



## Agenda

Planning Commission Meeting

Wednesday, June 24, 2026

Richland City Hall - Council Chambers

625 Swift Boulevard

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### Regular Meeting - 6:00 p.m.

#### Welcome and Roll Call

#### Approval of Agenda (Approved by Motion)

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

#### Approval of Minutes (Approved by Motion)

1. Approval of the May 27, 2026 Planning Commission Meeting Minutes
  - Shairra Rahseparian, Administrative Assistant II

#### Unfinished Business

#### New Business

2. Overview of City Development Codes and Code Adoption Process
  - Nicole Stickney, AHBL
3. Transportation System Plan Project List Presentation
  - Daniel Hendricks, Transpo Group

#### Communications

4. Upcoming Community Outreach & Public Meetings
  - Nicole Stickney, AHBL

#### 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.



**PLANNING COMMISSION AGENDA ITEM  
STAFF REPORT**

Meeting Date: 6/24/2026

Agenda Category: Approval of Minutes

Prepared By: Shairra Rahseparian, Administrative Assistant II

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**Subject**

Approval of the May 27, 2026 Planning Commission Meeting Minutes

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**Strategic Priority**

Strategic Priority I - High Performance Government

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**Recommended Motion**

Move to approve the May 27, 2026, Planning Commission Meeting minutes as presented.

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**Summary**

Meeting minutes for May 27, 2026, Planning Commission Meeting are attached for review and consideration.

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**Attachments**

- I. Draft 2026.05.27 Planning Commission Meeting Minutes



**MINUTES**

Richland Planning Commission Meeting  
Wednesday, May 27, 2026  
Richland City Hall ~ Council Chambers  
625 Swift Boulevard

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

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

Attendance: Chair Richardson	Present
Vice-Chair Lambert	Absent
Member Anderson	Present
Member Hernandez	Present
Member Leonard	Absent
Member LeCompte	Absent
Member Arm	Present

Also present were Councilmember Samuel, Public Works Director D'Alessandro, Development Services Director Rizzitiello, Planning Manager Stevens, Senior Planner Ballard, Senior Planner Nelson, Planner Reed, and Administrative Assistant II Rahseparian

**Approval of Agenda**

**COMMISSION MEMBER HERNANDEZ MOVED AND COMMISSION MEMBER ARM SECONDED THE MOTION TO APPROVE THE AGENDA AS PUBLISHED. MOTION CARRIED 4-0.**

**Approval of Minutes**

1. Meeting Minutes for April 22, 2026, Planning Commission Meeting and May 13, 2026, Planning Commission Workshop Meeting.

**COMMISSION MEMBER HERNANDEZ MOVED, AND COMMISSION MEMBER ARM SECONDED, TO APPROVE THE APRIL 22, 2026, PLANNING COMMISSION MEETING MINUTES, AND MAY 13, 2026, PLANNING COMMISSION WORKSHOP MINUTES AS PRESENTED. THE MOTION PASSED 4-0.**

**Public Comments**

Jamie Stayrook, Richland resident, spoke on her opposition to data centers being built in Richland.

**New Business:**

2. Comprehensive Plan Update - Transportation Element Goals and Policies Discussion

Nicole Stickney, Associate Principal with AHBL, Inc., gave a presentation to the Planning Commission covering the Draft Transportation Element Goals and Policies for the 2026 Comprehensive Plan Update for review and discussion.

At the end of the presentation, there was a discussion on Goal T7. E “address a need identified for underserved and/or vulnerable populations” and how this Goal is addressed more in the Climate Element and will be addressed in the upcoming Land Use Element.

The Memo with the Draft Transportation Element Goals and Policies discussed can be found in the agenda packet.

3. 2027-2032 Transportation Improvement Program

Public Works Director D’Alessandro gave a brief history of the Transportation Improvement Program (TIP) outlining requirements and statewide coordination. Mr. D’Alessandro then presented them with the 2027-2032 TIP, reviewing details for projects either fully or partially funded and projects that have been added or removed. Discussion around how unfunded/partially funded projects update their cost over time. Director D’Alessandro explained how there are projects in the future that they provide projected escalation costs and projects that they have to move further out and add the escalation costs once the timeline to start has been extended.

Current City projects can be found at:

<https://cleargov.com/washington/benton/city/richland/projects>

**CHAIR RICHARDSON MOVED, AND COMMISSION MEMBER HERNANDEZ SECONDED TO APPROVE 2027-2032 TRANSPORTATION IMPROVEMENT PROGRAM THE MOTION PASSED 4-0.**

**Communications**

Planning Manager Stevens announced that he has accepted a Development Services Director at Snohomish. He stated that it has been a pleasure working with the Planning Commission and City Staff.

Development Services Director Rizzitiello:

- Thanked Planning Manager Stevens for his work while at the City
- Announced that we will be recruiting for a new Planning Manager
- Mentioned that we did receive the Clean Energy grant and that a grant agreement has been made
- Noted that negotiations with TRIDEC to do further analysis on the land north of Atlas Argo for potential options in the future

**Adjournment**

Chair Richardson adjourned the meeting at 7:03 p.m.

APPROVED:

ATTEST:

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Jet Richardson, Chair

\_\_\_\_\_  
Shairra Rahseparian, Administrative Assistant II

DATE APPROVED:

DATE PUBLISHED:



## PLANNING COMMISSION WORKSHOP AGENDA ITEM STAFF REPORT

Meeting Date: 6/24/2026

Agenda Category: New Business

Prepared By: Nicole Stickney, AHBL

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### Subject

Overview of City Development Codes and Code Adoption Process

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### Department/Office

### Document Type

Development Services

Planning Commission Item

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### Summary

Nicole Stickney, Principal with AHBL, Inc, will provide an overview of the City's development codes, including key concepts such as setbacks, permitted uses, and related regulatory standards, as well as an overview of the code adoption process, including how public comments are collected and considered. The purpose of this presentation is to build foundational knowledge and enhance the Planning Commission's ability to effectively review proposed municipal code amendments, understand their implications for permitting, and evaluate how such changes may influence future community growth and development.

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### Attachments

1. Short Course on Planning Excerpt from Chapter 5, Zoning
2. Code & Code Adoption Slides

# A. Community Development Regulations and Official Controls

## 1. Introduction

**Two categories of development regulations and official controls are commonly found in communities:**

- Zoning - texts and maps that define permitted uses of property and the bulk, density coverage, and setback limitations for any property.
- Development and subdivision - regulations dealing with the development and division of land. These include plats, short plats, binding site plans, and building, grading and utility permits. All deal with physical development of the ground, or the division of land for sale or lease.

Zoning controls are placed throughout the community. They apply whether or not a property owner seeks to use or modify the land in a particular fashion. Development and subdivision regulations come into play when a property is proposed for change or “development.”

## 2. Zoning

Zoning is defined as “...the legislative division of a community into areas in which are permitted only certain designated uses of land or structures.”<sup>1</sup>

**Courts have elaborated on the concept as follows:**

**...a part of and an end result or product of effective municipal “planning,” for it is through the medium of enacted and enforceable zoning regulations that the aims and objectives of the land-use-classification facet of over-all municipal “planning” may be carried to fruition.<sup>2</sup>**

A zoning ordinance is one of many “official controls” a community can adopt to carry out the objectives of its comprehensive plan. Like the comprehensive plan, zoning ordinances are adopted by elected public officials after a recommendation by the planning commission. The planning staff again plays a central role in developing models and alternatives, and in providing the technical frame of reference for making informed decisions.

### a. The Objectives of Zoning

The general objectives of zoning, as identified in the enabling statutes, are to regulate and restrict land use:

**In such measure as is deemed reasonably necessary or requisite in the interest of health, safety, morals and the general welfare.<sup>3</sup>**

<sup>1</sup> McQuillin, Municipal Corporation, §25.07, 21 (3d ed. 1983).

<sup>2</sup> Shelton, *supr*, at 35.

<sup>3</sup> RCW 35.63.080.

All regulations shall be worked out as parts of a comprehensive plan which each commission shall prepare for the physically and other generally advantageous development of the municipality and shall be designed, among other things, to encourage the most appropriate use of land throughout the municipality<sup>4</sup>

**The Washington Supreme Court has had numerous opportunities to comment on the proper objectives of zoning:**

[The general purpose of zoning is to stabilize the use, conserve the value of the property, and to preserve the character of neighborhoods; but we insist that the emphasis be placed on the words “general purpose.”<sup>5</sup>

**More recently, a court upheld the prohibition of mobile homes in a traditional residential single-family zone, noting:**

...that the purpose of zoning is not to increase or decrease the value of any particular lot or tract. Rather it is to benefit the community generally by the intelligent planning of land uses without unreasonable discrimination.<sup>6</sup>

**The courts also have reflected that preserving the community’s civic and social values is a proper objective of zoning:**

Zoning stabilizes the uses of land and furnishes a protection to residential neighborhoods which will cause them to maintain themselves in a decent and sanitary way and protects the civic and social values of the American home.<sup>7</sup>

**Finally, the courts have touched on aesthetics as a valid zoning objective:**

Aesthetic considerations alone may not support invocation of the police powers, ... [T]he fact that aesthetics play a part in adoption of zoning ordinances does not affect its validity if the regulation finds reasonable justification in...police power.<sup>8</sup>

**Nevertheless, on the value of aesthetics to the planning process, a Washington court quoted Justice Douglas:**

The concept of the public welfare is broad and inclusive. ...The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well-balanced as well as carefully patrolled.<sup>9</sup>

**The opinion of Justice Douglas was not lost on the Washington court, which said:**

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<sup>4</sup> RCW 35.63.090.

<sup>5</sup> McNaughton v. Boeing, 68 Wn.2d 659, 661, 414 P.2d 778 (1966).

<sup>6</sup> n-c kh B w o r t V. Bonney Lake, 91W n. 2d 19 , 2728 - , S 86 P2d 860 . ( 197

<sup>7</sup> Duckworth, supra (quoting Rhyne, Municipal Law, 943 (1957)).

<sup>8</sup> Duckworth, supr, at 30.8) (emphasis in original).

