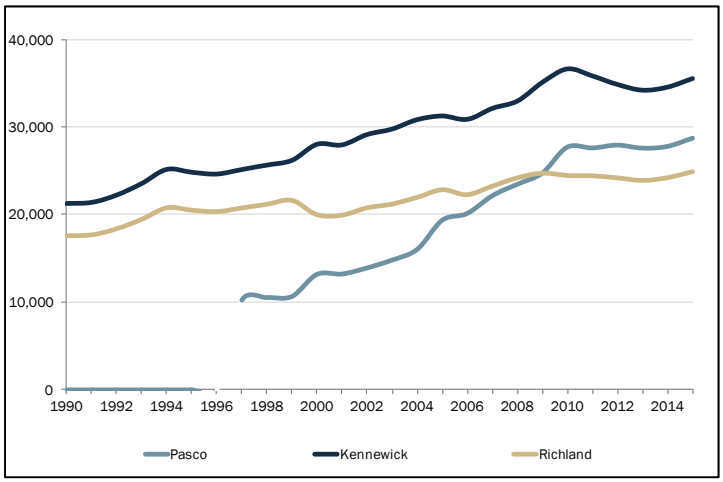
Figure ED-9: Labor Force Participation



Source: US Census Bureau, American Community Survey, 5-Year ACS, Table S2301

Total employment in Richland has grown over the past 25 years. Current estimates of employment in the City place the number at approximately 25,000. Growth in employment in Kennewick and Pasco has been a function of higher rates of population and labor force growth over the same time.

Figure ED-10: Total Employment, 1990 - 2016



Source: Bureau of Labor Statistics, Local Area Unemployment Statistics.

Benton County's unemployment rate is currently 7.0%, which is higher than the state average of 5.3%, but lower than in adjacent Franklin County (Employee Security Department/LMPA, March

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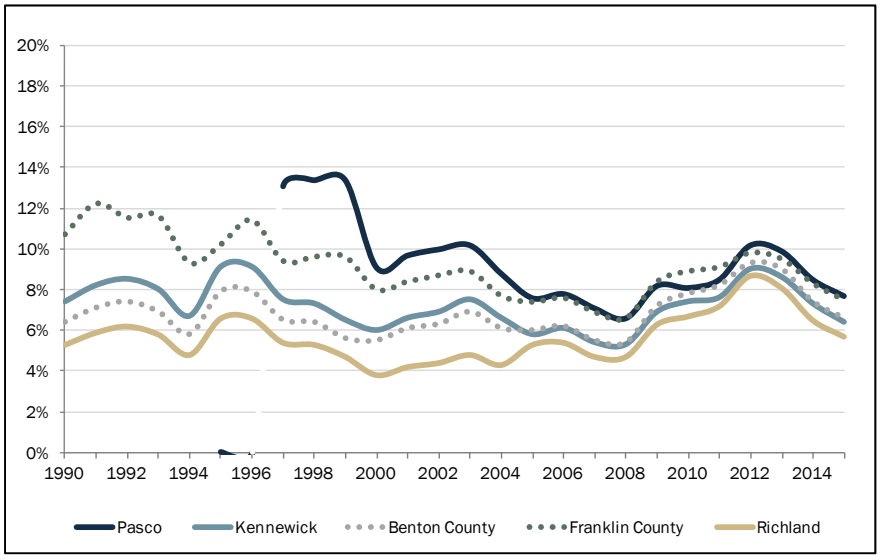
2016). Richland has consistently fared better than the cities of Kennewick and Pasco as well as Benton County and Franklin County.

Figure ED-11: Unemployment Rate, 1990 - 2016

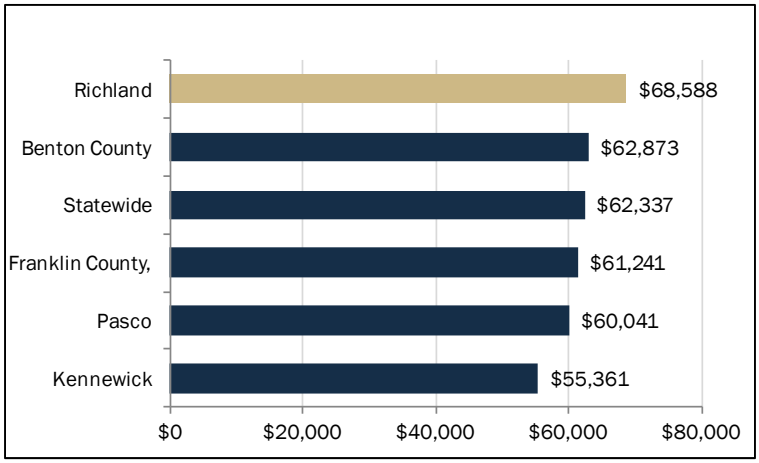


Source: Bureau of Labor Statistics, Local Area Unemployment Statistics.

Federal funding for Hanford has been a significant economic catalyst for the Tri-Cities Region, generally with Richland at the forefront. Even with significant downsizing at Hanford in the 1990s, household incomes in Franklin and Benton Counties continued to grow steadily.

Today, household incomes for Richland residents are nearly ten percent higher than the County average and more than twenty percent higher when compared to those of Kennewick residents. Richland enjoys economic prosperity not just compared to its Tri-Cities neighbors, but compared to state averages as well as illustrated in Figure ED-12 below. Higher incomes are the result of technical and professional positions that require higher levels of education, as illustrated below in Table ED-3- Educational Attainment, 2011 - 2015.

Figure ED-12: Median Household Income



Source: US Census Bureau, American Community Survey, 2015 5-year, Table B19013A

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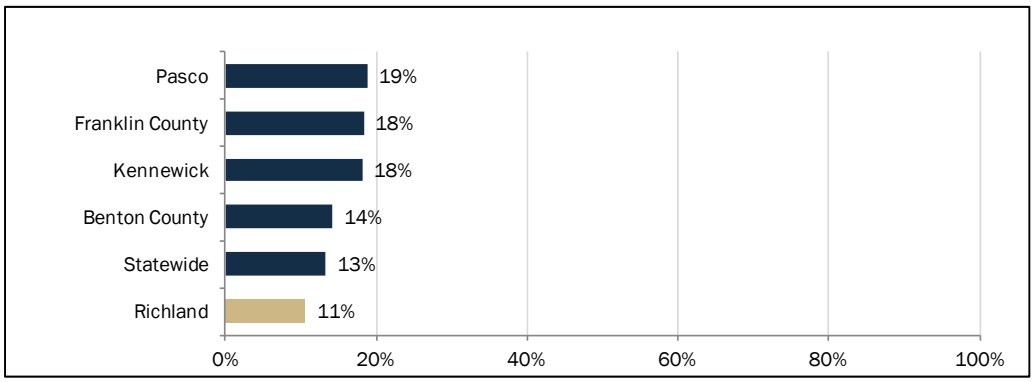
Similarly, Richland has fewer households living in poverty when compared to Benton County on the whole, Franklin County, and the statewide average. This indicates a strong economy and access to opportunity.

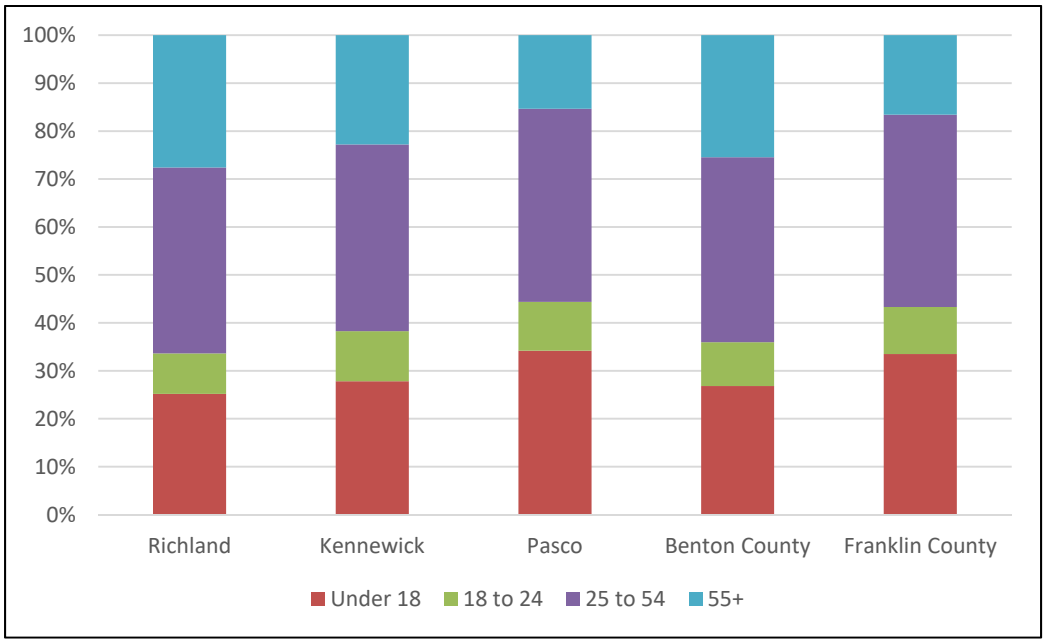
Figure ED-13: Share of Population Living in Poverty, 2011 - 2015



Source: US Census Bureau, American Community Survey, 2015 5-year, Table S1701.

The population living in Richland is not drastically different from the region with respect to age, but upon further examination of job force impacts there are some important differences. For employment purposes, prime working age is defined as 25 to 54 years old. The statewide average for population that falls into prime working age is 41%. Richland's is 39%, the same for Kennewick, and slightly lower than Pasco's 40%. However, Richland has a relatively high population of residents over age 55 (28%) as compared to Kennewick (23%) and Pasco (15%). Given this, the share of children, those under 18 years of age, in Richland is low (25%) as compared to Kennewick (28%) and Pasco (34%).

Figure ED-14: Age Distribution, Average from 2011 – 2015



Source: US Census Bureau, American Community Survey, 2015 5-year, Table B01001.

Relative to Kennewick and Pasco, Richland is home to a highly educated workforce. The demand for educated engineers and scientists generated by Hanford , PNNL and their subsidiary research

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and development activities has been a central employment and demographic characteristic for the Tri-Cities Region, in particular for Richland.

Table ED-3: Educational Attainment, 2011 - 2015

	Population 25 Years and Over	High School Diploma/GED	Associate's Degree	Bachelor's Degree	Graduate Degree
Richland	34,712	95%	56%	45%	19%
Kennewick	47,478	86%	33%	22%	7%
Pasco	37,479	72%	25%	16%	5%
Benton County	118,423	89%	40%	29%	11%
Franklin County	49,013	74%	25%	16%	5%
Statewide	4,721,438	90%	43%	33%	12%

Source: US Census Bureau, American Community Survey, 2015 5-year, Table B15003.

Housing Stock

Housing in Richland is generally characterized as single-family (62%) and mostly owner-occupied (65%) with moderate vacancy rates similar to those seen in Kennewick and double that of Pasco; roughly 6%. Most homeowners spend less than 20% of their income on housing (57%) – a larger share than in Kennewick (50%) or Pasco (41%). However, 18% of homeowners are considered cost-burdened defined as spending more than 35% of their income on housing. This is slightly higher than the 17% seen in Kennewick and Pasco. For more on housing conditions, see the Housing Element.

Retail Performance

The location of retail stores and their economic performance are important to cities for two reasons. First, the proximity and mix of retail services is an essential service and amenity for area residents. Second, the importance of sales taxes in funding essential services means jurisdictions have a built-in preference for maximizing the scale, scope, and productivity of the retail sales base. The following set of charts examines the productivity data of taxable retail sales in Richland.

As shown below, the data for Richland show steady growth in retail sales over the past 15 years. The City has seen strong growth in the accommodation and food service sectors with more restaurants taking hold in recent years. Compared to its regional neighbors, Richland has comparable sales to Pasco but both are about half of Kennewick's totals.

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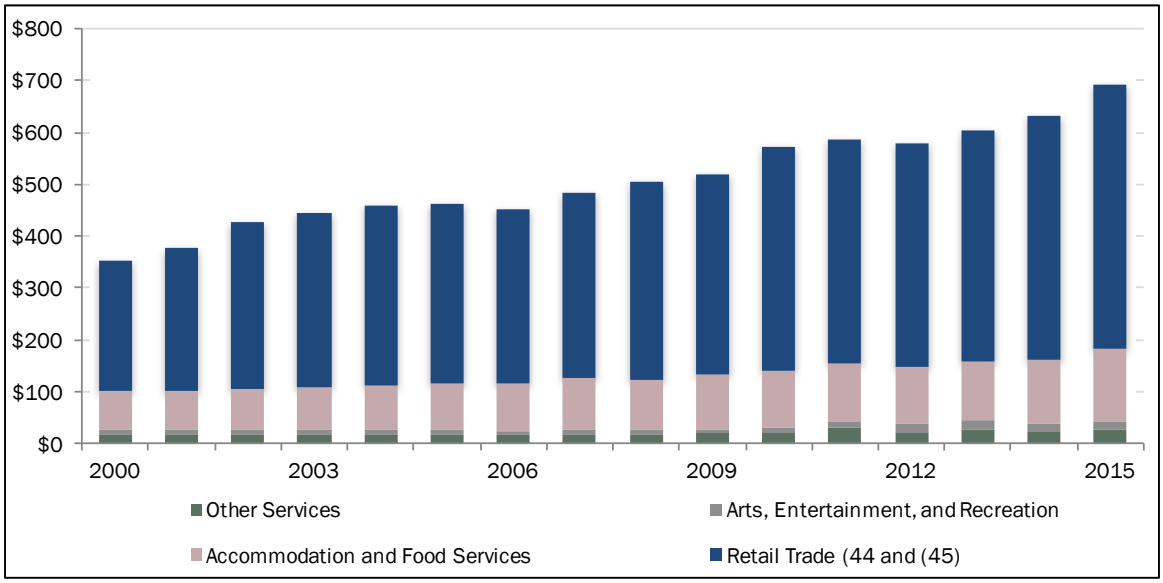
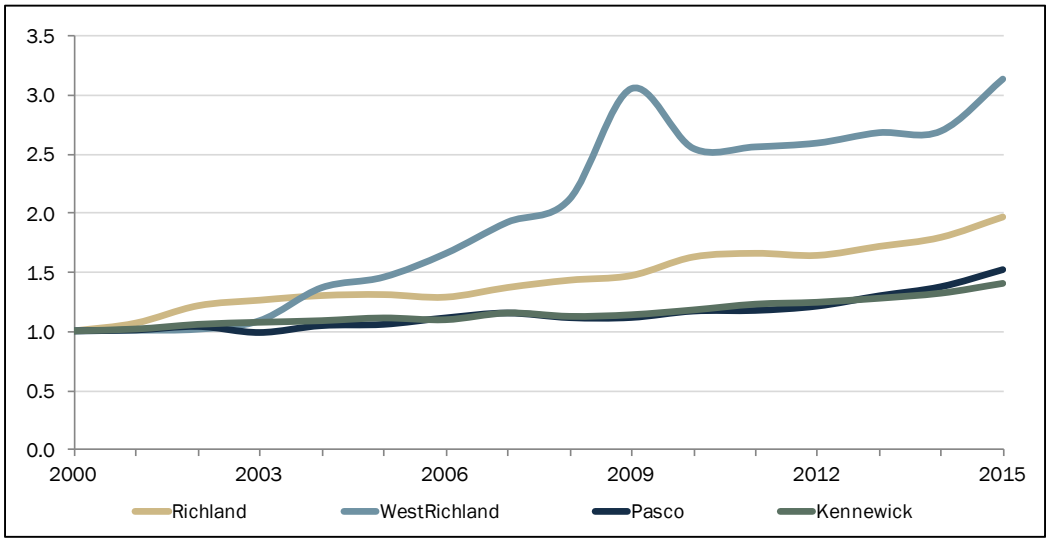
Figure ED-15: Select Category Sales, Richland in 2016 Dollars (in Millions)



Source: Washington State Department of Revenue, Taxable Retail Sales Link. Accessed October 24, 2016

Richland has seen higher increases in taxable retail sales relative to both Kennewick and Pasco since 2000, as seen in Figure ED-16. This indicates the retail sector is growing and increasing its market share while retail sales in Pasco and Kennewick have slowed relatively. While West Richland has seen significant increases (2009 saw three times their 2000 sales), it continues to provide only a very small share of the overall market.

Figure ED-16: Taxable Retail Sales in Millions Indexed to 2000



Source: Washington State Department of Revenue. Accessed October 24, 2016

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FUTURE GROWTH FORECASTS

Employment Forecasts

Short-term industry forecasts for the region continue to expect positive growth in the region. Strongest growth is forecast in the service sector, specifically business and health services – two sectors where Richland is driving the region's growth and that are well positioned for future growth.

Table ED-4: Employment Forecast by Industry for the MSA

				Change		
	2014	2019	2024	#	%	AAGR[1]
Construction	6,300	7,300	7,600	1,300	21%	1.9%
Manufacturing	7,800	8,200	8,400	600	8%	0.7%
Wholesale Trade	3,300	3,700	3,900	600	18%	1.7%
Retail Trade	12,200	13,400	14,100	1,900	16%	1.5%
Transportation, Warehousing and Utilities	2,700	3,000	3,100	400	15%	1.4%
Information	800	800	900	100	13%	1.2%
Financial Activities	4,300	4,400	4,400	100	2%	0.2%
Professional and Business Services	20,600	23,400	26,000	5,400	26%	2.4%
Education and Health Services	14,400	16,100	17,600	3,200	22%	2.0%
Leisure and Hospitality	9,900	10,900	11,800	1,900	19%	1.8%
Other Services	3,300	3,600	3,800	500	15%	1.4%
Government	18,500	19,800	20,700	2,200	12%	1.1%
Federal	1,200	1,200	1,200	0	0%	0.0%
State	8,100	8,600	8,900	800	10%	0.9%
Local	9,200	10,000	10,600	1,400	15%	1.4%

[1] *Annual Average Growth Rate*

Source: Benton Franklin Council of Governments

The Benton Franklin Council of Government's transportation and land use model also provides some forecasts on land use and employment for transportation planning purposes. Based on these model results, Richland is estimated to reach some 40,000 jobs by 2030.

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Table ED-5: Employment Forecast in Richland

	2014	2017	2024	2037	2014-2019 AAGR[1]	2019-2024 AAGR
Services	16,414	17,305	19,577	24,617	1.78%	1.78%
Professional Technical Services[2]	7,548	7,548	7,548	7,548	0.00%	0.00%
Retail and Food	5,012	5,306	6,060	7,755	1.92%	1.92%
Warehousing, Transportation & Utilities	2,308	2,466	2,878	3,834	2.23%	2.23%
Manufacturing	1,523	1,569	1,683	1,917	1.01%	1.01%
Construction	1,390	1,518	1,866	2,737	2.99%	2.99%
Government	1,251	1,303	1,433	1,710	1.37%	1.37%
Resources	118	124	141	177	1.77%	1.77%[3]
Total	35,564	37,675	41,185	50,295	1.94%	1.31%

[1] Annual Average Growth Rate

[2] Assumes no new growth; implies e.g. PNNL employees find new related jobs but no new growth

[3] Assumes same growth as in 2014-2019

Source: US Census, OnTheMap; Washington Employment Security Department; ECONorthwest

SUMMARY OF EXISTING ECONOMIC CONDITIONS AND FORECAST

Richland is at the epicenter of the major driving economic forces on the Tri-Cities area. The work performed at the Hanford Site, in tandem with the research at Pacific Northwest National Laboratory (PNNL), has driven economic development in the region and City for decades. This circumstance is currently the region's largest economic strength and a source of its greatest economic fears. These dual assets have driven the need for urban land development and created strong markets for housing, retail, and household services. Along with the agricultural sector, they have also created the foundation for a larger regional economy, which has supported more economic opportunity overall, allowing other unrelated industries to take hold in the area. However, the exposure of such a large segment of the economy to a single entity is a cause for concern for regional leadership and local residents. Recent spending cuts following the recession demonstrate the extent to which the economy depends on government spending to support these activities.

The region has shown strong growth in economic output over the past several decades leading to sustained employment growth. From a regional economic perspective, the agricultural sector is one of the most competitive for the region, which is not surprising given the region's agricultural advantages. The region has a strong industrial/manufacturing base that has sustained itself over time yet the largest portion of the economy is service-based (both professional/business and personal) that continues to drive economic growth in the recent decade. However, growth in most other sectors have mirrored the nation as a whole; fueling economic conversations that the region needs to find new growth in sectors that can produce and sustain both comparative and competitive advantages.

The City of Richland specifically has been the location where much of the professional service sector is located. The City is home to the two largest non-governmental employers in the region in PNNL and Kadlec Health that account for nearly 8,000 employees in the City. From a land use

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perspective, Richland has more than half of the region's commercial office space and industrial space, respectively; and is second only to Kennewick in the amount of retail space. Examination of the recent commercial real estate productivity suggests that much of the built space is well occupied and rents have been resilient. Richland has seen stronger retail growth and has outpaced growth in the region as a whole.

Richland has strong demographics for future economic growth. Employees and households are on average better educated, better paid, and with a larger segment of the population in its prime working age. The community is also relatively less-burdened with the costs of poverty when compared to the region. Future forecasts of economic growth remain positive of the regions outlook with growth in the service and health sector continuing to drive growth in the future. From this perspective, the City should be well positioned to capitalize on its past performance and existing assets to extend its economic growth.

SECTION THREE

CHALLENGES AND OPPORTUNITIES

Upon review of existing economic conditions, survey results, and in conversations with elected officials, local economic development professionals, visioning work sessions, and through public outreach with business leaders and the general public, stakeholders collectively identified several recurring themes: the need for stronger economic resiliency able to withstand future economic shocks; the need to harness the entrepreneurial spirit and create a more dynamic economy and economic opportunity; leverage the natural landscape and heritage within the City and region to create sustainable economic development opportunities; and diversify and more intensely use the available land within the City. The following is a summary of the primary concerns and goals related to achieving a thriving Richland economy.

Area 1. Create a Resilient Economy

The single greatest threat to the Richland and Tri-Cities economy is the winding down of business and employment and Hanford without suitable economic opportunities in place that would provide for a comparable standard of living. A reduction in work at Hanford will mean less direct employment in Richland and large negative impacts on the businesses that support them directly as well as the resulting households whose wages they support. However, Hanford is also an asset to the community and has been effective at attracting a highly educated workforce in science and technology. These fields produce professional-wage jobs and have produced spinoff businesses coming from PNNL.

To ensure the stability and resiliency of the economy, the City should leverage existing assets but adapt them to a changing economy. These efforts should focus on increasing primary sector, non-Hanford -related science and tech employment by creating a business environment that encourages and welcomes local business. Additionally, the City should develop partnerships with the Tri-Cities Development Council (TRIDEC), PNNL, Kadlec Medical Center, and other major employers to plan for expansion and delivery of adequate infrastructure and services.

Area 2. Build and attract a more entrepreneurial and dynamic economy

Richland is the regional hub for highly educated, science and technology professionals. Labor force participation is high, particularly for the most productive segment of the population – 30 to 54 year olds. With access to innovation partners and relatively low land costs when compared to bigger cities like Seattle, the climate for entrepreneurial startup companies is present. However, attracting

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innovation and investment is a goal of many municipalities. The City can advance this environment through infrastructure investment, streamlined regulation, and "second paycheck" benefits such as livability and access to recreation. Working with its regional education and economic development partners, the City can play its role creating and supporting a rich "entrepreneurial ecosystem" in the area.

Area 3. Leverage the natural landscape as an asset for economic development

Richland's location along the Columbia and Yakima Rivers offers exceptional opportunities to easily access attractive, natural, recreational spaces, as well as close proximity to the region's vibrant agritourism and wine industries. In addition to this, professional service employees living in Richland enjoy lifestyle amenities, also called the "second paycheck." These include access to parks, walkable business districts, good schools, diverse housing options, quality restaurants, and arts and cultural activities. Richland's ability to leverage its natural environment to directly spur economic activities and provide an attractive setting for professionals will further enhance its competitive advantage. However, residents must be cognizant of maintaining a healthy balance between environmental preservation and economic development activities.

Area 4. Closely monitor zoning and land use in the City

The City has the dual challenge of planning for urban infill development as well as planning to accommodate development on many large and relatively undeveloped sites within the City. To ensure zoning is responsive to market conditions, it should be monitored periodically to evaluate potential hindrances. Working to concentrate development in areas with existing infrastructure and near jobs centers will be instrumental to optimize the City's funding.

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LAND USE

SECTION ONE

INTRODUCTION

Due to the linear geographic pattern of the City along the Columbia River, Richland's land is distributed primarily from north to south covering a little over 27,000 acres in the current incorporated City limits and additional 3,000 acres in the Urban Growth Area (UGA).

Land use patterns determine individual neighborhoods, businesses, amenities, public facilities, and the types and locations of future development and redevelopment. Land use patterns also determine traffic patterns. This element includes future population projections and needs for land use types for the next 20 years. The Comprehensive Plan land use map identifies land use categories within the City limits and the UGA. This section also elaborates on critical areas, shoreline and open space lands in Richland.

SECTION TWO

DESCRIPTION OF LAND USES

Agriculture (AG) - This category includes uses devoted primarily to the tilling of soil, the raising of crops, horticulture, livestock, poultry, feed lots, and related commercial and industrial activities. It allows residential densities up to one dwelling unit per five acres.

Low Density Residential (LDR) - The LDR category includes single-family residential uses with an average density of 3.5 dwelling units per acre.

Medium Density Residential (MDR) - The MDR category includes single-family residential uses with an average density of eight dwelling units per acre.

High Density Residential (HDR) - The HDR category includes multifamily residential uses with an average density of 15 dwelling units per acre. In transitional areas between more intensive commercial uses and lower density residential uses, limited office/institutional uses may also be located within the HDR designated areas.

Badger Mountain South (BMS) - This includes land uses set forth in the Badger Mountain Subarea Plan as adopted by the Richland City Council on September 7, 2010.

Multifamily Residential Office (RO) - This designation applies to areas within Island View where senior housing and condominium projects would be encouraged. Compatible office projects and light commercial uses also would be allowed within this designation.

Central Business District (CBD) - This classification includes a mix of residential, retail, service, and business uses that provide for the daily convenience needs of on-site and nearby employees and residents. The purpose is to provide for pedestrian- and transit-oriented high density employment and cultural uses, together with complementary retail and higher density residential and other compatible uses that enhance the Central Business District.

Commercial (C) - The commercial land use category includes a variety of retail, wholesale, and office uses. Within this category are professional business offices, hotels, motels, and related uses. It also includes a variety of retail and service uses oriented to serving residential neighborhoods, such as grocery stores, hardware supply, and garden supply. Other commercial uses include automobile-

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related uses, and uses that normally require outdoor storage and display of goods. In transitional areas between more intensive commercial uses and lower density residential uses, high-density residential development may also be located within the Commercial designated areas.

Retail Regional (RR) - This designation is applied to the existing retail area that is commonly known as Columbia Center North, as well as other nearby locations on Columbia Center Boulevard and Fowler Street. Within this designation infill development is encouraged. Large format region-serving retail establishments are also encouraged on parcels large enough to support such uses.

General Commercial (GC) - This designation is applied to lands in the southernmost portions of Island View that are adjacent to and visible from SR 240. Within this category, new and used auto sales, RV, truck dealers, and similar retail uses are encouraged. Service-related businesses that require a central location within the Tri-Cities are also included in this designation.

Business Commerce (BC) - This designation applies to the Spaulding Business Park and some adjacent properties. It is intended to encourage a variety of professional office buildings, medical and/or dental laboratories, and light industrial uses.

Single Family Overlay (SFO) - This designation is applied to several pockets of single family residences throughout the Island View area where property owners have expressed a preference for this designation. The comprehensive land use plan map identifies a land use designation other than single family residential for all properties within Island View. For these identified parcels, there are two land use designations: the Single Family Overlay designation and another land use designation. The Single Family Overlay designation will remain in effect, allowing for continued residential use of the property, until such time the owner(s) seeks a change in the use of the property. At that time, the City will remove the Single Family Overlay and apply the other land use designation as identified in the comprehensive plan land use map in accordance with Land Use Goal #9, Single Family Overlay.

Commercial Recreation (CR) - This designation typically applies to properties under the ownership of the local, state or federal government. These properties are typically used to site regional recreational, educational, water-oriented facilities, and associated uses.

Waterfront (WF) - The Waterfront category includes a variety of water-oriented uses such as marinas, boat docks, resorts, mixed commercial/residential development, hotels, motels, and offices along the Columbia River shoreline. The intent is to bring significant development to the Columbia riverfront that is consistent with the City's vision and that incorporates public access recreational features and attractive and high quality development.

Industrial (I) - This category includes a variety of light and heavy manufacturing, assembly, and warehousing and distribution uses. It also includes uses devoted to the sale of retail and wholesale products manufactured on-site, and a variety of research and development uses for science-related activities.

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

Public Facility (PF) - This category includes a variety of public and institutional uses including facilities operated by federal, state, county, municipal, or other government agencies; public educational institutions; public libraries; hospitals; cemeteries; and some developed parks.

Urban Recreation (UR) - The Urban Recreation designation includes uses that are intended to provide the public with places to gather for public events as well as provide some limited urban

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amenities, passive recreation opportunities and open space uses. It is the intent of the UR land use to provide for a disbursed pattern of development that recognizes and protects both culturally and environmentally sensitive areas.

Developed Open Space (DOS) - This category includes golf courses, federal power transmission and irrigation wasteway easements, private open space, riverfront parks, undeveloped parks, and parks intended for long-term open space.

Natural Open Space (NOS) - The Natural Open Space category includes public lands intended to remain as long-term undeveloped open space with appropriate public access. This category primarily includes, for example, lands associated with the Yakima River floodplain, islands in the Columbia River, steeply sloped areas, sensitive areas along the Amon Basin, and other designated areas. Natural Open Space lands are managed as natural areas and may include riparian corridors along creeks and rivers, wetlands, shrub-steppe, open ridges, and hillsides.

Mineral Resource (MRL) - This classification includes lands that have long-term significance for the extraction of minerals on a commercially-viable basis and are not already compromised by on-site, immediate, or adjacent urban growth. Mineral Resource designation must be requested by the owner of the property and/or of the mineral rights, or her/his designated agent.

Urban Reserve (UR) - The Urban Reserve designation is assigned to lands that are to be held in reserve during the 20-year planning period of the comprehensive plan. A significant amount of the land in this designation is in agricultural use. Uses of land designated Urban Reserve are intended to be temporary to provide the City a basis to evaluate future needs for additional land in other land use designations.

Table LU-1 indicates the land use distribution within the City and in the UGA.

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Table LU-1: Existing Land Use Acreage

Land Use Designation	City Limits (acres)	Area within UGA(acres)	Total Acreage[1]	% of total
Residential				
Low Density Residential	4,598	689	5,287	18.15
Med. Density Residential	1,427		1,427	4.90
High Density Residential	530		530	1.82
Badger Mountain South	1,431		1,431	4.91
Commercial				
Business Commerce	28		28	0.10
Central Business District	222		222	0.77
Commercial	1,046	16	1,062	3.7
General Commercial	79		79	0.28
Retail Regional	31		31	0.11
Waterfront	140		140	0.49
Commercial Recreation	50		50	0.17
Public Lands/Open Space				
Developed Open Space	2,170	144	2,314	7.62
Natural Open Space	2,154	322	2,476	8.52
Public Lands/Facilities				
Public Facility[2]	1,014	27	1,041	3.63
Industrial				
Business Research Park	750	437	1,187	3.78
Industrial	5,374	1,050	6,424	22.39
Other Designations			0	
Agricultural	903		903	3.15
Residential Office	21		21	0.07
Urban Reserve	1,214		1,214	4.23
Public Service Lands				
Rights of Way	2,947	163	3,110	10.84
Total	25,846	2,848	28,694	100.00%

[1] Does not include water area

[2] Public facilities lands include public school sites, WSU campus, City owned facilities, and cemeteries

[3] Includes proposed UGA expansion area related to Department of Energy land transfer

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SECTION THREE

POPULATION TREND

Richland and the Tri-Cities area experienced strong growth from 1973 to 1981 due to the development of nuclear power plants for the Washington Public Power Supply System. In the 1980s, however, the power plant program was discontinued, as was the federal government's production of nuclear material at the Hanford Site. These changes created a difficult economic period throughout Benton County and neighboring Franklin County as indicated in the reduced growth in 1990 data.

With plutonium production discontinued at the Hanford Site, the federal government redefined its mission there. The new mission became environmental restoration or cleanup of the site, together with ongoing management of the hazardous wastes stored there. In association with these missions, areas near the Hanford Site has become a hub for research and development into energy, health, waste management, and the environment, as well as development for new technologies in these fields in the last two decades. As a result, population in Richland grew 13.87 percent in a decade in 2000, and 24.16 percent in a decade in 2010. Table LU-2 below indicates the historic population growth in Richland and Benton County.

Table LU-2: Historic Population Growth in Richland and Benton County

Year	Richland	% Change Richland	Benton County	% Change Benton County
1950	21,809	n/a	Data not available	Data not available
1960	23,548	7.97%	62,070	Data not available
1970	26,290	11.64%	67,540	8.81%
1980	33,578	27.72%	105,800	56.65%
1990	33,993	1.24%	112,560	6.39%
2000	38,708	13.87%	142,475	26.58%
2010	48,058	24.16%	175,177	22.95%

Population in Richland has grown significantly in the last decade from 44,678 in 2007 to 53,410 in 2016. Much of this growth can be linked with the Department of Energy's nuclear cleanup and related operations at the Hanford Site. However, the economy in the Tri-Cities area is becoming more diverse with the growth of other employment sectors such as healthcare and education. It appeared from the past trends that many of the individuals retiring from Hanford chose to stay in Richland or in the Tri-Cities area. Table ED-14 indicates about 28 percent of Richland's population are 55 years or older, and 25 percent of the total population are 18 years or under. These contribute to Richland's family-friendly environment and education sector improvement.

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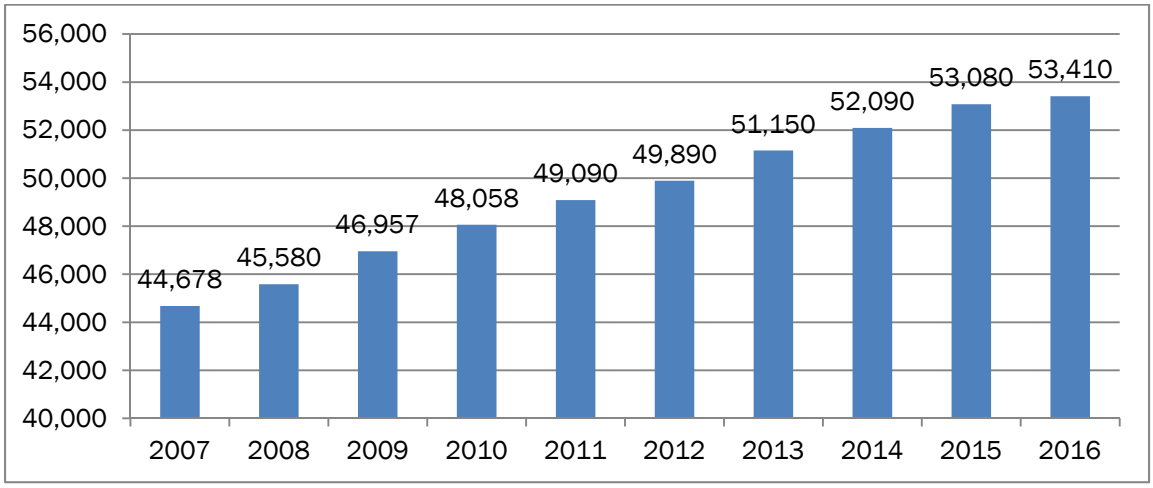
Figure LU-1: Population Growth in Richland in the Last 10 Years



As discussed in the Economic Development section, Richland's median household income is the highest in the Tri-Cities, $70,806 in 2017, with Kennewick at $52,831 and Pasco at $53,950 (TRIDEC, 2017). Over 95 percent of the residents in Richland are high school graduates or graduates with higher degrees (US Census, 2015).

POPULATION FORECAST

WASHINGTON GMA REQUIREMENTS

The Washington State GMA requires the Land Use Element to include population densities and estimates of future growth (RCW 36.70A.070(1)). The Benton County CWPP contains several provisions addressing population growth and capacity. They include agreement or cooperation in determining the following:

- The portion of the 20-year population forecast allocated to the City of Richland.
- The boundaries of the urban growth area.
- The amount of land necessary to provide sufficient service capacity to meet projected populations at urban densities and service standards.
- Consistency with Benton County CWPP.

FORECAST

Based on the 2016 estimate of Office of Financial Management (OFM), Richland and its UGA contain a population of 54,733 (53,410 within City limits, 1,323 in the UGA). Benton County's county-wide allocation and projected population for Richland are 76,533 for the year 2035, and 81,366 for the year 2040.

The current population and the additional 20-year projected population equals 78,431 persons in the year 2037. The projected additional population that will be added to the City during the next twenty years, per consultation between the cities and Benton County and based upon the official projections from the OFM, is 23,699 persons.

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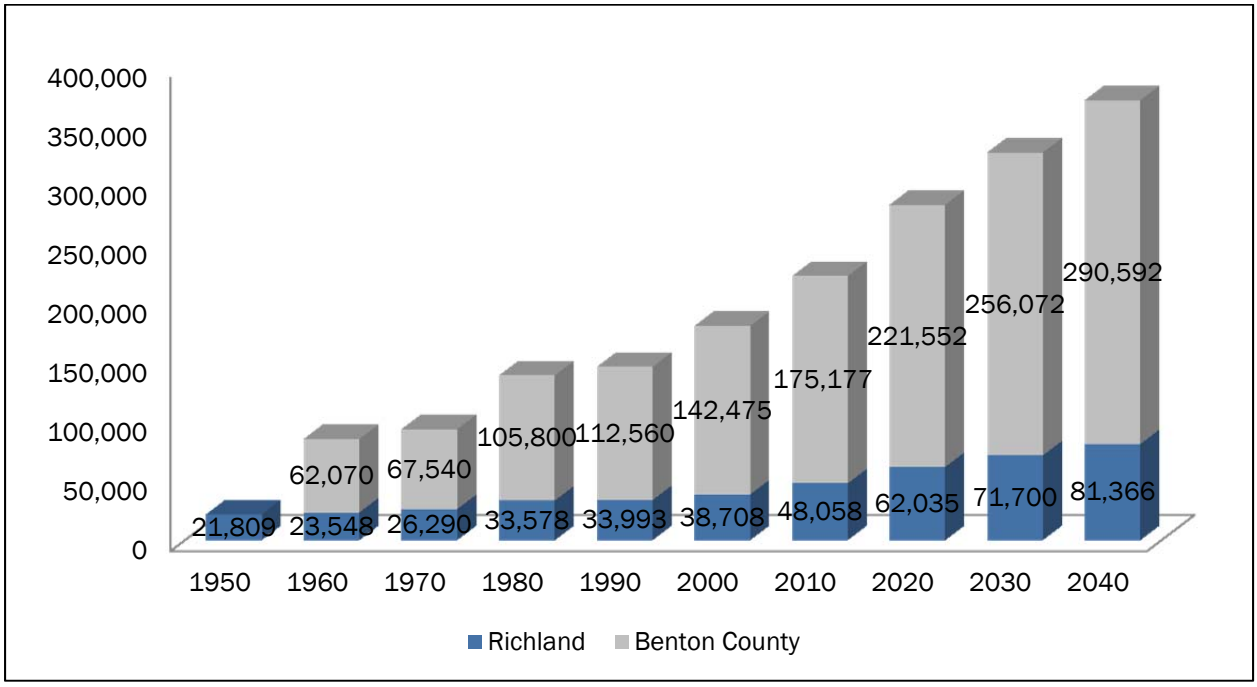
Figure LU-2: Richland and Benton County's Population Forecast



FUTURE LAND CAPACITY

In order to identify land necessary to meet the future demand, a land capacity analysis was performed. The analysis used the City's existing land use density and land inventory.

The first part of this analysis is based on the capacity of existing vacant and underdeveloped residential land to add additional units. This doesn't reflect the property owners' intention of development; neither does it require the property owners to develop their properties.

In this methodology, all vacant and undeveloped lands were identified. Critical areas or environmentally sensitive lands present on the land were excluded in order to estimate the amount of buildable land. Twenty percent of the buildable land area was allocated for infrastructure. The remaining acreage was identified to be buildable and units were projected according to the City's average land use density.

As discussed in the previous section, 23,699 persons will be added to the City during the next twenty years. This will require 9,874 residential units (23,699/2.4) considering Richland's average household size of 2.4 persons/unit. In order to assess adequate land for future growth, the second phase analyzes residential units projected primarily on Low Density, Medium Density, High Density lands, and the Badger Mountain South area. Additionally, a percentage of vacant Commercial and Waterfront lands are projected to be developed with multi-family housing. Table LU-3 below indicates projected residential development within different land use categories.

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Table LU-3: Land's Capacity for Future Residential Development

Land Use Category	Projected Units
Low Density Residential Undeveloped = 1230 acres	BLM ownership (135 acres) 300 Area (23 acres) McDonald (14 acres) = 172 acres 515 acres constrained by steep slopes 1,058 acres – 515 = 543 acres 543 acres x 80% (after infrastructure) = 434 acres @ 3.5 units/acre = 1,520 units 515 x 80% (after infrastructure) = 412 acres @ 2 units/acre = 824 units ***2,344 units projected***
Medium Density Residential Undeveloped = 255 acres	Horn Rapids Open Space areas = 25 acres 230 acres x 80% (after infrastructure) = 184 acres 184 x 6.5 units/acre = 1196 units ***1,196 units projected***
High Density Residential Undeveloped = 107 acres	107 x 80% (after infrastructure) = 86 acres 86 x 75% (available for residential) = 65 acres Average density = 15 units/acre 65 x 15 = 975 ***975 units projected***
Badger Mountain South Undeveloped = 1416 acres	Currently 60 dwellings Total Projection at Full Build Out: 4,150 to 5,000 units ***4,090 units projected***
Commercial Undeveloped = 471 acres 39 acres undeveloped in Commercial Limited Business zoned land (8% of undeveloped commercial land)	Average density = 15 units/acre 39 x 80% (after infrastructure) = 31 acres ***465 units projected***
Waterfront Undeveloped = 56 acres	10 acres unusable (landfill/shoreline setback areas) 1/3 waterfront area used for residential 15 acres @15 units/acre = 225 units ***225 units projected***
Total	**9,295 units projected**

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As indicated in the table above, 9,295 residential units can be developed at full buildout to accommodate 22,308 people. This still leaves the City with the need to accommodate an additional 1391 people (23,699-22,308) in a full buildout scenario. The City currently has an urban reserve land use category. Re-designation of this land for residential uses will satisfy the City's need for an additional residential land base.

Table LU-4: Vacant and Developed Commercial, Industrial and Public Lands

Land Use	Developed (acres)	Vacant (acres)	Total Acres
Commercial (City)	1,007	538	1,546
Commercial (UGA)	11	5	16
Industrial (City)	2,914	2,026	4,940
Industrial[1] (UGA)	447	1863.5	1,487
Public Lands[2] (City)	4,385	953	5,338
Public Lands[2] (UGA)	351	0	351

[1] *Includes Department of Energy (DOE) transferred land*

[2] *Includes open space and public facilities land*

The amount of vacant commercial land is anticipated to be sufficient to meet the needs of the projected population expected over the 20-year planning period. Re-development of underutilized lands within the Central Business District will also help to satisfy the demands for commercial lands created by an expanding population.

The City's industrial land base has recently been expanded significantly by an act of Congress that transferred 1,641 acres from the Department of Energy (DOE) to the City, the Port of Benton, and Energy Northwest. This land is located north of Horn Rapids Road and is specifically set aside for industrial development. The City and Port plan to market the property to industrial developers as "mega-sites" of 200 acres or larger. The proximity of this land to highways, rail, and utility services together with the large acreages available provide development opportunities for industries that exist in very few places throughout the Pacific Northwest.

Industrial lands located south of Horn Rapids Road will continue to be developed with industrial developments of a more typical scale. The available industrial lands within these two areas will ensure that the City has an adequate industrial land base throughout the planning period.

LANDS FOR PUBLIC PURPOSES

According to RCW 36.70A.150, the county and jurisdictions within it are required to work together to identify the needs for public facilities, including lands for public purposes. Current City-owned public facilities include parks and open spaces, transportation, water, sewer, storm water, solid waste, energy, and municipal facilities. Other public facilities include schools, irrigation, natural gas, and telecommunication services. Table LU-1 indicates public facility and transportation rights of way lands.

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Table LU-5: Public Land in the City and UGA

Land Use	Acres in the City	Acres in the UGA	Total
Developed Open Space	2,170	144	2,314
Natural Open Space	2,154	322	2,476
Public Facility[2]	1,014	27	1,041
Public Lands Subtotal	5,338	493	5, 831

[2]Public facility lands includes public school sites, WSU campus, City owned facilities and cemeteries

Excluding the open space land, there are about 361 acres of vacant public facility land within the City limits. Richland's current land per capita for public facility use (without including open space per capita) is 0.0122 acres. Based on this ratio, the additional 23,699 people will require 289 acres (23,699 x 0.0122) of land. Considering the vacant 361 acres, the City will have a surplus of approximately 72 acres of land for public facilities.

This analysis indicates the total land deficits and surpluses. However, the surplus land may not always be useful to meet specific needs due to its location and compatibility for specific public use. Additional information regarding park and open space lands can be found in the Capital Facilities Chapter of the Plan under "Parks, Recreation, and Open Space".

ADDRESSING THE DEMAND

The City is planning to accommodate additional growth in two currently undeveloped areas to the north and west sides all within the City limits. One area is located on the southwest side of the City near the City View and Queensgate area, abutting Kennedy Road to the south and Queensgate Drive to the east. The other area is located on the north side abutting the Horn Rapids residential development to the south. See Figure LU-3 and Appendix C of the Comprehensive Plan for details.

The land use in these areas is re-designated from underutilized Urban Reserve to a mix of Low, Medium, and High Density Residential, Commercial, Public Facility, and Developed and Natural Open Spaces as shown in Table LU-6.

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Table LU-6: Proposed Land Use in Horn Rapids Northwest and City View West

Land Use	Existing Land Use (acres)	Proposed Land Uses (acres)
Horn Rapids Northwest		
Urban Reserve	272	
Low Density Residential		230
Medium Density Residential		42
Total	**272**	**272**
City View West		
Urban Reserve	340	
Low Density Residential		143
Medium Density Residential		25
High Density Residential		34
Commercial		55
Public Facility		40
Developed Open Space		5
Natural Open Space		38
Total	**340**	**340**

Additional land use re-designation includes a portion of an area in Columbia Point South, re-designated from Developed Open Space and Public Facility to Urban Recreation. The proposed land use is shown in Table LU-7. Also see Figure LU-3, the Future Land Use Map.

Table LU-7: Proposed Land Uses in Columbia Point South

Land Use	Existing Land Use (acres)	Proposed Land Uses (acres)
Public Facility	33	
Developed Open Space	71	
Natural Open Space	153	177
Urban Recreation		80
Total	**257**	**257**

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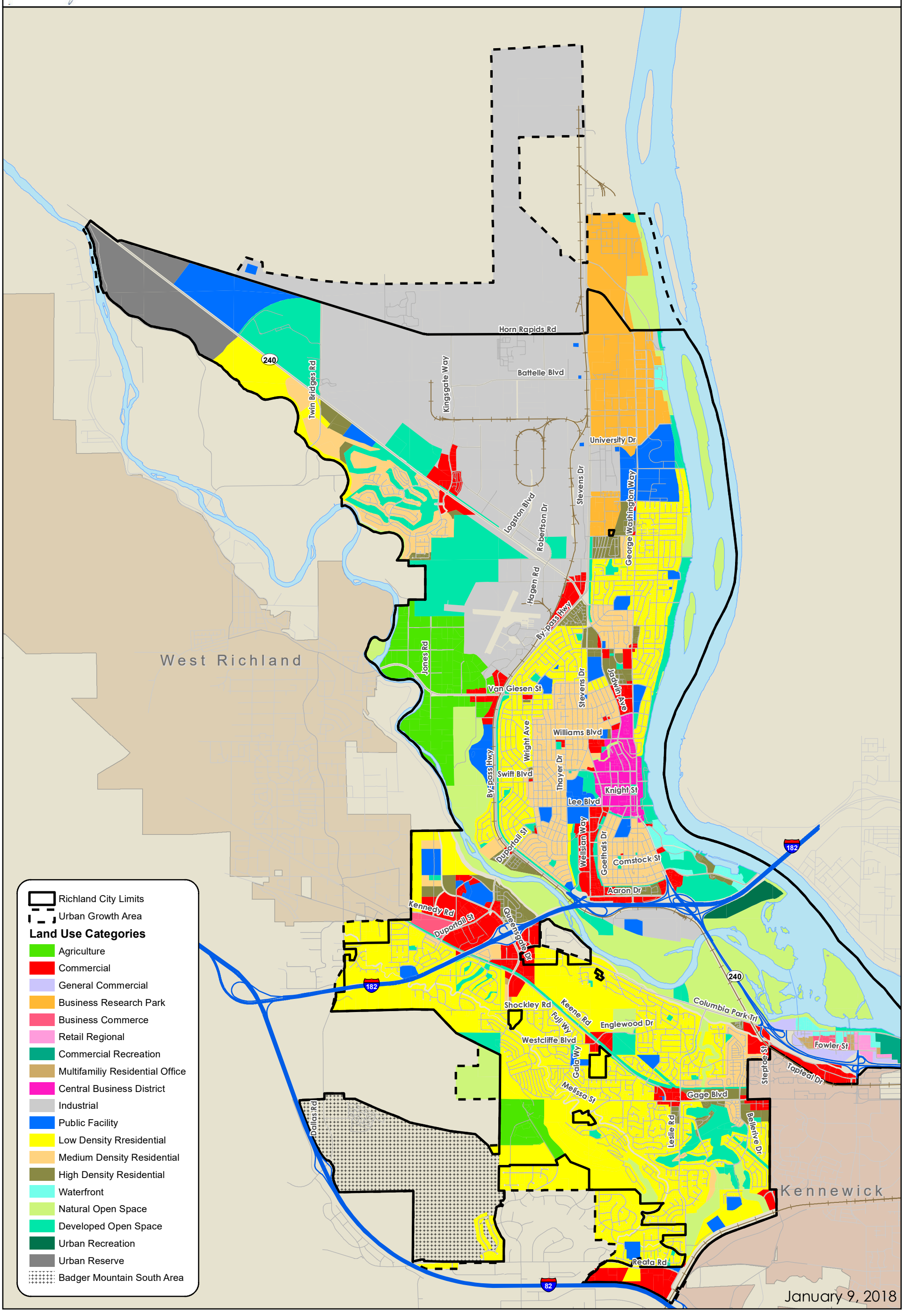
City of Richland

LU-3 - Future Land Use



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SECTION FOUR

NATURAL ENVIRONMENT

CRITICAL AREAS

Richland's critical areas include wetlands, fish and wildlife habitat areas, aquifer recharge areas, and geologically hazardous areas.

The critical areas map in the Comprehensive Plan, Figure LU-4, indicates floodplains, geologic hazard areas (steep slopes), and wetlands in Richland.

- **Wetlands.** Wetlands are ecosystems that serve a number of important beneficial functions. They help maintain water quality, store and convey storm water and floodwater, and recharge groundwater. Wetlands provide important wildlife habitat and serve as areas for recreation, educational and scientific study, and aesthetic appreciation.
- **Fish and Wildlife Habitat Areas.** These areas are important for maintaining flora and fauna species diversity; providing opportunities for food, cover, nesting, breeding, and movement for fish and wildlife; serving as areas for recreation, educational and scientific study, and aesthetic appreciation; helping to maintain air and water quality; controlling erosion; and providing neighborhood separation and visual diversity within urban areas.
- **Frequently Flooded Areas.** Floodplains and other areas subject to flooding perform important hydrologic functions and may present a risk to persons and property. Classifications of frequently flooded areas should include, at a minimum, the 100-year floodplain designations of the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP).
- **Aquifer Recharge Areas.** Critical aquifer recharge areas are defined as those areas having a critical recharging effect on aquifer use for potable water in community systems. They consist primarily of wellhead protection areas associated with City water supplies and are intended to protect public health and safety, prevent degradation of ground water supplies, and control risks to the degradation of ground water quality and quantity.
- **Other Critical Areas.** These are characterized by geologic hazards that pose a risk to public and private property and human life and safety. Geologically hazardous areas include areas susceptible to landslide, erosion, or seismic activity. Because of this susceptibility, these areas may not be suitable for new development. In many cases, hazards can be reduced or mitigated through engineering design or modified construction practices.

The City uses the best available science (BAS) in developing policies and development regulations to protect the functions and values of critical areas and give special consideration to conservation or protection measures. The BAS involves adopting information from local, state, or federal natural resource agencies that are appropriate for local circumstances; consultation with a qualified scientific expert or team to assess applicability to the local critical area; and determination if a person is a qualified scientific expert.

SHORELINE

The GMA requires that Shoreline Management Plan (SMP) goals and policies are included in the Comprehensive Plan and that they are consistent with each other. The City of Richland received grant funding from the Washington State Department of Ecology to develop an updated SMP. A primary purpose of this effort is to update the SMP to comply with Chapter 90.58 Revised Code of

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Washington (RCW), the Shoreline Management Act (SMA), and the Department of Ecology's 2003 Shoreline Master Program Guidelines (Chapter 173-26 Washington Administrative Code [WAC]).

The City of Richland worked closely with the citizens and the Department of Ecology and updated the SMP in 2014. The goals and policies of the SMP are incorporated by reference in the Comprehensive Plan.

The City has prepared an Inventory and Analysis of local shoreline ecological, land use, and other resources to provide the scientific basis of the program. The City has approximately 2,600 acres of land on the Columbia and Yakima Rivers shoreline. The City's overall approach of shoreline use is as follows:

- The utilization of shorelines for economically productive uses that are particularly dependent on shoreline location or use.
- The utilization of shorelines and the waters they encompass for public access and recreation.
- Protection and restoration of the ecological functions of shoreline natural resources.
- Protection of the public right of navigation and corollary uses of waters of the state.
- The protection and restoration of buildings and sites having historic, cultural, and educational value.
- Planning for public facilities and utilities correlated with other shoreline uses.
- Prevention and minimization of flood damages.
- Recognizing and protecting private property rights.
- Coordination of the SMP with other relevant local, state, and federal programs.

OPEN SPACE

Open space in the Richland and its UGA comprises over 17 percent of the total land. These areas include natural areas (Natural Open Space) and more formal developed parks and trails (Developed Open Space). Park and trail facilities are discussed in detail in the Capital Facilities Element. This section discusses the natural elements of Richland's open space system, which comprise approximately 9 percent of the land area within the City.

The Tapteal Greenway, located on the lower Yakima River, is one of Richland's most notable open space areas. The entire Greenway is a 35-mile natural corridor that runs from Kiona at Benton City to the river's confluence with the Columbia River at Bateman Island in Richland. It goes through the Chamna Natural Preserve and W.E. Johnson Park that are discussed below. It has been preserved as an area where wildlife, natural vegetation, and people can co-exist. It provides potential opportunities for non-motorized recreation, education, and habitat protection.

The Chamna Natural Preserve is about 276 acres and is located on the north bank of the Yakima River. It is part of the Yakima River delta and is managed by the Tapteal Greenway Association. The Tapteal Greenway Association manages other lands owned by the USACE as a nature preserve with limited non-motorized access. Habitat area includes about 100 acres of upland, with 50 acres of abandoned farm fields (Anchor QEA, 2014). Riverview Preserve is a 268-acre area owned and managed by the USACE at the confluence of the Yakima and Columbia Rivers; Bateman Island is 160 acres in the Yakima River Delta under USACE ownership and leased to the City.

W.E. Johnson Park is primarily a natural open space area consisting of 236 acres. It has about a half mile of Yakima River frontage. It is located south of Van Giesen Street.

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The Amon Basin includes approximately 75 acres of City-owned open space and is located on the southeast side of the City east of Leslie Road. The Amon Basin Natural Preserve has been preserved as compensatory mitigation for SR 240 bridge expansion project over the Yakima River delta that took place in 2005. The mitigation area includes upland and wetland habitat. Irrigation canal system operations, raised groundwater tables and associated seepage and return flow surface in this natural drainage and run through the Amon Basin and other areas into the Yakima River near the confluence with the Columbia River.

On the Columbia River, the City managed major open space land includes Leslie Groves Park located between Snyder Street and Ferry Street; and the Columbia Point South area, which is a largely undeveloped area of 230 acres located at the confluence of the Yakima River and the Columbia River. Other major open space land includes the islands on the river that are part of the McNary National Wildlife Refuge.

MINERAL RESOURCES

Mineral resource lands are natural resource lands primarily devoted to the extraction of minerals or that have known or potential long-term commercial significance for the extraction of minerals.

Each city and county planning under the Washington State GMA is required to designate natural resource lands where appropriate, and adopt development regulations to assure the conservation of agricultural, forest, and mineral resource lands (RCW 36.70A.060, RCW 36.70A.170). Jurisdictions need to designate mineral resource lands that are not already characterized by urban growth and that have long-term significance for the extraction of minerals.

In order to classify mineral resource lands, cities and counties are required to consult with the Department of Natural Resources. Lands from which extraction of mineral occurs or can be anticipated shall be identified and classified as mineral resource lands (WAC 365-190-070).

Classification criteria shall be established according to the state guidelines in WAC 365- 190-070. Areas shall be classified as mineral resource lands based on geologic, environmental, and economic factors, existing land uses, and land ownership. Cities and counties should classify lands with long-term commercial significance for extracting at least one of the following minerals: sand, gravel, and valuable metallic substances. Other minerals may be classified as appropriate. Classification should be based on the maps and information provided by the Washington State Department of Natural Resources and the United States Bureau of Mines.

The City undertook a detailed analysis of its mineral resources in 1998 and determined that no lands within the Richland Urban Growth Area should be designated as mineral resource lands.

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HOUSING

SECTION ONE

INTRODUCTION

The Washington State GMA established Housing as one of the fourteen planning goals to be used exclusively for guiding the development of comprehensive plans and development regulations. The adopted goal for Housing states: "Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety residential densities and housing types, and encourage preservation of existing housing stock." This section analyzes existing housing and projected housing demand in Richland.

SECTION TWO

EXISTING INVENTORY AND PROGRAMS

The 2015 American Community Survey (ACS) data indicates 22,130 housing units in Richland. About 65 percent of the housing units are owner-occupied, and 35 percent renter-occupied. Table HE-1 below indicates housing types and occupancy.

Table HE-1: Existing Housing Inventory

	Estimate in 2015	%
Total Housing units	22,130	100.00
Occupied housing units	20,792	94.00
Vacant housing units	1,338	6.00
Owner-occupied housing units	13,622	65.50
Renter-occupied housing units	7,170	34.50
Unit types		
1-unit, detached	13,858	62.60
1-unit, attached	1,142	5.20
2 units	1,356	6.10
3 or 4 units	666	3.00
5 to 9 units	1,098	5.00
10 to 19 units	1,077	4.90
20 or more units	2,112	9.50
Mobile home	786	3.60
Boat, RV, van, etc.	35	0.20

Source: American Community Survey, 2015

The US Department of Housing and Urban Development provides the City of Richland with federal Community Development Block Grant (CDBG) and Home Investment Partnership Program (HOME) funds on an annual basis.

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In 2016, $468,330 of HOME funds was awarded to the Tri Cities HOME Consortium (Cities of Richland, Kennewick, and Pasco). Each year, ten percent of the award is used for administrative purposes, fifteen percent is set aside for a Community Housing Development Organization (CHDO) affordable housing development project, and the balance of the award is divided among the three Cities. The HOME funds were used to provide eligible low- and moderate-income first-time homebuyers with the necessary funds to assist with down payment and closing costs, making it more affordable to purchase their first home in Richland. In 2016, the City provided approximately $ 163,581 in funding to assist sixteen borrowers with the purchase of their first home.

A portion of CDBG funds are made available each year through the revolving loan fund to eligible low- and moderate-income homeowners to make needed health and safety repairs to the home they own and are living in through the Owner-Occupied Rehabilitation program. Homeowners can apply for up to $20,000 to make needed repairs and weatherization improvements to their home. The loan is secured by a lien on the property. The loan is zero percent interest, non-payment. The loan is due and payable when the homeowner refinances, sells, or no longer uses the property as their primary residence.

Similar to the rest of the state, Richland faces the challenge of homelessness. The total number of homeless population in Benton and Franklin Counties in 2014 was 226 (Benton-Franklin Health District, 2014). The City recognizes the need to address homelessness through various measures, programs and outreach.

SECTION THREE

PROJECTED NEEDS

As discussed in the Land Use Chapter, Richland's population is expected to grow from 53,410 in 2016 to 78,431 in 20 years, adding 23,699 people in the City and UGA by 2037. Using the average household size of 2.4 persons per unit, this additional population will require 9,875 housing units. According to the land use analysis, existing vacant buildable land will provide 9,295 units in a variety of housing types (single-family, multi-family, townhome, condo, etc.). An additional 580 housing units will be required to meet the demand of future housing.

Currently, there is a shortage of senior affordable housing in Richland. Based on the discussion with the affordable housing groups for seniors (Shalom Ecumenical Center and Luther Senior Center), over the period of 2010 and 2016, occupancy at the senior housing communities averaged 98%. Some senior rental housing communities also have a long waiting list.

RECOMMENDATIONS

This demand of additional housing will be met by developments in the existing planned areas, infill developments, and by re-designating two underutilized areas currently designated Urban Reserve to a mix of residential, commercial, and public facilities land use. One area is located on the west side near the City View area, and the other area is located on the north side near the Horn Rapids development. Details of the land uses are discussed in the Land Use Chapter of this Plan.

The City's current housing assistance programs - CDBG and HOME - will continue to assist homeownership for Richland citizens.

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TRANSPORTATION

SECTION ONE

INTRODUCTION

Washington's 1990 GMA requires rapidly growing cities and counties in Washington State to develop comprehensive plans that describe and plan for their future development. These plans must discuss facilities, functions, and financing for specific elements of the community. The specific goal of the GMA with regard to transportation is to "encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans." The GMA also requires that local comprehensive plans, including the land use and transportation elements, be consistent and coordinated with required regional programs.

The ability to move goods and people is essential for a healthy community, and the Transportation Element of Richland's comprehensive plan describes how it is done now and will be done in the future. To meet GMA requirements, the Transportation Element must identify existing transportation system characteristics, establish standards for levels of service (LOS), and identify existing and future deficiencies based on traffic growth projections.

The GMA also requires that a jurisdiction's transportation plan contain a funding analysis of the capital transportation projects it recommends. This analysis covers funding needs and resources, and includes a multi-year funding plan. The purpose of the analysis is to ensure that each jurisdiction's transportation plan is affordable and achievable.

PURPOSE AND INTENT

Over the next 20 years Richland is projected to experience a 28 percent increase in population. This growth will result in an increase in traffic volumes to, from, through, and within the City. Transportation strategies must be developed to maintain or achieve acceptable levels of congestion and roadway condition. This Transportation Element will serve as Richland's strategy for accommodating anticipated growth. It combines technical and financial analyses of the City's transportation system using methods that meet GMA requirements.

The Transportation Element analyzes the current transportation system, identifies what improvements need to be made to serve the City, and determines how the improvements can be financed. Levels of service have been developed to reflect the system's ability to serve City users, applied to the existing facilities to determine current deficiencies, and used to predict deficiencies for the horizon years. Each year the City prepares a 6-year Transportation Improvement Program. In accordance with the GMA, the plan will be updated each year, maintaining the 6-year planning horizon.

Coordination with other elements of the City's Comprehensive Plan and the plans of adjacent jurisdictions is important to the success of this element. The land use designations from the Land Use Element are used to forecast traffic, and the City's transportation goals and policies are used to guide project selection. The City has shared information and coordinated with the Benton-Franklin Council of Governments (BFCOG), the Washington State Department of Transportation (WSDOT), and neighboring cities in the preparation of this element. The plan meets the concurrency requirement of the GMA, under which improvements are required to match growth and development.

This element is divided into the following sections: existing conditions, level-of-service development and analysis, and existing and future deficiencies and recommendations. The roadway system

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inventory detailed in the Existing Conditions section and land use information from the Land Use Element are used together with a traffic model and the desired level of service to form the basis for the analysis of conditions in 2040. The results of this analysis are reported in the Deficiencies and Recommendations section. In addition to the roadway system, non-motorized transportation systems, air, rail and transit systems are also discussed.

ANALYSIS METHODOLOGY

The Transportation Element of the 2008 Comprehensive Plan was based on the 2005 Transportation Plan and the significant evaluation of the transportation system that was completed at that time. The City of Richland has completed many of the projects identified in the current Transportation Plan and continues to perform studies and develop projects that address transportation needs within the City. Since a formal update of the City Transportation Plan has not been completed since 2005, substantial evaluation of the system has been undertaken for this current effort. For the purposes of this Comprehensive Plan Update, four primary inputs have been used to evaluate the transportation system for the need for transportation improvements.

1. Results of recent studies where known deficiencies exist and solutions have been identified.
2. Roadway segment traffic volumes collected by the Benton Franklin Council of Governments during 2016 were used to evaluate the vast majority of functionally classified roadway segments and intersections of functionally classified roads at a planning level.
3. Other projects developed by City staff to address issues and concerns.
4. Future conditions have been evaluated through the use of the Benton Franklin Council of Governments' regional traffic model which incorporates future population and land use projections to forecast year 2040 traffic volumes throughout the Tri-Cities region.

SECTION TWO

EXISTING CONDITIONS

The Tri-Cities is the largest metropolitan area between Spokane to the northeast, Seattle to the northwest, Portland to the west, and Boise to the southeast. Because of its location, the Tri-Cities is a major transportation hub for travelers and commodities in the Pacific Northwest. As part of the Tri-Cities, Richland has easy, direct access to all modes of commercial transportation services. This section provides an inventory of the existing transportation system, which will be used as the baseline for assessing future development of the system.

DATA COLLECTION AND REVIEW

This element focuses on facilities operated by the City of Richland, as well as those operated by others, within the UGA. Additional facilities and services operated outside this area by other jurisdictions that are critical to the functioning of the transportation system are briefly described. Data for this section were obtained from the City of Richland Public Works Department, Information Services Department and the Benton Franklin Council of Governments. Data for non-City-operated transportation systems were obtained from service providers and secondary documents.

EXISTING ROADWAY SYSTEM

Each City roadway is classified according to its function within the system. The currently approved functionally classified roadway system is shown in Figure T-1. The City uses the following street classifications, based on the amount of traffic and the origin and destination of the traffic:

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- Interstate (4.84 miles)
- Other freeway/expressway (14.87 miles)
- Principal arterials (18.0 miles)*
- Minor arterials (23.0 miles)*
- Collectors (59.0 miles)*
- Local (residential) streets (203.3 miles)*

*as updated in 2023

The Tri-Cities is connected to the interstate highway system. I-82 links the Tri-Cities metropolitan area to I-90 to the north and west, through Yakima, and to I-84 to the south, in northern Oregon. I-182, which passes through Richland, links Richland to these interstates and US 395. US 12 links the Tri-Cities to the interstates and to US 395, and provides access to Walla Walla and other southeastern Washington locales. The limited-access interstates serving the Tri-Cities carry between 40,000 and 60,000 vehicles per day. SR 240, which originates at US 395, links Richland and Kennewick and provides a western bypass route around the City to the Hanford Site, then continues northwest to connect with SR 24. Access to West Richland is via SR 224 (Van Giesen Street) and I-182. WSDOT is responsible for maintaining an adequate level of service on these highways.

Arterials are used in an urban setting and are divided into principal and minor arterials. They carry the highest volumes of traffic within the urban roadway system, provide connections within the system for traffic using other classifications of roadways, and link high-volume destinations and land uses, such as major employers or larger commercial centers

Collectors connect traffic from residential streets to arterials. They can be used for through trips, or they may be the origin or destination of trips for purposes such as neighborhood services.

Residential streets are low volume roadways serving specific residential areas. They are typically not used for through trips, and are often the origin or destination of vehicle trips. Residential streets are typically designed for travel at no more than 25 miles per hour.

The existing number of lanes on City streets is shown in Figure T-2, with the existing traffic control at intersections of functionally classified roads shown in Figure T-3. As shown in Figure T-3, there are 66 traffic signals within the City of Richland, some of these are operated by the Washington State Department of Transportation or through partnership by the City of Kennewick.

The Benton Franklin Council of Governments collected roadway segment volumes on the vast majority of the functionally classified roadways in the region from which to calibrate the regional traffic model. The results of these traffic counts within the City of Richland are shown in Figures T-2 and T-3 representing average weekday traffic volumes and PM peak hour traffic volumes.

EXISTING NON-MOTORIZED SYSTEM

Pedestrian Facilities

Pedestrian facilities within the City of Richland are mainly composed of sidewalks constructed in association with streets and a separate bicycle and pedestrian trail discussed below. Current design standards for residential collectors and residential streets include provisions for 5-foot sidewalks; current standards for the Central Business District and C-2, C-3 zoning areas adjacent to collectors is 8-foot. However, not all existing residential areas have sidewalks. Bicycle paths, described below, also serve as pedestrian pathways.

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Bicycle Facilities

The City of Richland currently has a bicycle/pedestrian path network of about 30 miles of Class I trails that run along the Columbia River as part of the Sacajawea Heritage Trail network that traverses both sides of the Columbia River throughout the Tri-Cities area, Keene Road, SR-240 By-Pass, and a portion of the Yakima River. The bicycle/pedestrian network of facilities also includes 6.38 miles of secondary trails and more than 36 miles of soft trails primarily in natural areas of Badger Mountain, South Columbia Point, Chamna Natural Preserveand the Amon Basin. There are continued plans to expand this bikeway network through the construction of additional segments. Since the last Comprehensive Plan Update, the City has designated about 68 miles of City streets as bicycle routes, including principal and minor arterials and some collectors, which now provide major routes through and across the City. Links to the other cities in the area are also included in the bicycle route network. Figure T-6 shows the existing bicycle route system.

OTHER TRANSPORTATION SYSTEMS

Airport Facilities

Primary air traffic to Richland uses the Tri-City Airport in Pasco. Downtown Richland and Richland's industrial areas are a 20 minute drive via I-182 to the airport. The airport is classified as an air carrier airport, and offers direct passenger service to Seattle, Portland, Salt Lake City, San Francisco, Minneapolis/St. Paul, Denver, Los Angeles, Las Vegas, and Mesa, Arizona. Commuter airlines also link the Tri-Cities with other regional cities. Tri-City Airport passenger carriers include Allegiant, Delta, Alaska/Horizon, and United Express. UPS, Federal Express, and Ameriflight freight service is also provided. MedStar provides air ambulance service from the Tri-Cities Airport. In 2016, annual passenger enplanements at the Tri-Cities airport were over 375,000, making it the third busiest airport in the state of Washington. The Port of Pasco owns the Tri-City Airport, which features a newly expanded 110,000 square-foot terminal with state of the art services. The airport contains 2,235 acres and has three runways. The airport master plan identifies a runway extension to accommodate larger aircraft to serve the region.

The Richland Airport, owned and operated by the Port of Benton, is classified as a commuter service airport. Located northwest of Richland's core area, it is the second largest airport in the area. A system of roadways links hangars, fixed-based operators, and commuter terminal facilities to associated industrial properties. The 650-acre airport has two 4,000-foot runways capable of supporting commuter aviation. The airport master plan calls for a runway extension to the north for a total of 5,000 feet in order to accommodate faster aircraft and corporate jets. This runway extension will require study and potential mitigation since the Runway Protection Zone will be extended over SR 240 and some developed industrial properties. At this time, the airport serves general aviation aircraft only, with 165 aircraft based there. This is a marked increase in recent years due to the closure of Vista Field in Kennewick. DHL provides daily flights for domestic and international shipping from the Richland Airport. MedStar also provides air ambulance service from the Richland Airport.

Rail Freight Facilities

Both the Burlington Northern and Union Pacific railroads provide mainline rail service to more than 35 states from the Tri-Cities, including service from Richland's industrial area. The Tri-Cities urban region is the only major metropolitan and manufacturing area between the Cascade Range and the Rocky Mountains offering this level of service from these two major national carriers.

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Burlington Northern, the nation's longest railroad, has its Pacific Northwest hub in the Tri-Cities. Union Pacific, the nation's second longest railroad, connects the Tri-Cities to the Great Lakes and the Gulf of Mexico. Union Pacific operates the largest fleet of refrigerated rail cars in the nation.

Tri-City rail service passes through Pasco's computerized terminal or through the Kennewick rail yard. Both are within 10 miles of downtown Richland. Computerized rail service and flatcar ramps provide quick, efficient truck-to-rail exchanges, an important consideration for the area's large fresh, frozen, and processed food industry. Significant extensions of the rail system have been made in recent years to serve the Horn Rapids Industrial Park, including a loop that accommodates Unit Trains which are typically longer than one mile in length. Total length of railroad track within the City of Richland is 30 miles and is shown in Figure T-7. There are 11 at-grade crossings of the railroad.

The Port of Benton owns a railroad track connecting Richland to the Union Pacific Railroad and Burlington Northern Santa Fe systems. The Port track enables rail service to the City's Horn Rapids Industrial Park, in which the City has developed a City-owned industrial service railroad track. Several existing industrial businesses now take rail service over these tracks. Additional available development property could expand rail shipping businesses in the future. At present the Port leases its track to the Tri-City Railroad, who maintains the Port's track and provides local rail connection to the Union Pacific Railroad.

The United States Department of Energy controls rail entry into the Hanford Site north of Richland. Both Burlington Northern and Union Pacific have unlimited access to these tracks, which pass near Richland's industrial areas. A public rail dock has been constructed on Richland's northwest side, and there are plans to extend tracks west into Richland's vacant industrial area, north of the Richland Airport.

Passenger Rail Facilities

Amtrak's Empire Builder line provides passenger rail service daily from the Tri-Cities to Spokane and to Portland. Trains use the passenger station at West Clark Street and Tacoma Avenue in Pasco.

Port Facilities and Barge Services

Three port districts operate on the Columbia and Snake Rivers in the Tri-Cities metropolitan area. The Port of Benton has more than 6,000 feet of Columbia River frontage zoned for heavy industrial use at the Richland Industrial Park, which includes a barge facility that includes a high dock as well as a barge slip with 14 feet depth berths. The Port of Pasco has nearly two miles of waterfront, including a 650-foot dock, 20-foot-depth berths, and a 36-ton overhead crane. The neighboring 28-acre marine terminal facility has the largest bulk cargo tonnage movement on the upper Columbia River system. The Port of Kennewick has dock facilities along a 12-mile stretch of the Columbia

The Columbia-Snake River System is one of the most modern transportation networks in the nation. Numerous barge lines dock in the Tri-Cities, 325 river miles inland from the Pacific Ocean, furnishing easy, direct access to domestic and Pacific Rim markets. River transportation is a cost-effective shipping mode for the Tri-Cities. Commodities often move from the Tri-Cities to Pacific Rim nations at a time advantage when compared to ports in San Francisco and Los Angeles. Nearly three million tons of barge freight, composed of a wide variety of bulk and raw agricultural and industrial cargoes and intermodal container cargoes, enter and leave the Tri-Cities annually. Seven barge companies service the Tri-Cities, with a container dock offering direct access to truck and rail service. Port facilities are shown in Figure T-7.

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Public Transit System

Ben Franklin Transit provides community fixed route bus service in Richland as shown in Figure T-8 and throughout the Tri-Cities area. This service radiates from the Bob Ellis/Knight Street Transit Center in the core area of Richland, with routes, 23, 25, 26, 27, and 39 providing local service within the Richland City limits. Route 10 serves West Richland; routes 110, 120, 170, 225 and 815 provide inter-city connections between West Richland, Richland, Kennewick, and Pasco. Current fares are $1.50 for adults and $1.00 for youths (ages 6 to High School); senior citizens 65 and over and children under 6 ride free. Monthly passes are available as well. The fixed route bus system does not operate on Sundays, but evening and Sunday transit service can be obtained through TransPlus. Ben Franklin Transit serves some areas of the community through a shuttle service called Taxi Feeder. Such areas within and near Richland include: Broadmoor/Bellerive, Crested Hills, Rancho Reata and Willowbrook. Ben Franklin Transit also provides transit and vanpool services to the Hanford Site.

Trucking Lines

Richland and the Tri-Cities metropolitan area are served by more than 35 local, regional and national trucking lines. Eleven western states, Alberta, and British Columbia are within second-morning delivery service of the Tri-Cities.