<sup>9</sup> Berman v. Parker, 348 U.S. 26, 99 L. Ed.3d. 27, 75 S. Ct. 98 (1954). Duckworth, 91 Wn.2d at 31.

**If zoning regulations stabilize the value of property, promote the permanency of home surroundings, and add to the happiness and comfort of the citizens, they most certainly promote the general welfare.<sup>10</sup>**

Washington courts have specifically recognized that preserving traditional residential neighborhoods from commercial expansion,<sup>11</sup> or creating commercial centers to meet the demand of growing neighborhoods are valid zoning objectives.<sup>12</sup> Courts have recognized as proper such varied issues as historic preservation,<sup>13</sup> protecting the quality of the environment,<sup>14</sup> and providing adequate housing to meet regional needs.<sup>15</sup>

In addition, the courts have upheld ordinances which look to the quality of buildings constructed, rather than to the use or number of buildings.

**In this regard, it is generally recognized that the exterior architectural appeal and functional plan of a structure should not be so at variance with either the exterior architectural appeal or functional plan of the structures already constructed or in the course of construction, in the immediate neighborhood, as to cause substantial depreciation of the property value of the neighborhood.... (Citations omitted.) The difference in appearance and [a] recognized potential effect upon an existing neighborhood of conventional homes is a legitimate and significant factor to consider in enacting zoning laws.<sup>16</sup>**

Strict regulations of signs or advertising material have likewise been upheld under limited circumstances.<sup>17</sup>

The basic purpose of zoning enactments is to promote the general development of the community and to put into practice the goals and policies of a community's comprehensive plan. The courts have recognized that a community does not require specific enabling legislation to adopt regulations that meet community needs.<sup>18</sup> **The principal test is whether the action bears "a substantial relation to the public health, safety, morals or general welfare,"**<sup>19</sup> a traditional police power formulation.

As broad as zoning authority has become, the courts continue to remind us that planning may certainly affect the use of property. Such regulations will be strictly scrutinized to assure a balance between public health, safety, and private interests. The Supreme Court has stated,

**The basic rule in land use law is still that, absent more, an individual should be able to utilize his own land as he sees fit...Although zoning is, in general, a proper exercise of**

<sup>10</sup> Duckworth, *supr*, at 31.

<sup>11</sup> *Carlson v. Bellevue*, 73 Wn.2d 41, 435 P.2d 957 (1968).

<sup>12</sup> *McNaughton v. Boeing*, 68 Wn.2d 659, 414 P.2d 778 (1966).

<sup>13</sup> *State v. Seattle*, 94 Wn.2d 162, 615 P.2d 461 (1980).

<sup>14</sup> *SAVE*, *supra*.

<sup>15</sup> *Southern Burlington County NAACP v. Mt. Laurel*, 67 N.J. 151, 336 A.2d 713, cert. denied, 423 U.S. 808 (1975), cited with approval in *SAVE*, *supr*, at 871.

<sup>16</sup> Duckworth, *supr*, at 29 (citing *American Law of Zoning* §1401, at 548).

<sup>17</sup> *Ackerley Communications v. City of Seattle*, 92 Wn.2d 905, 602 P.2d 1177 (1979), cert. denied, 449 U.S. 804 (1980).

<sup>18</sup> *Lutz v. Longview*, 83 Wn.2d 566, 520 P.2d 1374 (1974).

<sup>19</sup> *Lutz*, *su r*, at 574.

**police power which can permissibly limit an individual's property rights, it goes without saying that the use of police power cannot be unreasonable... While local governments exist to provide necessary public services to those living within their borders and to avoid harms in their protection of the public's health, safety, and general welfare, exercise of this authority must be reasonable, and rationally related to a legitimate purpose of government such as avoiding harm or protecting health, safety and general, not local or parochially conceived, welfare.<sup>20</sup>**

A community's zoning powers also will be limited by the statutory mandate that communities must use inclusionary techniques to accommodate group homes and other facilities in the community, as required by state law.<sup>21</sup>

## **b. Traditional Zoning Tools**

The adoption of zoning in a community typically involves two activities: 1) adopting a text, and 2) adopting the zoning map. The text defines the categories, uses, and standards of development to be permitted within a particular land use designation. The zoning map applies the adopted land use designations to the community. Zoning controls frequently involve more than designating land uses on maps.

**In addition to basic use districts and maps, the more significant zoning tools are:**

### **i. Conditional Uses**

Many uses are appropriate for a particular use district, but require special consideration to integrate them into the neighborhood. Conditional uses are permitted only where certain conditions exist. Historically, schools, churches, utilities and similar uses have been allowed as conditional uses.<sup>22</sup> More recently, many communities have tried to integrate small commercial, multi-family, and single-family uses by applying conditional uses and performance standards. The legal presumption is that conditional uses are appropriate in the specified district. Site specific limitations may offset or minimize the traffic, noise, or other special characteristics of the conditional use.

**The significance of a conditional use is that objection to it must be based on some particular feature of a project unique to the site, not inherent in the use** (such as traffic on Sundays at church). The community has already determined that the inherent characteristics are to be permitted. It will tolerate them, with some additional protection, by establishing the conditional use approval.

### **ii.) Limited Uses**

Some uses are difficult to site<sup>23</sup> almost anywhere in a community, but must be provided to serve its needs. Gravel pits, rock quarries, and sanitary landfills, for example, are site dependent uses which

<sup>20</sup> Norco Construction v. King County, 97 Wn.2d 680, 684, amend. V, XIV), emphasis added.

<sup>21</sup> RCW 36.70A.200. 649 P.2d 103 (1982) (citing U.S. Const.

<sup>22</sup> See, e.g., Pierce v. Northeast Lake Washington Sewer & Water District, 123 Wn.2d 550, 870 P.2d 305 (1994).

<sup>23</sup> Norco Construction v. King County, 97 Wn.2d 680, 684, 649 P.2d 103 (1982) (citing U.S. Const. amend. V, XIV).

may have a large impact on surrounding communities.<sup>24</sup> **Unlike conditional uses, which are presumed to be appropriate, no such presumption exists with limited uses.** A limited use may have to demonstrate community need before a permit is granted.

### i) Special Uses

Some communities have abandoned the conditional use/limited use dichotomy, designating all uses requiring special review as “special uses.”<sup>25</sup> **In this case, the limited use/conditional use presumptions do not apply.** Similarly, an applicant would only have to prove “community need” if this was determined to be an important factor; and if the issue were included specifically in criteria for the approval process.

### ii) Variances

A variance is nothing more than a waiver of one or more specific physical (rather than use) standards, such as bulk, yard, or site coverage contained in an ordinance.<sup>26</sup> The variance is used to waive a condition that creates a particular hardship. **Variances are to be narrowly construed and used only in extreme circumstances** since, by nature, they are at odds with the fundamental doctrine that entitles all persons to equal protection and enforcement of the laws.

**The Planning Enabling Act details several prerequisites which must be met before a variance can be granted:**

- Due to special circumstances of the subject property (including its size, shape, or surroundings), strict application of the zoning ordinance would deprive it of rights and privileges enjoyed by other properties in the vicinity and under identical zone classifications.
- That the granting of the variance will not be materially detrimental to the public welfare; or injurious to the property or improvements in the vicinity and zone in which the subject property is located.
- The situation does not arise from actions of the applicant or the predecessor in interest after the zoning ordinance was adopted.<sup>27</sup>

In addition, some variance requests require the review and approval of another agency or governmental body before the variance can be granted<sup>28</sup>

A “use” variance permits a use that is otherwise prohibited in the neighborhood. **A use variance does not meet traditional variance tests, and is not considered lawful.** It is the de facto equivalent of a spot zone, without the formality of trying to amend the ordinance to justify the public interest. If a certain situation produces frequent variance requests, a community should amend its codes to accommodate it.

<sup>24</sup> See, e.g., *Organization to Preserve Agricultural Lands v. Adams County*, 128 Wn.2d 869, 913 P.2d 793 (1996), *Maranatha Mining, Inc. v. Pierce County*, 59 Wn. App. 795, 801 P.2d 985 (1990).

<sup>25</sup> See, e.g., *Sunderland Family Treatment Services v. City of Pasco*, 127 Wn.2d 782, 903 P.2d 986 (1995), *State ex rel. Standard Mining & Dev. Corp. v. City of Auburn*, 82 Wn.2d 321, 510 P.2d 647 (1973).

<sup>26</sup> See, e.g., *Orion Corp. v. State*, 103 Wn.2d 441, 693 P.2d 1369 (1985).

<sup>27</sup> RCW 36.70.810(2).

<sup>28</sup> *Buechel v. DOE*, 125 Wn.2d 196, 884 P.2d 910 (1994) (shoreline variance requires DOE’s approval in addition to the City’s).

**PRACTICE TIP: All too often, variances are approved because a board believes certain zoning requirements may be unfair or unreasonable. While fairness and reasonableness may be grounds for amending a statute, they cannot be substituted for the required findings if an ordinance is to have any integrity or validity.<sup>29</sup> If a common occurrence leads to multiple variance requests, the community's ordinance and its comprehensive plan, if inconsistent, should be amended to address the situation.**

### iii) Planned Unit Developments/Planned Residential Development

One of the tools appearing frequently in zoning ordinances is enabling legislation for planned unit developments (PUDs). **A PUD is an authorized “floating zone,”** which may or may not be specifically located when the zoning text and map are adopted.<sup>30</sup> The zone may then be adapted to any qualifying parcel under the PUD ordinance.

The PUD may eliminate (or reduce) many of the bulk or density requirements of the underlying zoning district. Through a mix of residential and/or commercial types of development, it can create an entirely unique district.

#### **PUDs should be authorized in three ways:**

- 1) Through broad policy goals in the comprehensive plan;
- 2) Through enabling language in the zoning ordinance (often with suitable areas designated on maps); and
- 3) Through a site plan review and binding site plan for the overall development.