Other Services

Several taxi and limousine services operate in the Tri-Cities area. Greyhound Bus Lines also serves the Tri-Cities, with daily stops at the joint Amtrak station in Pasco. Connections can be made there through the Ben Franklin Transit System In addition, several transportation companies offer charter bus service throughout the region on an as-needed basis.

SECTION THREE

LEVEL OF SERVICE

LOS DEVELOPMENT

The GMA requires jurisdictions to maintain standards for transportation LOS. These standards are used during transportation studies to determine appropriate improvements to achieve acceptable Levels of Service. For future conditions, these standards are also used in conjunction with forecasts that come from a computerized model of the City's roadway system to analyze the transportation network and determine deficiencies under the Comprehensive Plan.

A capacity-based system for measuring LOS, developed by the Transportation Research Board, is outlined in the Highway Capacity Manual. Levels of service for different types of transportation facilities are based on parameters that best describe operating conditions for that type of facility, as well as the perceptions of drivers and passengers. These parameters are called measures of effectiveness. The measures of effectiveness used for Richland's transportation system are outlined in Table T-1.

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Table T-1: LOS Measures of Effectiveness

Type of Facility	Measure of Effectiveness
Freeways (basic segments)	Density (vehicles/mile/lane)
Multi-lane highways	Density (vehicles/mile/lane) or Free-flow speed (miles/hour)
Arterials	Average travel speed (miles/hour)
Signalized intersections	Average stopped delay (seconds/vehicle)
Un-signalized intersections	Average total delay (seconds/vehicle)

Levels of service are expressed using a scale with letter designations ranging from A to F. LOS A represents the highest level and the best operating conditions, and LOS F is the lowest level. The computerized traffic model replicates the operating conditions of the network and is used to assign an LOS to each roadway segment and intersection. Table T-2 generally defines the LOS rating scale.

LOS MEASUREMENT

Methodology

Levels of Service for Richland used during traffic impact studies and corridor studies are measured using the Highway Capacity Manual procedures and methods.

The afternoon peak time period (PM peak hour) was used for the traffic modeling; this has been determined through research to provide the best overall results and is a standard used in all traffic model preparation. Roadway data collected from City records included traffic counts, locations of stop signs and signals, speed limits, and lane configurations. Land use data were collected for existing employment and housing. The model output can be expressed in terms of both traffic volumes and average speeds. These are used to determine levels of service.

Table T-2: Level of Service Criteria for Intersections

LOS Rating	Signalized Intersections and Roundabouts Control Delay per Vehicle (s/veh)	Un-signalized Intersections Control Delay per Vehicle (s/veh)
A	> 0-10	>0 - 10
B	> 10-20	>10 - 15
C	> 20-35	>15 – 25
D	> 35-55	>25 – 35
E	> 55-80	>35 – 50
F	> 80	>50

Threshold LOS

To determine whether service levels of a roadway system are deficient, a threshold LOS must be established. Any roadway with an LOS better than the threshold is considered acceptable, and a roadway with an LOS worse than the threshold is considered deficient. For this analysis, the threshold is LOS D, which is the same level adopted by Benton Franklin Council of Governments and used in the Regional Transportation Plan. Existing conditions was evaluated using a single peak-hour

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calculation. As with the previous analysis, the minimum threshold LOS will be D, and roads with an average LOS of E or F will be considered deficient.

The threshold for all movements in signalized intersections and roundabouts is LOS D. Signalized intersections and roundabouts at LOS D or better, but have movements at LOS E or F then analysis of queues impacting adjacent signalized intersections and movement delay is required. If failures to individual movements are caused by delay, then exceptions may be considered by demonstrating a volume to capacity ratio of 95% or less for left-turn movements while demonstrating a volume to capacity ratio of 85% or less for thru movements, while still achieving an overall LOS D for the intersection. 95th percentile queue length extending into adjacent signalized or roundabout intersections or major driveways (over 1000 vehicles per day) are considered deficient.

Unsignalized intersections at LOS E may not be considered deficient if all minor street movements operate at LOS E or better. Unsignalized intersections at LOS F may not be considered deficient if an accessible signalized intersection or roundabout operating at LOS D or better is within a quarter mile of the unsignalized intersection as an alternative route than using the unsignalized intersection.

SECTION FOUR

DEFICIENCIES AND IMPROVEMENTS

The City meets its transportation concurrency requirements by identifying deficiencies based on the LOS established above, and addressing deficiencies through short and long term improvements. The City plans to provide adequate transportation facilities within it growth areas as growth occurs according to the GMA.

SHORT TERM IMPROVEMENTS

As mentioned above, existing conditions analysis was performed for the purposes of this Comprehensive Plan update by reviewing recent studies that have been performed within the City of Richland to determine the impacts of proposed development. Other studies have been commissioned by the City to evaluate corridors for which short and long-range improvements were necessary in order to address congestion caused by growth in the region. City staff's knowledge of the transportation system has also contributed to identifying where problems are, especially at existing stop-controlled intersections.

Traffic volumes collected by the Benton Franklin Council of Governments in 2016 were reviewed as well and examined at a planning level for both roadway segments and intersection levels to identify other potential areas of concern that may not meet City LOS standards. The resulting roadway network PM peak hour existing volume to capacity ratios are shown in Figure T-9. Intersection entering volumes were also examined and evaluated for two conditions. First, whether stop control is adequate when comparing major street and minor street traffic volumes. Second, for signalized intersections, whether additional turn lanes are warranted based on volume to capacity ratios. Because of these studies, several roadway network improvements have been identified and are shown in Figure T-10.

As shown in Figure T-10, new traffic signals, and associated roadway improvements as applicable, are proposed at six existing un-signalized intersections. Improvements to existing signalized intersections are proposed, as determined through various studies to increase capacity at six locations as well. The most significant areas of concern are in the Queensgate Corridor from just north of I-182 south to Keene Road, and George Washington Way north of I-182.

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Table T-3: City of Richland 2017 - 2022 Transportation Improvement Program as amended by City of Richland 2022 – 2028 Transportation Improvement Program

Project Title	Project Description	Total Cost ($)
Duportail Bridge	New bridge and roadway over Yakima River	35,000,000.00
Center Parkway Extension	Extend Center Parkway from Tapteal Drive to Gage Boulevard	1,334,120.00
I-182/Queensgate Drive Ramp Terminal Improvements	Construct roundabout at EB I-182 ramp terminals	2,715,000.00
Queensgate Drive/Columbia Park Trail Improvements	Add lanes to Queensgate Drive between Keene Road and I-182. Construct roundabout at Queensgate/Columbia Park Trail	1,700,000.00
Swift Boulevard Improvements	Pavement rehab, widen sidewalks, reduce lanes, streetscaping	1,365,000.00
Vantage Highway Pathway - Phase 2	Separated multi-use pathway between Robertson Drive and Stevens Drive	670,000.00
S. George Washington Way Intersection Improvements	Reconfigure GWW/Col. Point Drive intersection and modify I-182/SR 240 ramps	9,890,000.00
Columbia Park Trail - East	Reconstruct roadway to provide 3 lanes, curb and gutter, sidewalks, bike lanes, and streetscaping	1,300,000.00
Steptoe Street/Tapteal Drive Intersection Improvements	Realign Tapteal Drive to construct a new intersection with Steptoe Street including modifications to the at-grade rail crossing	1,380,000.00
Rachel Road Improvements	Construct a collector street between Bellerive Drive and Leslie Road	2,200,000.00
Queensgate Drive Extension	Construct a 3-lane roadway between Shockley Road and Keene Road	1,100,000.00
Gage Boulevard Improvements	Add bike lanes, shoulders, sidewalks, street lights, and storm drainage between Penny Royal and Morency	825,000.00
Bellerive Drive Extension	Construct a two-lane collector street between Wenatchee Lane and Rachel Road	70,000.00
Marcus Whitman Elementary - SRTS	Construct sidewalks and frontage improvements and overlay on Snow Avenue between Duportail Street and Hoffman Street, and Gray Street between Snow Avenue and Winslow Avenue	491,200.00
Stevens Drive Pathway	Construct a separated multi-use pathway on the east side of Stevens Drive between Spengler Street and Horn Rapids Road	950,000.00

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Project Title	Project Description	Total Cost ($)
Queensgate Drive - Phase II	Construct a two-lane collector street between Bermuda Road and Alla Vista Road, including frontage improvements	3,400,000.00
Vantage Highway Pathway - Phase 3	Construct a separated multi-use pathway on the north side of SR 240 between Twin Bridges Road and Kingsgate Way	600,000.00
Downtown Connectivity Improvements	Conversion of George Washington Way and Jadwin Avenue to a one-way couplet between Symons Street and Jadwin Avenue. Add active transportation connectivity and safety improvements.	16,000,000
Systemic Pedestrian Crossing Safety Improvements	Construct safety improvements at various pedestrian crossings identified in the Local Road Safety Plan	1,300,000
Systemic Stop-Controlled Intersections Safety Improvements	Construct safety improvements at various stop-controlled intersections identified in the Local Road Safety Plan.	2,200,000

LONG TERM IMPROVEMENTS

This section discusses the future roadway network to serve the anticipated growth within the City. It identifies additional bicycle and pedestrian projects as well.

Future Functionally Classified Roadway Network

Growth in the City of Richland is anticipated in several undeveloped areas, including the south Richland area south of the Yakima River, as well as the Badger Mountain South sub-area and the Horn Rapids Industrial Park in north Richland. The City of Richland has planned a roadway network to serve these developing areas and many of the improvements will be paid for by private development.

The City Municipal Code has definitions for various types of streets, identifying the purpose for each road along with associated standards. The code divides collectors into two types, the Arterial Collector and Neighborhood Collector, which is somewhat different than the currently approved state classified system. The future functionally classified street system of roadways is shown in Figure T-11 and is the network towards which the City is working to provide in order to serve development. It includes the following mileages of the various types of roads.

FUTURE DEFICIENCIES

Roadway System

The GMA requires that communities forecast anticipated growth in traffic volumes for at least a 10-year horizon based on the adopted land use plan to provide information on the needs of future growth.

As a tool in preparing the Regional Transportation Plan (RTP), the Benton Franklin Council of Governments maintains a set of regional computerized transportation models. The model is developed using current traffic data and land uses in the region using Transportation Analysis Zones

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(TAZs) that are defined by various attributes describing the number and type of households and employees as well as other land uses within each zone. The model is calibrated for existing conditions using Federal Highway Administration procedures and methods. Once calibrated for existing conditions, changes in assumptions for future land uses and roadway networks can be made to determine the potential impacts of developments and roadway scenarios. Land use assumptions representing future conditions are developed to determine various impacts on the roadway network at a regional level. The future year model representing the year 2032 developed by Benton Franklin Council of Governments and prepared in 2012 represents the best land use and roadway assumptions available at the time it was created and substantially represents the land use scenario presented in this Comprehensive Plan Update. The current RTP is in the process of being updated to the year 2040 but is unavailable during this Comprehensive Plan Update. Once updated, the City will review the results and plan accordingly to address congestion that is anticipated in the long-range scenarios beyond those that are already identified.

It must be recognized that although traffic models are calibrated within acceptable ranges, the model is just one tool in transportation planning and traffic forecasting. The Benton Franklin Council of Governments model is a PM peak hour model that provides roadway segment volumes (not specific turn movement volumes).

A major transportation challenge within the City of Richland transportation system is for north-south travel. Several factors contribute to this situation, including the major regional employers situated north of the City, combined with the fact that significant housing that is provided south and east of the Yakima and Columbia Rivers within the region. Regional commute traffic from south Richland, Kennewick and Pasco, is currently limited to SR 240 and George Washington Way for north-south travel through the City of Richland because of the challenge of providing adequate capacity to cross the Yakima River to the south and Columbia River to the east. I-182 also creates a barrier given that there are only three access points and four crossings within the City as well.

Congestion as a result of this north-south demand at commute times is manifest at the I-182/George Washington Way interchange and also at I-182/SR 240/Aaron Drive interchange as well as most other cross-streets of SR 240 such as Duportail Street, Swift Boulevard, Van Giesen Street and Jadwin Avenue. A related issue with this north-south congestion is the associated congestion at city street facilities that interface with the state highway facilities. For example SR 240/Columbia Park Trail and I-182/Queensgate Drive.

The 2032 Regional Transportation Model was reviewed for deficiencies, and as noted above identifies several locations of anticipated future deficiencies. Many of the corridors discussed above have been studied by the City to better understand future conditions in more detail and to determine appropriate solutions to address anticipated transportation issues. Such studies have considered the following improvements for these corridors, and the projects have already been included above in Table T-3 Transportation Improvement Program:

- Southern portion of the George Washington Way corridor in the vicinity of I-182 interchange
- Queensgate Drive/I-182 Interchange eastbound ramps to the south

Relatively few congestion issues exist on the local street system as the City has engaged in planning and financing efforts for the South Richland Collector system. Completed projects such as Steptoe Street south of Gage Boulevard to Clearwater Avenue have helped to alleviate congestion. The extension of Rachel Road between Leslie Road and Steptoe Street will also help to address congestion on other facilities such as Gage Boulevard. Some long range projects, in addition to those listed above under existing deficiencies, have already been identified by City Staff and are included in the 2040 regional modeling process, that to address issues identified in the 2032 regional traffic model. Major projects of note include:

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- I-182 / SR240 / Aaron Drive Interchange Improvements
- Kingsgate / Queensgate Corridor

These projects are listed below in the recommendations section as well, along with other projects identified in the South Richland Collector Financing Program that has set impact fees for development.

The BFCOG also conducted a study for an additional crossing of the Columbia River. Although not likely to be funded within the next 20 years, the City of Richland is supportive of an alternative north of the Hanford 300 Area in north Richland.

Air and Rail Services

Growth in Richland and the Tri-Cities area will increase demand for airport services, but air transportation demand is more directly related to regional changes. For example, the closure of Vista Field in the City of Kennewick significantly increased the number of based aircraft at the Richland Airport and therefore the demand for more hangars. As mentioned earlier, the Richland Airport Master Plan calls for a runway extension to the north for a total of 5,000 feet in order to accommodate faster aircraft and corporate jets. This runway extension will cause the Runway Protection Zone (RPZ) to be extended over SR 240 and some developed industrial properties. The Federal Aviation Administration (FAA) in recent years has taken significant interest in development within Runway Protection Zones, thus this action will require study and potential mitigation. Of note also is the fact that the future roadway deficiencies list the widening of SR 240 between Stevens Drive and Kingsgate Way. Since this roadway widening is within the future RPZ, the FAA would require an RPZ Analysis as well.

Demand for freight and passenger rail facilities could increase, depending on the type of new commercial and industrial development the plan's economic strategy attracts. The City of Richland has put significant investment into additional rail lines to serve the Horn Rapids Industrial Park. Additional rail lines may be warranted as well to serve areas to the north of Horn Rapids Road.

Bicycle and Pedestrian Facilities

The Benton Franklin Council of Governments completed a Regional Active Transportation Plan in 2016. As part of the planning process several workshops were held to give participants the opportunity to identify issues and concerns with providing facilities that foster active transportation. Specific issues within the City of Richland ranged from specific maintenance locations as well as barriers such as missing trail segments, railroad crossings, freeway overpasses, and shared parking lanes that make bicycle travel more challenging. Five specific projects within the City of Richland were identified, four of which were listed in the TIP projects for 2017 – 2022 in Table T-3. The fifth project is a pedestrian overpass along Columbia Center Boulevard over SR 240.

The City also considers multi-modal needs in new corridors and in street standards for when new roadway facilities are constructed.

There are no identified deficiencies in bicycle and pedestrian facilities within the City from a Level of Service perspective. However, the City regularly develops stand-alone bicycle and pedestrian projects and also incorporates bicycle and pedestrian facilities into roadway projects to enhance the transportation system and improve the quality of life of its citizens and visitors.

Improvement Projects

The Comprehensive Plan will require improvement projects for both planning periods to address level of service deficiencies. Additional improvements will be needed as part of the Plan's proactive

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strategy to encourage economic development. Projects also may be needed to address safety or maintenance needs. Table T-4 shows the preliminary recommended improvements to address LOS deficiencies. It also includes projects anticipated to be constructed not just to address LOS deficiencies, but to provide the future functionally classified network shown earlier in Figure T-11. Improvements identified in both tables T-3 and T-4 are shown in Figure T-12.

Some projects will be City's responsibility; others will be the responsibility of the Washington State Department of Transportation (WSDOT), and in many cases developers will be required to construct improvements associated with proposed subdivisions or other developments.

Table T-4: Long Range Transportation Improvements

Project Title	Project Description	Total Cost [1] ($)
Kingsgate South Extension	New arterial route from the existing west end of Queensgate to SR224 (Van Giesen)(Portions of the route will likely be on Jones Road right of way)	60,000,000
Kingsgate North Extension	New arterial route from south end of Kingsate @ SR 240 to SR 224 (Van Giesen). Portions of the route will likely be on the Jones Road right of way	4,280,000
Queensgate West Extension	New arterial route from the existing west end of Queensgate to west of the Kingsgate South extension	3,000,000
City View Extension	New route extension from Duportail Street to Kingsgate.	2,000,000
I-182 / Eastbound Onramp	New eastbound onramp at Queensgate / I-182 Interchange	15,000,000
I-182 / SR240 / Aaron Drive Interchange Improvements	Interchange improvements to grade-separate key movements	40,000,000
SR240 Pedestrian Overpass	Pedestrian bridge parallel to Columbia Center Blvd. over SR240	4,000,000
SR240 / Twin Bridge Road Improvements	Twin Bridge extension to Horn Rapids Road and signal at SR240	1,425,000
SR240 Widening	Add travel lanes between Beardsley Road and Stevens Drive	5,000,000
SR240 Intersection Improvements	Improve intersections of SR-240 and Logston, Kingsgate, Twin Bridges, and Beardsley.	8,000,000
Gage Boulevard Improvements	Extension from Morency to Queensgate	1,250,000
Trowbridge Boulevard	New route extension from Dallas Road to Queensgate	2,625,000

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Project Title	Project Description	Total Cost [1] ($)
Dallas Road Improvements	Urban street improvements between I-82 and Keene Road	2,904,300
Shockley Road	New route extension from Keene Road to Columbia Park Trail	360,000
Reata Road Improvements	Urban street improvements between KID Canal and Leslie Road with signal at Leslie	3,045,735
Van Giesen, Swift Blvd. Duportail Street / SR240 Intersection Improvements	Add lanes	1,700,000
Columbia Park Trail/Leslie Road	Add traffic signal	300,000
Badger South Sub-Area Plan	Collector roadway network	TBD, Developer Funded
Horn Rapids Industrial Area	Collector roadway network	TBD, Developer Funded

[1]*Funding for these projects will come from a variety of sources, including impact fees, developer construction, City General Funds, Transportation Improvement Board grants, Highway Safety Program grants, State funding, Federal Surface Transportation Program funding as well as other Federal Grants.*

Transportation Demand Management

Consistent with TE Goal 1, Policy 4, the City of Richland also actively participates in the preparation of the Regional Transportation Plan and the planning process with the Benton Franklin Council of Governments. This process regularly includes efforts regarding all modes of travel including transit, bicycle and pedestrian facilities, rail, and air. The Regional Transportation Plan includes a chapter on Transportation Choices that discusses the results and benefits of these alternative modes of travel that can reduce congestion, postpone the need for roadway improvements and improve air quality.

Other common strategies to reduce the automobile travel and the need for roadway improvements include the following:

- Assignment of a transportation coordinator to help employees find alternative commuting options;
- Cash-out parking programs that pay employees to give up their parking spaces;
- Employer-sponsored shuttles or vanpools;
- Carpool or vanpool incentives or subsidies;
- Ride-matching services;
- Preferential carpool and vanpool parking;
- Commute alternatives information;
- Provision of showers and locker facilities for bicycle and pedestrian commuters;

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- Employer-provided travel allowances that employees can use to pay for parking or to commute by a travel alternative;
- Flexible work hours;
- Compressed work-week schedules; and
- Telecommuting programs allowing employees to work from home for certain tasks or positions.
- Form a transportation demand management committee made up of major employers and government representatives.
- Develop park-and-ride facilities near freeway interchanges.
- Develop pedestrian and bicycle facilities between key destinations.

FINANCING AND RECOMMENDATIONS

The City receives funding for transportation projects from a variety of sources, including impact fees, developer construction, City General Funds, Arterial Street Funds, Transportation Improvement Board grants, Highway Safety Program grants, State funding, Federal Surface Transportation Program funding as well as other Federal Grants.

The City collects impact fees established in the Richland Municipal Code (12.03) and began in 2004. It is called the Richland Street Collector Financing Plan and assists to develop the arterial street network in Richland and to make other improvements such as traffic signals as traffic volumes grow. The impact fee area generally involves four zones. South Richland's fee zones covers the area south of the Yakima River in two zones with the exception of the Badger Mountain South Sub-Area which is covered in a third zone. A fourth zone was added in 2022 and covers the area north of Van Giesen/SR-224 and west of Stevens Drive in north Richland. The impact fee was updated in 2008, 2012,2018, 2022, and another update expected in 2023. Projects that identified in the Richland Municipal Code (12.03) are also shown on Figure T-12.

Richland CIP and Transportation Improvement Plan (TIP) are updated every year. The TIP prioritized projects that are listed in Table T-3 above.

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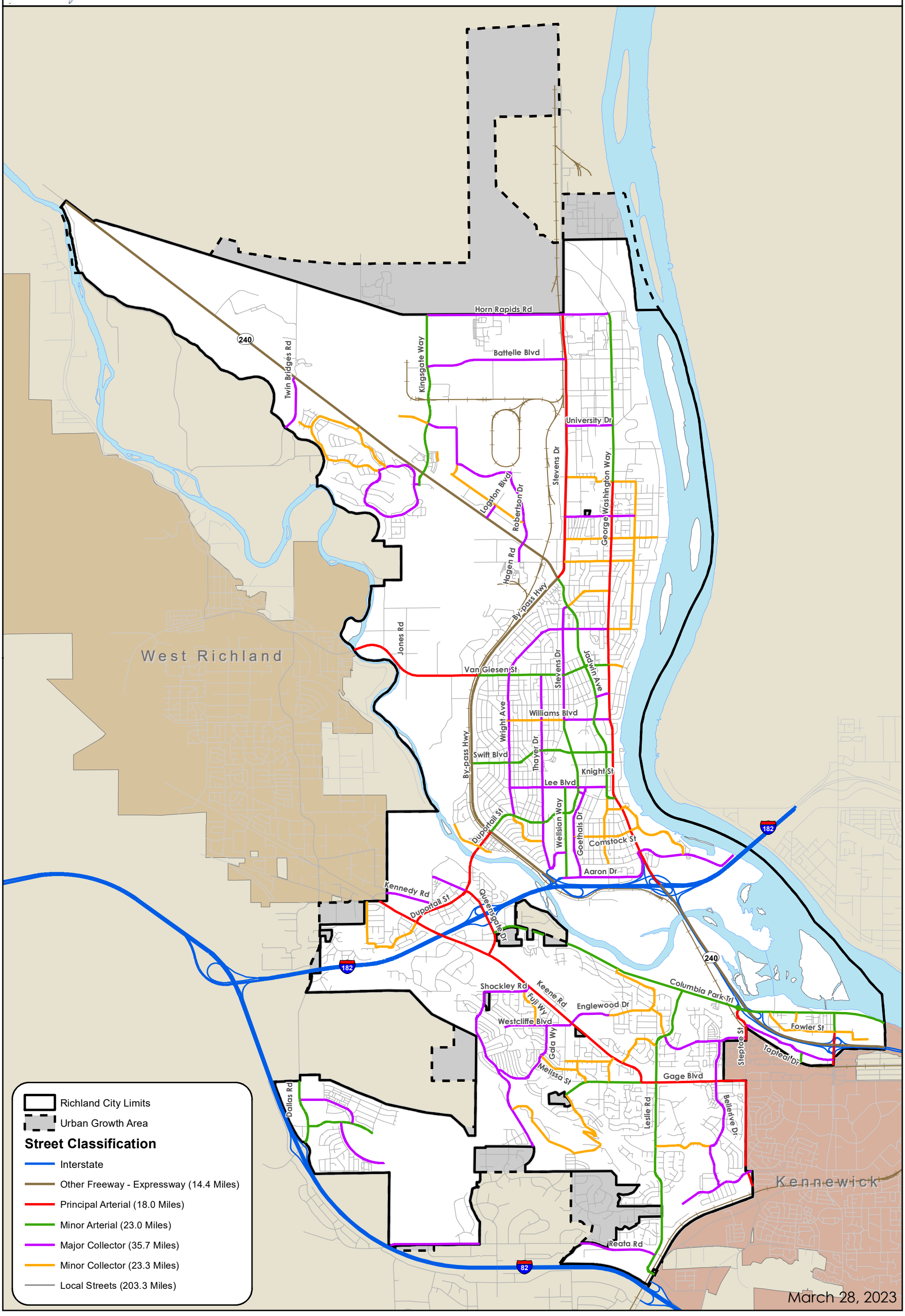
City of Richland

T-1 - Street Functional Classification System



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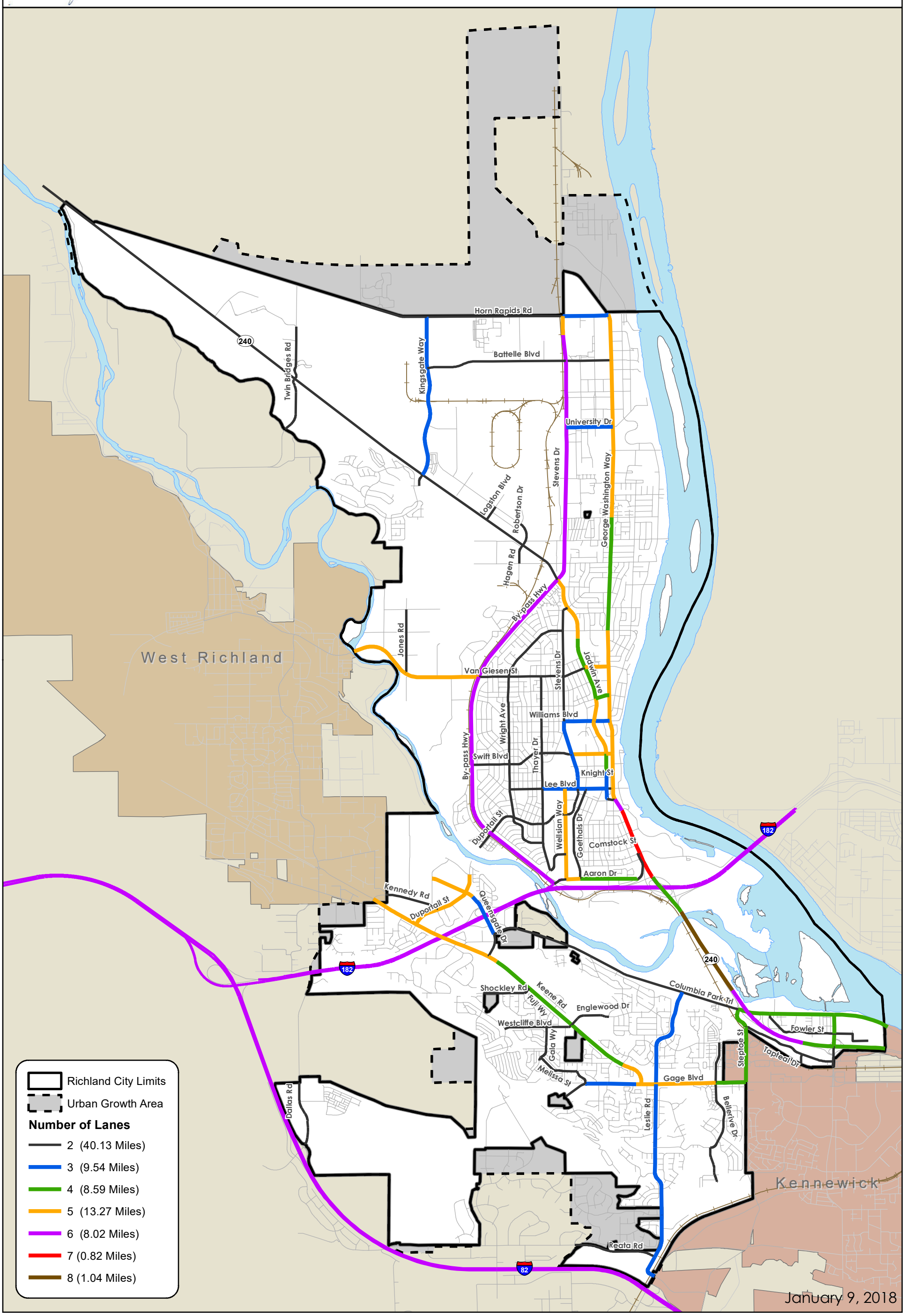
City of Richland

T-2 - Number of Lanes



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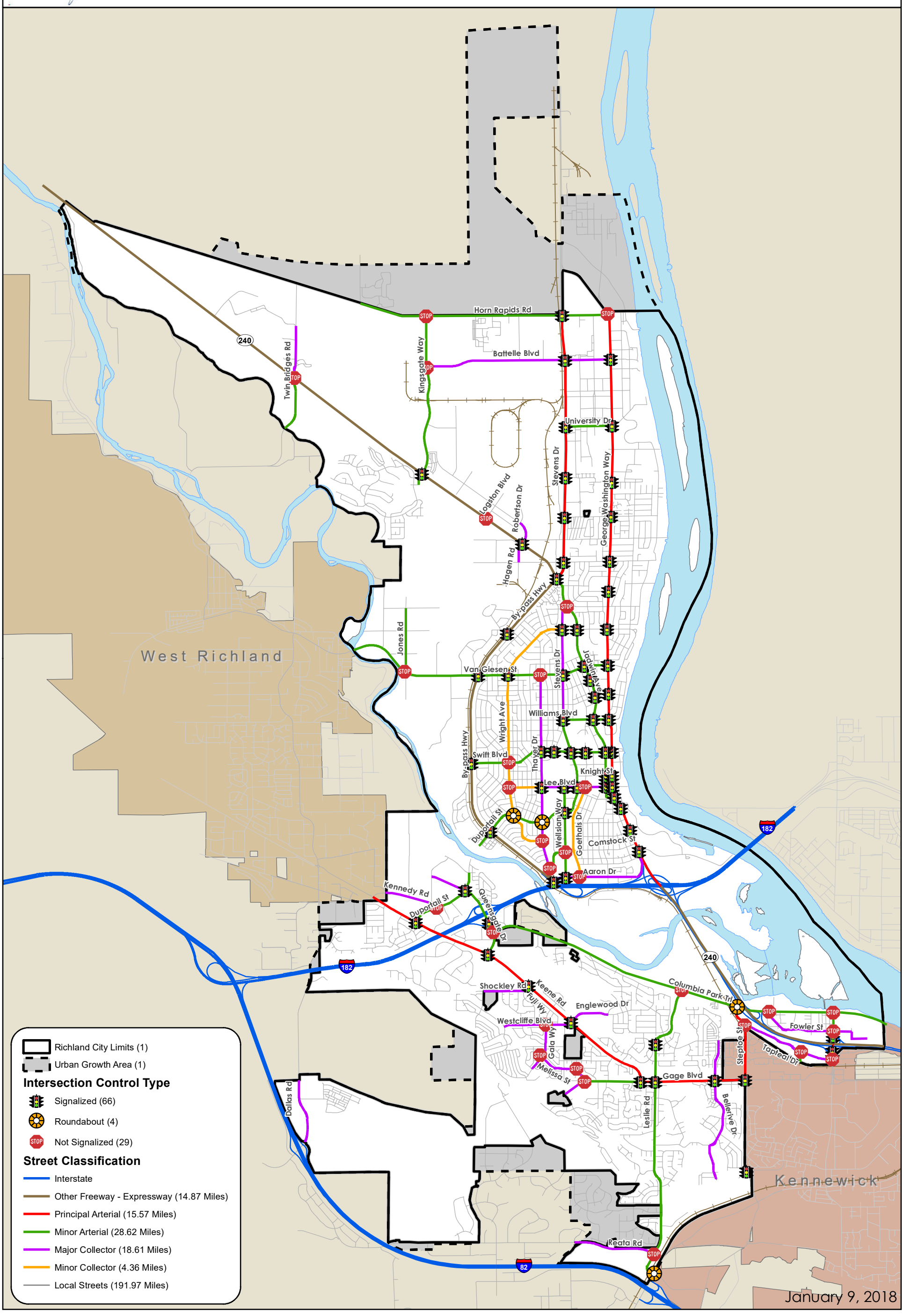
City of Richland

T-3 - Intersection Traffic Control



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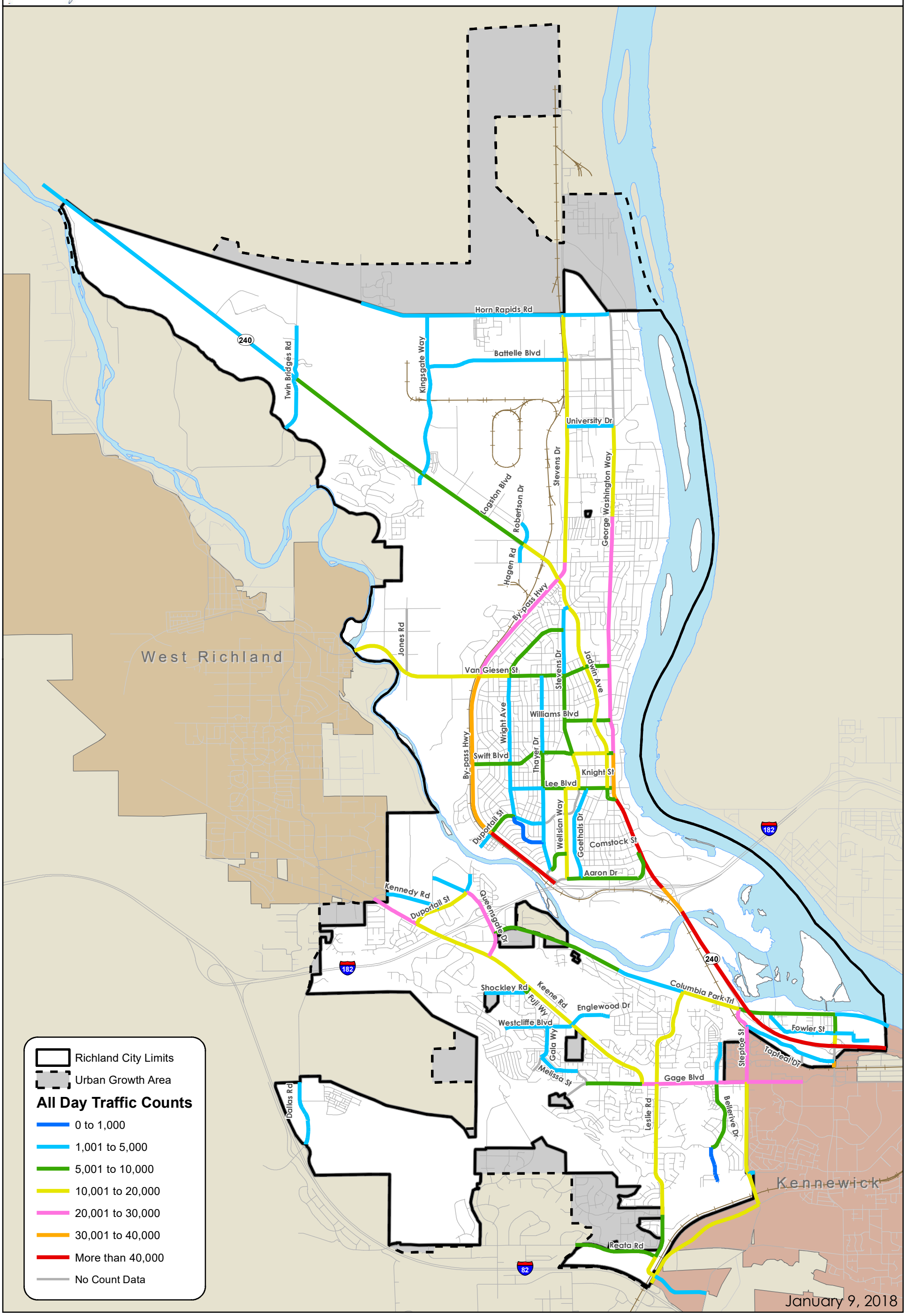
City of Richland

T-4 - 2016 All Day Traffic Counts



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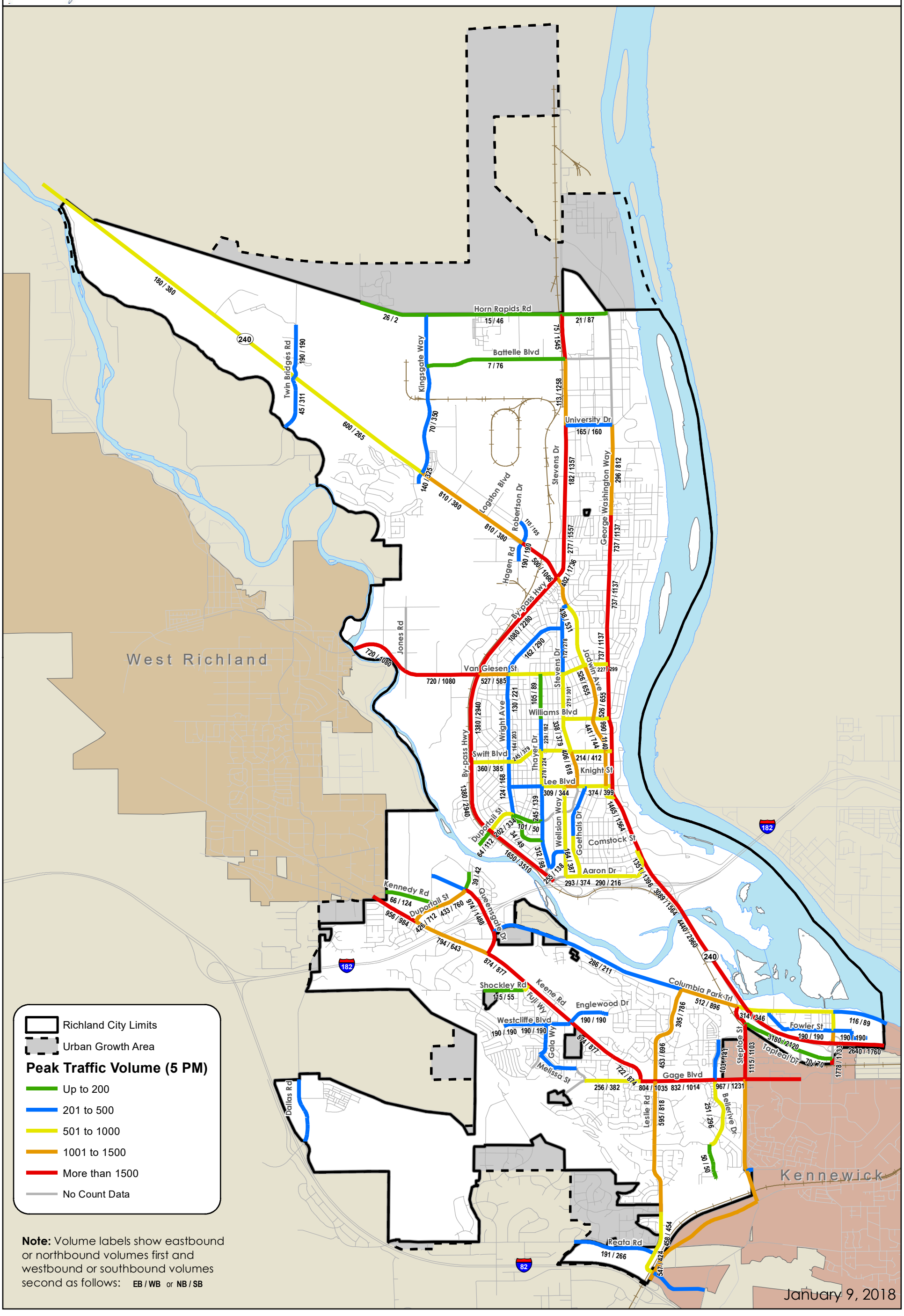
City of Richland