PUDs also need mechanisms to assure continuity and the ability to meet community changes over time. Planned unit developments have been approved by the courts even though no state-authorizing legislation exists.<sup>31</sup>

**A planned residential development (PRD)** mirrors the PUD, but is more strongly oriented to a project's residential nature. The PRD is more flexible than traditional subdivision, platting, and site plan approaches.

The GMA also specifically authorizes new, fully-contained communities outside urban growth

<sup>29</sup> In *Sherwood v. Grant County*, 40 Wn. App. 496, 699 P.2d 243 (1985), a divided court of appeals recently discussed the criteria to be used to evaluate a variance. In *Sherwood*, the majority upheld a variance to permit a mobile home in a traditional single family neighborhood. Under the ordinance in effect, mobile homes were not permitted in traditional single family neighborhoods. The Sherwoods owned a mobile home and requested a variance to permit them to keep the unit. The testimony was overwhelming in favor of keeping the unit and that the unit did not depreciate the neighborhood. Nevertheless, the site could easily have been used for a traditional single family home. The court approved the variance to avoid the hardship to removing the home. While the analysis is legally questionable since the site did have permissible alternatives, the case is evidence of the lengths even courts may go to avoid altering the status quo. Nevertheless, the case must be read for the analysis and not the result. The opposite result would be equally, if not more easily defensible.

<sup>30</sup> See *Lutz v. Longview*, 83 Wn.2d 566, 520 P.2d 1374 (1974) for general discussion of planned unit developments.

<sup>31</sup> *Lutz, su r*; see also *Barrie v. Kitsap County*, 84 Wn.2d 579, 585, 527 P.2d 1377 (1974).

areas.<sup>32</sup> A PUD form of zoning will likely be required to allow the design and location of such communities with suitable standards and controls.

#### iv) Contract Rezones

Unlike development approvals, rezones involve amending an ordinance. When a legislative body wants to approve a rezone but impose conditions to mitigate impacts of the change, it may do so. However, this requires a two-step determination: (1) Is the rezone in the public interest (that is, consistent with the comprehensive plan)? (2) Are the conditions imposed attributable to new use categories approved for the property? If these two tests are met, the courts will uphold a contract rezone.<sup>33</sup> A community should make specific factual findings on both issues as part of the contract rezone approval process.

The rezone process is limited by the requirement that all changes requiring an amendment to the comprehensive plan, be made only once a year so cumulative impacts will be considered.<sup>34</sup> Although the development regulations can be amended at any time, they must be consistent with the comprehensive plan. If the rezone is inconsistent with the comprehensive plan, the rezone must await an amendment to the plan during the annual amendment process.

#### v) Spot Zoning

**Spot zoning is an action,**

**by which a smaller area is singled out of a larger area or district and specially zoned for a use classification totally different from and inconsistent with the classification of surrounding land, and not in accordance with the comprehensive plan. Spot zoning is a zoning for private gain designed to favor or benefit a particular individual or group and not the welfare of the community as a whole.**<sup>35</sup>

**Spot zoning is prohibited** because it denies equal protection and enforcement of the laws to the benefit of a small group or individual. When a zoning change is inconsistent with the comprehensive plan, the change is presumed to be a “spot zone.”<sup>36</sup> Conversely, when a change in zoning is consistent with the comprehensive plan, the plan - not the spot zone - will be presumed in the public interest. This is true even if the rezone affects just one parcel.

**PRACTICE TIP: All conditions of the contract should be met before final action is taken to create an amended zone. In addition, completion of these required conditions should be tied to utility hookup, certificates of occupancy, or other steps in construction development.**

**PRACTICE TIP: The key question in any nonconforming use case involves enlargement**

<sup>32</sup> RCW 36.70A.350.

<sup>33</sup> State ex. rel. Myhre v. Spokane, 70 Wn.2d 207,422 P.2d 790 (1967).

<sup>34</sup> RCW 36.70A. 130.

<sup>35</sup> Smith v. Skagit County, 75 Wn.2d 715, 743, 453 P.2d 832 (1969), overruled on other grounds, Harrisv. Hornbaker, 98 Wn.2d 650, 658 P.2d 1219 (1983). See also Chrobuck v. Snohomish County, 78 Wn.2d 858,872, 480 P.2d 489 (1971).

<sup>36</sup> See Smith, supra; Chrobuck, sup

**vs. intensification. Enlargement expands the area in which a nonconforming use takes place, while intensification expands the activity within an existing area. Enlargement is prohibited without specific legislative authorization, but intensification within an existing structure is allowed.<sup>37</sup>**

#### vi) Nonconforming Uses

Nonconforming uses lawfully exist at the time a zoning ordinance is adopted, but become inconsistent when there is a rezone.<sup>38</sup> The presumption is that the community eventually wants to eliminate the nonconforming use, but allows it to continue to avoid extreme hardship.<sup>39</sup> Communities may continue, intensify, and modify nonconforming uses through appropriate provisions in the ordinance.

**Unless authorized by statute, nonconforming uses traditionally cannot be expanded or enlarged;**<sup>40</sup> once abandoned, they may not be reinstated. Abandonment, however, is an intentional act. The courts have refused to accept statutory limitations (e.g., six months), as any more than presumptions of intentional abandonment.<sup>41</sup> This is particularly true of intermittent uses, such as gravel pits.

#### vii) Rezones/Down Zones

The term “rezone” is undefined in Washington law. Using the “I know it when I see it” approach, the Supreme Court has taken the following position: **A rezone authorizes uses on property that differ substantially from terms of the prior zoning designation.** Thus, a city may not use a PUD to approve multi-family housing in a single-family zone without amending the zoning map through a formal rezone<sup>42</sup>

The Court of Appeals has reaffirmed that consideration of a PUD is the equivalent of a rezone,<sup>43</sup> meaning that an applicant has no vested rights to have a PUD approved. Since most communities have zoning in effect, requests for land use changes will involve a rezone request to the city.

#### Rezones differ from zoning actions in several respects:

- Parcel-specific rezones do not enjoy the presumptions of validity legislative activities have (as in area-wide rezones); the property owner/applicant must prove that a parcel-specific rezone is valid<sup>44</sup>
- Rezones must be based on a change of circumstances or community needs, or implement the

<sup>37</sup> Keller v. Bellingham, 92 Wn.2d 726, 731, 600 P.2d 1276 (1979).

<sup>38</sup> Summit-Waller Ass’n v. Pierce County, 77 Wn. App. 384, 895 P.2d 405, rev. denied, 127 Wn.2d 1018(1995).

<sup>39</sup> Andrew v. King County, 21 Wn. App. 566, 586 P.2d 509 (1978).

<sup>40</sup> Anderson v. Island County, 81 Wn.2d 312, 324, 501 P.2d 594 (1972), rev. denied, 91 Wn.2d 1023(1979).

<sup>41</sup> Andrew, supra. See also State ex rel. Lige & Wm. B. Dickson Co. v. Pierce County, 65 Wn. App. 614, 829 P.2d 217, rev. denied, 120 Wn.3d 1008 (1992).

<sup>42</sup> Lutz, supra.

<sup>43</sup> Johnson v. City of Mt. Vernon, 37 Wn. App. 214, 679 P.2d 405 (1984).

<sup>44</sup> Hayden v. Port Townsend, 93 Wn.2d 870, 613 P.2d 1164 (1980), overruled on other grounds, SANE v. Seattle, 101 Wn.2d 288, 676 P.2d 1006 (1984).

policies of an adopted comprehensive plan.<sup>45</sup> They cannot be based exclusively on the desires of public interest groups.<sup>46</sup>

- The burden of proof required to downzone a property against the wishes of an owner is higher than the burden on an owner who seeks a zoning change.<sup>47</sup>
- Rezones contrary to the comprehensive plan are generally considered to be spot zones. These are unlawful because they benefit private interests rather than the public.<sup>48</sup>
- Downzones are subject to the same consideration as upzones. A downzone must be consistent with the comprehensive plan, and not merely the desires of a neighborhood. The primary limitation on downzones is that the community action must meet a public objective. It must also permit reasonable use of the property after the downzone.<sup>49</sup>

**PRACTICE TIP: Rezones and down zones are more difficult to obtain as a result of the GMA. Zoning ordinances must be consistent with the comprehensive plan, and the plan can only be amended once a year.**

## X) Vested Rights

The Washington Supreme Court has acknowledged that development rights are a “valuable right in property.”<sup>50</sup> The vested rights doctrine in Washington was adopted to protect development rights. Under this doctrine, developers who file a timely and complete permit application obtain a vested right to have their application processed according to the zoning and building ordinances in effect at the time of the application.

**At what point does a person have a right to retain a use or structure authorized by a zoning code, after that code is changed?** Nonconforming use is one attribute of the vested rights doctrine. The use or structure is “grandfathered,” or vested, because it is already present. But what about cases in which an applicant has applied for a use at the same time local ordinances are changing? Washington has a straightforward test for vesting:

- Building permits are vested as of the date a complete application is filed.<sup>51</sup>
- Plats (formal plats and short plats) are vested when a fully completed application is filed.<sup>52</sup>

<sup>45</sup> Parkridge v. Seattle, 89 Wn.2d 454, 573 P.2d 359 (1978) (when a rezone implements policies of an adopted comprehensive plan, changed circumstances are not necessary to justify a rezone). See also Bjarnson v. Kitsap County, 78 Wn. App. 840, 844-46, 899 P.2d 1290 (1995); Save Our Rural Environment v. Snohomish County, 99 Wn.2d 363, 370-71, 662 P.2d 816 (1983).

<sup>46</sup> Parkridge v. Seattle, 89 Wn.2d 454, 573 P.2d 359 (1978). For example, a neighborhood’s desire is not sufficient per se to warrant a downzone. This is the flip side of the old spot zoning problem.

<sup>47</sup> Hayden, supra.

<sup>48</sup> Smith, supra; Chrobuck, supra.

<sup>49</sup> Parkridge, supra; Carlson, supra.

<sup>50</sup> West Main Assoc. v. Bellevue, 106 Wn.2d 47, 720 P.2d 782 (1986).

<sup>51</sup> RCW 19.27.095(1).

- Communities shall define the requirements of a fully completed application by local ordinance.<sup>53</sup>
- Communities may not artificially delay the vesting time to permit changes.<sup>54</sup>

Washington courts have applied the vested rights doctrine to other types of development permits, such as conditional use permits,<sup>55</sup> shoreline permits,<sup>56</sup> grading permits,<sup>57</sup> septic tank permits,<sup>58</sup> and phased development under a binding site plan.<sup>59</sup>

A vested project means that the project is measured against the rules in place at the time of vesting - even if those rules have changed by the time construction starts.

#### xi) “Innovative Techniques”

The Growth Management Act specifically identifies **density bonuses, design guidelines, conservation easements, cluster housing, planned unit developments, and transfer of development rights** as “innovative techniques” to accomplish growth management goals.<sup>60</sup>

“Innovative techniques” can be used to balance competing needs in a community. A regulation may try, for example, to protect a critical area by prohibiting its use for development, requiring certain buffers, or excluding it from density calculations. This scenario leaves little incentive to identify critical areas or nurture marginal critical lands. The result, particularly in urban areas, could limit land available for infill, affordable housing, or other competing needs.

**Innovative techniques can offer incentives and help create or protect critical areas and buffers.** If wetland and buffer areas are set aside for open space, a landowner might receive density bonuses in return. Owners can then build at higher densities or use smaller lots, allowing cities to meet densification and urbanization objectives while retaining and protecting critical areas.

### 3. Moratoriums and Interim Controls

Moratoriums and interim zoning controls are methods by which local governments may preserve the status quo so that new plans and regulations will not be rendered moot by intervening development.<sup>61</sup> Notice and public hearing is not necessary prior to enactment of a moratorium or emergency zoning measure, but a public hearing must be held within 60 days of its adoption. If such requirements were applied to interim zoning decisions, developers could frustrate effective long-term planning by

<sup>52</sup> RCW 58.17.033(1). See also *Noble Manor v. Pierce County*, 81 Wn. App. 141, 913 P.2d 417, *aff'd*, Wn.2d 269 (1997) (under RCW 58.17.033, the submission of a completed short plat application vests the right to develop, not merely divide the land under the regulations in effect at the time of the submission).

<sup>53</sup> RCW 58.17.033(2) & .140.

<sup>54</sup> *Norco*, *supr.*

<sup>55</sup> *Beach v. Board of Adjustment*, 73 Wn.2d 343, 438 P.2d 617 (1968).

<sup>56</sup> *Talbot v. Gray*, 11 Wn. App. 807, 525 P. 2d 801 (1974), *rev. denied*, 85 Wn.2d 1001 (1975).

<sup>57</sup> *Juanita Bay Vly. Comm'ty Ass'n v. Kirkland*, 9 Wn. App. 59, 510 P.2d 1140, *review denied*, 83 Wn.2d 1002 (1973).

<sup>58</sup> *Juanita Bay Vly. Comm'ty Ass'n v. Kirkland*, 9 Wn. App. 59, 510 P.2d 1140, *review denied*, 83 Wn.2d 1002 (1973).

<sup>59</sup> *Mercer Enterprises v. Bremerton*, 93 Wn.2d 624, 611 P.2d 1237 (1980), *Valley View Industrial Park v. Redmond*, 107 Wn.2d 621, 733 P.2d 182 (1987).

<sup>60</sup> RCW 36.70A.090; 070(5)(b).

<sup>61</sup> RCW 36.70A.390, 35.63.200.



# Planning Commission Regular Meeting

June 24, 2026, 6:00 PM

## **New Business**

1. Overview of City Development Codes and Code Adoption Process
  - Nicole Stickney  
AHBL
  
2. Transportation System Plan Project List
  - Daniel Hendricks  
Transpo Group

## **Communications**

3. Upcoming Community Outreach & Public Meetings
  - Nicole Stickney  
AHBL



# **Richland Comprehensive Plan Update**

PLANNING COMMISSION MEETING  
June 24, 2026



**LET'S TALK ABOUT "CODING"  
(WE DON'T MEAN: COMPUTER CODING!)**

## CONTEXT AND THE PLANNING COMMISSION'S ROLE

- The Planning Commission reviews proposed changes and updates to development regulations to align with community goals and comprehensive plans
- When considering development code changes think about how adjustments will guide **permitting** and **planning decisions** for community growth
- Planning Commission members come with varied experience levels, ensuring informed and consistent participation in reviews
- Thoughtful code review promotes transparency, predictable development, and long-term community health and vitality



# WHAT ARE DEVELOPMENT CODES?



Development codes regulate land use and building standards to enforce local policies and promote orderly growth



Codes cover land use, building placement, design, infrastructure, and environmental considerations in development



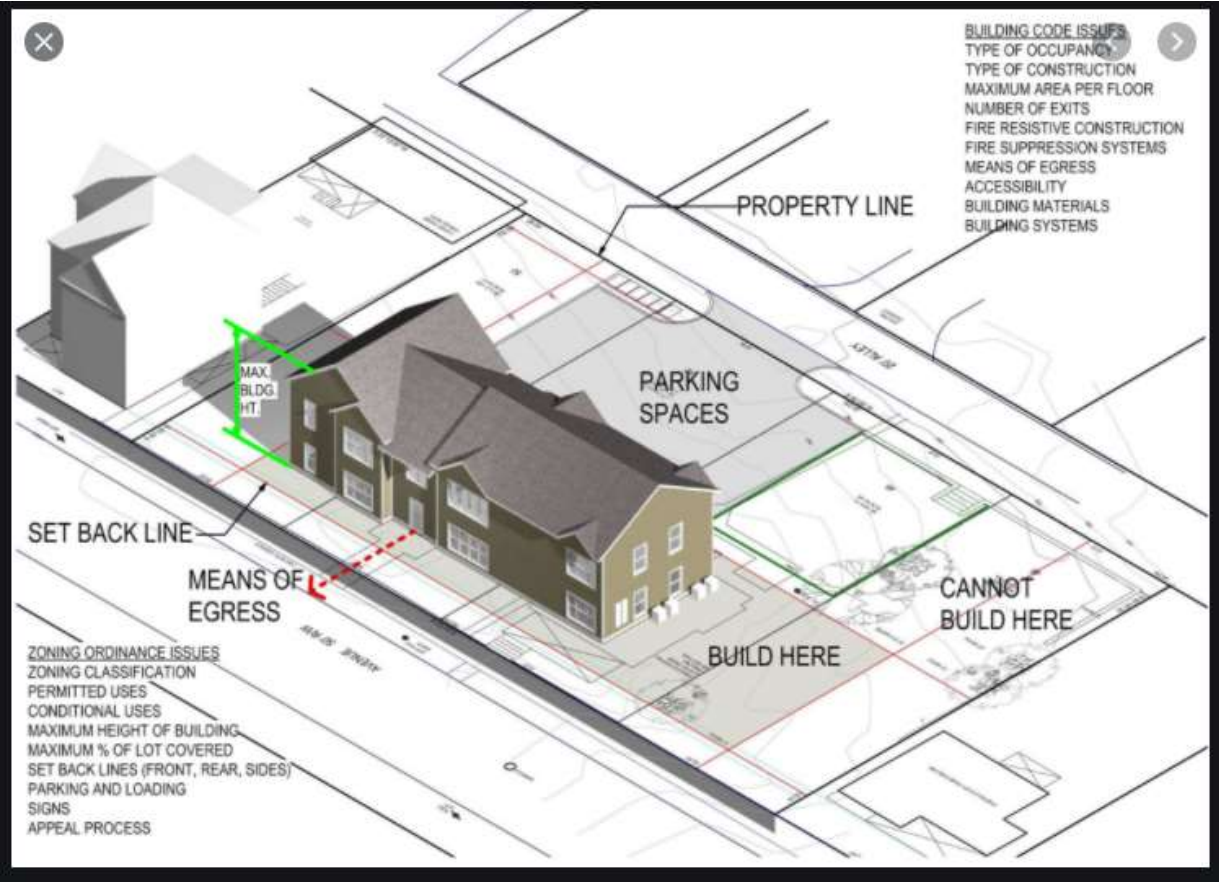
They have legal force requiring compliance from property owners, developers, and local government



Codes are used to evaluate project consistency with policies



# BUILDING CODES VS ZONING



## WHAT DO SUCCESSFUL DEVELOPMENT CODES DO?



### Implement Long-Term Community Vision

- Regulations help implement plans and policies to reflect long-term community goals in daily decisions

### Balance Property Rights and Public Interest

- Development regulations balance private property rights with community health, safety, and welfare goals

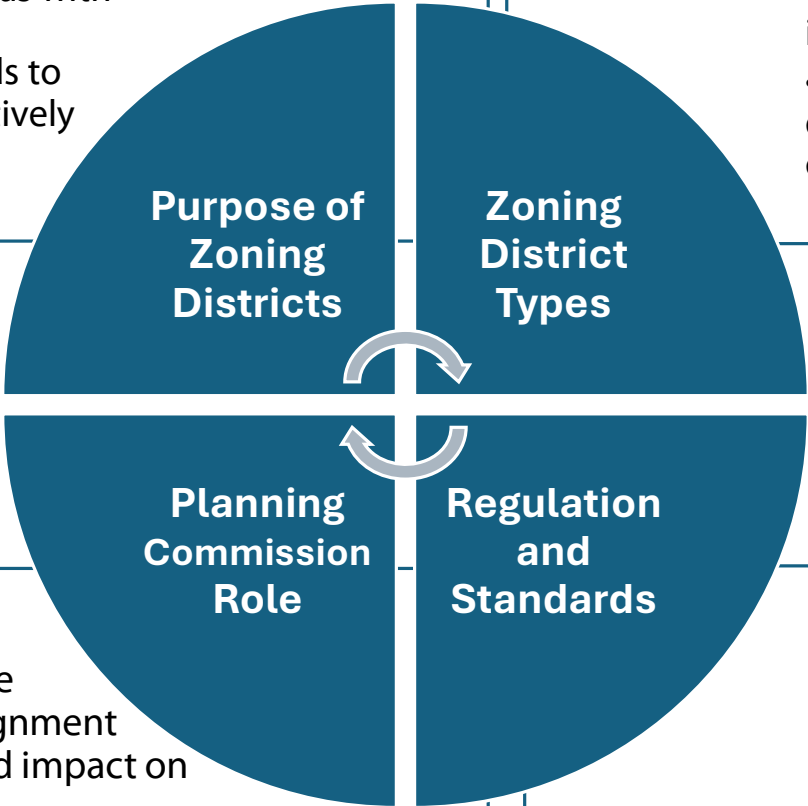
### Ensure Predictability and Investment