T-5 - 2016 Peak Traffic Volumes



Note: Volume labels show eastbound or northbound volumes first and westbound or southbound volumes second as follows: **EB / WB** or **NB / SB**

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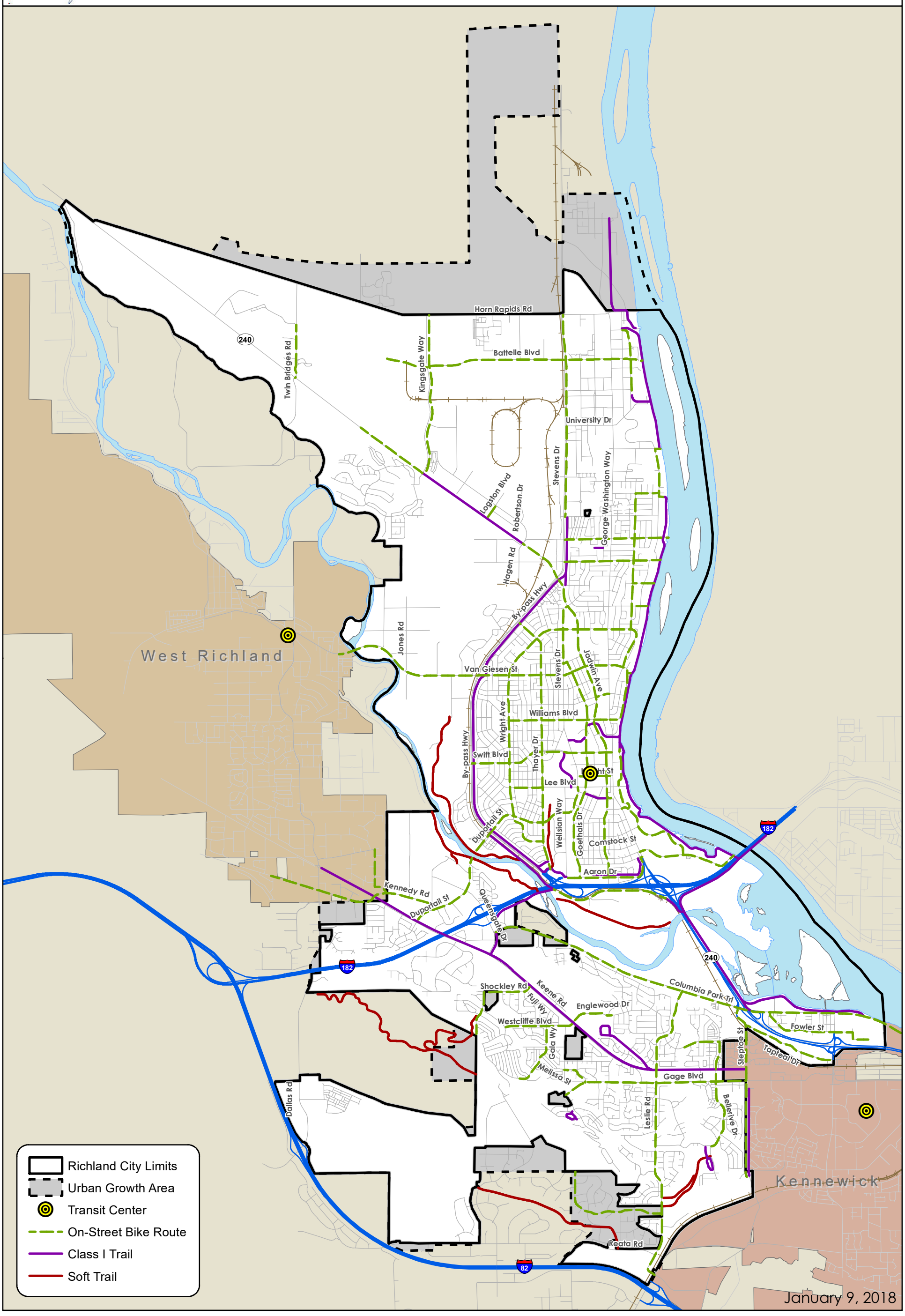
City of Richland

T-6 - Bike Routes and Paths



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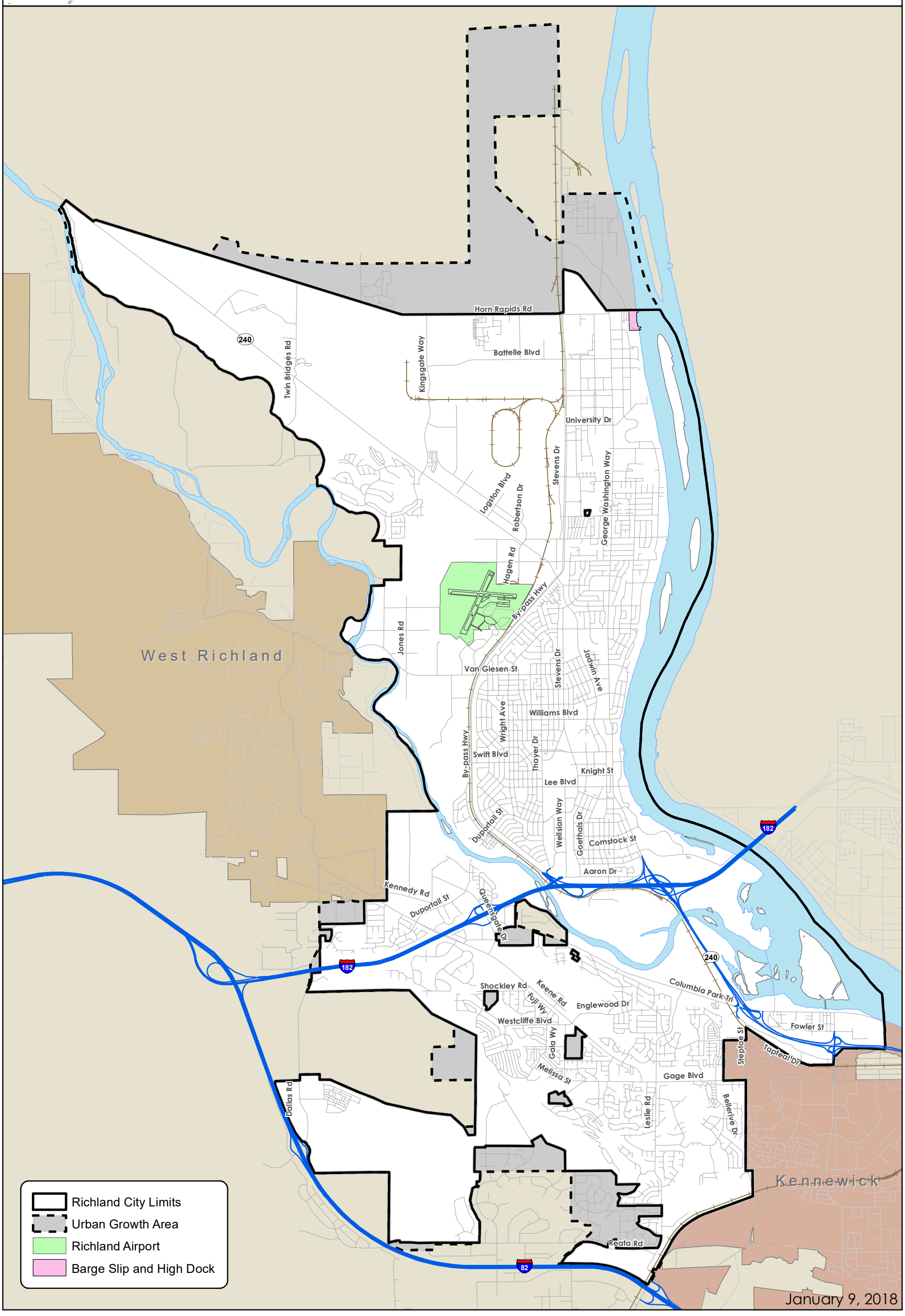
City of Richland

T-7 - Airport and Port Transportation Facilities



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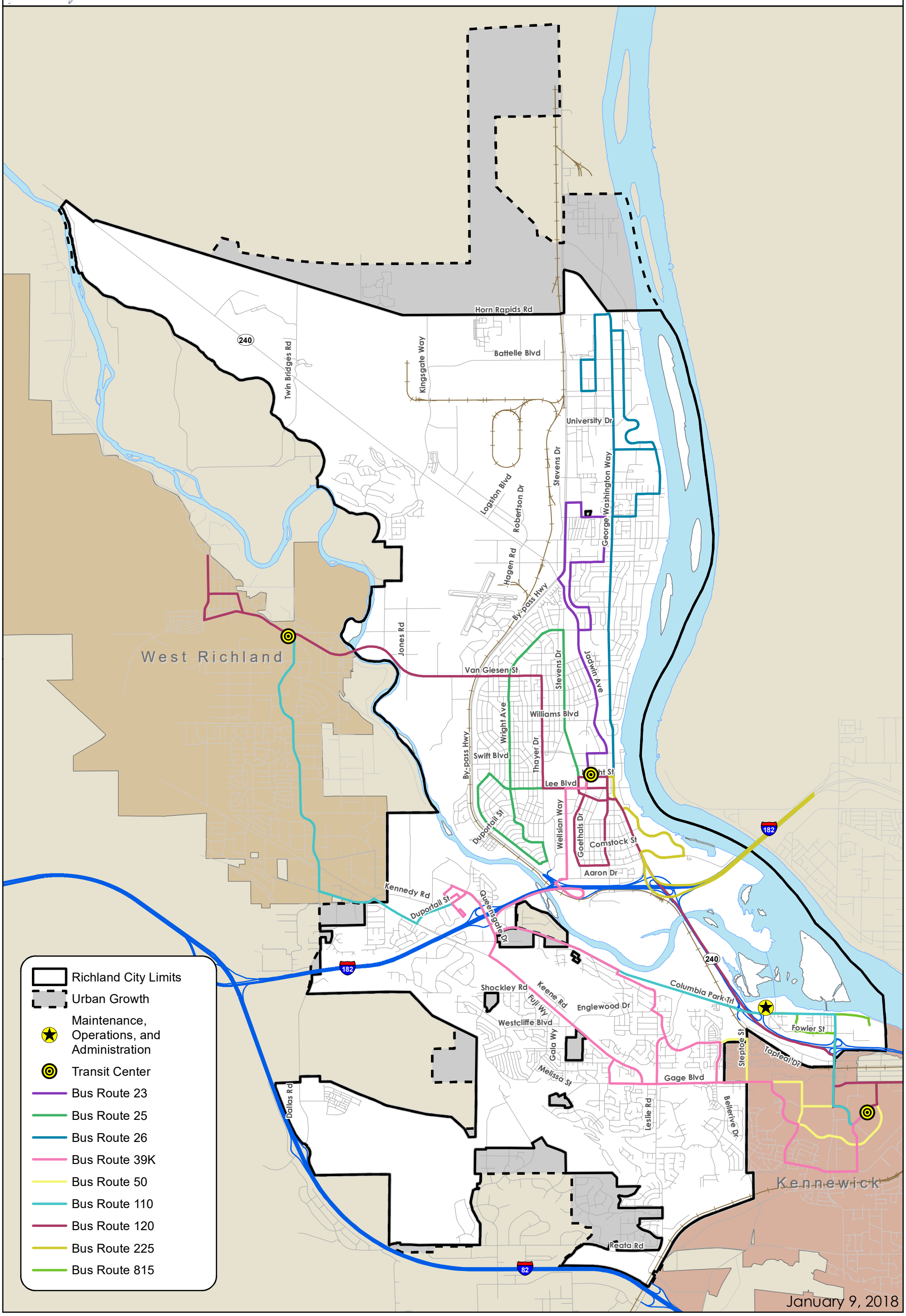
City of Richland

T-8 - Transit Routes



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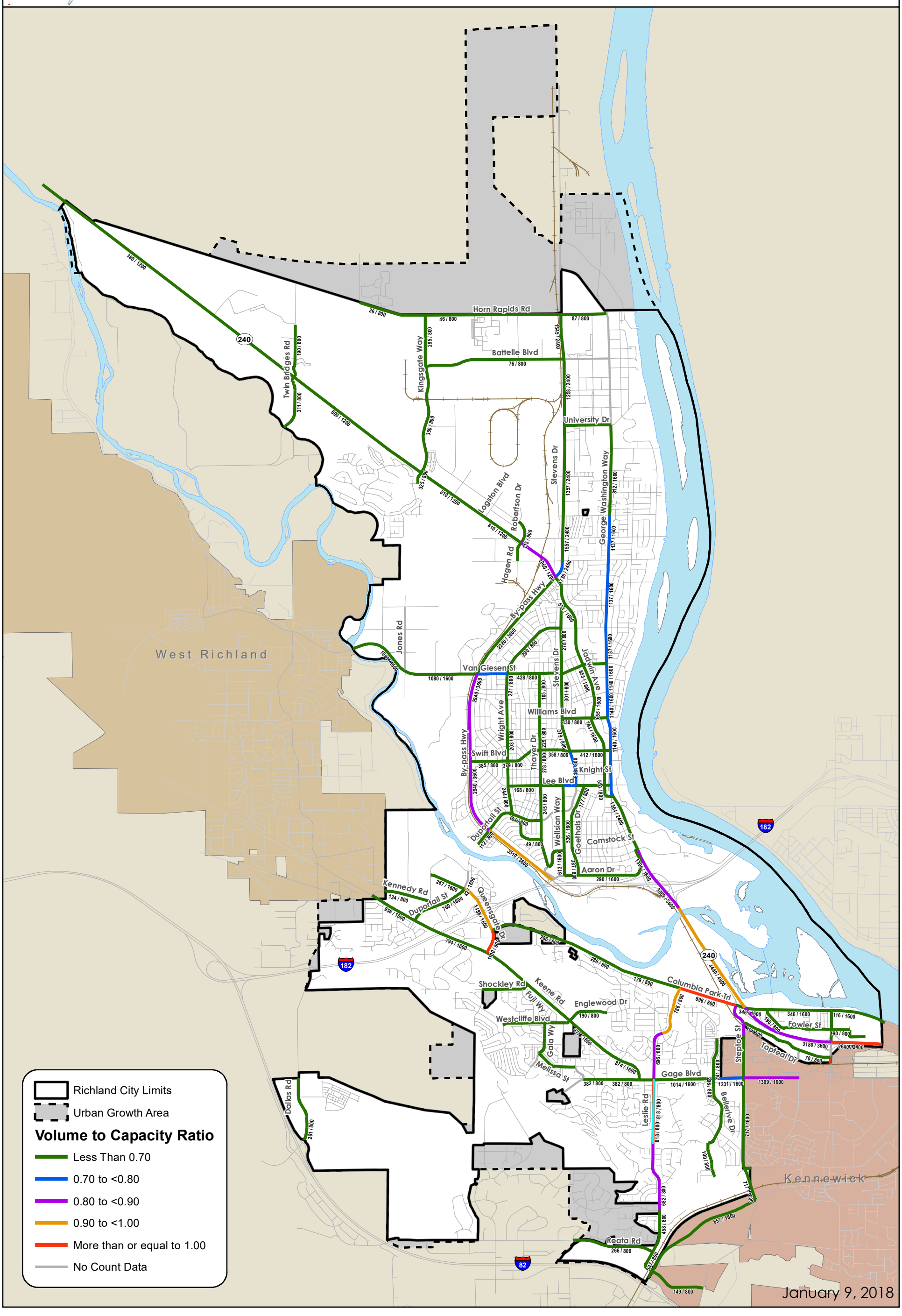
City of Richland

T-9 - Volume to Capacity Ratios



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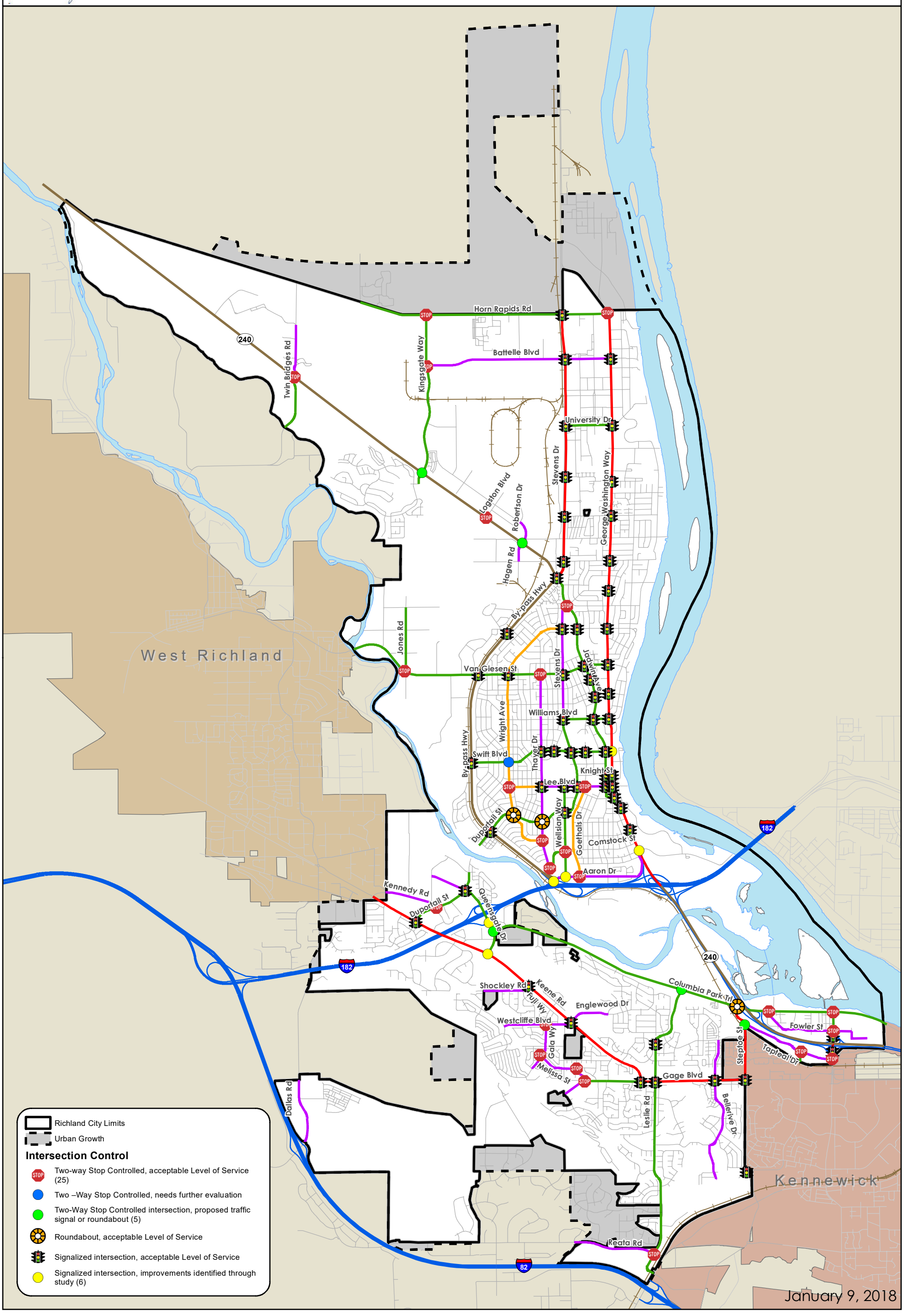
City of Richland

T-10 - Intersection Traffic Control Evaluations



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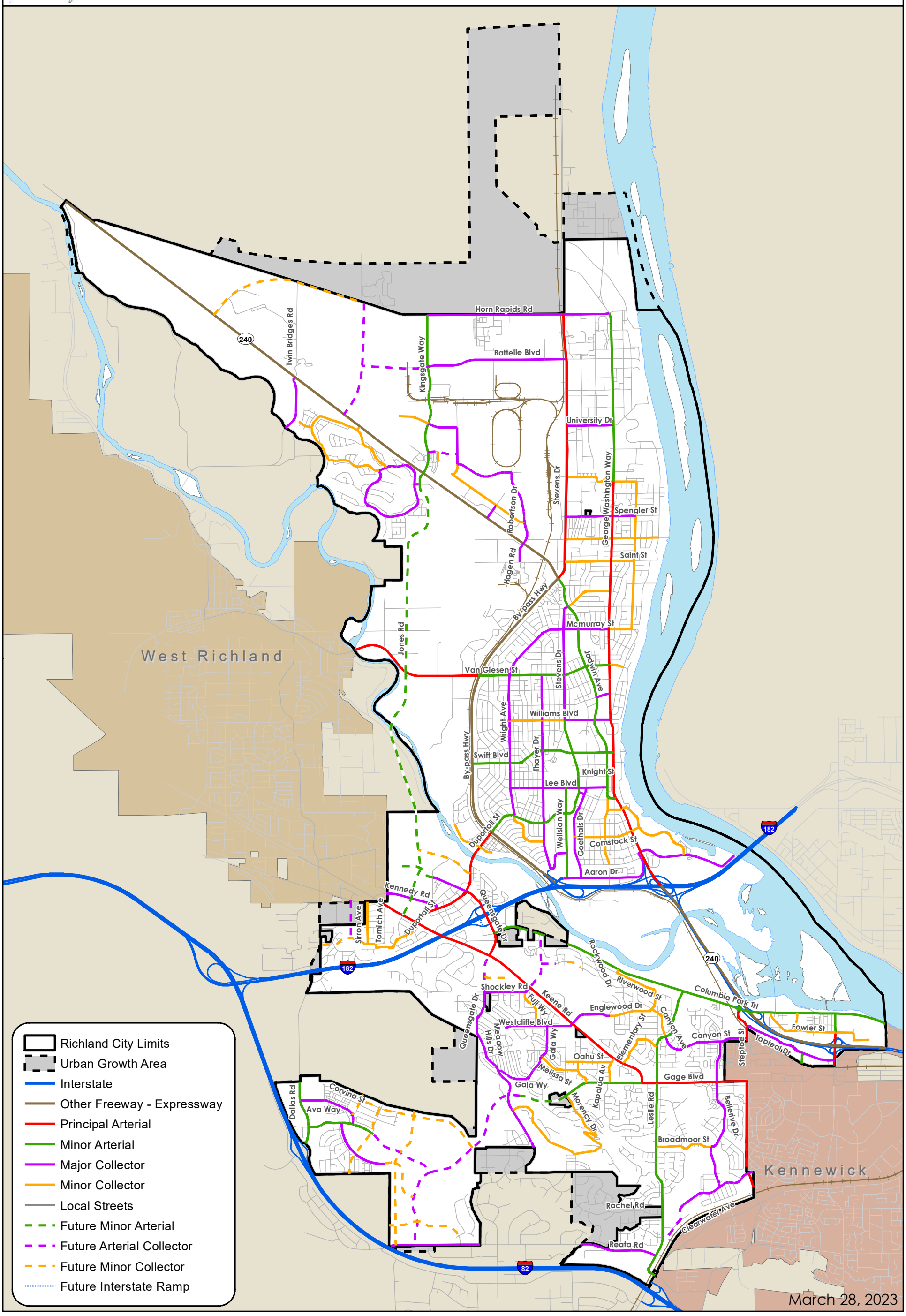
City of Richland

T-11 - Future Functionally Classified Street Network



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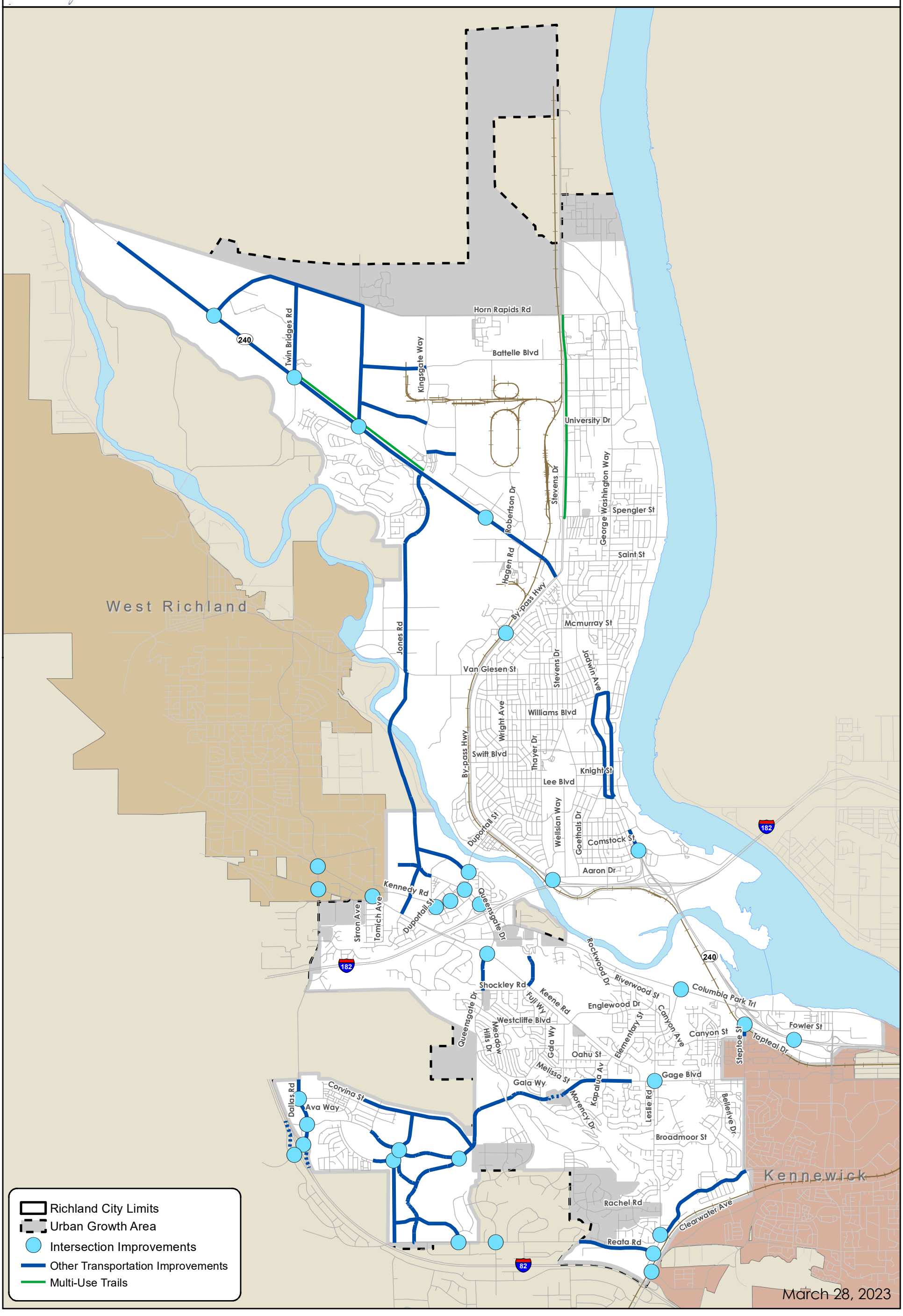
City of Richland

T-12 -Transportation Improvements



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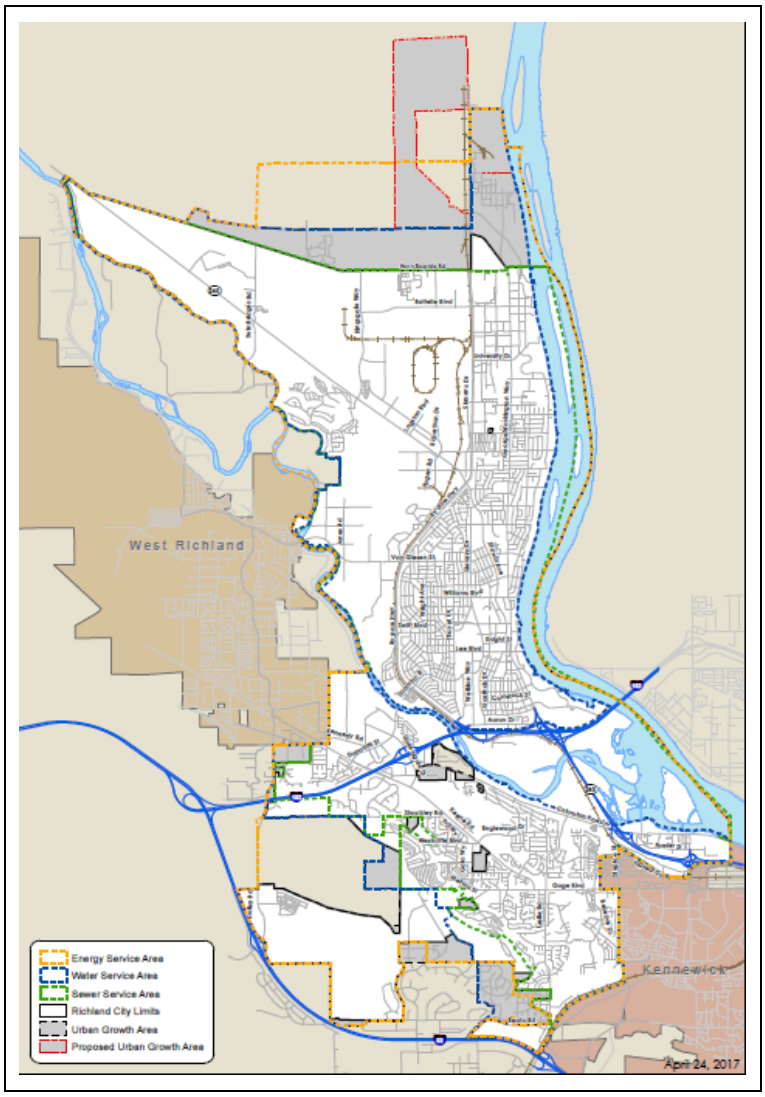
UTILITIES

SECTION ONE

INTRODUCTION

This section was developed in accordance with RCW 36.70A070 to address utility service within the City of Richland over the next 20 years. It consists of the general location, proposed location, and capacity of all existing utilities in the UGA. General utility corridors are identified in utility and transportation elements as many utilities are placed in conjunction with the transportation corridors. Utilities include wastewater, water, storm water, solid waste, and energy services provided by the City. This section also discusses utilities served by other providers in Richland. These are natural gas supply, tele-communications, and irrigation.

Figure U-1: Utility Service Areas



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SECTION TWO

WASTEWATER FACILITIES

EXISTING CONDITIONS

The Richland sanitary sewer system was originally developed to serve the area around the CBD and the surrounding residential areas, but has been extended to other areas as they have developed, including north Richland, the Badger Mountain area, and the Horn Rapids community. The City's wastewater collection system serves the majority of Richland residents, but some outlying areas are still served by onsite septic systems; there are currently approximately 475 people served with onsite septic systems within the Richland City limits.

The sanitary sewer system includes a conveyance system, a wastewater treatment facility, and effluent disposal. Limited monitoring and analysis of the major trunks and interceptors were done in 1990s that showed that the system was in relatively good condition, with low levels of infiltration and inflow. However, the assessment data has become dated, and the City is planning on a more comprehensive assessment of the condition of the collection system in the next few years.

Sanitary Sewer Collection System

The existing Richland sanitary sewer collection system serves approximately 40 square miles of area, divided into seventeen drainage basins. The sewer service area boundary is shown in Figure U-2.

The collection system consists of over 262 miles of gravity collection pipes which range in size from six inches in diameter to 54 inches in diameter. Much of the Richland sewer service area is flat, making it difficult to construct sewers with the minimum slopes necessary for sewage flow. Pump stations receive sewage by gravity and augment the flow by pumping it to the treatment facility.

The City owns and operates 14 pump stations, ranging in size from 1.5 to 35 horsepower. Because of the cost of operation and maintenance, it is desirable to minimize the number of pump stations; many have already been eliminated by the interceptor improvements.

The 2015 General Sewer Plan Update included hydraulic modeling of all of the sanitary sewer pipes ten inches in diameter and larger. Overall, the collection system had adequate hydraulic capacity to convey current flows as well as future flows. Although the hydraulic analysis indicated relatively few capacity issues, the collection system is showing its age and a proactive renewal and replacement program has been developed to address this. A pipe replacement program was developed to prioritize sanitary sewer pipes with the greatest need for replacement each budget year. A significant element of this program includes an intensive survey of the existing pipes in order to determine condition ratings – this is scheduled to occur over the next three years.

The components of Richland's wastewater flow are sanitary flow, infiltration, and inflow. Sanitary flow includes wastewater discharged to the sewer from residential, commercial, and industrial sources. Infiltration refers to groundwater that enters the collection system through cracks in pipes and loose connections. The rate of infiltration is likely to be higher in older sections of the City because of older pipes and construction methods. New sewers are usually constructed with precast manholes and rubber-gasketed pipe, which effectively limit infiltration. Inflow is surface water that enters the system through downspouts, area drains, ponding over manhole covers, or cross connections with storm drains. Due to Richland's desert climate, storm-related inflow does not have a significant impact on the system.

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Seasonal variations in wastewater flows are slight, with the total daily flow ranging from five to seven million gallons per day (MGD). The lowest flows occur during the winter months, the highest during the summer. Because Richland has a fairly permanent population and does not experience high tourist or vacation activity, the higher flows appear to be caused by elevated groundwater levels from irrigation, which results in higher infiltration. The wastewater flow characteristics are given in Table U-1.

Table U-1: Wastewater Flow Characteristics

Average Daily Flow	5.7 MGD
Peak Daily Flow	7.1 MGD
Residential Population	53,054 (2015)

Source: City of Richland General Sewer Plan, 2015

Wastewater Treatment Facilities

All flows collected by the Richland sanitary sewer collection system are transported to and treated at the Richland Wastewater Treatment Plant. Since its completion in 1985, the plant has consistently achieved the discharge requirements specified in its National Pollution Discharge Elimination System (NPDES) permit. The plant provides primary sedimentation, followed by secondary treatment using an activated sludge process. Plant effluent is disinfected with chlorine prior to discharge to the Columbia River. The design criteria and the current loadings for flow, organic loading, and suspended solids are summarized in Table U-2.

Table U-2: Richland Wastewater Treatment Plant Design Criteria

	Design Criteria	2015
Average daily flow for maximum month	11.4 MGD	6.25 MGD
BOD_5 loading for maximum month	17,250 lbs/day	14,099 lbs/day
TSS loading for maximum month	21,200 lbs/day	18,146 lbs/day
NH_3-N loading for maximum month	2,750 lbs/day	2,063 lbs/day

a. BOD = biochemical oxygen demand

b. TSS = total suspended solids

Source: City of Richland General Sewer Plan, 2015

The NPDES permit requires the City to submit a plan and a schedule for maintaining capacity whenever the actual flow or load reaches 85% of any one of the design criteria for three consecutive months. This is projected to occur in 2020.

LEVEL OF SERVICE

The service area for the City of Richland sewer system matches the UGA, although not all areas have sewer service. The City's 2015 General Sewer Plan addresses proposed future system improvements based upon current land uses within the UGA.

Current LOS standards for elements of the wastewater facilities system, contained in the 2015 Plan, are listed in Table U-3. Improvements recommended in the City of Richland Comprehensive Plan Utilities Element are aimed at maintaining these guideline LOS standards.

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Table U-3: Wastewater Guideline LOS Standards

Element	LOS Standard
Residential Unit Flows[a]	160 GPDU[b]
Commercial Unit Flows	625 GPAD[c]
Industrial Unit Flows	1,250 GPAD[c]
Manning pipe roughness coefficient	0.012
Min velocity	2 feet/second

a. Based on 2.42 people per dwelling unit

b. GPDU = gallons per dwelling unit

c. GPAD = gallons per acre per day

Source: City of Richland General Sewer Plan, 2015

FUTURE DEFICIENCIES

The 2015 General Sewer Plan includes a CIP through the year 2024. For the planning period of 2017-2022, planned costs amount to approximately $18 million.

The 2015 General Sewer Plan also includes a financial plan that allows the wastewater utility to remain financially viable during the planning period. The analysis considers the historical financial condition of the utility, the financial impact of executing the CIP, the sufficiency of the utility reserves to meet future financial and policy obligation, and rate affordability.

RECOMMENDATIONS

The improvements described in the 2015 General Sewer Plan will address deficiencies resulting from growth for the planning period. The General Sewer Plan includes long term improvement plans from 2015 to 2024. The 2017 Capital Improvement Program identifies the priority projects and associated financing as shown in tables U-4 and U-5 below.