- Be clear, user-friendly and easily understandable
- Provide predictability, supporting investments but also consider where flexibility can be incorporated
- Reducing permitting uncertainties

# WHAT ARE ZONING DISTRICTS AND WHY DO WE HAVE THEM?

- Divide the city into areas with specific land uses and development standards to organize growth effectively

- Generally: residential, commercial, industrial, and mixed-use districts
- Each support unique development patterns and compatible land uses

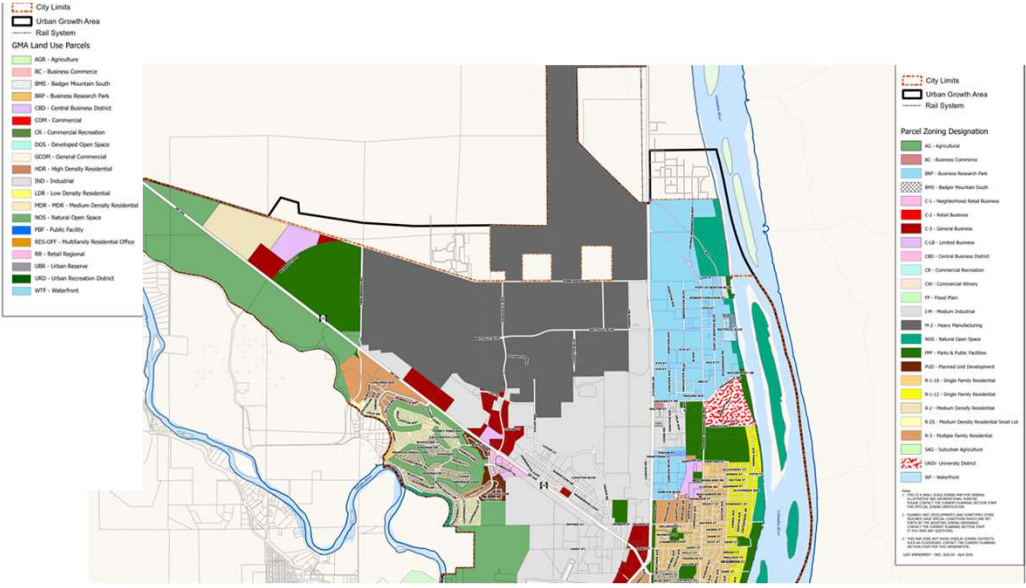
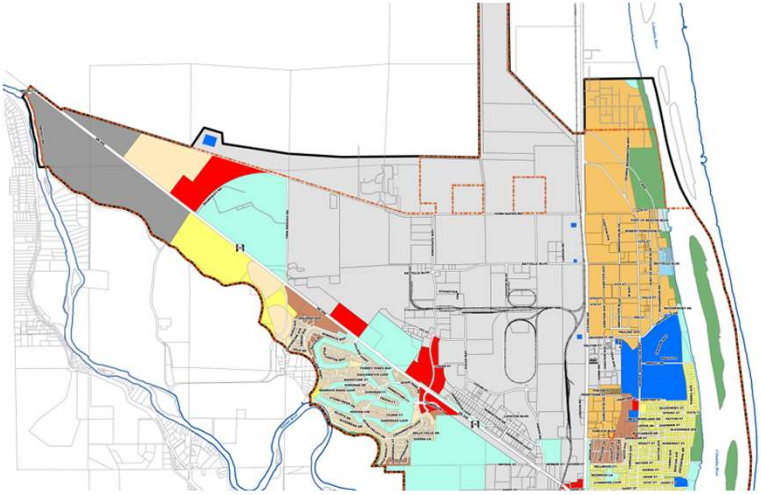


- Review proposed code changes to ensure alignment with district intent and impact on the community

- Zoning sets building size, height, density, and setback standards



# LAND USE MAP VS ZONING MAP



## LAND USE MAP

- \* Policy Document
- \* Fewer Categories
- \* Changes are done through Comprehensive Plan Periodic Update or Amendment processes

## ZONING MAP

- \* Regulatory Document
- \* Many Zoning Districts / May include Overlays
- \* Changes are done in relation to a Comprehensive Plan change (legislative) or from an application, known as a Site-Specific rezone (quasi-judicial)

## HOW DO DEVELOPMENT CODES SHAPE COMMUNITY FORM?

### IMPACT OF ZONES

- Zoning controls land uses, dictating if neighborhoods develop as residential, commercial, or mixed-use areas and how intense (dense) the development may be

### ROLE OF SETBACKS AND HEIGHT STANDARDS

- Setbacks and building heights affect street character, light access, and the relationship between buildings and public spaces (like a neighborhood street)

### LONG-TERM COMMUNITY GROWTH

- Development codes influence growth patterns, needs for transportation facilities, and infrastructure demands over time

# KEY CONSIDERATIONS AND QUESTIONS TO ASK

What is the purpose of the proposed amendment?

What problem can this solve?

Is there alignment with the City's Comprehensive Plan?

What are the potential impacts?

Effects on development patterns

Housing availability and neighborhood character

Is the change narrowly tailored? Does it have broader consequences?



# WE LIKE GOOD EXAMPLES & “LESSONS LEARNED”



**Walla Walla, Washington,** became the first city in the state to eliminate single-family-only zoning in 2018. They also relaxed parking minimums and legalized ADUs



**Yakima, Washington** changed their administrative procedures and codes to improve development feasibility and clarified rules for tenant improvement and change-of use permits



**Covington, Washington** adopted a downtown Form-Based Code in 2021 that applies to their Town Center area. It replaced their prior downtown zoning and design guidelines.

# EXAMPLE – BUFFALO, NY GREEN CODE: *FORM-BASED CODE*

## 3.2.2 ATTACHED HOUSE



### A. Description

An attached house is a building on a narrow lot that shares a party wall with a building on an adjoining lot, typically designed as a dwelling.

### B. Frontage Elements

The following frontage elements are allowed for the attached house building type, subject to the requirements of Section 3.3:

- Arcades
- Forecourt
- Awning
- Plaza
- Balcony
- Porch
- Canopy
- Stoop

TABLE 3A: BUILDING TYPES

	N-1D	N-1C	N-1S	N-2C	N-2E	N-2R	N-3C	N-3E	N-3R	N-4-30	N-4-50	Definitions/Standards
Attached House		●	●		●	●		●	●			Section 3.2.2
Carriage House		●		●	●	●	●	●	●			Section 3.2.3
Civic Building	●	●	●	●	●	●	●	●	●	●	●	Section 3.2.4
Commercial Block	●	●		●	●		●	●				Section 3.2.5
Detached House					●	●		●	●	●	●	Section 3.2.6
Flex Building			●									Section 3.2.7
Loft Building			●									Section 3.2.8
Shopfront							● <sup>1</sup>	● <sup>1</sup>				Section 3.2.9
Shopfront House				●	●		●	●				Section 3.2.10
Stacked Units												
Tower												

1. Shopfront building

TABLE 6A: PRINCIPAL USES

	N-1D	N-1C	N-1S	N-2C	N-2E	N-2R	N-3C	N-3E	N-3R	N-4-30	N-4-50	D-R	D-M	D-E	D-S	D-C	D-IL	D-IH	D-OS	D-OG	D-ON	C-R	DEFINITIONS/STANDARDS	
<b>RESIDENTIAL</b>																								
Dormitory	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.A
Dwelling, Ancillary	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.B
Dwelling, Caretaker	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.C
Dwelling, Double Unit	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.D
Dwelling, Multiple Unit	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.E
Dwelling, Single Unit	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.F
Emergency Shelter	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.G
Fraternity/Sorority House	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.H
Group Home	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.I
Halfway House	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.J
Residential Care Facility	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.2.K
<b>CIVIC</b>																								
Assembly	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Sec. 6.1.3.A

# OTHER BIG – PICTURE CONSIDERATIONS



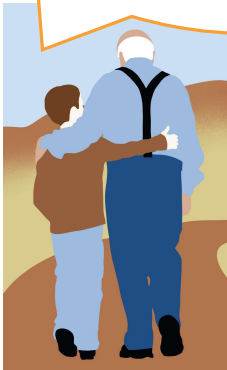
New Technologies  
& Ways We Live

Development  
Agreements &  
Private Covenants  
Have a Role

HOW HAVE  
COMMUNITY  
NEEDS  
SHIFTED?



Project Timing  
&  
“VESTING”



LEGALLY NON  
CONFORMING  
USES & ITEMS  
("GRAND-  
FATHERED")



NEW GMA  
REQUIREMENTS

What could be built today, per the current Richland Municipal Code?

Zone	Middle Housing Type								
	Duplex	Triplex	Fourplex	Fiveplex	Sixplex	Townhome	Stacked Flat	Cottage Housing	Courtyard Apartment
SAG	X	X	X	X	X	X	X	X	X
R-1-12	X	X	X	X	X	X	X	X	X
R-1-10	X	X	X	X	X	X	X	X	X
R-2	Permitted	X	X	X	X	Permitted – A	X	X	X
R-2S	Permitted	X	X	X	X	Permitted	X	X	X
R-3	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted – B	Permitted – C	Permitted – D

**EXAMPLE**

- A. Though not currently defined in the code, townhouses would be classified as a similar use to One-family attached dwellings (RMC 23.06.305).
- B. “Stacked flats” are not defined in RMC. However, based on definition of Stacked Flats in RCW 36.70A.030, it appears they would be classified as having a similar use to that of a triplex (RCW 36.70A.030) or multiple family dwelling in the Richland Code (RMC 23.06.315) and therefore could be permitted in R-3.
- C. If cottage housing units are sold as 3 or more condominiums, they would be permitted in the R-3 District under current RMC codes.
- D. Although the term “Courtyard Apartment” is not used, in RMC 23.18.030 – Residential Use Table lists “Apartments with 3 or more units” as permitted in R-3.

DEFINITIONS

DEFINE A TYPE OF  
USE OR TERM USED  
IN THE CODE

RMC CH. 23.06

- ✓ Clarity and Precision Counts
- ✓ Plain, Unambiguous language
- ✓ Strive for Consistency
- ✓ Align with Regulatory Intent

DEFINITIONS

ALLOWED  
USES

ZONES DETERMINE  
WHAT USES ARE  
ALLOWED IN THE  
CITY

RMC CH. 23.08 &  
CH. 23.12-23.30

Typical Structure:

- ✓ Permitted or "Allowed"
- ✓ Accessory *(to Permitted Use)*
- ⚠ Special Use
- ✗ Not Allowed

*\*Use-Specific Standards or  
Performance Standards may  
also apply*

DEFINITIONS

ALLOWED  
USES

YARD /  
AREA REGS

SUPPLEMENTARY  
STANDARDS MAY  
APPLY TO MANY  
DISTRICTS

RMC CH. 23.38

- ✓ Architectural features
- ✓ Carports
- ✓ Patios and Porches
- ✓ Fences
- ✓ Landscaping Maintenance

DEFINITIONS

ALLOWED  
USES

YARD/  
AREA REGS

GENERAL  
PROVISIONS

## GENERAL PROVISIONS AND SPECIAL CONDITIONS

**RMC CH. 23.42**

- Specific regulations providing for the location of certain special and accessory uses throughout the use districts of the city and providing supplementary controls for the protection of the essential uses of the districts.
- Examples: Operating standards for various businesses, Rules for Swimming Pools, Outdoor Storage Limitations

DEFINITIONS

ALLOWED  
USES

YARD/  
AREA REGS

GENERAL  
PROVISIONS

DIMENSIONAL  
STANDARDS

## BULK AND DIMENSIONAL STANDARDS

RMC: ACCORDING TO  
DISTRICT

- Minimum Yard Requirements (Overall size, minimum lot width, lot depth, street frontage requirement)
- Percent of Lot Coverage / Impervious Surface Coverage
- Building Heights
- Minimum Setbacks
- Requirements for Screening

DEFINITIONS

ALLOWED  
USES

YARD/  
AREA REGS

GENERAL  
PROVISIONS

DIMENSIONAL  
STANDARDS

PARKING  
LIGHTING

**RMC CH. 23.54** OFF-STREET PARKING & LANDSCAPING

**RMC CH. 23.58** OUTDOOR LIGHTING STANDARDS



**Thank you!**



## PLANNING COMMISSION AGENDA ITEM STAFF REPORT

Meeting Date: 6/24/2026

Agenda Category: New Business

Prepared By: Daniel Hendricks, Transpo Group

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### Subject

Transportation System Plan Project List Presentation

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### Department/Office

Development Services

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### Document Type

Planning Commission Item

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### Recommended Motion

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### Summary

Consultant Transpo Group will present the Transportation System Plan Project List.

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### Fiscal Impact

None.

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### Attachments

1. TSP Project List
2. TSP PowerPoint Slides

Project Information						Project Elements				Cost
Project ID	Title and Location	Project Description	Project Type	TIP Project	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Planning-Level Cost Estimate (2026 \$)
<b>Active Transportation</b>										
AT-1	SR 240 Pedestrian Crossing (Tapteal Dr to Columbia Park Trail) <sup>[1,2,3]</sup>	Construct a grade separated pedestrian crossing over SR-240 west of Columbia Center Blvd. and associated active transportation connections.	Pedestrian Improvement	TIP Proj. 2	2026-2031 TIP		X	X		\$11,940,000
AT-2	Systemic Pedestrian Crossing Safety Improvement Phase 2 <sup>[1,2]</sup>	Install rectangular rapid flashing beacons, median refuge islands, signal poles and mast arms for mounting RRFBs overhead, signing, markings, and curb ramps.	Citywide Programs	TIP Proj. 5	2026-2031 TIP		X	X		\$430,000
AT-3	Systemic Stop-Controlled Intersections Safety Improvements Phase 2 <sup>[1,2]</sup>	Install advance intersection warning system, mini roundabout, curb extensions, signing, pavement markings, and additional traffic control.	Citywide Programs	TIP Proj. 6	2026-2031 TIP		X	X		\$1,460,000
AT-4	Safe Routes to School Improvements <sup>[2]</sup>	Safety improvements to various locations related to elementary school walk routes.	Citywide Programs	TIP Proj. 7	2026-2031 TIP		X	X		\$2,530,000
AT-5	SR 240 And Airport Way Pedestrian Crossing <sup>[2,3]</sup>	Construct pedestrian crossing at Airport Way to cross SR-240 and connect to trail.	Pedestrian Improvement	TIP Proj. 9	2026-2031 TIP		X	X		\$1,300,000
AT-6	Central Richland Active Transportation Improvements <sup>[2,3]</sup>	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.	Citywide Programs	TIP Proj. 10	2026-2031 TIP		X	X		\$1,150,000
AT-7	Vantage Highway Pathway - Phase 3 SR 240 (Twin Bridges Rd to Kingsgate Way) <sup>[2,3]</sup>	Construct a separated multi-use pathway on the north side of SR 240.	Multi-Use Path	TIP Proj. 17	2026-2031 TIP		X	X		\$760,000
AT-8	George Washington Way Sidewalk Improvements (Comstock Street to Bradley Blvd)	Construct concrete sidewalk, slope stabilization, streetlights, and signage on George Washington Way from Comstock Street to Bradley Boulevard.	Pedestrian Improvement	TIP Proj. 18	2026-2031 TIP		X	X		\$1,120,000
AT-9	Stevens Drive Pathway (Spengler St to Horn Rapids Rd) <sup>[2,3]</sup>	Construct a separated multi-use pathway on east side of Stevens Drive.	Multi-Use Path	TIP Proj. 28	2026-2031 TIP		X	X		\$1,010,000
AT-10	Aaron Drive Bicycle Improvement (SR 240 to Wellsian Way)	Class I	Multi-Use Path	TIP Proj. 1	Richland LTS Deficiencies List		X	X		\$200,000
AT-11	Aaron Drive Bicycle Improvement (GW Way to West Side MUP Terminus)	Reduce speed to 30 mph	Bicycle Improvement		Richland LTS Deficiencies List					\$50,000
AT-12	Columbia Point Drive Bicycle Improvement (GW Way to Bradley Blvd)	Class IV	Bicycle Improvement		Richland LTS Deficiencies List		X	X		\$180,000
AT-13	Duportail Street Bicycle Improvement (Cottonwood Dr to Queensgate Dr)	Class IV	Bicycle Improvement		Richland LTS Deficiencies List		X	X		\$790,000
AT-14	Duportail Street Bicycle Improvement (Queensgate Dr to Kennedy Rd)	Class II-B + reduce speed to 30mph + center median	Bicycle Improvement	TIP Proj. 13, 15, 16	Richland LTS Deficiencies List		X	X	X	\$310,000
AT-15	Kennedy Road Bicycle Improvement (West City Limit to Duportail St)	Complete roadway to meet the Collector design standard (fill sidewalk gaps) + reduce speed to 35mph	Pedestrian Improvement		Richland LTS Deficiencies List		X	X	X	\$4,380,000
AT-16	E Reata Road Bicycle Improvement (Morningside Pkwy to Leslie Rd)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$3,950,000
AT-17	George Washington Way Bicycle Improvement (at Spengler St)	Widen sidewalk/ roadway to accommodate bikes to/through the intersection.	Bicycle Improvement		Richland LTS Deficiencies List		X	X		\$430,000
AT-18	George Washington Way Bicycle Improvements (North of McMurray Rd to McMurray St)	Widen sidewalk/ roadway to accommodate bikes to/through the intersection.	Bicycle Improvement		Richland LTS Deficiencies List		X	X		\$260,000
AT-19	George Washington Way Bicycle Improvement (Jadwin Ave to Bradley Blvd)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$430,000
AT-20	Horn Rapids Road Bicycle Improvement (Twin Bridges Rd to Stevens Dr)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$5,390,000
AT-21	Jadwin Avenue Bicycle Improvement (Coast St to Symons St)	Class IV	Bicycle Improvement		Richland LTS Deficiencies List		X	X		\$1,230,000
AT-22	Keene Road Bicycle Improvement (Tuscan Park Plaza to Gage Blvd)	Class II-B (restripe)	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$150,000
AT-23	Kingsgate Way Bicycle Improvement (Schaeffer Way to Logan St)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$1,460,000
AT-24	Kingsgate Way Bicycle Improvement (Logan St to SR 240)	Class II-B (restripe) + reduce speed to 35mph	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$300,000