Table U-4: Capital Improvement Project Costs

Facilities	Total Cost	Time-frame
City View Sewer Relocation	$180,000	2017
Collection System Renewal & Replacement	$12,244,000	2017 - 2022
WWTP Influent Upgrades	$2,183,000	2017
WWTP Renewal & Replacement	$3,343,000	2017 - 2022
Total	**$17,950,000**	**2017 - 2022**

Table U-5: Capital Improvement Funding Sources

Funding Source	Total Fund	Time-frame
Bonds - Future Issue	$2,183,000	2017
Rate Revenue	$11,567,000	2017 - 2022
Wastewater Facility Fees	$4,200,000	2017 - 2022
Total	**$17,950,000**	**2017 - 2022**

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Long term projects include collection system upgrades for the Bellerive Lift Station in South Richland and the Upper North Interceptor in North Richland. These projects would cost approximately $3,000,000 and will be funded by connection fees. In addition, there is about $4,000,000 projected cost for annual renewal/replacement projects for both the collection system and the Wastewater Treatment Plan. These will be funded by rates.

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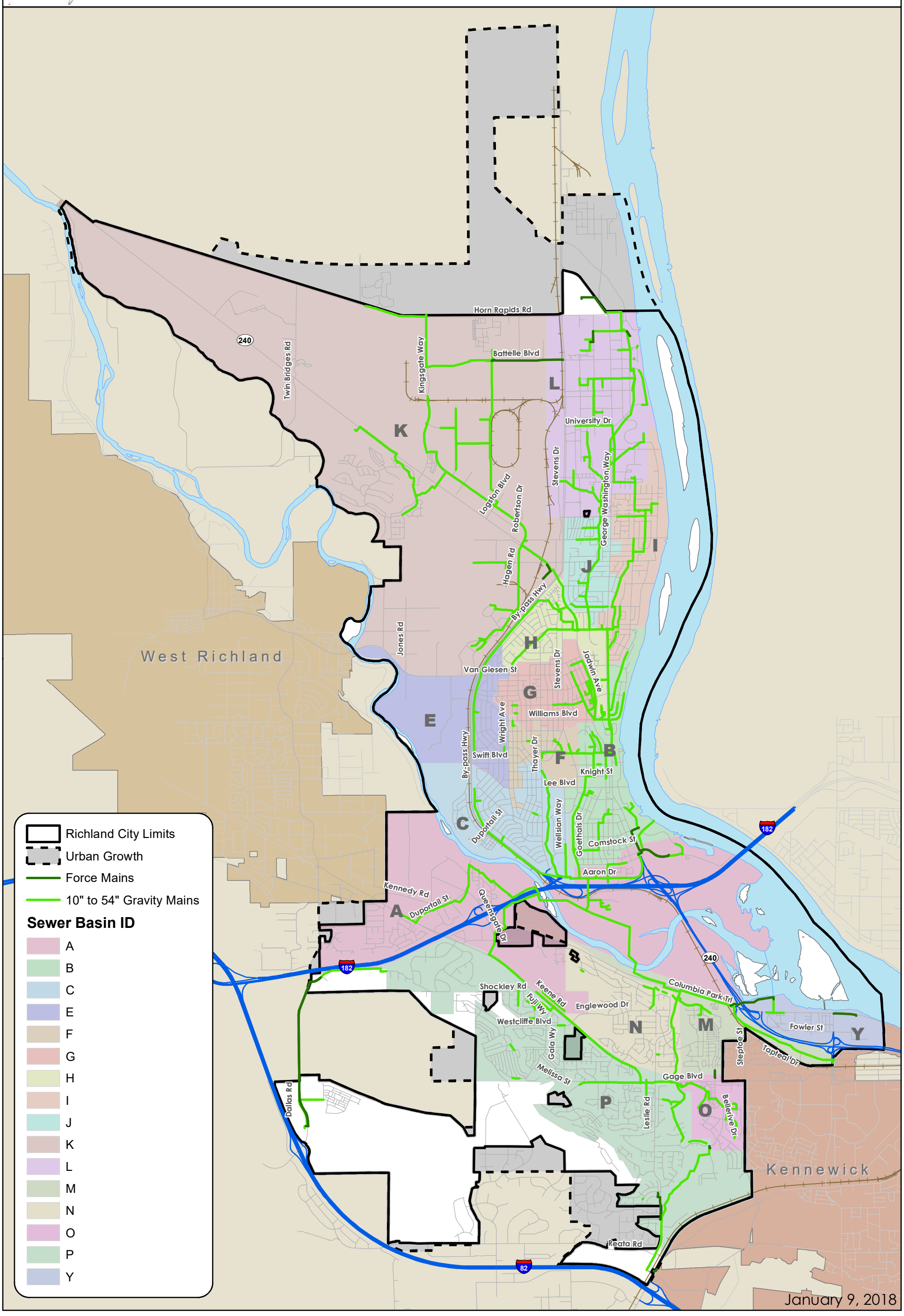
City of Richland

U-2 - Sanitary Sewer Mains



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SECTION THREE

WATER SUPPLY SYSTEM

EXISTING CONDITIONS

The majority of the population within the corporate limits of the City of Richland is served by the City of Richland Water Utility. The Utility serves approximately 18,689 connections (as of 2016), which includes residential, commercial, and industrial users. The Utility is managed by the City as part of the Public Works Department.

The Richland water system was constructed during the 1940s to support the wartime activities at the Hanford Site. This temporary system has developed into the modern permanent water system used in the City today.

The utility service area is bordered on the southwest by the City of West Richland utility service area, which has a wholesale water service intertie agreement with Richland. This intertie is located along Keene Road. The City of Kennewick's water and sewer utility area lies to the southeast and has an emergency intertie located at Gage Boulevard connection on Columbia Center Boulevard near Tapteal Drive. The Badger Mountain Irrigation District has a potable water service utility area that lies to the south of the City with an emergency intertie located on Rachel Road.

The City has one private water district within its corporate limits. Tri-City Estates, a residential housing development, maintains its own water supply system. It has an emergency water supply agreement whereby the City of Richland would supply water to that area if its system proves inadequate. Two private water districts exist beyond the City limits. The Badger Mountain Irrigation District (BMID) operates a potable water system that serves the Rancho Reata area beyond the southern boundary of Richland's service area (an area north of I-82). The BMID uses a wholesale water supply intertie with the City.

The City's water supply system consists of wells, a water treatment plant, pump stations and chlorinators, interties, water lines, and reservoirs.

Source of Supply

According to the 2016 Comprehensive Water System Plan (WSP), the City has a total available water right of 34,948 acre-feet per year and 43,786 gpm for instantaneous flow. This total available water right covers to a Maximum Day Demand (MDD) of 63.0 MGD. The 2015 population-based MDD is 38.4 MGD. The WSP projects that MDD will be 55 MGD in 2035. Therefore, the City appears to have adequate water rights for future growth.

The City's potable water sources include a wellfield and the Columbia River Water Treatment Plant (WTP). The wellfield has a total capacity of 15 MGD while the WTP has a capacity of 36 MGD. The City maintains the quality and quantity of groundwater used for public water supplies through Best Management Practices in the wellfield and the Water Treatment Plant. Water supplied to the City of Richland is of high quality, meeting federal and state drinking water standards.

The locations of the sources of supply as well as the distribution system are shown in Figure U-3.

Distribution System

The City has approximately 340 miles of pipeline in the water distribution system ranging in size from two inches in diameter to 36 inches in diameter. There are ten storage facility sites that

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provide approximately 22 million gallons of storage and ten booster pumping stations that provide direct water storage to seven pressure zones within the City.

The water system characteristics are summarized in Table U-6.

Table U-6: Water System Characteristics

Average Annual Supply	6.2 billion gallons
Residential Population	54,466 (2016)

Source: City of Richland Water System Plan, 2016

LEVEL OF SERVICE

The service area for the City of Richland water system matches the UGA. The City's 2016 Water System Plan addresses proposed future system improvements based upon current land uses within the UGA.

Current LOS standards for elements of the water system facilities, contained in the 2016 Plan, are listed in Table U-7. Improvements recommended in the City of Richland Comprehensive Plan Utilities Element are aimed at maintaining these guideline LOS standards.

Table U-7: Water Guideline LOS Standards

Element	LOS Standard
Demand per ERU[a]	1,032 gallons per day
Demand per ERU[b]	181 gallons per day
MDD[c]/ADD[d] Factor	2.33
PHD[d]/MDD Factor	1.32
Service Pressure	40 – 80 psi

a. ERU = equivalent residential unit, assuming domestic water is used for irrigation

b. ERU = assuming a non-domestic irrigation source

c.MDD = maximum daily demand

d. ADD = average daily demand

e. PHD = peak hour demand

Source: City of Richland Water System Plan, 2016

FUTURE DEFICIENCIES

The 2016 Water System Plan includes a CIP through the year 2036. For the planning period of 2017-2022, planned costs amount to approximately $23 million.

The 2016 Water System Plan also includes a financial plan that allows the water utility to remain financially viable during the planning period. The analysis considers the historical financial condition of the utility, the financial impact of executing the CIP, the sufficiency of the utility reserves to meet future financial and policy obligation, and rate affordability.

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RECOMMENDATIONS

The improvements described in the 2016 Water System Plan will address deficiencies resulting from growth for the planning period. The 2017 Capital Improvement Program identifies the priority projects and associated financing as follows.

Table U-8: Water System Capital Improvement Project Costs

Facilities	Total Cost	Time-frame
Automatic Meter Reading System	$3,235,000	2017-2018
Broadmoor Street Conversion from Tap I to Tap II	$107,000	2021
Chief Joseph Middle School Irrigation Well	$150,000	2018
Columbia River Intake Screen Upgrade	$4,630,000	2018 - 2020
Core Y Additional Plant Replacement Value (PRV)	$406,000	2021
Distribution System Repairs & Replacement	$1,950,000	2017 - 2022
Duportail Street Transmission Main	$750,000	2017
Duportail Street Well	$500,000	2017
High Meadows St. and Leslie Road PRV	$102,000	2021
Irrigation Utility Capital Improvements	$730,000	2017 - 2022
Orchard Way Conversion from Tap I to Tap II	$35,000	2021
Tapteal I Pump Station Upgrade	$500,000	2020-2021
Tapteal II Loop	$114,000	2020
Tapteal VI Water Main	$487,000	2021
Water Treatment Plant Renewals & Replacement	$1,716,000	2017 - 2022
WTP Solids Handling Improvements	$400,000	2021
Yakima River Crossing Pipeline Replacement	$7,499,000	2017 - 2019
Total	**$23,311,000**	**2017 - 2022**

Table U-9: Water System Capital Improvement Funding Sources

Funding Source	Total Fund	Time-frame
Facility Fees	$3,223,500	2017 - 2021
Federal Emergency Management Agency Grant	$1,893,301	2017 - 2018
Irrigation Utility Rate Revenue	$755,000	2017 - 2022
Private Development	$601,000	2017 - 2022
Rate Revenue	$6,202,500	2017 - 2022
Revenue Bond Issue	$9,935,699	2017 - 2020
Richland School District	$50,000	2017
Surplus Property Sale	$400,000	2021
West Richland	$250,000	2020 - 2021
Total	**$23,311,000**	**2017 - 2022**

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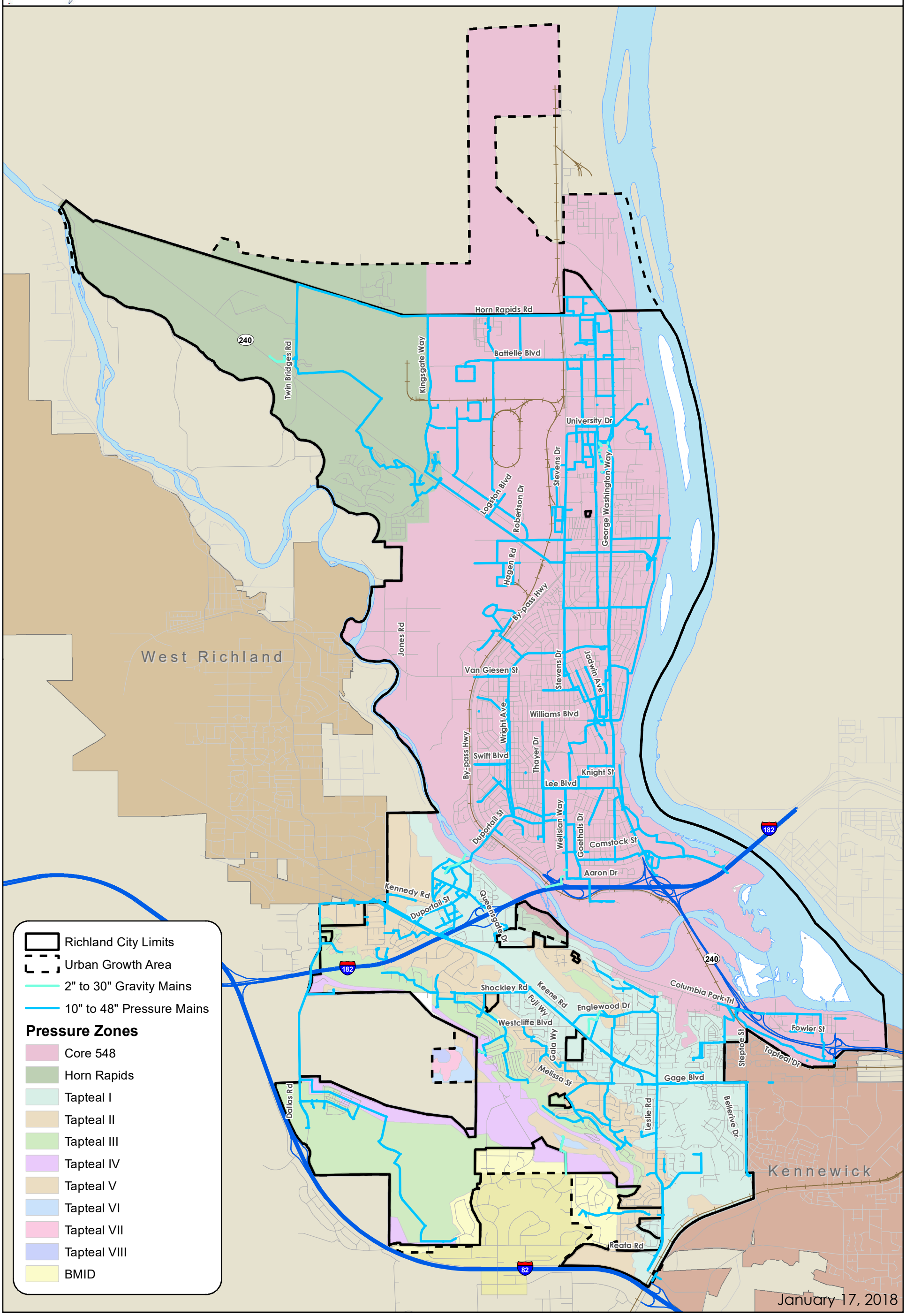
City of Richland

U-3 - Water Mains



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SECTION FOUR

STORM WATER SYSTEM

EXISTING CONDITIONS

The storm water service area in Richland is divided into nine drainage areas covering over 30,000 acres. These are: North Richland (NR), Columbia River (CR), Richland Core Area (RC), Yakima River North (YRN), Yakima River South (YRS), CID Main Canal (CM), Amon Wasteway (AW), Badger East Canal (BEC), and Badger Mountain South (BMS).

The City's storm water system facilities consist of the following:

- Collection and conveyance
- Pumps
- Underground injection control (UIC) facilities
- Regional detention/ water quality facilities
- Regional outfalls

The collection and conveyance system includes catch basins, manholes and pipes. Tables U-10 and U-11 indicates existing collection and conveyance facilities.

Table U-10: Storm Water Collection Structures

Owner	Catch Basins and Manhole Catch Basins	Catch Basins and Manhole Catch Basins with OWS[1]	Manhole	Manholes with OWS
City	3,995	166	1,928	12
Port of Benton	160	0	0	0
[1] Oil Water Separator				

Table U-11: Storm Water Conveyance Facilities (length in Units of Miles)

Gravity Pipe	Force Main	Perforated Pipe and Underdrain	Culvert	Open Chanel
127.3	0.7	2.6	3.2	11.5

The storm water system includes public and privately owned seven pump stations throughout the City as indicated in Table U-12 below.

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Table U-12: Storm Water System Pumps

Name	Owner	Capacity (GPM)
Carriage Pump Station	City	1,045
McMurray Pump Station	City	5,790
Berkshire	City	Unknown
Corps of Engineers Pump Station	USACE	Unknown
Horn Rapids Triangle Pump Station	City	Unknown
Lawless Pump Station	Private	Unknown
Wellsian Pump Station	Private	Unknown

Some storm water runoff generated within the City is infiltrated via the City's underground injection control facilities. There are over 280 UIC facilities in the City. The City's regional detention/ water quality facilities include 22 ponds, 2 bioretention cells, 6 underground storm chambers, and 21 swales. Stormwater runoff that does not infiltrate within the service area is conveyed to surface receiving waters via regional outfalls that discharge to the Columbia River, the Yakima River, and the Amon Wasteway. There are 11 outfalls discharging to the Columbia River, two discharging to the Yakima River, and eight discharging to the Amon Wasteway.

The City's 2016 Stormwater Management Plan provides detailed information on the system facilities. The Management Plan also provides guidance for the City's maintaining the requirements of the Phase II Eastern Washington Municipal Stormwater Permit (Phase II Permit), received from the Department of Ecology. This Permit regulates operation of the City's Municipal Separated Storm Sewer System (MS4).

FUTURE DEFICIENCIES AND RECOMMENDATIONS

The City strives to maintain the level of service of the storm water system by addressing existing and potential issues. Improvements are identified with the intent of reducing:

- Existing conveyance capacity and flooding issues;
- Potential future conveyance capacity and flooding issues;
- Pollutant loading to receiving water bodies; and
- Chronic system maintenance needs.

Identification of capital projects are based on the criteria such as projects previously identified in the management plan but not yet constructed, chronic maintenance issues identified by staff, etc.

The 2016 Stormwater Management Plan categorizes capital projects into one of four types based on the primary objective of the project:

- Flood risk (FR) – Projects that primarily address hydraulic deficiencies to help reduce flooding or surcharging of the system.
- Renewal and replacement (RR) – Projects that primarily repair or replace existing system components to help restore the original design function.
- Water quality retrofit (WQ) – Projects that primarily address water quality through treatment of stormwater runoff prior to discharging to receiving waters.

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- Development Driven (DD) – Projects that may be built based on future development. These projects are assumed to be partially paid for by developers. See Section 8 for detailed documentation on funding assumptions.

The 2017 CIP identifies the priority projects and associated financing in Tables U-13 and U-14.

Table U-13: Storm Water Management Facilities Financing 2017-2030

Facilities	Total Cost	Time-frame
Leslie Road Storm Drain Replacement	$839,000	2018
Storm Water Rehabilitation & Replacement	$2,616,090	2015-2022
Water Quality Retrofit Program	$2,618,717	2015-2022
Total	**$6,073,807**	**2017-2022**

Table U-14: Storm Water Capital Improvement Funding Sources 2017-2030

Funding Source	Total Fund	Time-frame
Grant – WA State Department of Ecology	$759,717	2015-2016
Grant Funds (Unsecured)	$1,285,500	2017-2022
Rate Revenue	$4,028,590	2015-2022
Total	**$6,073,807**	**2017-2022**

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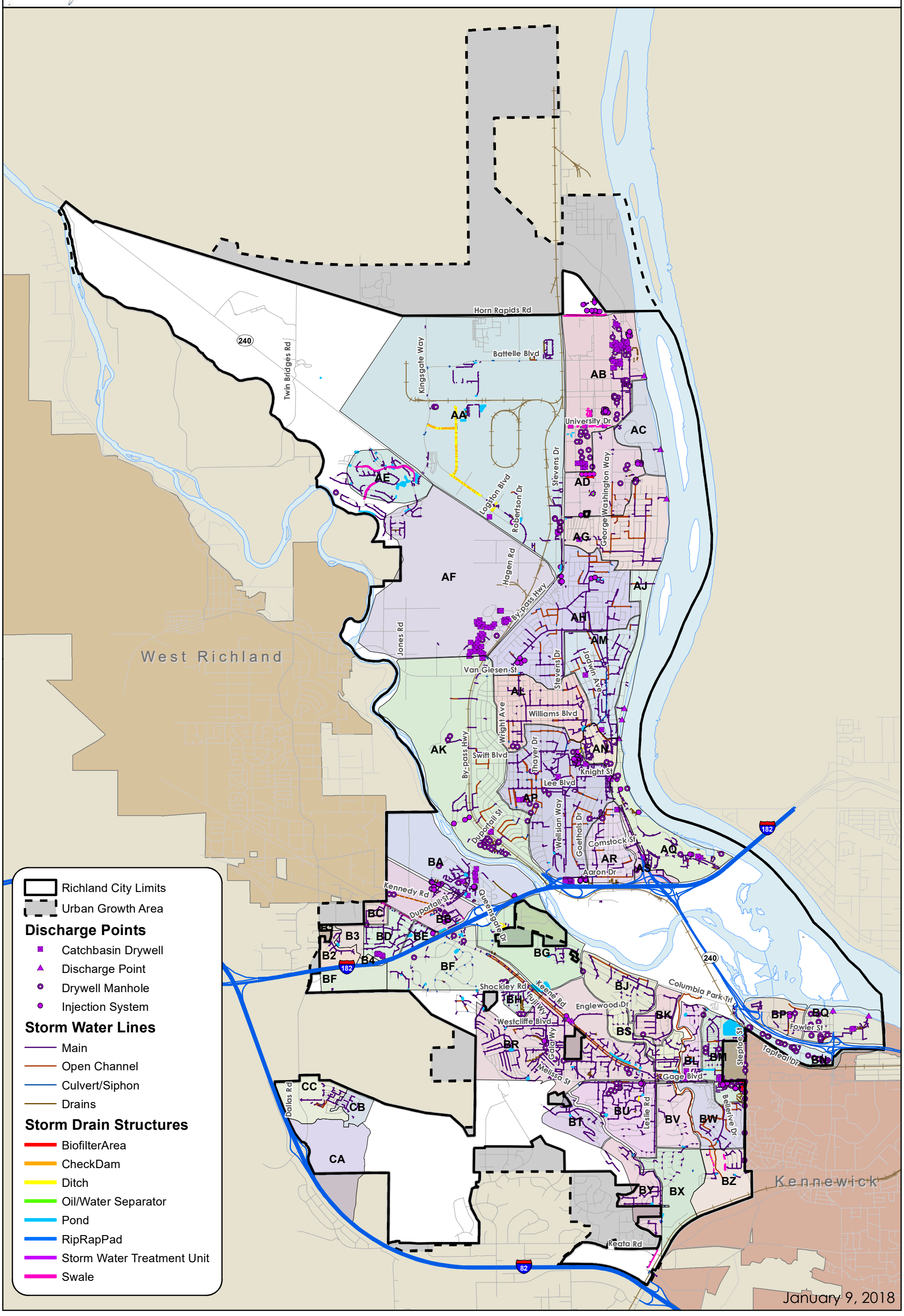
City of Richland

U-4 - Storm Water System



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SECTION FIVE

SOLID WASTE MANAGEMENT

GENERAL LOCATIONS AND CAPACITY

State RCW 70.95.030 defines solid waste or waste as "all putrescible and non-putrescible solid and semisolid wastes including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, sewage sludge, demolition and construction wastes, abandoned vehicles or parts thereof, and recyclable materials." Each municipality may fulfill its solid waste management responsibilities in one of three ways:

1. Prepare its own solid waste management plan for integration into the county comprehensive solid waste plan;
2. Participate with the county in preparing a joint city-county plan for solid waste management; or
3. Authorize the county to prepare a plan for the City's solid waste management for inclusion in the county comprehensive plan.

The City of Richland has chosen the first option. RCW 70.95.080(3)(a) defines that option as: "Prepare and deliver to the county auditor of the county in which it is located its plan for its own solid waste management for integration into the comprehensive county plan".

In 2009, the City chose to develop their own solid waste management plan as a tool to guide the continued development of their collection system and landfill. The City's Plan was updated in August 2011. This updated Plan was prepared in accordance with the Department of Ecology's "Guidelines for Development of Local Comprehensive Solid Waste Management Plans and Plan Revision", January 2010. The City's Plan was submitted for inclusion in Benton County's 2013 update of its Solid Waste and Moderate Risk Waste Plan. The County's 2013 Plan was subsequently approved by the Washington State Department of Ecology. The Department of Ecology's action formalized the completion of the City's planning responsibilities under RCW 70.95.030.

The City's Solid Waste Management includes these goal statements as guiding principles for its solid waste services:

- Goal 1: Manage solid waste in compliance with State and local regulations to promote and protect human and environmental health and safety.
- Goal 2: Optimize the solid waste management system to provide for long-term stability in a cost-effective manner.
- Goal 3: Provide solid waste programs with emphasis on customer service and satisfaction.
- Goal 4: Identify the types of recyclables and establish programs to efficiently and effectively recycle and market these materials.
- Goal 5: Promote programs and balance incentives and disincentives to encourage reduction, reuse, and recycling.
- Goal 6: Educate businesses and the public on opportunities available for waste reduction, reuse, and recycling.
- Goal 7: Encourage and support the research and development of new technologies for solid waste management and recycling.

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Solid Waste Collection and Disposal

The City of Richland Solid Waste Division provides municipal solid waste collection and disposal services to residences and businesses within the City limits. Solid Waste Collection services for lands outside the City limits is provided by private waste haulers licensed through the Washington State Utilities and Transportation Commission. This City's landfill accepts waste from the surrounding areas on an individual load basis. The City has no disposal contracts with private haulers or other government agencies.

Solid waste collection services for the City of Richland are provided by the City's Public Works Department, except in newly annexed areas. The Department administers user-fee-funded refuse collection services, and bills its customers through the City Administrative Services Department. Solid waste collection in Richland is available five days a week. Industrial and commercial pickup is provided by the City of Richland. Commercial waste pickup can range from one to five times a week.

Collection services within newly annexed areas are provided by private solid waste hauling companies operating under contracts with the City. The contracts, which are required by State law, provide for a ten-year transition period during which the private solid waste haulers continue services in keeping with their State-authorized permits. The haulers do not align their services with the City's Solid Waste Management Plan. At the expiration of the contracts the City may choose to extend the contracts or assume service to the area customers. When the City elects to assume these service areas, it will provide services consistent with the Solid Waste Management Plan and its adopted rate structure.

About 26 percent of solid waste is recycled in Richland based on the 2015 data of generation, recycling, and disposal as shown in the table below:

Table U-15: Solid Waste Generation

	Tons	%
Generation	77,697	100
Recycling	22,216	26
Disposal	55,481	74

Petroleum-contaminated soils are accepted occasionally at the Richland landfill. They are treated in a separate area on the landfill property and ultimately disposed of in the landfill. Dewatered bio-solids from the City's wastewater treatment plant are combined with yard waste in a composting process conducted at the Richland landfill. The finished compost material is tested to confirm compliance with U.S. Composting Council quality criteria and marketed to area contractors, nurseries, and local agencies.

Richland residents can dispose of self-hauled waste at the resident rate. Oil, antifreeze, and automotive batteries are accepted for recycling at the landfill. Benton County operates a household hazardous waste program that accepts many other categories of wastes that are not accepted at the Richland landfill.

Solid waste collected by service type is shown in table below.

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Table U-16: Solid Waste Collection

Service Type	% of Total Tonnage Collected
Residential	40%
Commercial	40%
Dropbox	20%

Richland Landfill

The City of Richland owns and operates the Richland Landfill (also known as the Horn Rapids Landfill), located on 275 acres of designated landfill space approximately 3.5 miles northwest of the City center on Highway 240 (see Figure CF-3, Facilities Map). Approximately 46 acres are permitted for solid waste disposal. The Benton Franklin Health District has issued a permit in 2017, for use of an additional 90 acres for landfill disposal. Also on the landfill property are a 14-acre composting facility, a residential and small commercial customer transfer station, scalehouse and administration building, and an operations and equipment maintenance building.

The current capacity of the permitted disposal area will be exhausted by the year 2020.

The Richland Landfill currently meets minimum functional standards (Chapter 173-351 WAC) and operates under a solid waste disposal permit issued and renewed annually by the Benton Franklin Health District. The site is designed and operated as an arid-climate landfill, and therefore, has no bottom liner or leachate collection system. Vadose zone moisture monitoring has been implemented within a portion of the current 46 acre fill area for data collection. In the late 1990's groundwater contamination with volatile organic compounds was detected in several of the landfill's monitoring wells. The City installed the methane gas extraction / flare stations. The City initially implemented an independent remedial action program in compliance with Washington State Law (RCW 70.105D.040). In 2017 the City entered into an Agreed Order with the Washington State Department of Ecology to advance the characterization and remediation of the contamination.

Recycling

The City of Richland offers curbside recycling to its residential and commercial customers. In addition, the City currently operates seven drop-box recycling collection centers throughout the City and delivers the collected recyclable items to Clayton-Ward Recycling in Richland, which prepares the recyclable material and transports it to material processing facilities in the Portland or Seattle areas.

The recycling centers currently accept scrap paper, plastic beverage containers, tin and aluminum cans, newspaper, telephone directories, magazines, catalogs and calendars, glass jars and bottles, cardboard, and brown paper bags. In 2015, the City collected 1,524 tons in the drop box collection centers and 1,099 tons through curbside collection.

Composting

The Horn Rapids Compost Facility is a treatment facility for bio-solids coming from the City's Wastewater Treatment Plant, the residential green waste program and green waste self-haul. The compost facility opened in 2010, and accepts residential green yard waste with no charge to the resident. It saves landfill space and provides finished compost material to the public through a number of wholesale customers.

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Household Hazardous Waste

The Benton County Moderate-Risk Waste Facility is located at a facility on Ely Street in Kennewick and which can collect Household Hazardous Waste and Small Quantity Generator Waste from residents of Benton County. The facility is jointly funded by the Washington Department of Ecology, Benton County, and the Cities of Kennewick, Richland, West Richland, Prosser, and Benton City.

Moderate-risk waste includes material such as waste oil, paints, flammable materials, and anti-freeze. The facility also collects hazardous waste from commercial businesses classified as small quantity generators (SQG). SQGs are conditionally exempt from federal and state regulation when they generate or accumulate hazardous waste in quantities below a 220 pound per month threshold.

LEVEL OF SERVICE

According to Richland's Solid Waste Management Plan, the following solid waste management facility areas will likely require no major capital improvements during the 20-year planning period:

- Domestic and Commercial Waste Collection Services - No current deficiencies are identified in the service provided by the City's Solid Waste Utility.
- The City's existing curbside and drop boxes recycling program is sufficient to meet customer demands. A minority of residents indicate through surveys that they favor universal curbside recycling. To date the costs of this service expansion and the compulsory nature of it have not been adopted by the City Council.

FUTURE DEFICIENCIES

Estimates of solid waste generation are based on population projections. Based on Richland's 2011 Solid Waste Management Plan (Appendix H), annual waste generation is forecast to increase to 80,000 tons in 2031. This forecast utilizes the per capita rate of 6 pounds per person per day and population projections.

The current capacity in the Landfill will be exhausted sometime in 2020. The City is planning for its future solid waste disposal capacity by exploring two options:

1. Expand landfill capacity on the current site by building a landfill that meets current state and federal design regulations; as part of preparing for the possible expansion of the landfill, the City has submitted and received a permit from the DOH for expansion of approximately 90 acres. or
2. Building a transfer station and hauling waste to a large regional landfill.

A consultant is assisting City staff in preparing information to support this decision. It is expected that a decision will be made in calendar year 2017, after which preparations will be made to construct the necessary facilities. Regardless of the disposal alternative selected, the City anticipates maintaining its current customer service levels at the Richland landfill.

RECOMMENDATIONS

It is recommended that the City:

- Selects a preferred solid waste disposal approach that is cost effective, maintains service levels, and mitigates risk to the City; and
- Provides and maintains collection services to all City residents consistent with adopted service levels and Solid Waste Management Plan goals and objectives.

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Table U-17: Solid Waste Management Facilities Financing 2014-2030

Facilities	Total Cost	Funding Sources	Time Frame
Disposal Capacity Improvements	8,003,512	Bonds – future issue	2017-2019
Landfill Closure, Phase 2	3,780,000	Solid waste fund	2017-2020
Container Maintenance Facility/ Facility Improvements	$185,000	Rate Revenue	2017-2018

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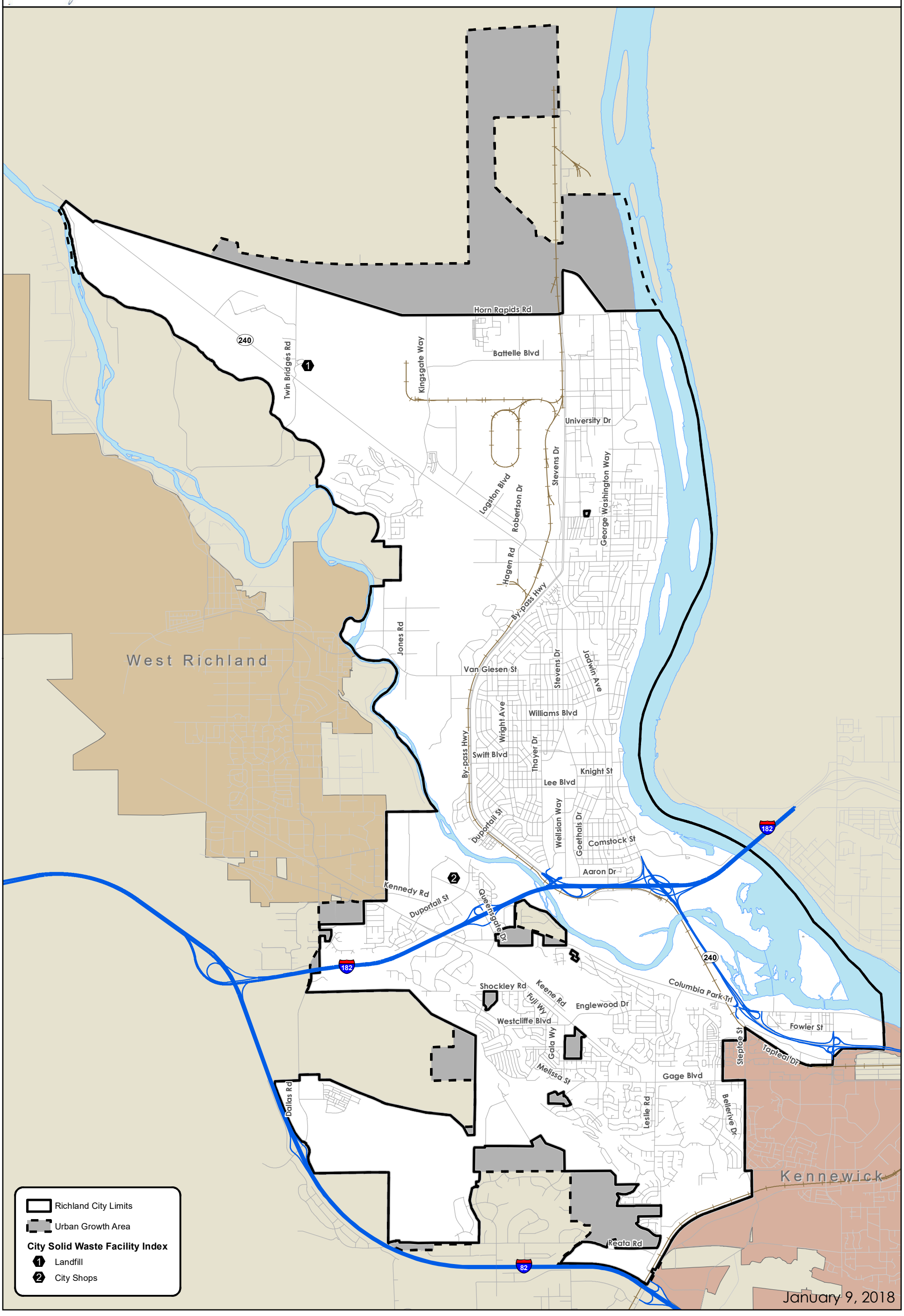
City of Richland

U-5 - Solid Waste



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SECTION SIX

ENERGY/ELECTRICAL POWER

EXISTING CONDITIONS

Richland's electrical service is provided primarily by Richland Energy Services (RES) Department. RES provides electric service to over 25,000 residential, commercial, industrial, and irrigation customers throughout the City's 50-square mile service territory, using 552 miles of primary line and eight substations. Ownership and operation of these facilities is shared by the City and the Bonneville Power Administration (BPA). Bulk transmission of electrical power supply to customers in the UGA has historically been provided from the BPA transmission grid, with the local utilities providing final pass-through services. BPA is contractually obligated to supply all of the City's power requirements through 2028.

Electric system planners design and build facilities to follow population and employment projections for the City and county. The electric load is determined from these plans and projections. An electric system plan is then developed to serve those loads at the reliability level prescribed by the individual utility, taking into account environmental, economic, financial, and operational factors. Utility construction is coordinated with the appropriate jurisdictions and agencies, and is typically phased in as actual growth occurs. Transmission lines and substations are installed based upon projections and early growth while electrical distribution lines are installed at customer request with the continued growth.

Future electrical service plans are designed not only to provide for future growth and accommodate new and increased loads, but also include changes to the existing systems to improve reliability, maintain power quality, and maintain redundancy backup service in the system.

The City has service area agreements with Benton County PUD (BPUD) and Benton Rural Electric Association (BREA). Approximately 102 customers within the City service area are being served by BPUD while no customers within the City service area are served by BREA. The City transfers remaining customers served by BPUD within the City service area based upon the terms within the service area agreement. All 102 are expected to be transferred by 2021.

Table U-18: City of Richland Electric Substations

Substation	Total Capacity	Used Capacity (2014)	Remaining Capacity (2014)
Sandhill Crane	45,000 KVA	31,000 KVA	14,000 KVA
First Street	45,000 KVA	32,000 KVA	13,000 KVA
Snyder	23,000 KVA	20,000 KVA	3,000 KVA
Stevens	46,000 KVA	41,000 KVA	5,000 KVA
Thayer	53,000 KVA	29,000 KVA	24,000 KVA
Richland Switch	23,000 KVA	10,000 KVA	13,000 KVA
Tapteal	45,000 KVA	37,000 KVA	8,000 KVA
City View	23,000 KVA	19,000 KVA	4,000 KVA
Total System	**303,000 KVA**	**219,000 KVA**	**84,000 KVA**

Source: City of Richland 2014 Long Range Plan – Richland Energy Services

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Energy Efficiency Program

RES offers energy efficiency programs to its commercial and residential customers. Commercial and industrial customers are offered incentives for lighting and custom projects that reduce energy use. Custom projects include heating, ventilation, and air conditioning (HVAC), motor efficiency upgrades, etc. For residential customers, Richland offers rebates and low-interest loans to qualified customers for energy efficient HVAC equipment and weatherization measures including insulation, windows, and doors. Customers can select a rebate only or apply for a low-interest loan with a rebate. Richland also offers energy efficiency program specifically designed for low-income families for insulation, duct sealing, ductless heat pumps, windows, and doors for their home.