Project Information						Project Elements				Cost
Project ID	Title and Location	Project Description	Project Type	TIP Project	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Planning-Level Cost Estimate (2026 \$)
AT-25	Leslie Road Bicycle Improvements (Columbia Park Trail to Keene Trail)	Class II-B (restripe)	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$690,000
AT-26	Leslie Road Bicycle Improvements (Keene Trail to E Reata Rd)	Class IV + reduce speed to 35 mph	Bicycle Improvement		Richland LTS Deficiencies List		X	X		\$1,760,000
AT-27	Leslie Road Bicycle Improvement (E Reata Rd to Clearwater Ave)	Reduce NB to one travel lane & provide Class IV facilities + reduce speed to 35 mph	Bicycle Improvement		Richland LTS Deficiencies List					\$180,000
AT-28	McMurray Avenue Bicycle Improvement (Van Giesen St to Mahan Ave)	Class II-A/II-B (selectively stripe) + reduce speed to 25 mph	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$240,000
AT-29	N Columbia Center Blvd Bicycle Improvement (Columbia Park Trail to Fowler St)	Reduce speed to 30 mph Restripe road to provide 8' bike lanes 10.' travel lanes and 11' TWLTL West side south of Geneva St: Widen sidewalk into SB bike lane (reduce bike lane by 3' and extend sidewalk by 3')	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$1,150,000
AT-30	N Dallas Road Bicycle Improvement (Trowbridge Blvd to I-82)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$340,000
AT-31	N Steptoe Street Bicycle Improvement (Columbia Park Trail to Canyon St)	Class IV	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$380,000
AT-32	Queensgate Drive Bicycle Improvement (Duportail St to Skyline Dr)	Class IV	Bicycle Improvement		Richland LTS Deficiencies List		X	X		\$200,000
AT-33	Saint Street Bicycle Improvement (Stevens Dr to GW Way)	Class II-A	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$160,000
AT-34	Spengler Street Bicycle Improvement (Stevens Dr to GW Way)	Class II-B	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$490,000
AT-35	SR 240 Bicycle Improvement (Horn Rapids Rd to Twin Bridges Rd)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$5,080,000
AT-36	Swift Blvd Bicycle Improvement (SR 240 to Sanford Ave)	Class II-B	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$330,000
AT-37	Swift Blvd Bicycle Improvement (Stevens Dr to Jadwin Ave)	Reduce speed to 25 mph	Bicycle Improvement		Richland LTS Deficiencies List					\$460,000
AT-38	Tapteal Drive Bicycle Improvement (Steptoe St to Columbia Center Blvd)	Class II-B (Steptoe to planned SR 240 crossing) Class I (SR 240 crossing to Center Pkwy)	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$990,000
AT-39	University Drive Bicycle Improvement (Stevens Dr to GW Way)	Reduce speed to 30 mph + restripe to Class II-B	Bicycle Improvement		Richland LTS Deficiencies List					\$310,000
AT-40	W Gage Blvd Bicycle Improvement (Keene Rd to Leslie Rd)	Class II-B	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$110,000
AT-41	W Gage Blvd Bicycle Improvement (Leslie Rd to N Steptoe St)	Class II-B (wherever possible) + reduce speed to 35 mph	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$840,000
AT-42	W Van Giesen Street Bicycle Improvement (West City Limit to SR 240)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$2,730,000
AT-43	Wellsian Way Bicycle Improvement (Lee Blvd to Aaron Dr)	Class IV + reduce to 3-lane section	Bicycle Improvement		Richland LTS Deficiencies List		X	X		\$740,000
AT-44	Williams Blvd Bicycle Improvement (Wright Ave to Stevens Dr)	Class II-A	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$190,000
AT-45	Wright Avenue Bicycle Improvement (Duportail St to Van Giesen St)	Class II-A/II-B (selectively stripe) + reduce speed to 25 mph	Bicycle Improvement		Richland LTS Deficiencies List		X	X	X	\$490,000
AT-46	Bermuda Road Pedestrian Improvement (South City Limit to South UGA Limit)	Wide/Separated sidewalk + reduce speed to 35 mph or less (match cross section to the north)	Pedestrian Improvement		Richland LTS Deficiencies List		X	X	X	\$430,000
AT-47	Battelle Blvd Pedestrian Improvement (Kingsgate Way to Stevens Dr)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$2,770,000
AT-48	Columbia Park Trail Pedestrian Improvement (North side MUP terminus to East UGA Limit)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$670,000
AT-49	George Washington Way Pedestrian Improvement (McMurray St to Symons St)	Widen Sidewalks (8' min) east side of road	Pedestrian Improvement		Richland LTS Deficiencies List		X	X	X	\$3,680,000

Project Information						Project Elements				Cost
Project ID	Title and Location	Project Description	Project Type	TIP Project	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Planning-Level Cost Estimate (2026 \$)
AT-50	Kingsgate Way Pedestrian Improvements (Battelle Blvd to Horn Rapids Rd)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$1,030,000
AT-51	W Van Giesen Street Pedestrian Improvement (SR 240 to Birch Ave)	Class I	Multi-Use Path		Richland LTS Deficiencies List		X	X		\$170,000
<b>Roadway &amp; Intersection</b>										
RW-1	SR 240/Aaron Interchange Improvements (SR 240 EB Ramp to 1-182 EB Ramp) <sup>[2]</sup>	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	Intersection Project	TIP Proj. 1	2026-2031 TIP	X				\$36,000,000
RW-2	Downtown Connectivity Improvements GW Way (Bradley Blvd to Torbett St)	Reconfiguring George Washington Way, Jadwin Ave, and Symons Street to one-way couplet, geometric changes to several intersections, reconfigure and replace traffic signals, repurpose road width for buffered-protected bike lanes, wider sidewalks, on street parking, bump-outs, pavement markings, signage, streetlights, stormwater drainage enhancements, and pedestrian crossing enhancements. Includes traffic signal changes throughout the corridor, signal coordination, bicycle and pedestrian enhancements at intersections, and pedestrian hybrid beacons	Roadway Improvement	TIP Proj. 2	WSDOT 2025-2030 TIP	X		X		\$23,550,000
RW-3	South George Washington Way Pavement Preservation (Columbia Point Dr to Bradley Blvd)	Hot mix asphalt mill and overlay, pavement repair, pavement markings, curb, gutter, and ADA curb ramps on George Washington Way from the south side of the Columbia Point/Adams Drive intersection to the north side of the Bradley Boulevard intersection	Roadway Improvement	TIP Proj. 3	2026-2031 TIP	X		X		\$1,250,000
RW-4	Center Parkway South Extension Center Parkway (Leslie Rd to Wishkah Dr) <sup>[2]</sup>	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.	New Roadway/Extension	TIP Proj. 4	2026-2031 TIP	X		X		\$2,000,000
RW-5	Gage Boulevard Improvements (Penny Royal Ave to Morency Dr) <sup>[1,2,3]</sup>	Add curb, gutter, sidewalks, bike lanes, street lights, storm drainage on Gage Boulevard.	Roadway Improvement	TIP Proj. 8	2026-2031 TIP	X		X		\$2,650,000
RW-6	South Kingsgate Corridor Extension Kingsgate Way (Keene Rd to City Limits) <sup>[1,2,3]</sup>	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.	New Roadway/Extension	TIP Proj. 11	2026-2031 TIP	X		X		\$9,770,000
RW-7	Duportail/Kennedy Intersection Improvements <sup>[2]</sup>	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	Intersection Project	TIP Proj. 13	2026-2031 TIP	X		X		\$1,280,000
RW-8	Leslie Road and Reata Road Intersection Improvements <sup>[1,2,3]</sup>	Reconstruct existing intersection at Leslie/Reata for additional capacity.	Intersection Project	TIP Proj. 14	2026-2031 TIP	X				\$1,940,000
RW-9	Duportail/Driveway Intersection Improvement <sup>[2]</sup>	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.	Intersection Project	TIP Proj. 15	2026-2031 TIP	X		X		\$1,280,000
RW-10	Queensgate Drive and Duportail Street Intersection Improvements <sup>[2]</sup>	Widen Queensgate and Duportail at the intersection to add turn lanes and upgrade intersection signals.	Intersection Project	TIP Proj. 16	2026-2031 TIP	X				\$640,000
RW-11	Dallas Rd/I 82 WB Ramp Intersection Improvements <sup>[2,3]</sup>	Reconstruct ramp and intersection for added capacity.	Intersection Project	TIP Proj. 19	2026-2031 TIP	X				\$2,380,000
RW-12	Dallas Rd/I 82 EB Ramp Intersection Improvements <sup>[2,3]</sup>	Reconstruct ramp and intersection for added capacity.	Intersection Project	TIP Proj. 20	2026-2031 TIP	X				\$2,300,000
RW-13	Gage Blvd - Badger Mountain South Improvements <sup>[1,2,3]</sup>	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	New Roadway/Extension	TIP Proj. 22	2026-2031 TIP	X		X		\$14,460,000
RW-14	Duportail Street and City View Drive Intersection Improvements <sup>[2,3]</sup>	Construct signalized intersection.	Intersection Project	TIP Proj. 23	2026-2031 TIP	X				\$870,000
RW-15	Gage Boulevard Extension <sup>[1,2,3]</sup>	Construct a 3-lane street and roundabout with curb, gutter, sidewalk, bike lanes, street lights and drainage facilities	New Roadway/Extension	TIP Proj. 24	2026-2031 TIP	X		X		\$3,620,000