Renewable Option Program

Through the City's partnership with the Renewable Option Program offered by the Bonneville Environmental Foundation (BEF), Richland residents can affordably purchase the environmental benefits of wind power generated throughout the Pacific Northwest. BEF's Green-e Energy Certified Renewable Option Renewable Energy Credits (RECs) represent renewable energy sources from Pacific Northwest projects where clean zero-emission wind energy has been delivered to the North American power grid to replace fossil fuel based electricity.

Each block of Renewable Option RECs represents the environmental attributes of 100 kilowatt-hours of electricity generated from wind energy facilities throughout the Pacific Northwest.

Solar Power and Net Metering

The City offers low-interest loans to promote the use of solar power. The loan period is up to 10 years for up to $5,000 per installed kilowatt (kW), not to exceed $15,000. The customer must agree to maintain the system and allow the City to claim the environmental benefits.

LEVEL OF SERVICE (UTILITY SERVICE AREA)

The level of service set by the RES and BPA for their respective portions of the system is based on performance. The goal is an N-1 contingency, which means that one failure in system equipment will not cause the failure of other system components, and the failure can be picked up by other components within eight hours.

The City of Richland currently provides electrical service throughout most of the UGA. Under its Utility Service Area Policy, it is the City's goal to provide service throughout the City limits, UGA, and service area agreements with adjoining BPUD and BREA utilities. The greater of the City limits, UGA, and service area agreements constitutes its current utility service area and planned future service areas.

FUTURE DEFICIENCIES AND RECOMMENDATIONS

The City has identified power supply system capital improvement projects that will be needed to meet the demands of growth as detailed in the Energy Service Department's Capital Facilities Plan for 2016-2027. The list consists of electrical projects with an estimated cost of approximately $60 million during this period. The $60 million capital cost is derived from the latest long-range capital expenditure forecast and extrapolating the average annual expenditure through calendar year 2027.

Specific projects have been identified for the second planning period. Critical service deficiencies in this period could result unless needed capital improvements are identified and implemented.

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The Energy Services Department has identified electric utility capital improvement projects that will be needed to meet the demands of growth through calendar year 2022. Cost of service and sources of funding are identified in Table U-19.

Table U-19: Electrical Power Facilities Improvement and Fund Resources

Facilities	**Total Cost**	**Time-frame**
Miscellaneous Electrical Projects	$81,754,000	2017-2022
Funding Source	**Total Fund**	
Benton PUD Contributions	$1,250,000	2016-2020
Bonds - Future Issue	$21,955,000	2018-2022
Bonds - Prior Issue	$21,254,000	2016-2018
Facility Fees	$6,200,000	2016-2022
RAISE (LRF)	$980,000	2017-2022
Rate Revenue	$30,115,000	2016-2018
Total	**$81,754,000**	

Long-range capital projects for the power supply system are identified and will be based on the need for improvements to serve growth in the second planning period and on the ability of the City to finance them. Implementation of improvements will be planned as part of an overall finance plan for all City-owned utilities and capital facilities. Projects and related costs identified through 2022 by the Energy Services Department include:

- Dallas Road Area Improvement - Plan, design, and construct a new electrical system substation and connect via new and existing transmission power lines into the electric system grid. Total Estimated Cost: $9,222,000.
- Kingsgate Substation - New substation for the Horn Rapids Industrial Park. One 28,000 KVA capacity transformer and major materials purchased by City. Substation to be constructed and commissioned by the end of 2021. Total Estimated Cost: $4,236,000.
- Leslie Rd Substation - Plan, design, and construct a new electrical system substation and connect into the electrical system grid operated by the BPA. Additionally, plan, design, and construct primary underground distribution feeders from new substation to the City's new and existing electrical system. Total Estimated Cost: $10,081,000.
- Smart Grid – Advanced Metering Infrastructure - Complete a detailed design and implement an electrical utility smart grid program to cost-effectively improve utility operations and provide the utility customers with options to control their power consumption and usage patterns. Total Estimated Cost: $10,600,000.
- Purchase Southwest Service Area Infrastructure - Per 2005 Electrical Service Area Agreement, purchase the depreciated value of BPUD infrastructure currently serving Hidden Hills Phase 1, Badger Mountain Irrigation District pumping station, and Reata Ridge in 2015 and other PUD facilities in 2020 serving any new City-annexed properties in the southwest service area. Total Estimated Cost: $812,000.

The capital improvements identified by the City will address deficiencies resulting from growth during the second planning period. Mitigating system improvements will have to be identified by the City for the second planning period.

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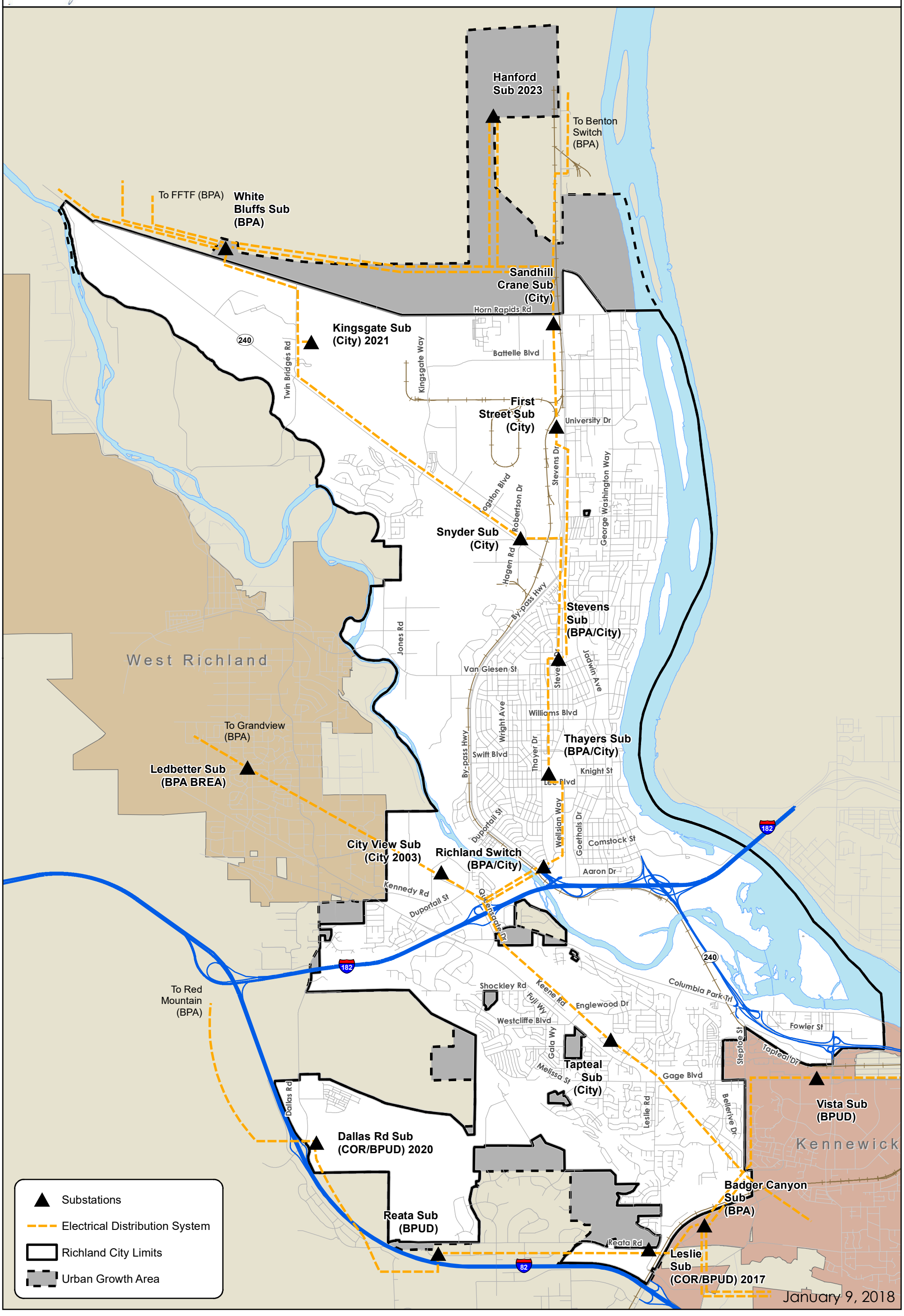
City of Richland

U-6 - Major Electrical Transmission Lines



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UTILITIES BY OTHER PROVIDERS

SECTION ONE

NATURAL GAS SUPPLY

EXISTING CONDITIONS

Cascade Natural Gas Corporation builds, operates, and maintains natural gas distribution facilities serving the City of Richland. Cascade is an investor-owned utility serving customers in 68 communities in Washington and Oregon. Interstate pipelines transmit Cascade's natural gas from production areas in the Rocky Mountains and western Canada. The Cascade headquarters is located in Kennewick, WA (Cascade Natural Gas, 2017).

Cascade's service areas are concentrated in western, central, and southeast Washington; and central and eastern Oregon. Richland's natural gas supply system currently meets existing demand.

LEVEL OF SERVICE

Natural gas service and availability are currently sufficient to meet existing demand. Cascade Natural Gas works with its suppliers to ensure that local gas supply needs are met.

Future levels of availability and service will be maintainable through market demand. Cascade Natural Gas and its affiliates will need to coordinate with the City to ensure that future service extensions are consistent with local growth plans.

FUTURE DEFICIENCIES AND RECOMMENDATIONS

Natural gas will be made available concurrently with growth to the best of the purveyor's ability. No deficiencies in the natural gas supply have been identified. The City will promote locating utility distribution lines together and using existing utility easements wherever possible.

SECTION TWO

TELECOMMUNICATIONS

EXISTING CONDITIONS

Telecommunications is the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means. In Richland, telecommunication utilities include telephone, cellular telephone, Internet, and cable television.

The telecommunications industry is undergoing tremendous advances in technology as cellular and optical fiber technologies transform the way service is delivered. Additionally, advances in computer technology, particularly the Internet, will have an impact on the type and quantity of services provided by the industry. As the distinctions that separate data, video, and voice technologies disappear, it becomes more difficult to assess the future configuration of telecommunications service.

Many telecommunication utilities are under the directive by their licensing agency and franchise agreements to provide a specific level of service to their service area. Most of these utilities are regulated at the state level by the Washington Utilities and Transportation Commission.

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Nearly all land uses require one or more of the utilities involving telecommunications. As growth occurs within the residential, commercial, and industrial areas throughout the City and urban growth area, demand for reliable telecommunication services is placed on these utilities.

Many new providers have entered the market and provide options that create a very competitive environment in the telecommunications field; therefore, it is very difficult to accurately assess the way in which telecommunications will be provided throughout the City.

While the provision of advanced communications technology is important to the City's residents and businesses, and vital to the continued economic development of the City, the associated infrastructure can be aesthetically unattractive and present negative impacts to existing services. The City strives to encourage and facilitate the continued development of high quality communications infrastructure while minimizing any associated adverse impacts upon the community or upon the reliability of existing services that are often delivered via the public rights-of-way.

Cable TV

The City of Richland currently franchises Charter Communications Holding Company, LLC, to serve its population in compliance with Federal Communications Commission (FCC) regulations.

Charter Communications provides television services in the Tri-Cities area from a central facility to individual subscriber sets. An electronic control center ("head-end" site) processes reception and generation for distribution through the cable system. The signal can be received from a hard line (cable), a satellite dish, a microwave antenna, or a TV antenna.

Charter Communications' direct cable facilities in Richland include trunk lines and smaller distribution lines. Distribution lines run either along poles on space leased from an electrical or telephone utility, or underground, along the street right of way.

Phone and Internet

Basic and enhanced telecommunication services in Richland and much of the Northwest is provided by Frontier. For the cellular network, almost all nation-wide companies serve the City such as Verizon, Cellular One, U.S. Cellular, AT&T Wireless, T-Mobile, and Cingular Wireless.

Cell towers may be located on tall poles, lattice towers, or buildings. Each cellular site facility includes antennas, radios, air conditioners, and computerized switching equipment. Most sites also contain backup power equipment. Sites located on buildings typically house the associated equipment in self-contained shelters. Cell sites do not emit smoke or loud noise during normal operation. The location of cell sites is typically affected by terrain, other existing cell sites with which new sites must interact, and the cellular company's ability to reach agreement on leases with potential land owners.

The Federal Communications Commission (FCC) licenses cellular companies to operate within strict guidelines. The license allows the licensee the right to use a group of radio frequencies to provide telephone service.

LEVEL OF SERVICE

Federal and state regulations require that telecommunications purveyors provide adequate telecommunications services on demand.

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FUTURE DEFICIENCIES & RECOMMENDATIONS

No deficiencies in the telecommunications system were identified under the Comprehensive Plan, therefore, no improvement recommendations were developed.

SECTION THREE

IRRIGATION DISTRICT FACILITIES

EXISTING CONDITIONS

Irrigation is not typically considered an urban service, nor is it a public service or utility provided by the City. However, irrigation water is used for lawns and landscaping by public facilities and grounds, schools, and residential subdivisions. Irrigation water lessens the demand on public drinking water supplies for these urban irrigation purposes.

Only portions of the City of Richland currently have irrigation services. The southern part of the City is served by the Columbia and Kennewick Irrigation Districts. Columbia Irrigation District operates an irrigation canal and a pump station in that area.

Within the unincorporated UGA, irrigation services are provided by the Columbia, Kennewick, and Badger Mountain Irrigation Districts. The Kennewick Irrigation District is composed of local improvement districts which collectively provide irrigation water for a large area in Richland. It serves an area along Keene Road and Gage Boulevard via Division 4 Canal and Amon Pump Lateral. The Badger Mountain Irrigation District serves irrigation water to 4,800 acres in the Badger Mountain vicinity. The service area in Richland City limits includes the Heritage Hills, Westcliffe, Crested Hills, and Country Ridge subdivisions; Badger Mountain School and Park; and Cherrywood and Sundance Badger Mountain School.

FUTURE RECOMMENDATIONS

No improvement recommendations are made as part of this Comprehensive Plan.

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CAPITAL FACILITIES

SECTION ONE

INTRODUCTION

PURPOSE OF THE ELEMENT

The Capital Facilities Element, required under the Washington State GMA, addresses capital facilities needs in the City of Richland and UGA and represents the City's policy plan for the next 20 years.

This Capital Facilities Element was developed to be consistent with the Benton CWPP and integrated with all other plan elements to ensure consistency throughout the Comprehensive Plan. The Capital Facilities Element considers the public capital facilities necessary to support the other Comprehensive Plan elements.

The Capital Facilities Element promotes efficiency by prioritizing capital improvements for the first planning period, 2017 through 2022, and second planning period, 2023 through 2037. Long-range financial planning enables the City to schedule projects so that the steps in development logically follow one another based on relative urgency, economic desirability, and community benefit. The identification of adequate funding sources results in the prioritization of needs and allows tradeoffs between projects to be evaluated explicitly. The Capital Facilities Element will guide decision-making to achieve the community goals as defined in the Comprehensive Plan.

According to the GMA Procedural Criteria, Chapter 365-195 WAC, the Capital Facilities Element should contain at least the following features:

- An inventory of existing capital facilities;
- A forecast of the future needs for such capital facilities;
- Proposed locations and sizes of expanded or new capital facilities;
- A six-year plan to finance such capital facilities; and
- A requirement to reassess the Land Use Element if funding falls short of meeting capital facilities' needs, and to ensure consistency between the Land Use Element and the Capital Facilities Element and associated Finance Plan.

The Capital Facilities Element documents all capital projects needed to accommodate projected growth. The Finance Plan identifies the City-provided facilities and the sources and levels of financial commitment and revenues necessary to meet the concurrency requirements of the GMA. Concurrency means that needed capital facilities must be installed and available for use at the time of development, or within a reasonable time period following completion of the development.

Richland CIP uses many revenue sources to fund the capital investment projects identified in the plan, including sales tax, business and occupation tax, utility rates, state revenues, bonds, and grants. City also collects park impact fees to mitigate park impacts. Impact fees collected from specific park zones are used within that park district to address the impact by providing park and facilities according to the standards set in the Parks, recreation and Open Space Plan.

The capital facilities covered in this element are as follows:

- Parks, Recreation and Open Space Facilities
- Municipal Facilities

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- Fire and Emergency Service Facilities
- Police Service Facilities
- Library Facilities
- Schools

SECTION TWO

PARKS, RECREATION, AND OPEN SPACE

EXISTING CONDITIONS

Existing Parks and Recreation Sites

The City of Richland has a total of 2,286 acres of city-owned park land within its corporate limits. Richland's park land inventory includes neighborhood, community, regional, linear, natural open space, and special use parks. Richland's open space is discussed under the Land Use Element.

Neighborhood parks are intended to serve specific neighborhoods within one mile. It is generally located in the center of a service area and adjacent to, or in close proximity to other open space or school sites. Community parks serve multiple neighborhoods and are larger in size than the neighborhood parks. Regional parks offer recreational opportunities that attract a diverse group of people from the Tri-Cities metropolitan or county area. Special use parks offer major specialized or single-purpose facilities, with a service area generally being community wide or larger. Linear parks are developed for recreational travel, or to enjoy linear resources such as waterways, shelterbelts, streetscapes, or similar amenities. They are typically long and narrow in shape, with a community wide or larger service area. Detailed criteria for each type of park are identified in the Parks, Trails, Open Space and Facilities Master Plan, 2014-2019.

Table CF-1: Park Area Total

Park type	Acres	Number of Parks
Neighborhood Parks	78.6	25
Community Parks	220	4
Regional Parks	170	2
Special Use Areas	702	11
Linear Parks	240	9
Natural Open Space	873.98	7
Total Parks and Recreation Areas	**2,285.6**	**58**

Each park's classification, acreage, and development status is shown in Table CF-2. The location of all parks is shown in the parks and open space map in the Comprehensive Plan.

Table CF-2: Inventory of Existing City Parks

Park	Acreage	Type1
Barth Park	0.35	Neighborhood park, developed
Beverly Heights Park	2.6	Neighborhood park, developed

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Park	Acreage	Type1
Brookshire Park	2.5	Neighborhood park, developed
Chaparral Park	3	Neighborhood park, developed
Craighill Park	3.41	Neighborhood park, developed
Crested Hills Park	5.8	Neighborhood park, developed
Desert Rim Park	2.84	Neighborhood park, developed
Drollinger Park	1.5	Neighborhood park, developed
Frankfort Park	2.86	Neighborhood park, developed
Gala Park	3	Neighborhood park, developed
Goethals Park	2	Neighborhood park, developed
Heritage Hills Park	1.59	Neighborhood park, developed
Hills West Park	2.06	Neighborhood park, developed
Jadwin/Stevens Triangle	1.41	Neighborhood park, developed
Jason Lee Park	4.1	Neighborhood park, developed
Jefferson Park	8.71	Neighborhood park, developed
Lynnwood Loop Park	10.9	Neighborhood park, developed
McMurray park	3.04	Neighborhood park, developed
Meadows East Park	3.04	Neighborhood park, developed
Oak Park	3.1	Neighborhood park, developed
Overlook Park	0.91	Neighborhood park, developed
Paul Liddell Park	2.75	Neighborhood park, developed
Rodney Block Park	3.1	Neighborhood park, developed
Stevens Park	1.41	Neighborhood park, developed
McMurray Park	3.04	Neighborhood park, undeveloped
Westwood Park	0.89	Neighborhood park, developed
Wye Neighborhood Park	3.15	Neighborhood park, developed
Unnamed Park in Badger Mountain South	6.0	Neighborhood park, undeveloped
Badger Mountain Community Park	80	Partially Developed
Claybell Park	46	Community park, partially developed, includes natural open space
Hanford Legacy Park	117	Community park, partially developed
Trailhead park	40	Community park, partially developed
Unnamed Park in Badger Mountain South	30	Community park, undeveloped and undedicated
Howard Amon Park	45.91	Regional park, developed

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Park	Acreage	Type1
Leslie Groves Park	149.2	Regional park, developed
Abbott Shelterbelt	4.1	Linear park, developed
Bypass Shelterbelt	55.74	Linear park, developed
Gillespie Parkway	2.9	Developed
Goethals Shelterbelt	15	Linear park, developed
Haines Levee	19	Linear park, developed
James Lawless Park	34	Linear park, undeveloped
Keene Road Trail Corridor	78.7	Linear park, undeveloped
Marjorie Sutch Greenway	14.6	Linear park, partially developed
Stevens Islands	16.27	Linear park, developed
Amon Basin Natural Preserve	75	Natural open space, undeveloped
Badger Mountain Park	80	Community park, partially developed, includes natural open space
Bateman Island[1]	160	Natural open space, undeveloped
Chamna Natural Preserve[1]	293	Natural open space, undeveloped
Columbia Point South	116	Natural open space, undeveloped
W.E. Johnson Park	236	Natural open space, partially developed
Wye Levee	21	Developed
Bradley Boulevard Park	0.2	Special use areas, developed
Carol Woodruff Plaza	0.1	Special use areas, developed
Columbia Park West[2]	65	Special use areas, partially developed
Columbia Playfield (includes George Prout Pool)	28.89	Special use areas, developed
Columbia Point Golf Course	170	Special use areas, developed
Columbia Point Marina Park	13.2	Special use areas, developed
Horn Rapids Athletic Complex	24	Special use areas, developed
Horn Rapids ORV Park	300	Special use areas, developed
Jeanette Taylor Park	2.02	Developed
John Dam Plaza	3.9	Developed
South Columbia Point	116	Special use areas, partially developed

[1] "Developed" is used for parks using irrigation and landscape at a minimum; "partially developed" describes parks that include both developed and natural open space

[2] US Army Corps of Engineers owned, leased to the City of Richland

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Trails and Bicycle Paths

The City has a system of trails, consisting of Class 1 trails, secondary trails, and soft trails as identified in Table CF-3 below. See Figure T-6 for bike and route maps within the City.

Table CF-3: Inventory of Existing Trails

Park Type	Acres
Existing Class 1 Trails	
Richland Riverfront Trail (Horn Rapids Road to I-182 Bridge)	7.22 mi
Leslie Groves Bike Trail	1.6 mi
Bypass Shelterbelt (Wellsian Way to Jadwin Ave)	4.36 mi
Sacagawea Heritage Trail	3.67 mi
Chamna/Coulee Street Trail	0.96 mi
Keene Road/ Gage Boulevard Trail	4.5 mi
Stevens Drive Trail	0.82 mi
Existing Secondary Trails	
Aaron Drive Trail	0.54 mi
Badger Mountain Community Park	0.71 mi
Crested Hills Park	0.34 mi
Desert Rim Park	0.25 mi
Urban Greenbelt Trail	2.68 mi
Lynwood Loop Park	.25 mi
McMurray Park	0.35 mi
Paul Liddell Park	0.14 mi
Sagewood Meadows Open Area	0.56 mi
Claybell Park	0.56 mi
Existing Soft Trails	
W.E. Johnson Park	>5 mi
Badger Mountain Centennial Preserve[1]	6 mi
Trailhead Park canyon trail 0.26/Badger Flats Trail 0.4	0.3
Claybell Park	>2 mi
Tapteal Greenway Trail	2 mi
Badger Mountain Overlook	>1 mi
Riverview Management Unit[2]	2 mi
Chamna Natural Preserve[2]	> 11 mi
Bateman Island[2]	> 2 mi
James Lawless Park	>1 mi
Amon Basin	>2 mi
South Columbia Point	>2 mi
Rivers to Ridges Trail (Falconcrest)	0.36 mi

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Park Type	Acres
[1] Owned and maintained by Benton County; portion of the park is in the City's UGA	
[2] US Army Corps of Engineers owned, leased to the City of Richland	

In addition to facilities mentioned above, the Barker Ranch trail exists as an easement on City property also encumbered by an irrigation main easement. The City is in the process of relocating this trail to City property adjacent to the irrigation main.

Other Recreational Activities

In addition to City-owned park land and indoor recreational facilities, other facilities include the 647-acre Badger Mountain Centennial Preserve owned by Benton County, 1,112 acres of USACE-owned open space, and various Richland School District facilities. The USACE manages two open space preserves in the Yakima River delta area, the Yakima Delta Habitat Management Unit totaling 1,112 acres. Other private entities such as private schools, neighborhood clubs, private health clubs, and employers provide many indoor and outdoor sports, recreational, and health facilities.

Community Center

The Richland Community Center is available to all citizens of Richland. The Center serves as the venue for a wide variety of programs and activities designed for individuals and groups of all ages. The Center is used for City sponsored and administered recreational activities and programs, and for rental. A number of the facility's rooms are designed and used as multi-purpose spaces for a variety of activities.

Hanford Reach Interpretive Center

The Hanford Reach Interpretive Center is located in Columbia Park West. It opened to the public in 2014. This is a center exhibiting local culture and history and it promotes education and tourism. The structure is owned by the Richland Public Facilities District (PFD) on USACE property leased by the City of Richland and subleased to the PFD.

Motor Cross

The Off Road Vehicle Park (ORV Park) has a public motor cross (MX) course, an All-Terrain Vehicle (ATV) course, open trails, mini/pee-wee MX track, and RV camping. Portions of the park are leased for remote controlled airplanes and go-karts.

The Horn Rapids Athletic Complex provides a public Bicycle Motor Cross (BMX) course and four men's softball fields.

Aquatic Facilitates

The George Prout Aquatic Complex provides public swimming and swim classes. The facility has a 25-meter pool with dive tank and a 1,100-square foot wading pool. The Howard Amon Park has a 1,962-square foot wading pool, and Badger Mountain Park has a 6,000-square foot splash and spray park. Both Leslie Groves and Howard Amon Parks have roped off areas for swimming in the Columbia River.

Water-Oriented Facilities on the River

Boat launches and moorage are provided at Leslie Groves Park, Howard Amon Park, Columbia Point Marina Park, and Columbia Park West. A dock for large watercraft is provided at the end of Lee Boulevard in Howard Amon Park. Primitive launch sites are provided at Wye Park, the north end of

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Snively Road, Hyde Road, and Duportail Street. Transient moorage is provided at Columbia Point Marina Park and Columbia Park West. Private moorage is available at Columbia Park West.

Sports Facilities

Columbia Playfield provides five game-ready lit softball fields. Badger Mountain Community Park and Jefferson Park provide five additional game-ready little league fields. Many City Parks and School District facilities contain backstops for informal ballfield practice.

Jeannette Taylor Park contains a 22,000-square foot concrete skate park for skateboards and BMX bicycles. Many of the City parks provide shared areas or dedicated practice fields for soccer, baseball, and basketball. Football fields are mostly provided within the school facilities. Columbia Point provides a golf course; James Lawless Park includes one 18-hole disc golf course. Table CF-4 indicates current facilities within the City.

Private Recreational Facilities

Several neighborhoods, apartment complexes, private businesses, and churches throughout Richland have built private facilities, such as swimming pools, tennis courts, gymnasiums, golf courses, and playgrounds for their residents, members, and employees. While these amenities are not considered in the inventory of available public facilities, private facilities reduce the demand on public facilities.

LEVEL OF SERVICE

Parks

City of Richland level of service standards have been established for the location of neighborhood and community Parks. Neighborhood parks should be available within a one-mile radius from any dwelling unit. The level of service for community parks is a two-mile radius from any dwelling unit. For the purpose of establishing level of service standards, community and regional parks are considered to provide Neighborhood Park service. Park area level of service standards have not been established for the other park types, as they are developed based upon specific activity needs of the City.

Trails

There are no established national standards for trails. The City of Richland has chosen not to identify a level of service standard for trails. Currently, Richland has 30 miles of paved Class 1 trails, or 0.49 miles per 1,000 population.

Natural Open Space

There are no established national standards for open space. The City of Richland has chosen not to identify a level of service standard for natural open space. As discussed in Table CF-1, the City has 874 acres of natural open space in seven parks. With additional acres managed by other government agencies within, or adjacent to the City limits, the total natural open space area in the City limits and UGA is 2,476 acres (Table LU-1). This equates to approximately 40 acres per 1,000 population or 1,730 square foot per resident.

Aquatics

The National Recreation and Park Association's (NRPA) Recreation, Park, and Open Space Standards and Guidelines recommend that the City of Richland should provide one swimming pool per 20,000 residents and the pools should be able to accommodate 3-5 percent of the total

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population or 1,964 people at a time. The City has no adopted standards for aquatic facilities. Several private, neighborhood pools exist in the City and are not included in this evaluation.

Recreation Programing

The City of Richland Recreation Department provides recreational opportunities on a continuous, year-round basis, with up-to-date event/activity guides and calendars available online for the public. These facilities and programs are intended to enhance residents' health and provide comfortable access to their local government and other community amenities. Listed below is a brief sample of activity categories with categories changing based on demand.

- Aquatics-swim lessons, lap swim, open swim pre-school educational activities
- Arts & Crafts, General Education-chess, juggling, hunter education, first aid and more
- Dog training, park ranger programs, geocaching, hikes and classes
- Home and garden, language, computer and technologies
- Fitness
- Yoga, martial arts, dance, wellness-check-ups
- Sports: team and individual sports
- Adventure camps-for youth
- Cards, socials trips

FUTURE DEFICIENCIES

Parks

The City is not in need of any additional neighborhood park land. The development of Horn Rapids and Badger Mountain South neighborhood parks will provide adequate park service. New areas near City View re-designated with this Comprehensive Plan update will require one additional community park to serve the area.

The four community parks (Badger Mountain, Claybell, Hanford Legacy, and Trailhead) provide adequate land for development of needed park amenities. There is a need to complete the park amenities at Badger Mountain Park and Hanford Legacy Park. Master plans have been completed for each community park with the exception of Trailhead Park.

Natural Open Space

An analysis on park land in low density cities indicates only eight cities in US have more than 40 acres per 1000 population of park land, which Richland has (The Trust for Public Land, 2015). With the park and natural open space combined, Richland has 79 acres per 1000 people. With the projected 20 years' population, this ratio will be 55 acres per 1000 people. The land use changes indicated in Tables LU-6 and LU-7 will increase the Natural Open Space, and decrease the Developed Open Space. Approximately 38 acres of Urban Reserve land along the Yakima River is re-designated to Natural Open Space (Table LU-6). With these changes, Richland will have about 78.7 acres of open space per 1000 people. For the next 20 years' population, this ratio will remain about 55 acres of open space per 1000 people. The proposed land use changes will result in 54 acres of increase in Natural Open Space and 67 acres of decrease in Development Open Space with a net reduction of 17 acres.

Although Richland includes more open space than communities around the nation, there is a community interest in preserving and expanding open space. The need of open space should be further assessed through stakeholder and public involvement.

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Recreation

Table CF-4: Recreational Facilities Inventory and Deficiency

Facility Type	Existing Inventory	Build-out Demand	Additional Need
Youth Baseball Game Fields	10 Fields	10 Fields	0
Youth Baseball Practice Fields	12 Fields	18 Fields	6 Fields
Youth Softball Game Fields	5 Fields	6 Fields	2 Fields
Youth Softball Practice Fields	10 Fields	16 Fields	6 Fields
Adult Softball Fields	4 Fields	6 Fields	2 Fields
Indoor Basketball Practice Courts	7 Courts	16 Courts	9 Courts
Indoor Basketball Game Courts	5 Courts	7 Courts	2 Courts
Indoor Volleyball Courts	21 Courts	14 Courts	4 Courts
Youth Soccer Practice Fields	27 Fields	38 Fields	15 Fields
Youth Lacrosse Game Fields	0 Fields	8 Fields	4 Fields
Youth Lacrosse Practice Fields	0 Fields	2 Fields	2 Fields
Youth Football Game Fields	1 Field	3 Fields	2 Fields
Youth Football Practice Fields	0 Field	0 Fields	0 Fields
Golf Driving Ranges	1 Range	2 Ranges	1 Range
Golf, 18-Hole Courses	1 Course	2 Courses	1 Course
Archery Ranges	1 Course	2 Courses	1 Course
Skateboard Park	22,700 sf	30,000 sf	7,300 sf
Outdoor Tennis Courts	28 Courts	45 Courts	17 Courts
Indoor Swimming Pools	1 Pool	4 Pools	3 Pool

(Based on a 2030 Population 70,000; Source: 2014-2019 Parks, Trails, Open Space and Facilities Master Plan)

RECOMMENDATIONS

Table CF-5: Parks, Trail, Recreation, and Open Space Financing

Facilities	Total Cost[1] ($)	Funding Sources	Time Frame
Badger Mountain Park	1,950,000	Park Reserve Fund Park Districts 5 RCO Grant General Fund	2019 - 2020
Columbia Playfield Improvement	1,096,109	Right-of-way Sale Lodging tax Grant Re Excise tax 1st ¼%	2018
Gateway Entrance Improvement	361,000	Re Excise tax 1st ¼%	2012 - 2017
Hanford Legacy Park	7,600,000	Lodging tax Fund RCO Grant	2013 - 2030

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Facilities	Total Cost[1] ($)	Funding Sources	Time Frame
		Re Excise tax 1st ¼%	
John Dam Plaza Improvements	2,000,000	Business License reserve Fund Private Donations Re Excise tax 1st ¼%	2018
Park, Facilities and Trail Signage	1,70,000	Undesignated Park Reserve Fund Re Excise tax 1st ¼%	2017 - 2030
Park, Facilities Deferred Maintenance	2,140,725	Park Districts 3 Undesignated Park Reserve Fund RCO Tier 1 Big Grant Donation	2013 - 2030
Shoreline Deferred Maintenance	280,000	Undesignated Park Reserve Fund Re Excise tax 1st ¼%	2014 - 2030
Tree Replacement and Deferred Maintenance	120,000	Re Excise tax 1st ¼% WCIA Insurance Settlement Payment	2014 - 2030
West Village Park at Badger Mountain South	250,000	Park District 4	2017
[1]Includes amount that has already been spent in previous years starting in 2012; projects with budget already spent before 2017 is not included in this table.			

Park and recreational facility improvements will be met through proactive long-term planning. Programs and planning shall be done in accordance with the Parks, Trails, Open Space and Facilities Plan. The 2014 – 2019 Parks, Trails, and Open Space Facilities Master Plan indicates major facilities proposed for parks and recreation and their funding sources for a timeframe between 2017 and 2030.

The 2017 Capital Improvement Plan provides a detailed project list for 2017 through 2022. Additional projects in the CIP include:

- Bypass Shelterbelt, budgeted for $1,206,458 in 2020 through 2022
- Conversion of State Funded Recreation Land Mitigation, budgeted for $60,000 in 2017
- Craighill Park, budgeted and spent $50,000 in 2016
- Drollinger Park, budgeted for $120,000; remains $60,000 for 2018
- Gala Park, budgeted for $398,386; remains $70,000 for 2019
- Horn Rapids Athletic Complex, budgeted for $650,000 for 2017 through 2021
- Parks Facilities ongoing maintenance, budgeted for $4,192,000 for 2017 through 2022

Land use change indicated in Tables LU-6 and -7 will result in 50 acres on increase in Natural Open Space and 67 acres of decrease in Development Open Space with a net reduction of 17 acres of Open Space. However, this will increase Commercial Recreational land that will offer water-oriented recreational opportunities.

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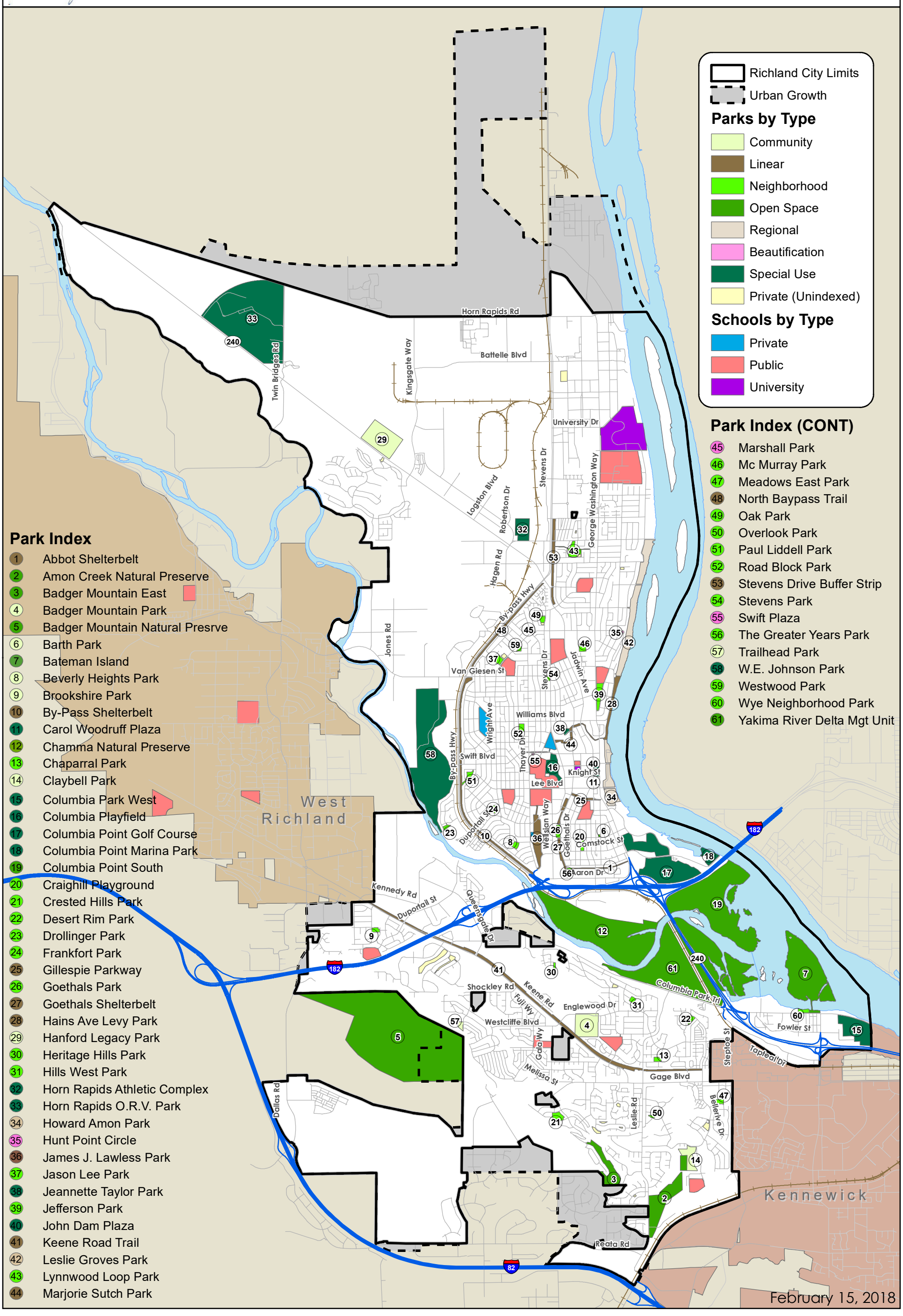
City of Richland

CF-1 - Parks, Schools and Open Space



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SECTION THREE

MUNICIPAL FACILITIES

EXISTING CONDITIONS

The City of Richland provides many services at municipal facilities throughout the City. Many of these services are discussed in detail in other sections of this Capital Facilities Element and in the Utilities Element. This section describes the City of Richland's administrative buildings and civic center municipal facilities, including City Hall, City Hall Annex, Community Center, Development Services Center, and the City Shops and Warehouse Facility.

City Hall in downtown Richland houses the Council Chambers, Finance Division, and Administrative Services. It also houses the Cable Communications and the Public Information Officer. The City Hall Annex, adjacent to City Hall, houses the City Manager's office, Assistant City Manager and City Clerk, City Attorney, and Hanford Communities.

The Community Center, a 13,000-square foot facility built in 2002, serves a dual role as a new senior center and a recreation and meeting facility. The facility has a dividable multi-purpose assembly room, game room, commercial kitchen, meeting rooms, and fitness facility. It also houses the administrative offices of the Parks Department.

The Development Services Center houses the Building and Permit Services Division, the Housing Resource Division, Electrical Administration and Engineering, and Public Works Administration and Engineering groups. The building was acquired from the Federal government as surplus property and renovated to become a one-stop planning and development facility during the City's construction expansion period. The renovated area provides increased space and improved working conditions for existing staff. With these services becoming centralized, productivity and efficiency improvements are being recognized.

Staffing for these operations includes 217 employees. The location of major municipal facilities is shown in Figure CF-3, Facilities Map. No municipal facilities are located in the unincorporated areas of the UGA.

In 1994 the City purchased a 160-acre parcel near the Kennedy Road/I-182 interchange, of which 33 acres are dedicated to the construction of a new city shops complex. This campus-style complex completed in 1999 houses the Information Technology and Human Resource Divisions and the construction and maintenance divisions of the electric, water, and solid waste utilities, parks and facilities, fleet services, as well as purchasing and warehousing. In 2010 the City constructed an addition that houses the Information Technology Data Center. The complex consists of three separate buildings and outdoor storage.

LEVEL OF SERVICE

Planning for municipal facilities is based on employment trends, current occupancy, life cycle of the building, efficiency of use, and expansion requirements. Space plans are also determined based on the program objectives of individual departments. Studies prepared by ALSC Architects in April 1992 and 2003, evaluated municipal buildings and recognized that some municipal facilities within the City of Richland were operating at a substandard level.

Assessment of Facilities

City Hall is a 27,914-square foot two-story building. Apart from a minor cosmetic remodeling of the Council Chambers and addition of technology, minimal improvements have been made since it was

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constructed in 1959. A facilities analysis, completed by ALSC Architects in April 1992 and again in 2003, evaluated each building for the adequacy of architectural, structural, mechanical, electrical, and safety qualities. The study identified facility needs for City divisions to remain at the site after relocation of the Service Functions and Senior Center. The study concluded that the City Hall Complex is inadequate in size and flexibility and is not in compliance with basic accessibility and energy code requirements. The HVAC system is well beyond its intended life cycle and consists of an electric steam boiler original to the building and a cooling tower. Currently, the City is undertaking a review of its various administrative facilities.

The 5,600-square foot Administrative Building was built in 1977 and has only had minor cosmetic improvements. The ALSC study concluded that the building is basically sound and, is in compliance with building codes. Minor additional aesthetic improvements to the interior finish and carpeting in part of the building were recommended. The HVAC system is running at half of its design capability and cannot be repaired without significant investment.

FUTURE DEFICIENCIES

Municipal facility needs that are affected by growth include equipment and space needs as well as additional staff time to process building permits, conduct development plan reviews, and perform City administrative functions. Future growth and development will place increased demand on the City's municipal facilities and services. However, many factors that influence the need for municipal facilities space do not correlate directly with population growth. With technological advances that affect space demands and the trend toward the "right-sizing" of government, it cannot be assumed that municipal facility needs will increase proportionally with growth.

RECOMMENDATIONS

Currently a plan is underway for the construction of a new City Hall that will combine the City Hall, the City Hall Annex, and the Development Services Building into one facility, therefore eliminating three aging buildings. Construction of a 46,000-square foot facility will begin in 2017 and be complete in 2018.

The Facilities Matrix below in Table CF-6 evaluates major facilities' lifecycles. The lifecycle of a facility can be measured based on the age of a building and cost of operation and maintenance over time. Efficiency in the building design can reduce the maintenance cost. Maintenance and operation cost rises as the building gets older until it reaches a point when maintenance is no longer cost-effective. The average age of an office building can range from 30 to 50 years. However, a building can reach its lifecycle sooner if it does not meet current code and safety requirements, and the cost of retrofitting outweighs the benefit. Future municipal facilities planning should assess the lifecycle of facilities and plan in advance to maintain desired level of service.

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Table CF-6: Municipal Facilities Matrix and Lifecycle Assessment

Facilities	Year Built	Status of the Facility	% of the Lifecycle Remaining	Improvement/ Replacement Allocation in CIP ($)
City Hall	1959	Inadequate in size and flexibility; not in compliance with energy code or ADA requirements; major MEP components are failing and the cost of maintenance is increasing every year	The facility has passed its effective lifecycle. The building is in year 59 of a 50 year lifecycle and will be replaced within 2 years.	18,500,000 for new facility to be completed in 2018
City Shops 100, 200, 300	1998	The facility is still functioning very well for its intended purpose. The MEP systems have been well maintained and are performing as expected. The roof material has failed and will need to be replaced in 2018	The facility is on a 50-year lifecycle. If a proactive maintenance program continues, the building should meet its intended lifecycle. The current remaining lifecycle is 60%	
Development Services Building	1944	Major MEP failure throughout the building	The facility has passed its effective lifecycle and will be replaced within 2 years as part of the new City Hall	18,500,000 for new facility to be completed in 2018
Fire Station 71	1953	Even though the facility was remodeled in 1992, it is not performing well. The MEP systems are failing	The facility is currently on year 64 of a 50 year lifecycle. The facility is well past its effective lifecycle and is requiring significant maintenance to keep it functioning properly	$5, 000,000
Fire Station 72	1991	The facility has sustained water damage over the years based on a poor roof and parapet design. The facility will require a significant remodel in 2017 to address the	The facility was intended for a 50 year lifecycle. Based on the current status, its actual lifecycle has been reduced based on	

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Facilities	Year Built	Status of the Facility	% of the Lifecycle Remaining	Improvement/ Replacement Allocation in CIP ($)
		water damage. Overall, the major MEP components are functioning properly	water damage. The remaining lifecycle is approximately 40%	
Fire Station 73	1958	The facility is not performing well and requires significant maintenance to sustain operations. The MEP systems are at the end of their life	The facility is currently on year 59 of a 50-year lifecycle. It is well past its effective lifecycle	$4,100,000
Fire Station 74	2015	The facility is performing extremely well	98% lifecycle remaining	
Landfill	1977, additions and updates 2001, 2003, 2008	Customer areas such as transfer station and administrative offices scheduled for update or relocation as part of capacity improvements 2018-2019	5% - 10%	$8,003,512
Police Station	2001	The facility has performed well other than normal MEP and building maintenance	70% lifecycle remaining	
Richland Community Center	2001	The facility has performed well other than normal MEP and building maintenance. The roof is an area of concern and will require significant maintenance	70% lifecycle remaining	
Richland Library	2009	The facility has performed well other than normal MEP and building maintenance. The roof has been a concern and will require replacement well before its intended lifecycle	80% lifecycle remaining	Money is being held in the library reserve fund to replace the roof
Water Treatment Plant	2005	Renewal/Replacement projects scheduled for 2017-2021		$4,382,770

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Facilities	Year Built	Status of the Facility	% of the Lifecycle Remaining	Improvement/ Replacement Allocation in CIP ($)
Waste Water Treatment Plant	1985/1986	Repair/Replacement of influent building and treatment facility are scheduled for update in 2017-2018		$2,283,000 – Influent Upgrades $6,611,369 – Treatment Facility

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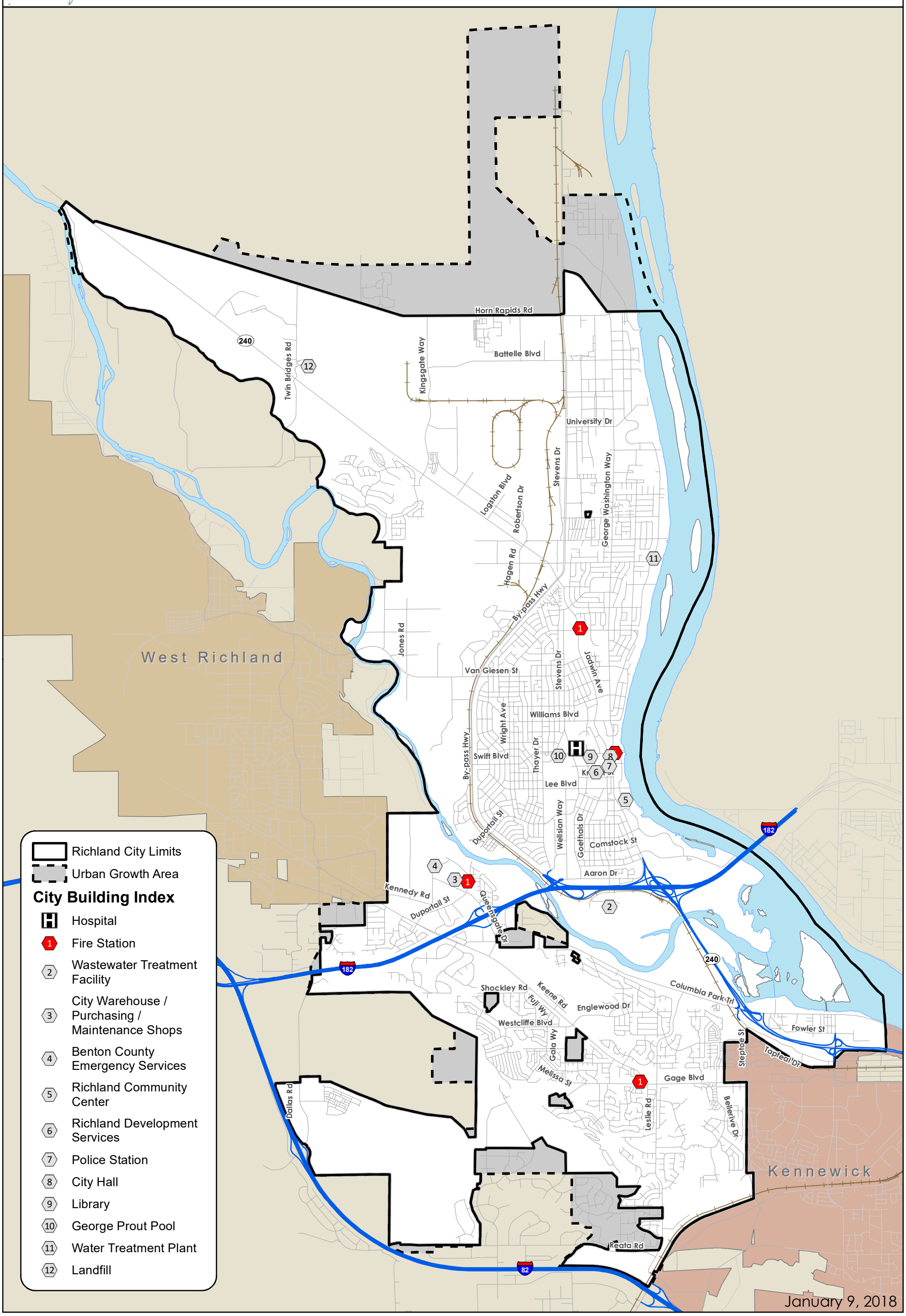
City of Richland

CF-2 - Municipal Facilities



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SECTION FOUR

FIRE AND EMERGENCY SERVICES AND FACILITIES

EXISTING CONDITIONS

Fire and emergency medical services are a key part of public safety services for the citizens of Richland and the thousands of visitors and workers who pass through the City. The City of Richland has a professional fire department, which provides fire and life safety protection, emergency medical services (EMS), technical rescue, and hazardous materials response to citizens, visitors and the business community.

The Richland Fire & Emergency Services Department also provides Advanced Life Support EMS through Interlocal Agreements to segments of unincorporated areas of Benton County.

Existing Fire Stations are located as follows:

- Fire Station 71 at 1000 George Washington Way.
- Fire Station 72 at 710 Gage Blvd.
- Fire Station 73 at 1900 Jadwin Avenue.
- Fire Station 74 at 2710 Duportail Street.

The map indicates existing and future Fire Stations serving the City.

LEVEL OF SERVICE

Emergency Response Standard

Richland Fire & Emergency Service historic LOS dates back prior to 2000. Minimum level of service goal is a response time of 5 minutes to 90% of all emergency calls within the City of Richland. The 5-minute response time is defined from time of dispatch to arrival on scene.

Professional Industry Standard

Richland Fire & Emergency Services was given an Insurance Service Office (ISO) rating of 3 following an evaluation conducted in 1994 and again in 2016. ISO ratings range from 1 to 10, with lower numbers being better.

FUTURE DEFICIENCIES

- Inability to meet the City's historic minimum level of service in the northern and southern perimeters of the City as outlined in CFPS Goal 1 policies 1, 2 & 3.
- Enhanced difficulties maintaining WAC training compliance without having access to a training complex.

RECOMMENDATIONS

The following facility recommendations are based on the Comprehensive Plan goals and desire to maintain a level of service standard for the time period of 2017 to 2037.

Short Term 2017-2021 Capital Cost Estimate $12.9 to $14.1 million

1. Relocation of the north station (Jadwin & McMurray) further north near the intersection of SR 240 and Stevens Drive (Capital cost estimate: $4.1 million). Optimal timing for relocation of north station is simultaneous with the completion of the Duportail Bridge. Historic note:

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earlier comprehensive plans from the 1990s identified the replacement of station 73 (Jadwin & McMurray) in 2004.

   a. Secure property and change zone and land use designation.
   b. Construct emergency response facility

2. Construct a satellite/decentralized fire and emergency services facility in north Richland (Capital cost estimate: for facility $1.8 to $3 million based on existing or new construction plus $1 million for apparatus).
   a. Secure property in appropriate geographic area in North Richland for future facility (Science/tech Park)
   b. Construct emergency response facility
   c. Include cost of apparatus: Fire Engine and Ambulance
3. Secure property in appropriate geographic area in northwest Richland for future facility (Horn Rapids Golf Community). City currently owns land in targeted area. Need to confirm zoning and land use change (Capital cost estimate: $5.7 million).
4. Relocation of Central Fire Station #71 located at George Washington Way & Swift Boulevard to an area near the Richland Police Station (Capital cost estimate: $5 million).
5. Construct a decentralized fire and emergency services facility in southeast Richland.
   a. Secure property in appropriate geographic area in southeast Richland for future facility (Capital/property cost estimate: $500,000).
6. Construct a satellite/decentralized fire and emergency services facility in Badger South area of Richland.
   a. Secure properties in appropriate geographic areas in South Badger for future facilities (Capital/property cost estimate: $500,000; total cost: 4.5 million).

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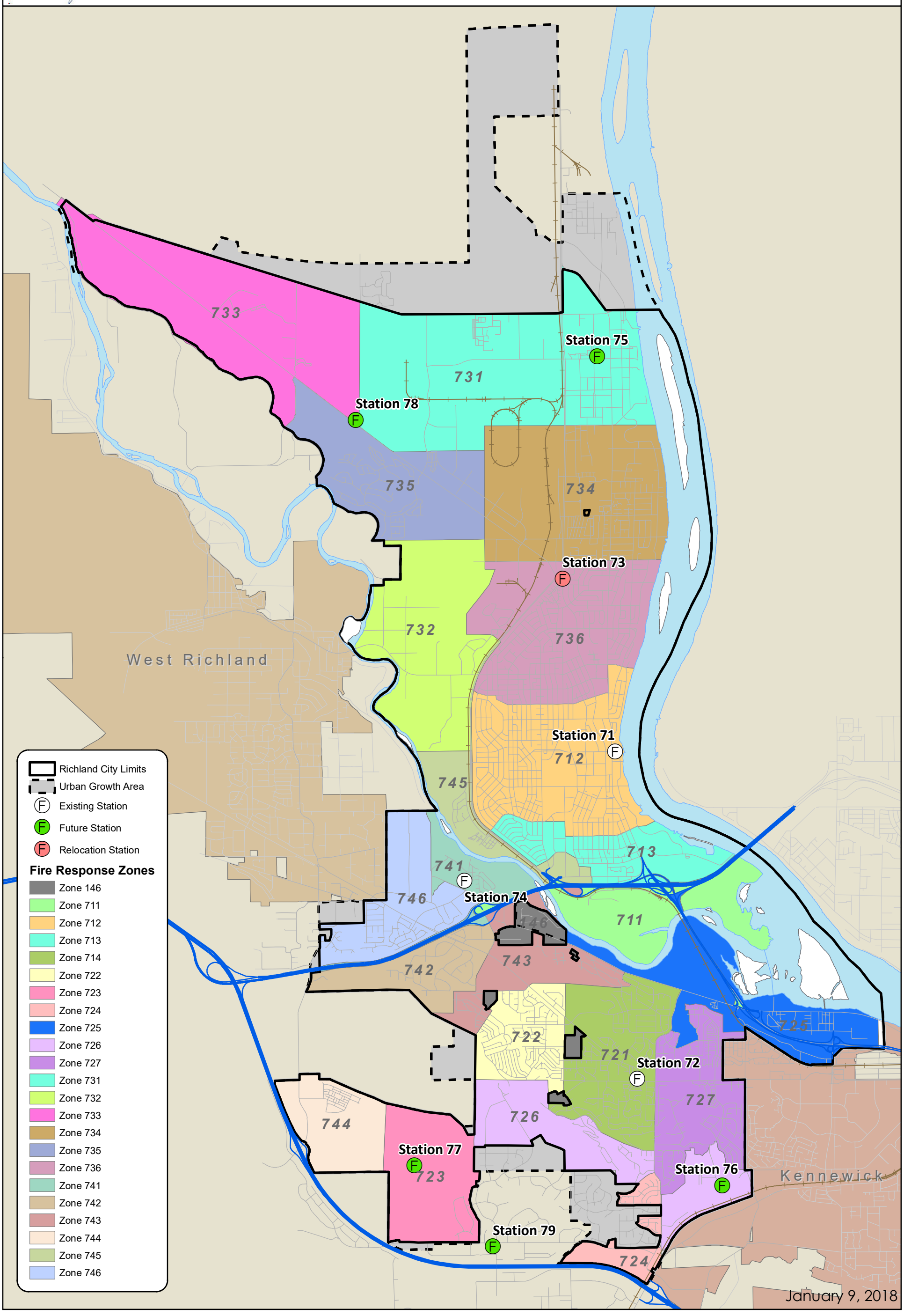
City of Richland

CF-3 - Emergency Service Zones



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SECTION FIVE

POLICE SERVICE FACILITIES

EXISTING CONDITIONS

The City of Richland has its own Police Department to provide law enforcement services within the City limits. Law enforcement within the unincorporated UGA is currently provided by the Benton County Sheriff's office. The Police Department is located at 871 George Washington Way. The Department employed commissioned officers and civilian employees.

The Richland Police Department established a partnership with the Washington State Department of Corrections (DOC) in 2002 to better monitor criminals who are under active DOC supervision and living in Richland. At present, Richland Police is also leading the Benton County Emergency Management Agency's activities.

Crime rates are decreasing in some categories, while increasing in other categories, based on 2015 and 2016 National Incident-Based Reporting System (NIBRS) data for Richland. Robbery, motor vehicle theft, and stolen property offences have increased slightly, but kidnapping and burglary have decreased. For code enforcement cases, calls for service, code violations, and citizen complaints have decreased as shown in the Table CR-7 below.

Table CF-7: NIBRS Crime Statistics for Richland

Crime Categories	Total Crimes 2015	Total Crimes 2016
Robbery	6	11
Aggravated Assault	53	69
Simple assault	337	313
Kidnapping	15	5
Burglary	217	178
Arson	6	6
Larceny	1111	1100
Motor vehicle theft	48	80
Fraud	190	179
Stolen property offences	29	42
Destruction/ vandalism	461	444
Drug/ Narcotic offences	175	201

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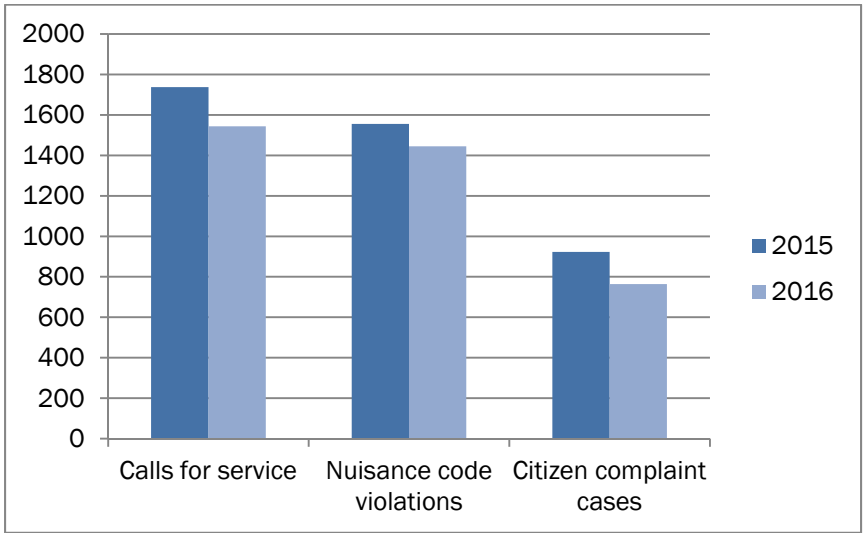
Figure CF-4: Code Enforcement Incidents



Current average response times to high priority calls range from one to seven minutes, depending on the type of call and location. The priority categories of police response to calls for service are as follows:

1. Priority I calls are where the safety of people is involved and in progress calls, officers will respond with all urgency, using emergency response equipment when justified.
2. Priority II calls are calls that just occurred. These calls do receive a high-priority response, again using emergency equipment when justified.
3. Priority III calls do not require an emergency response. These calls will be handled as soon as practical but will have lower priority than Category I or II calls. Officers answer Priority III calls when time allows.

Law enforcement within Richland's unincorporated UGA is provided by the Benton County Sheriff's Office. The City of Richland and Benton County have signed a Consent Agreement for Mutual Aid Peace Officers Powers in accordance with the Washington Mutual Aid Peace Officers Powers Act (Chapter 10.93 RCW). By signing this agreement, the jurisdictions agree to provide cooperative enforcement of the law beyond their territorial boundaries as requested by the jurisdiction in need of assistance.

The Police Services Division occupies a police station constructed in 2001.

LEVEL OF SERVICE

Richland Police provides a value-based service. Instead of measuring levels of service by officers per population, Richland measures its levels of service for public safety based on the committed and uncommitted time of the officers and support staff. A balance of committed vs. uncommitted time allows for an efficient response to citizen's calls for service while allocating uncommitted time to allow for proactive police work throughout the community. This balance generally needs to stay at 60 percent committed time and 40 percent uncommitted time.

FUTURE DEFICIENCIES

Future growth will increase demand for police protection services and police department community programs. This may result in a need for additional police officers, equipment, and support staff in the long term.

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RECOMMENDATIONS

The Police Department is currently not seeking an increase in the number of police officers as it aims to meet its demand through an efficient allocation of committed time. It continues its current programs of community services and crime prevention programs.

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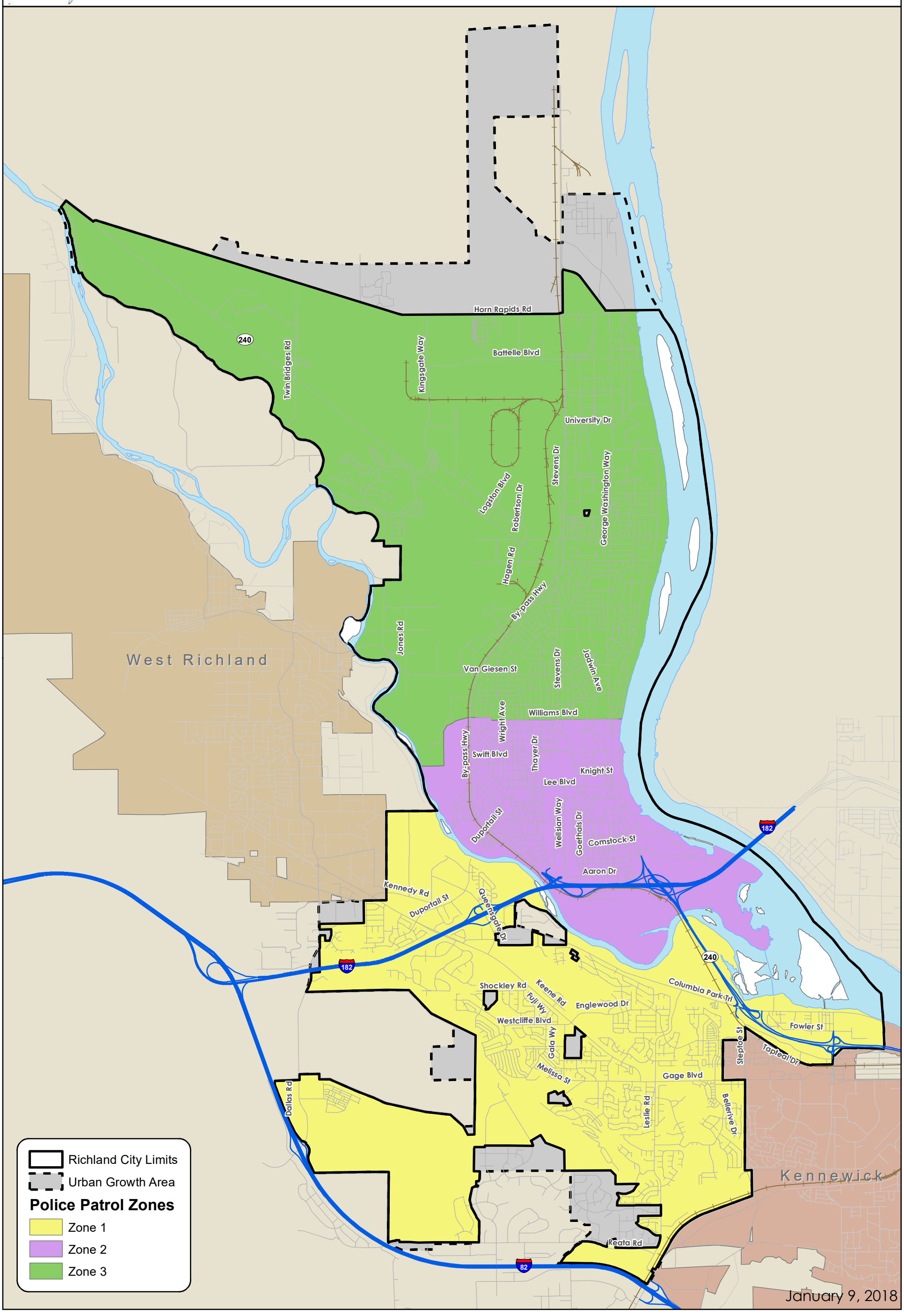
City of Richland

CF-5 - Police Patrol Zones



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SECTION SIX

LIBRARY FACILITIES

EXISTING CONDITIONS

Library services for Richland residents are provided primarily by the Richland Public Library, operated by the City of Richland Parks and Public Facilities Department. Additional library services are available at the Washington State University (WSU) Consolidated Information Center (CIC), Columbia Basin College in Pasco, and the Mid-Columbia Library System in the adjacent jurisdictions. The Kadlec Neurological Resource Center has a specialized library on neurological disorders that is open to public. The PNNL campus master plan also indicates an on-campus library that is available only to PNNL staff and visiting officials. The Richland Public Library and the WSU CIC are both located within Richland City limits. In addition to those listed above, other library facilities in Richland include school libraries at each school in the Richland School District except Rivers Edge High School.

The Richland Public Library is located at 955 Northgate Drive, is a single facility with no bookmobile or branch outlets. The library serves all of Richland's population and the population in the region. The current library facility was expanded and remodeled in 2009 with state of the art facilities, such as two 19 feet x 24 feet meeting rooms with adjustable lighting and dividers. Each room can accommodate 32 people and the rooms can be combined into a single 38 feet x 24 feet room accommodating 64 people. A 62 feet x 32 feet room seating 132 people was also added. This room features a projector, retractable movie screen, retractable black-out shades as well as conventional shades, a sound system, and DVD player.

The remodel also included the addition of a second floor, which allowed for the expansion of the library's collection as well as the addition of multiple study tables, a fire place, and upholstered seating.

The remodeled lobby features exhibit space that is highly sought after for the display of paintings and sculptures. Glass display cases, a vendor kiosk, and a bookstore were also a part of the building's expansion. During an average week, the library is open 69 hours. Hours of operation vary from winter to summer months. During winter months the library is open from 9:30 a.m. to 9:00 p.m. on Monday through Thursday, 9:30 a.m. to 5:00 p.m. on Friday and Saturday, and 1:00 p.m. to 5:00 p.m. on Sunday. During summer months, the library is closed on Sundays.

LEVEL OF SERVICE

The library facilities are currently operating to serve the population within the City and the UGA. Its service and capacity level is adequate to serve its existing population.

FUTURE DEFICIENCIES

With the future growth of the City, there may be a need for additional library facilities on the south side of the City.

RECOMMENDATIONS

Based on the current Urban Growth Boundary and population growth projections, the City of Richland should look forward to one or more branches or explore other ways to expand service.

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SECTION SEVEN

SCHOOLS

EXISTING CONDITIONS

Richland is mostly served by the Richland School District. Table CF-8 describes all facilities that serve residents within the UGA although some schools are located outside the UGA. Table CF-9 lists the special purpose facilities, such as gymnasiums and libraries, in those schools.

Table CF-8: School Buildings

	Building Area (square feet)	Grounds (acres)	Main Buildings	Classrooms
Richland School District				
Elementary Schools				
Badger Mountain	48,371	15	1	25
Jason Lee	78,905	17	1	28
Jefferson	50,882	12	2	24
Lewis and Clark	43,412	15	1	20
Marcus Whitman	43,312	13	1	20
Orchard	72,000	12.33	1	27
Sacajawea	44,100	16	1	21
Tapteal	48,371	15	1	25
White Bluffs	72,626	15	1	
William Wiley	49,138	13.5	1	25
Amon Creek Elementary	76,218	≈ 13	1	38
Middle Schools				
Carmichael	107,066	26	1	31
Chief Joseph	116,837	22	1	31
Enterprise	91,300	40	1	36
High Schools				
Richland High	271,536	35	6	69
Hanford High	243,031	72	8	75
Rivers Edge	8,811	1	1	6
Three Rivers HomeLink (located on Jason Lee Elementary)	16,780	N/A	1	8
Kennewick School District				
Elementary School				
Vista	38,026	11.5	1	20
Middle School				
Desert Hills	88,362	20	4	37

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	Building Area (square feet)	Grounds (acres)	Main Buildings	Classrooms
High School				
Kamiakin	192,841	30	5	67
Special Schools Outside Richland				
Delta High School (Science, Technology, Engineering, Math) [2]	44,013	6	1	20
Tri-Tech Skills Center[1]				

[1] Serves the region and operated by multiple school districts.

[2] Located in Pasco. Serves the region and operated by multiple school districts. Students are selected by lottery. Richland has a lottery allocation of 133 students accepted per year.

Table CF-9: Special Purpose Facilities

School	Gymnasiums	Auditoriums	Cafeterias	Libraries
Badger Mountain	1	0	0	1
Jason Lee	1	1	1	1
Jefferson	1	0	0	1
Lewis and Clark	1	0	0	1
Marcus Whitman	1	0	0	1
Orchard	1	0	1	1
Sacajawea	1	0	0	1
Tapteal	1	0	0	1
White Bluffs	1	0	1	1
William Wiley	1	0	0	1
Carmichael	2	1	1	1
Chief Joseph	2	1	1	1
Richland High	3	1	1	1
Hanford High	3	1	1	1
Rivers Edge (Alternative)	0	0	0	0

Source: Richland School District, 2017.

LEVEL OF SERVICE

Schools will be designed to accommodate the following:

- Elementary: 500 to 600 students per school;
- Middle: 650 to 800 students per school; and
- High: 1,500 to 1,750 students per school.

DEFICIENCIES AND RECOMMENDATIONS

The Richland School District is required by the State of Washington to provide annual enrollment projections. The District uses the Cohort Survival Method, with consideration of other factors, as the basis for these projections. The Cohort Survival Method uses a five-year average of the percent

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of students progressing from grade to grade. The average over the most recently completed five-year period is used to project enrollment for the next five years.

A long range planning study, done for the school district by E.D. Hovee & Company in 2011, developed projections and long range enrollment trends in four areas of the school district: north Richland, central Richland, south Richland, and West Richland. These planning projections, summarized below, were used to develop the bond issue in 2013.

The planned growth of the Badger Mountain South area (BMS) is creating the need for future schools in that area of the city. The school district owns approximately 54 acres in BMS for schools. Improved transportation to meet the access needs of the new schools will also need to be planned. Construction of a middle school (Leona Libby Middle School) is underway and is expected to open in 2017 near Belmont Boulevard and Keene Road, West Richland. The Richland School District purchased 72 acres for a potential high school near the Leona Libby Middle School site. An elementary school is also being planned in this area.

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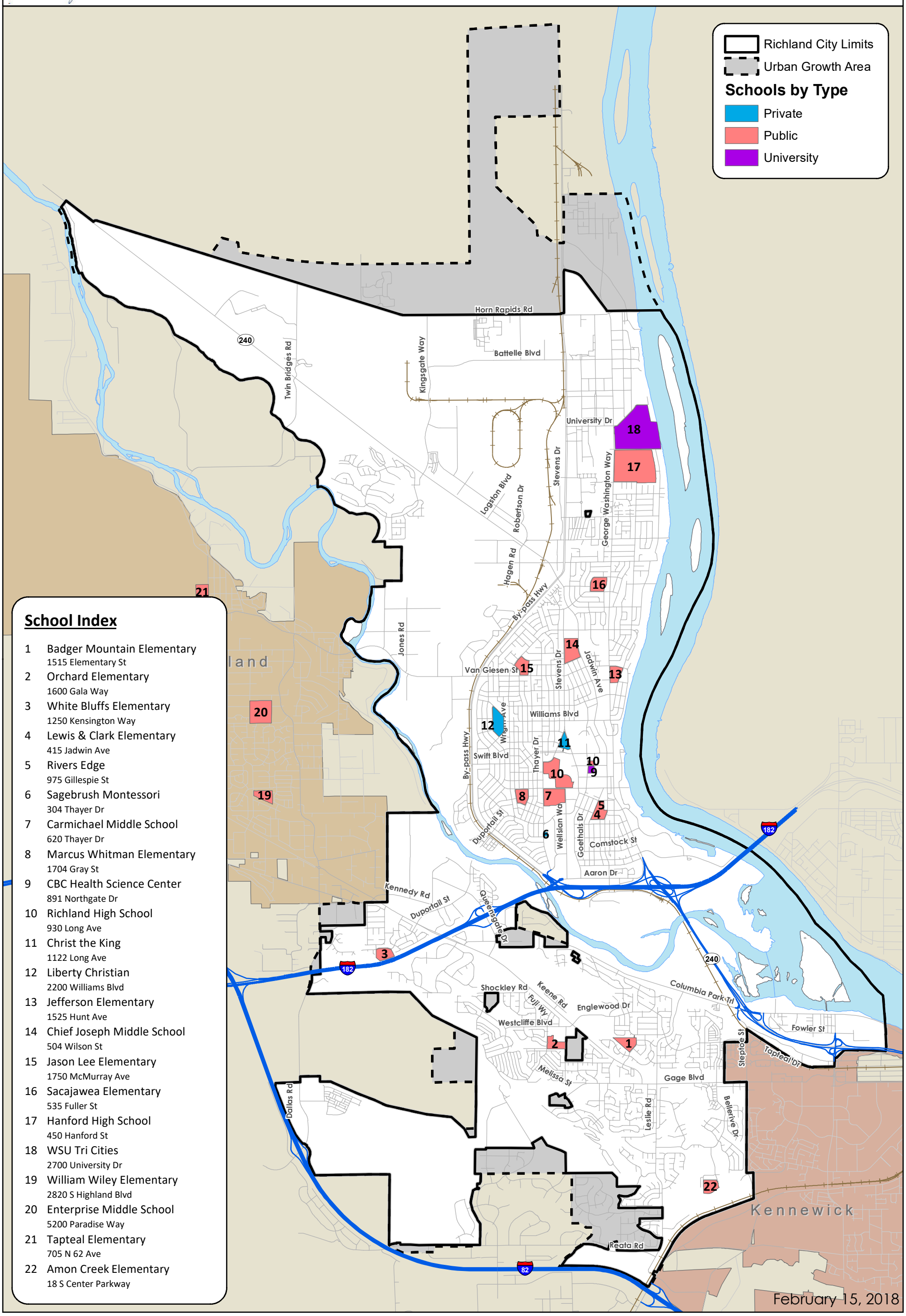
City of Richland

CF-6 - Schools



School Index

1 Badger Mountain Elementary
1515 Elementary St

2 Orchard Elementary
1600 Gala Way

3 White Bluffs Elementary
1250 Kensington Way

4 Lewis & Clark Elementary
415 Jadwin Ave

5 Rivers Edge
975 Gillespie St

6 Sagebrush Montessori
304 Thayer Dr

7 Carmichael Middle School
620 Thayer Dr

8 Marcus Whitman Elementary
1704 Gray St

9 CBC Health Science Center
891 Northgate Dr

10 Richland High School
930 Long Ave

11 Christ the King
1122 Long Ave

12 Liberty Christian
2200 Williams Blvd

13 Jefferson Elementary
1525 Hunt Ave

14 Chief Joseph Middle School
504 Wilson St

15 Jason Lee Elementary
1750 McMurray Ave

16 Sacajawea Elementary
535 Fuller St

17 Hanford High School
450 Hanford St

18 WSU Tri Cities
2700 University Dr

19 William Wiley Elementary
2820 S Highland Blvd

20 Enterprise Middle School
5200 Paradise Way

21 Tapteal Elementary
705 N 62 Ave

22 Amon Creek Elementary
18 S Center Parkway

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SECTION EIGHT

ESSENTIAL PUBLIC FACILITIES

According to the GMA, Essential Public Facilities (EPF) include those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities as defined in RCW 47.06.140; regional transit authority facilities as defined in RCW 81.112.020; state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

EXISTING FACILITIES

The City provided essential public facilities are already identified under the Utility Elements. This includes Richland's landfill in the Horn Rapids area. Other facilities within the City but operated by the state or other public agency include the existing airport, Interstate Highway I-182, interregional State principal arterials of SR 240 and SR 224, and the freight railroad system (BNSF, Union Pacific, Port of Benton). The Columbia-Snake River System is also identified as an EPF as it provides an important inter-modal commercial transportation network for the state extending to the Pacific Ocean. Other EPF provided by institutions in Richland include mental health facilities associated with Kadlec and the Lourdes Counseling Center.

SITING

The siting process should be consistent with the Benton CWPP. Policy 11 of the CWPP indicates that the County and Cities, along with public participation, shall develop a cooperative regional process to site essential public facilities of regional and statewide importance. The objective of the process shall be to ensure that such facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the region or county.

At the Countywide and multi-county level, the following action should be accomplished:

1. Develop a uniform siting procedure which enables selection of optimum project sites and appropriate size and scale relative to intended benefit area.

Richland's Capital Facilities Goal 2 Policy 3 states to locate capital facilities identified as essential public facilities so as to provide the necessary service to the intended users with the least impact on surrounding land uses.

The City establishes the siting criteria with the understanding that some EPF may not pose any siting difficulties beyond those associated with commercial or public developments. Richland reviews the siting of essential public facilities with a process established in the Richland Municipal Code (RMC 23.42.060, Essential Public Facilities). This process first identifies criteria for determining if the facility is to be reviewed as an EPF. The process reviews and addresses mitigation of potential impacts.

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COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Items of Business

Strategic Priority 1 - High Performance Government

Subject

Ordinance No. 2026-14, Amending the 2026 Budget to Provide for Additional Appropriations in Various City Funds

Department/Office	Ordinance/Resolution Number	Document Type
Finance	2026-14	Ordinance

Recommended Motion

Give first reading to Ordinance No. 2026-14, amending the 2026 Budget in various funds as provided therein.

Summary

On December 2, 2025, the Richland City Council adopted the City's 2026 Budget through Ordinance No. 2025-33. Since adoption of the budget, several unanticipated expenditures, grant awards, operational needs, and project adjustments have arisen that require amendments to the adopted budget and additional appropriations across multiple City funds.

The proposed ordinance includes several grant-related appropriations in the General Fund. A Department of Ecology grant originally budgeted in the Park Project Construction Fund is proposed to be transferred to the General Fund to better align administration and management of the grant. Additional appropriations are also necessary to recognize and expend grant funding awarded to the Richland Police Department, including funding for Internet Crimes Against Children (ICAC) investigations, portable radios, and employee wellness.

The ordinance also appropriates $600,000 in grant funding received from the Washington State Department of Commerce for HVAC equipment replacement at the City Shops facility and $3.2 million in Department of Ecology grant funding for abatement of the abandoned tire pile located on Twin Bridges Road.

In addition, the ordinance provides $8 million in General Fund appropriations to support the potential acquisition of property for a future police station. Funding would support property acquisition, demolition of certain structures, preliminary design work, and initial site improvements. Additional General Fund appropriations are also included to extend the City's security trailer program into 2027 and expand the number of trailers deployed throughout the community.

Several appropriations are proposed within the Equipment Replacement Fund to address accelerated procurement timelines for long lead-time equipment purchases and replacement of a vehicle that was declared a total loss following an accident. To support these purchases, transfers from the Electric Fund and Stormwater Fund to the Equipment Replacement Fund are also included in the ordinance.

The ordinance further includes transfers from the Park Reserve Fund to the Park Project Construction Fund to complete both the Columbia Playfield Parking Lot Renovation project and the West Village Park Playground Improvement project.

Finally, the ordinance appropriates additional federal housing grant funding received from the U.S. Department of Housing and Urban Development (HUD) within the Community Development Block Grant Fund and the HOME Fund.

In total, the ordinance increases City appropriations by $17,737,644 through a combination of grant revenues, interfund transfers, and available fund balance. Because several of the expenditures were not anticipated at the

time the 2026 Budget was adopted, RCW 35.33.091 requires City Council to declare a public emergency in the affected funds and conduct a public hearing prior to adoption of the budget amendment ordinance.

Staff recommends approval of Ordinance No. 2026-14 for first reading only.

Fiscal Impact

Approval of Ordinance No. 2026-14 will increase overall appropriations by $17,737,644, of which $12,773,935 and $4,963,709 is from new revenue and transfers.

Attachments

1. Ordinance No. 2026-14

ORDINANCE NO. 2026-14

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING THE 2026 BUDGET TO PROVIDE FOR ADDITIONAL APPROPRIATIONS IN THE CITY'S GENERAL FUND, PARK RESERVE FUND, COMMUNITY DEVELOPMENT BLOCK GRANT FUND, HOME FUND, STREETS CAPITAL CONSTRUCTION FUND, PARK PROJECT CONSTRUCTION FUND, ELECTRIC FUND, STORMWATER FUND, AND EQUIPMENT REPLACEMENT FUND, AND DECLARING THAT A PUBLIC EMERGENCY EXISTS IN THE CITY'S GENERAL FUND, PARK RESERVE FUND, PARK PROJECT CONSTRUCTION FUND, STORMWATER FUND, ELECTRIC FUND, AND EQUIPMENT REPLACEMENT FUND.

WHEREAS, on December 2, 2025, Richland City Council approved Ordinance No. 2025-33 adopting the 2026 Budget; and

WHEREAS, this Ordinance No. 2026-14 will address several budget adjustments occurring in various funds; and

WHEREAS, because a Department of Ecology grant originally budgeted in the Park Project Construction Fund would be more appropriately budgeted and managed in the City's General Fund, appropriations in the amount of $250,000 and all associated grant revenues will be transferred from the Parks Project Construction Fund to the General Fund; and

WHEREAS, the Richland Police Department was successful in acquiring $91,906 in grant funds from three separate grant opportunities ($50,000 from the Seattle Police Department for ICAC, $11,906 in JAG funds from the City of Kennewick for two portable radios, and $30,000 from the Criminal Justice Training Commission for wellness), which must now be appropriated in the City's General Fund for use; and

WHEREAS, additional appropriations in the amount of $600,000 in the General Fund are required to spend a grant received from the Washington State Department of Commerce for HVAC equipment replacement at Richland's City Shops; and

WHEREAS, additional appropriations in the amount of $3,200,000 in the General Fund are required to spend a grant received from the Washington State Department of Ecology for abatement of the abandoned tire pile located on Twin Bridges Road; and

WHEREAS, the City is currently in negotiations to purchase an existing property for a new police station, which will require additional appropriations of $8,000,000 from fund balance in the General Fund for purchase, demolition of certain structures, design, and initial improvements to the property; and

WHEREAS, additional appropriations of $185,200 from fund balance in the General Fund are needed to extend the contract for the security trailer program into 2027 and increase the number of trailers being utilized; and

WHEREAS, additional appropriations in the amount of $4,143,968 are required in the Equipment Replacement Fund to accelerate purchase orders for long lead-time equipment, and to replace a vehicle that was involved in an accident that rendered it a total loss; and

WHEREAS, additional fund balance appropriations of $280,000 are needed from the Electric Fund to transfer to the Equipment Replacement Fund as part of the previously stated adjustment for long lead-time equipment; and

WHEREAS, additional fund balance appropriations of $300,000 are needed from the Stormwater Fund to transfer to the Equipment Replacement Fund as part of the previously stated adjustment for long lead-time equipment; and

WHEREAS, additional appropriations in the amount of $294,454 need to be transferred from the Park Reserve Fund District No. 1 fund balance to the Park Project Construction Fund to complete the Columbia Playfield Parking Lot Renovation project; and

WHEREAS, additional appropriations in the amount of $150,313 need to be transferred from the Park Reserve Fund undesignated fund balance to the Park Project Construction Fund to complete the West Village Park Playground Improvement project; and

WHEREAS, additional appropriations in the amount of $26,708 are needed in the Community Development Block Grant Fund due to additional 2026 grant funding from the U.S. Department of Housing and Urban Development (HUD); and

WHEREAS, additional appropriations in the amount of $20,328 are needed in the HOME Fund due to additional 2026 grant funding from HUD; and

WHEREAS, no funds were appropriated in the 2026 Budget for the items listed above; and

WHEREAS, sufficient unappropriated funds are available, or new revenues/transfers are available, to support the required budget adjustments; and

WHEREAS, pursuant to RCW 35.33.091, a duly noticed public hearing was held on June 2, 2026 regarding the increase in appropriations from beginning fund balance in the General Fund, Park Reserve Fund, Park Project Construction Fund, Electric Fund, Stormwater Fund, and Equipment Replacement Fund.

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

Section 1. Facts Constituting Emergency. The expenses contained within this Ordinance were not anticipated when the 2026 Budget was adopted.

Section 2. Declaration of Public Emergency. Due to circumstances described above, the City Council declares that a public emergency exists in the General Fund, Park Reserve Fund, Park Project Construction Fund, Electric Fund, Stormwater Fund, and Equipment Replacement Fund.

Section 3. Amendment of the 2026 Budget. The 2026 Budget is hereby amended to provide additional appropriations as follows:

Fund	Fund Title	Current Appropriations	Change In Appropriations	Amended Appropriations	Source	
					Fund Balance	New Revenue
001	General Fund	$ 87,878,524	$ 12,327,106	$ 100,205,630	$ 8,185,200	$ 4,141,906
111	Park Reserve	$ 476,571	$ 444,767	$ 921,338	$ 444,767	
153	Community Dev. Block Grant	$ 398,989	$ 32,030	$ 431,019		$ 32,030
154	HOME	$ 5,165,999	$ 20,328	$ 5,186,327		$ 20,328
301	Streets Capital Construction	$ 48,161,558	$ (5,322)	$ 48,156,236		$ (5,322)
380	Park Project Construction	$ 11,904,333	$ 194,767	$ 12,099,100		$ 194,767
401	Electric	$ 96,270,414	$ 280,000	$ 96,550,414	$ 280,000	
405	Stormwater	$ 8,443,518	$ 300,000	$ 8,743,518	$ 300,000	
503	Equipment Replacement	$ 6,559,860	$ 4,143,968	$ 10,703,828	$ 3,563,968	$ 580,000
	TOTAL	$ 265,259,766	$ 17,737,644	$ 282,997,410	$ 12,773,935	$ 4,963,709

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

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the ___ day of _____, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

First Reading: _____
Second Reading: _____
Date Published: _____

COUNCIL AGENDA ITEM STAFF REPORT

Meeting Date: 6/2/2026 Agenda Category: Items of Business

Strategic Priority 1 - High Performance Government

Subject
Resolution No. 2026-78, Adopting the 2027-2032 Six -Year Transportation Improvement Program

Department/Office	Ordinance/Resolution Number	Document Type
Public Works	2026-78	Resolution

Recommended Motion
Adopt Resolution No. 2026-78, Adopting the 2027-2032 Six-Year Transportation Improvement Program.

Summary
RCW 35.77.010 requires local jurisdictions to prepare and adopt a perpetual six-year Transportation Improvement Program (TIP). The City's TIP development process includes multiple opportunities for public participation, including review by the Richland Planning Commission and the Richland Parks & Recreation Commission, as well as input received through the Public Works Department webpage.

At its May 14, 2026 meeting, the Richland Parks & Recreation Commission favorably recommended approval of the proposed 2027-2032 TIP. The Richland Planning Commission subsequently recommended approval at its May 27, 2026 meeting. The projects included in the 2027-2032 TIP are necessary to meet Richland's transportation needs.

As required by state law, Richland City Council held a public hearing on June 2, 2026 to receive public input on the proposed 2027-2032 Six-Year Transportation Improvement Program.

Staff recommends adoption of Resolution No. 2026-78.

Fiscal Impact
None.

Attachments
1. Resolution No. 2026-78

RESOLUTION NO. 2026-78

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, ADOPTING THE 2027-2032 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, RCW 35.77.010 requires local jurisdictions to prepare and adopt a perpetual six-year Transportation Improvement Program (TIP); and

WHEREAS, the City's practice for preparing and reviewing its TIP involves multiple public involvement opportunities, including public meetings before Richland's Planning Commission and Parks & Recreation Commission, as well as input from the general public through the Public Works Department webpage; and

WHEREAS, at its May 14, 2026 meeting, the Richland Parks & Recreation Commission favorably recommended that Richland City Council adopt the proposed 2027-2032 TIP; and

WHEREAS, at its May 27, 2026 meeting, the Richland Planning Commission favorably recommended that Richland City Council adopt the proposed 2027-2032 TIP; and

WHEREAS, as required by state law, Richland City Council held a public hearing on June 2, 2026 to receive public input on the proposed 2027-2032 Six-Year Transportation Improvement Program; and

WHEREAS, the list of projects contained in the 2027-2032 TIP are necessary to meet Richland's transportation needs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the 2027-2032 Six-Year Transportation Improvement Program attached as **Exhibit A** and incorporated by reference is hereby adopted.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 2nd day of June, 2026.

_____
Theresa Richardson, Mayor

Attest:

_____
Jennifer Rogers, City Clerk

Approved as to Form:

_____
Heather Kintzley, City Attorney

Washington State Department of Transportation

Exhibit A to Resolution No. 2026-78

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	1	SR-240/Aaron Drive Complete Streets Improvements SR240 SR240 EB Ramp to I-182 EB Ramp Construct grade separated eastbound ramp from EB SR240 to EB I-182. Reconstruct existing SR240/Aaron Dr intersection. Construct pedestrian facilities to cross SR-240.	WA-12909	06/02/26	06/02/26			03		0.890	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2030		0	OTHER	36,000,000	0	36,000,000
			Totals	**0**		**36,000,000**	**0**	**36,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	36,000,000	0
Totals	**0**	**0**	**0**	**36,000,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2	SR-240 Pedestrian Crossing Tapteal Drive to Columbia Park Trail Construct a grade separated pedestrian crossing over SR-240 west of Columbia Center Blvd. and associated active transportation connections.	WA-14253	06/03/25	06/03/25			08	O P		CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2029		0	MAW	1,526,560	0	1,526,560
P	PE	2029		0	Ped/Bike Program	169,617	0	169,617
P	RW	2029		0		0	312,519	312,519
S	CN	2030		0	MAW	3,473,440	0	3,473,440
P	CN	2030		0	Ped/Bike Program	4,830,383	1,631,829	6,462,212
			Totals	**0**		**10,000,000**	**1,944,348**	**11,944,348**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	1,696,177	0	0
RW	0	0	312,519	0	0
CN	0	0	0	9,935,652	0
Totals	**0**	**0**	**2,008,696**	**9,935,652**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	4	Center Parkway South Extension Center Parkway Leslie Road to Wishkah Drive Construct a 2-lane collector with bike lanes, separated pathway, and storm drainage on both sides of the street. Left turn lanes will be constructed where needed.	WA-15791	06/02/26	06/02/26			01	C G P S W	0.640	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027		0		0	1,995,000	1,995,000
			Totals	**0**		**0**	**1,995,000**	**1,995,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,995,000	0	0	0	0
Totals	**1,995,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	5	Systemic Pedestrian Crossing Safety Improvements Phase 2 Various to Various Install rectangular rapid flashing beacons, median refuge islands, signal poles and mast arms for mounting RRFBs overhead, signing, markings, and curb ramps.	WA-15793	06/02/26	06/02/26			21	P S W		CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2027	TA(UL)	43,250		0	6,750	50,000
S	CN	2028	TA(UL)	328,700		0	51,300	380,000
			Totals	**371,950**		**0**	**58,050**	**430,000**

Expenditure Schedule

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

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	6	/ 000S(730) Systemic Stop-Controlled Intersections Safety Improvements Phase 2 Various Various to Various Install advance intersection warning system, mini roundabouts, curb extensions, signing, pavement markings, and additional traffic control.	WA-15794	06/02/26	06/02/26			21	P S W		CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2027	HSIP	100,000		0	0	100,000
S	CN	2028	HSIP	1,362,000		0	0	1,362,000
			Totals	**1,462,000**		**0**	**0**	**1,462,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	1,362,000	0	0	0
Totals	**100,000**	**1,362,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	7	Safe Routes to School Improvements Various Various to Various At various locations related to elementary school walk routes the following improvements will be made, 20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Signs, Raised Crosswalks, Rectangular Rapid Flashing Beacons, Street Lighting for Crosswalks, ADA Curb Ramps.	WA-15796	06/02/26	06/02/26			21			CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027		0	SRTS	2,528,000	0	2,528,000
			Totals	**0**		**2,528,000**	**0**	**2,528,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,528,032	0	0	0	0
Totals	**2,528,032**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	8	Gage Boulevard Improvements Gage Boulevard Penny Royal Ave to Morency Dr. Add curb, gutter, sidewalks, bike lanes, street lights, storm drainage on Gage Boulevard.	R028	06/03/25	06/03/25			04	O P	0.750	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028	STBG(UL)	216,250		0	33,750	250,000
P	RW	2029	STBG(UL)	60,550		0	9,450	70,000
P	CN	2030	STBG(UL)	1,730,000		0	600,000	2,330,000
			Totals	**2,006,800**		**0**	**643,200**	**2,650,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	250,000	0	0	0
RW	0	0	70,000	0	0
CN	0	0	0	2,330,000	0
Totals	**0**	**250,000**	**70,000**	**2,330,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	9	SR-240 and Airport Way Pedestrian Crossing SR-240 Airport Way to Airport Way Construct pedestrian crossing at Airport Way to cross SR-240 and connect to trail.	WA-14277	06/02/26	06/02/26			28		0.100	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0	Ped/Bike Program	150,000	0	150,000
P	CN	2029		0	Ped/Bike Program	1,150,000	0	1,150,000
			Totals	**0**		**1,300,000**	**0**	**1,300,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	150,000	0	0	0
CN	0	0	1,150,000	0	0
Totals	**0**	**150,000**	**1,150,000**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	10	Central Richland Active Transportation Improvements Various N/A to N/A Location selection, treatment identification, and development of active transportation improvements for safety and connectivity within central Richland's highest need and nearby high need equity areas.	WA-16261	06/02/26	06/02/26			28			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0	Ped/Bike Program	154,000	0	154,000
P	CN	2028		0	Ped/Bike Program	1,000,000	0	1,000,000
			Totals	**0**		**1,154,000**	**0**	**1,154,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	154,000	0	0	0	0
CN	0	1,000,000	0	0	0
Totals	**154,000**	**1,000,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	11	South Kingsgate Corridor Extension Kingsgate Way Keene Road to City limits Construct a new 3-lane road with curb, gutter, sidewalk, bike lanes, streetlights and storm drainage facilities and associated intersections at Keene Road, Kennedy Road and Queensgate Dr.	WA-14284	06/03/25	06/03/25			01	C G P S W	1.330	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030		0		0	650,897	650,897
P	RW	2030		0		0	1,896,000	1,896,000
P	CN	2030		0		0	7,223,268	7,223,268
			Totals	**0**		**0**	**9,770,165**	**9,770,165**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	650,897	0
RW	0	0	0	1,896,000	0
CN	0	0	0	0	7,223,268
Totals	**0**	**0**	**0**	**2,546,897**	**7,223,268**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	12	Gage Blvd and Leslie Road Intersection Improvements Gage Blvd Leslie Road to Leslie Road Improve capacity of intersection including adding lanes, signal modifications, hot mix asphalt, curb, gutter, ADA ramps, sidewalk, streetlights, pavement markings, and signage.	WA-14273	06/03/25	06/03/25		2025-91	03	P S W	0.110	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027	STBG(UL)	86,020		0	15,180	101,200
S	CN	2028	STBG(UL)	989,218		0	174,568	1,163,786
			Totals	**1,075,238**		**0**	**189,748**	**1,264,986**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	101,200	0	0	0	0
CN	0	1,163,786	0	0	0
Totals	**101,200**	**1,163,786**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	13	Duportail/Kennedy Intersection Improvements Duportail Street Keene Road to 500 ft east of Kennedy Road Construct a roundabout at Duportail Street and Kennedy Road intersection, and associated signage, pavement markings, concrete median, curb, gutter, sidewalk, and streetlights from Keene Road to 500 ft east of Kennedy.	WA-11973	06/02/26	06/02/26			03	C G P S T W	0.360	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027		0	TIB	535,318	749,130	1,284,448
			Totals	**0**		**535,318**	**749,130**	**1,284,448**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,284,448	0	0	0	0
Totals	**1,284,448**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	14	Leslie Road and Reata Road Intersection Improvements Leslie Road Reata Road to Reata Road Reconstruct existing intersection at Leslie/Reata for additional capacity.	WA-14272	06/03/25	06/03/25			03	G P S W	0.110	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	155,389	155,389
P	RW	2028		0		0	50,000	50,000
P	CN	2029		0		0	1,736,977	1,736,977
			Totals	**0**		**0**	**1,942,366**	**1,942,366**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	155,389	0	0	0
RW	0	50,000	0	0	0
CN	0	0	1,736,977	0	0
Totals	**0**	**205,389**	**1,736,977**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	15	Duportail/Driveway Intersection Improvement Duportail Street 500 ft west of Commercial Driveway to 850 ft east of Commercial Driveway Construct a roundabout at Duportail street and Vintner Square commercial driveway intersection, and associated signage, pavement markings, concrete median, curb, gutter, sidewalk, and streetlights on Duportail from 500 ft west to 850 ft east of the driveway.	WA-11974	06/02/26	06/02/26			03	C G O P S T W	0.050	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027		0	TIB	535,318	749,130	1,284,448
			Totals	**0**		**535,318**	**749,130**	**1,284,448**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,284,448	0	0	0	0
Totals	**1,284,448**	**0**	**0**	**0**	**0**

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Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	16	Queensgate Drive and Duportail Street Intersection Improvements Queensgate Drive Duportail Street to Duportail Street Widen Queensgate and Duportail at the intersection to add turn lanes and upgrade intersection signals.	WA-15097	06/02/26	06/02/26			03	P S W	0.210	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027		0	TIB	267,659	374,565	642,224
			Totals	**0**		**267,659**	**374,565**	**642,224**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	642,224	0	0	0	0
Totals	**642,224**	**0**	**0**	**0**	**0**

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County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
12	17	R034 Vantage Highway Pathway - Phase 3 SR 240 Twin Bridges Road to Kingsgate Way Construct a separated multi-use pathway on the north side of SR 240.		06/03/25	06/03/25			28		1.750	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029	TA(UL)	60,000		0	0	60,000
P	CN	2030	TA(UL)	700,000		0	0	700,000
			Totals	**760,000**		**0**	**0**	**760,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	60,000	0	0
CN	0	0	0	700,000	0
Totals	**0**	**0**	**60,000**	**700,000**	**0**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
11	19	Dallas Rd/I-82 WB Ramp I/S Improvements Dallas Road I-82 to I-82 Reconstruct ramp and intersection for added capacity.	WA-11177	06/02/26	06/02/26			03	P S	0.410	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	190,257	190,257
P	CN	2028		0		0	2,187,956	2,187,956
			Totals	**0**		**0**	**2,378,213**	**2,378,213**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	190,257	0	0	0	0
CN	0	2,187,956	0	0	0
Totals	**190,257**	**2,187,956**	**0**	**0**	**0**

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County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
11	20	Dallas Rd/I-82 EB Ramp I/S Improvements Dallas Road I-82 to I-82 Reconstruct ramp and intersection for added capacity.	WA-11178	06/02/26	06/02/26			03	P S	0.410	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	184,322	184,322
P	CN	2028		0		0	2,119,705	2,119,705
			Totals	**0**		**0**	**2,304,027**	**2,304,027**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	184,322	0	0	0	0
CN	0	2,119,705	0	0	0
Totals	**184,322**	**2,119,705**	**0**	**0**	**0**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	21	Dallas Road Widening Dallas Road City Limits to I-82 Widening Dallas Road from 2-lanes to 4-lanes with curb, gutter, active transportation path, bike lanes, streets lights and storm drainage facilities.	WA-11171	06/02/26	06/02/26			03	P S	0.720	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	150,000	150,000
P	CN	2028		0		0	1,368,703	1,368,703
			Totals	**0**		**0**	**1,518,703**	**1,518,703**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	0	0	0	0
CN	0	1,368,703	0	0	0
Totals	**150,000**	**1,368,703**	**0**	**0**	**0**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	22	Gage Blvd - Badger Mountain South Improvements Gage Blvd Reata Road to Queensgate Dr. Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities. Includes intersection improvements at Queensgate Blvd, Trowbridge Blvd, and Morningside Parkway.	WA-11167	06/03/25	06/03/25			01	O P S W	2.290	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	938,866	938,866
P	RW	2027		0		0	3,083,190	3,083,190
P	CN	2028		0		0	10,435,484	10,435,484
			Totals	**0**		**0**	**14,457,540**	**14,457,540**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	938,866	0	0	0	0
RW	3,083,190	0	0	0	0
CN	0	10,435,484	0	0	0
Totals	**4,022,056**	**10,435,484**	**0**	**0**	**0**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	23	Duportail Street and City View Drive Intersection Improvements Duportail Street City View Drive to City View Drive Construct signalized intersection.	WA-15099	06/02/26	06/02/26			03	C O P S T W	0.110	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	69,550	69,550
P	CN	2029		0		0	799,825	799,825
			Totals	**0**		**0**	**869,375**	**869,375**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	69,550	0	0	0
CN	0	0	799,825	0	0
Totals	**0**	**69,550**	**799,825**	**0**	**0**

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County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	24	Gage Boulevard Extension Gage Boulevard Morency Dr. to Queensgate Blvd. Construct a 3-lane street and roundabout with curb, gutter, sidewalk, bike lanes, street lights and drainage facilities.	WA-11159	06/03/25	06/03/25			01	O P	0.600	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	184,487	184,487
P	RW	2029		0		0	985,320	985,320
P	CN	2030		0		0	2,450,751	2,450,751
			Totals	**0**		**0**	**3,620,558**	**3,620,558**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	184,487	0	0	0
RW	0	0	985,320	0	0
CN	0	0	0	2,450,751	0
Totals	**0**	**184,487**	**985,320**	**2,450,751**	**0**

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County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	25	Shockley Rd Extension Shockley Rd Keene Rd to S of Badger Valley Way Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities	WA-1116(	06/03/25	06/03/25			01	O P S W	0.600	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030		0		0	72,661	72,661
P	RW	2030		0		0	459,000	459,000
P	CN	2031		0		0	835,609	835,609
			Totals	**0**		**0**	**1,367,270**	**1,367,270**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	72,661	0
RW	0	0	0	459,000	0
CN	0	0	0	0	835,609
Totals	**0**	**0**	**0**	**531,661**	**835,609**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	26	Trowbridge Blvd Sol Duc Ave to Gage Blvd Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities. Includes intersection with Southgate (Road A)	WA-11169	06/03/25	06/03/25			01	O P S W	1.090	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	424,520	424,520
P	RW	2027		0		0	1,178,775	1,178,775
P	CN	2028		0		0	4,881,984	4,881,984
			Totals	**0**		**0**	**6,485,279**	**6,485,279**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	424,520	0	0	0	0
RW	1,178,775	0	0	0	0
CN	0	4,881,984	0	0	0
Totals	**1,603,295**	**4,881,984**	**0**	**0**	**0**

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Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	27	Bella Coola Ln Bella Coola Ln Copper Mountain Apartments to Gage Blvd Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities. Includes intersection improvements at Southgate (Road A).	WA-11172	06/03/25	06/03/25			01	O P S W	0.630	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	371,798	371,798
P	RW	2027		0		0	1,039,500	1,039,500
P	CN	2028		0		0	4,275,687	4,275,687
			Totals	**0**		**0**	**5,686,985**	**5,686,985**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	371,798	0	0	0	0
RW	1,039,500	0	0	0	0
CN	0	4,275,687	0	0	0
Totals	**1,411,298**	**4,275,687**	**0**	**0**	**0**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	28	R016 Stevens Drive Pathway Stevens Drive Spengler St to Horn Rapids Rd Construct a separated multi-use pathway on east side of Stevens Drive.		06/03/25	06/03/25			28	C P T	2.250	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	74,260	74,260
P	CN	2029		0		0	933,590	933,590
			Totals	**0**		**0**	**1,007,850**	**1,007,850**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	74,260	0	0	0
CN	0	0	933,590	0	0
Totals	**0**	**74,260**	**933,590**	**0**	**0**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	29	City-wide Horizontal Curve Safety Improvements to Install horizontal curve warning signs on various routes.	WA-14256	06/02/26	06/02/26			21			CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028	HSIP	72,000		0	8,000	80,000
P	RW	2028	HSIP	18,000		0	2,000	20,000
P	CN	2029	HSIP	489,000		0	0	489,000
			Totals	**579,000**		**0**	**10,000**	**589,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	80,000	0	0	0
RW	0	20,000	0	0	0
CN	0	0	489,000	0	0
Totals	**0**	**100,000**	**489,000**	**0**	**0**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	30	Leslie Road and Clearwater Avenue Intersection Improvements Leslie Road Clearwater Avenue to Clearwater Avenue Add lanes and make upgrades to roundabout.	WA-15095	06/05/25	06/05/25			03	O P W	0.110	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	132,700	132,700
P	RW	2028		0		0	18,000	18,000
P	CN	2029		0		0	1,526,051	1,526,051
			Totals	**0**		**0**	**1,676,751**	**1,676,751**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	132,700	0	0	0
RW	0	18,000	0	0	0
CN	0	0	1,526,051	0	0
Totals	**0**	**150,700**	**1,526,051**	**0**	**0**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	31	Queensgate Drive and WB I-182 Ramps Intersection Improvements Queensgate Drive I-182 to I-182 Construct roundabout.	WA-15792	06/03/25	06/03/25			03	P S W	0.210	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	155,389	155,389
P	CN	2030		0		0	1,786,977	1,786,977
			Totals	**0**		**0**	**1,942,366**	**1,942,366**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	155,389	0	0
CN	0	0	0	1,786,977	0
Totals	**0**	**0**	**155,389**	**1,786,977**	**0**

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Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	32	SR-240 Widening - Hagen to Kingsgate 1000' west of Hagen Road to 1000' west of Kingsgate Way Construct additional lanes.	WA-14263	06/03/25	06/03/25			03		1.240	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030		0		0	350,000	350,000
P	CN	2031		0		0	3,797,200	3,797,200
			Totals	**0**		**0**	**4,147,200**	**4,147,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	350,000	0
CN	0	0	0	0	3,797,200
Totals	**0**	**0**	**0**	**350,000**	**3,797,200**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	33	SR-240 Widening - Kingsgate to Village Parkway SR-240 1000' west of Kingsgate Way to Village Parkway Construct additional lanes	WA-14264	06/03/25	06/03/25			03		0.700	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030		0		0	180,000	180,000
P	CN	2031		0		0	1,951,200	1,951,200
			Totals	**0**		**0**	**2,131,200**	**2,131,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	180,000	0
CN	0	0	0	0	1,951,200
Totals	**0**	**0**	**0**	**180,000**	**1,951,200**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	34	SR-240 Widening - Village Parkway to Beardsley SR-240 Village Parkway to Beardsley Road Construct additional lanes.	WA-14265	06/03/25	06/03/25			03		2.030	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030		0		0	500,000	500,000
P	CN	2031		0		0	5,663,200	5,663,200
			Totals	**0**		**0**	**6,163,200**	**6,163,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	500,000	0
CN	0	0	0	0	5,663,200
Totals	**0**	**0**	**0**	**500,000**	**5,663,200**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	35	SR-240 Widening - Beardsley to Vantage Properties SR-240 Beardsley Road to Vantage Properties west access Construct additional lanes.	WA-14266	06/03/25	06/03/25			03		0.800	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030		0		0	200,000	200,000
P	CN	2031		0		0	2,219,200	2,219,200
			Totals	**0**		**0**	**2,419,200**	**2,419,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	200,000	0
CN	0	0	0	0	2,219,200
Totals	**0**	**0**	**0**	**200,000**	**2,219,200**

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Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	36	SR-240 and Logston Road Intersection Improvements SR-240 Logston Road to Logston Road Reconstruct the existing SR-240/Logston Road intersection.	WA-14267	06/03/25	06/03/25			03			CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	100,000	100,000
P	RW	2029		0		0	50,000	50,000
P	CN	2030		0		0	1,290,000	1,290,000
			Totals	**0**		**0**	**1,440,000**	**1,440,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	100,000	0	0	0
RW	0	0	50,000	0	0
CN	0	0	0	1,290,000	0
Totals	**0**	**100,000**	**50,000**	**1,290,000**	**0**

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Agency: Richland

County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	37	SR-240 and Village Parkway Intersection Improvements SR-240 Village Parkway to Village Parkway Reconstruct the existing intersection at SR-240/Village Parkway.	WA-14268	06/03/25	06/03/25			03			CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	100,000	100,000
P	RW	2029		0		0	50,000	50,000
P	CN	2030		0		0	1,290,000	1,290,000
			Totals	**0**		**0**	**1,440,000**	**1,440,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	100,000	0	0
RW	0	0	50,000	0	0
CN	0	0	0	1,290,000	0
Totals	**0**	**0**	**150,000**	**1,290,000**	**0**

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County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	38	SR-240 and Twin Bridges Road Intersection Improvements SR-240 Twin Bridges Road to Twin Bridges Road Reconstruct the existing intersection at SR-240/Twin Bridges Road.	WA-14269	06/03/25	06/03/25			03			CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	100,000	100,000
P	RW	2028		0		0	50,000	50,000
P	CN	2029		0		0	1,290,000	1,290,000
			Totals	**0**		**0**	**1,440,000**	**1,440,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	100,000	0	0	0
RW	0	50,000	0	0	0
CN	0	0	1,290,000	0	0
Totals	**0**	**150,000**	**1,290,000**	**0**	**0**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	39	SR-240 and Beardsley Road Intersection Improvements SR-240 Beardsley Road to Beardsley Road Reconstruct the existing intersection at SR-240/Beardsley Road.	WA-14270	06/03/25	06/03/25			03			CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030		0		0	100,000	100,000
P	RW	2030		0		0	50,000	50,000
P	CN	2031		0		0	1,290,000	1,290,000
			Totals	**0**		**0**	**1,440,000**	**1,440,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	100,000	0
RW	0	0	0	50,000	0
CN	0	0	0	0	1,290,000
Totals	**0**	**0**	**0**	**150,000**	**1,290,000**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	40	Kingsgate Way Extension Kingsgate Way Clubhouse Lane to Van Giesen Avenue Construct a new 3-lane street with curb, gutter, sidewalk, bike lanes, streetlights, and storm drainage facilities.	WA-14271	06/03/25	06/03/25			01		2.200	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030	STBG(UL)	600,000		0	600,000	1,200,000
P	RW	2030	STBG(UL)	1,000,000		0	1,000,000	2,000,000
P	CN	2031	STBG(UL)	4,665,000		0	4,665,000	9,330,000
			Totals	**6,265,000**		**0**	**6,265,000**	**12,530,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	1,200,000	0
RW	0	0	0	2,000,000	0
CN	0	0	0	0	9,330,000
Totals	**0**	**0**	**0**	**3,200,000**	**9,330,000**

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County: Benton

MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	41	Center Parkway and Leslie Road Intersection Improvements Center Parkway Leslie Road to Leslie Road Reconstruct intersection to add capacity.	WA-15093	06/02/26	06/02/26			03	C G P S W	0.110	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	107,888	107,888
P	CN	2030		0		0	1,240,720	1,240,720
			Totals	**0**		**0**	**1,348,608**	**1,348,608**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	107,888	0	0
CN	0	0	0	1,240,720	0
Totals	**0**	**0**	**107,888**	**1,240,720**	**0**

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MPO/RTPO: BFCG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	42	Leslie Road and Columbia Park Trail Intersection Improvements Leslie Road Columbia Park Trail to Columbia Park Trail Reconstruct to add a lane at the intersection and make safety improvements.	WA-15094	06/03/25	06/03/25			03	G P W		CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2030		0		0	11,915	11,915
P	RW	2030		0		0	156,600	156,600
P	CN	2031		0		0	137,030	137,030
			Totals	**0**		**0**	**305,545**	**305,545**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	11,915	0
RW	0	0	0	156,600	0
CN	0	0	0	0	137,030
Totals	**0**	**0**	**0**	**168,515**	**137,030**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Richland	**12,519,988**		**52,320,295**	**90,280,572**	**155,120,855**

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MPO/RTPO: (none) Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	43	SR-240 and Snively Road Intersection SR-240 1000 ft west of Snively Road to 1000 ft east of Snively Road Construct new roundabout intersection at Snively Road.	WA-17055	06/02/26	06/02/26			03		0.380	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	500,000	500,000
P	CN	2028		0		0	2,500,000	2,500,000
			Totals	**0**		**0**	**3,000,000**	**3,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	500,000	0	0	0	0
CN	0	2,500,000	0	0	0
Totals	**500,000**	**2,500,000**	**0**	**0**	**0**

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MPO/RTPO: (none) Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	44	Snively Road Re-alignment Snively Road southern City limit to SR-240 Construct new 3-lane road with curb, gutter, sidewalk, bike lanes, streetlights and storm drainage facilities from south City limit to new intersection with SR-240.	WA-17056	06/02/26	06/02/26			01		0.760	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	326,000	326,000
P	CN	2028		0		0	3,614,000	3,614,000
			Totals	**0**		**0**	**3,940,000**	**3,940,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	326,000	0	0	0	0
CN	0	3,614,000	0	0	0
Totals	**326,000**	**3,614,000**	**0**	**0**	**0**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Richland	**0**		**0**	**6,940,000**	**6,940,000**