Project Information						Project Elements				Cost
Project ID	Title and Location	Project Description	Project Type	TIP Project	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Planning-Level Cost Estimate (2026 \$)
RW-16	Shockley Road Extension <sup>[1,2,3]</sup>	Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities.	New Roadway/Extension	TIP Proj. 25	2026-2031 TIP	X		X		\$1,370,000
RW-17	Trowbridge Boulevard (Sol Duc Ave to Gage Blvd) <sup>[1,2,3]</sup>	Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities. Includes intersection with Southgate (Road A)	New Roadway/Extension	TIP Proj. 26	2026-2031 TIP	X		X		\$6,490,000
RW-18	Bella Coola Ln (Copper Mountain Apartments to Gage Blvd) <sup>[1,2,3]</sup>	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)	New Roadway/Extension	TIP Proj. 27	2026-2031 TIP	X		X		\$5,690,000
RW-19	Citywide Horizontal Curve Safety Improvements <sup>[1,2,3]</sup>	Install horizontal curve warning signs on various routes.	Citywide Programs	TIP Proj. 29	2026-2031 TIP	X	X			\$590,000
RW-20	Leslie Road and Clearwater Avenue Intersection Improvements <sup>[1,2,3]</sup>	Add lanes and make upgrades to roundabout.	Intersection Project	TIP Proj. 30	2026-2031 TIP	X				\$1,680,000
RW-21	Queensgate Drive and WB I-182 Ramps Intersection Improvements	Construct roundabout.	Intersection Project	TIP Proj. 31	2026-2031 TIP	X				\$1,940,000
RW-22	SR 240 Widening <sup>[2,3]</sup>	Construct additional lanes for the following segments: - 1000' west of Hagen Rd to 1000' west of Kingsgate Way - 1000' west of Kingsgate Way to Village Pkwy - Village Pkwy to Beardsley Rd <del>Roadway Pkwy to Village Pkwy</del>	Roadway Improvement	TIP Proj. 32-35	2026-2031 TIP	X				\$14,860,000
RW-23	SR 240 and Logston Road Intersection Improvements <sup>[1,2,3]</sup>	Reconstruct the existing SR 240/Logston Road (signal or roundabout)	Intersection Project	TIP Proj. 36	2026-2031 TIP	X				\$1,440,000
RW-24	SR 240 and Village Parkway Intersection Improvements <sup>[1,2,3]</sup>	Reconstruct the existing SR 240/Village Parkway (signal or roundabout)	Intersection Project	TIP Proj. 37	2026-2031 TIP	X				\$1,440,000
RW-25	SR 240 and Twin Bridges Road Intersection Improvements <sup>[1,2,3]</sup>	Reconstruct the existing SR 240/Twin Bridges Road (signal or roundabout)	Intersection Project	TIP Proj. 38	2026-2031 TIP	X				\$1,440,000
RW-26	SR 240 and Beardsley Road Intersection Improvements <sup>[1,2,3]</sup>	Reconstruct the existing SR 240/Beardsley Road (signal or roundabout)	Intersection Project	TIP Proj. 39	2026-2031 TIP	X				\$1,440,000
RW-27	Kingsgate Way Extension (Clubhouse Ln to Van Giesen Ave) <sup>[1,2,3]</sup>	Construct a new 3-lane street with curb, gutter, sidewalk, bike lanes, streetlights, and storm drainage facilities.	New Roadway/Extension	TIP Proj. 40	2026-2031 TIP	X		X		\$12,530,000
RW-28	Center Parkway and Leslie Road Intersection Improvements <sup>[2,3]</sup>	Reconstruct intersection to add capacity	Intersection Project	TIP Proj. 41	2026-2031 TIP	X				\$1,350,000
RW-29	Leslie Road and Columbia Park Trail Intersection Improvements <sup>[1,2,3]</sup>	Reconstruct to add a lane at the intersection and make safety improvements.	Intersection Project	TIP Proj. 42	2026-2031 TIP	X	X			\$310,000
RW-30	Kingsgate South Extension (City Limits to SR 224 (Van Giesen))	New Minor Arterial route (portions of the route will likely be on Jones Rd ROW)	New Roadway/Extension		Long-Range Transportation Projects (2017 Comp Plan)	X				\$9,060,000
RW-31	City View Extension (Duportail St to Kingsgate Way)	New Minor Collector route	New Roadway/Extension		Long-Range Transportation Projects (2017 Comp Plan)	X				\$5,690,000
RW-32	SR 240/Twin Bridge Road Improvements	Extension of Twin Bridge Rd to Horn Rapids Rd (assume Minor Collector)	New Roadway/Extension		Long-Range Transportation Projects (2017 Comp Plan)	X				\$6,870,000
RW-33	Reata Road Improvements (KID Canal to Leslie Rd)	Upgrade to Major Collector standard (Lane Option 2)	Roadway Improvement		Long-Range Transportation Projects (2017 Comp Plan)	X				\$11,870,000
RW-34	SR 240 & Van Giesen Intersection Improvements <sup>[4]</sup>	Grade separation of intersection	Intersection Project		2020 Regional North-South Capacity Study	X	X			TBD
RW-35	SR 240 & Duportail Intersection Improvements <sup>[4]</sup>	Grade separation of intersection	Intersection Project		2020 Regional North-South Capacity Study	X	X			TBD
RW-36	Leslie & Canyon Intersection Improvements	Reconstruct intersection to add capacity (assume RAB)	Intersection Project		LOS analysis	X				\$1,280,000
RW-37	Keene & Duportail Intersection Improvements	Add lanes and upgrade intersection signals. - Added SB RT lane - NBLT protected phasing <del>WBLT protected phasing</del>	Intersection Project		LOS analysis	X				\$1,440,000
RW-38	Columbia Center Blvd/Fowler St Intersection Improvements	Reconstruct intersection to add capacity (assume signal which will have to be tied into the WSDOT ramp signal)	Intersection Project		LOS analysis	X				\$1,440,000

Project Information						Project Elements				Cost
Project ID	Title and Location	Project Description	Project Type	TIP Project	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Planning-Level Cost Estimate (2026 \$)
RW-39	Columbia Park Trail & Steptoe Intersection Improvements <sup>[4]</sup>	Reconstruct intersection to add capacity and make safety improvements (improvements TBD)	Intersection Project		LOS analysis	X	X			TBD
RW-40	Keene & Queensgate Intersection Improvements	Add lanes and upgrade intersection signals. - Added NBT, SBT, EBL, EBR lane	Intersection Project		Terraces at Queensgate and Lewis & Clark Ranch Mitigation	X				\$1,440,000
RW-41	SR 240 & Snively Intersection Improvements <sup>[2,3]</sup>	Reconstruct the existing SR 240/Snively Rd (signal or roundabout)	Intersection Project	TIP Proj. 43	Future Roadway Connections	X				\$3,000,000
RW-42	Snively Road Extension <sup>[2,3]</sup>	Complete Major Collector roadway extension	New Roadway/Extension	TIP Proj. 44	Future Roadway Connections	X				\$3,940,000
RW-43	Unnamed E-W Connector Snively to Twin Bridges	Complete Minor Collector roadway extension	New Roadway/Extension		Future Roadway Connections	X				\$29,120,000
RW-44	Battelle Blvd Extension	Complete Major Collector roadway extension	New Roadway/Extension		Future Roadway Connections	X				\$20,010,000
RW-45	Unnamed Collector (Horn Rapids Rd)	New collector extending north from Horn Rapids Rd	New Roadway/Extension		Future Roadway Connections	X				\$31,680,000
RW-46	Unnamed Minor Arterial Connection (Unnamed E-W Connector to Horn Rapids Rd)	New minor arterial route connecting Unnamed E-W Connector with Horn Rapids Rd	New Roadway/Extension		Future Roadway Connections	X				\$28,230,000
RW-47	1st St Extension (Unnamed Minor Collector)	Extension of 1st St to Battelle Blvd extension (labeled as new minor collector)	New Roadway/Extension		Future Roadway Connections	X				\$4,840,000
RW-48	Corvina St Extension	Extension of Corvina St to Gage Blvd extension	New Roadway/Extension		Future Roadway Connections	X				\$9,420,000
RW-49	Queensgate Dr Extension	Extension of Queensgate Drive east of Kingsgate Dr	New Roadway/Extension		Future Roadway Connections	X				\$2,500,000

Note:

<sup>1</sup> Project cost from the 6-year Transportation Improvement Program (TIP). Project cost accounts for Right-of-Way (RW) phase.

<sup>2</sup> Project cost from the 6-year Transportation Improvement Program (TIP). Project cost accounts for Construction (CN) phase.

<sup>3</sup> Project cost from the 6-year Transportation Improvement Program (TIP). Project cost accounts for Engineering (EN) phase.

<sup>4</sup> Project likely to be funded/implemented by WSDOT and project cost are to be determined (TBD). Further refinement of project scope needed based on further coordination with WSDOT.

TOTAL COST	
<b>Active Transportation (AT) Projects</b>	<b>\$67,820,000</b>
Bicycle Improvement	\$13,410,000
Pedestrian Improvement	\$22,850,000
Multi-Use Path	\$25,990,000
Citywide Programs	\$5,570,000
<b>Roadway &amp; Intersection (RW) Projects</b>	<b>\$328,390,000</b>
Intersection Project	\$66,330,000
Roadway Improvement	\$54,180,000
New Roadway/Extension	\$207,290,000
Citywide Programs	\$590,000
<b>TOTAL (ALL PROJECTS)</b>	<b>\$396,210,000</b>

**FUTURE IN FOCUS**

CITY OF RICHLAND

# **TRANSPORTATION SYSTEM PLAN**



Planning Commission Meeting  
June 24, 2026



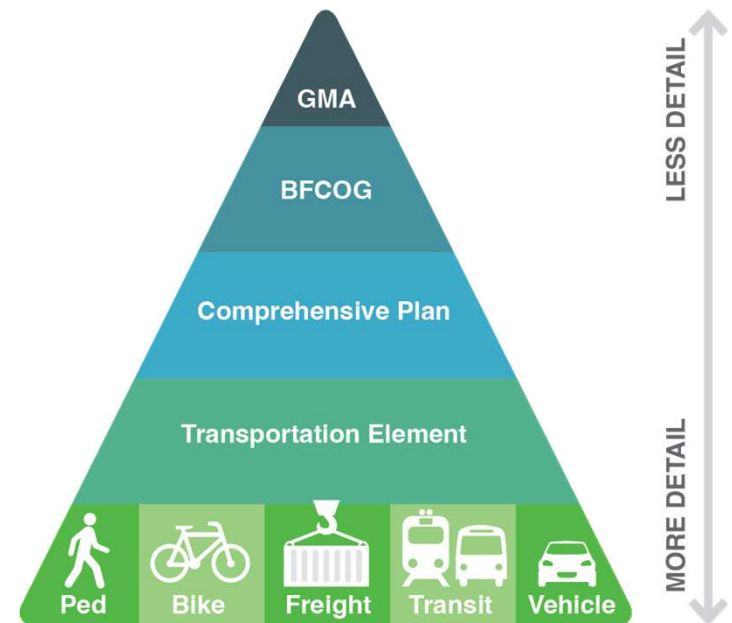
# Agenda

- Project Development & Identification
- Next Steps/Schedule



# Transportation System Plan (TSP) Objectives

- Support overall Comprehensive Plan and City vision
- Meet requirements of the Growth Management Act (GMA)
- Integrate and prioritize **transportation improvements** serving all modes
- Review and update transportation policies
- Establish multimodal level of service standards
- Confirm sustainable transportation funding strategies



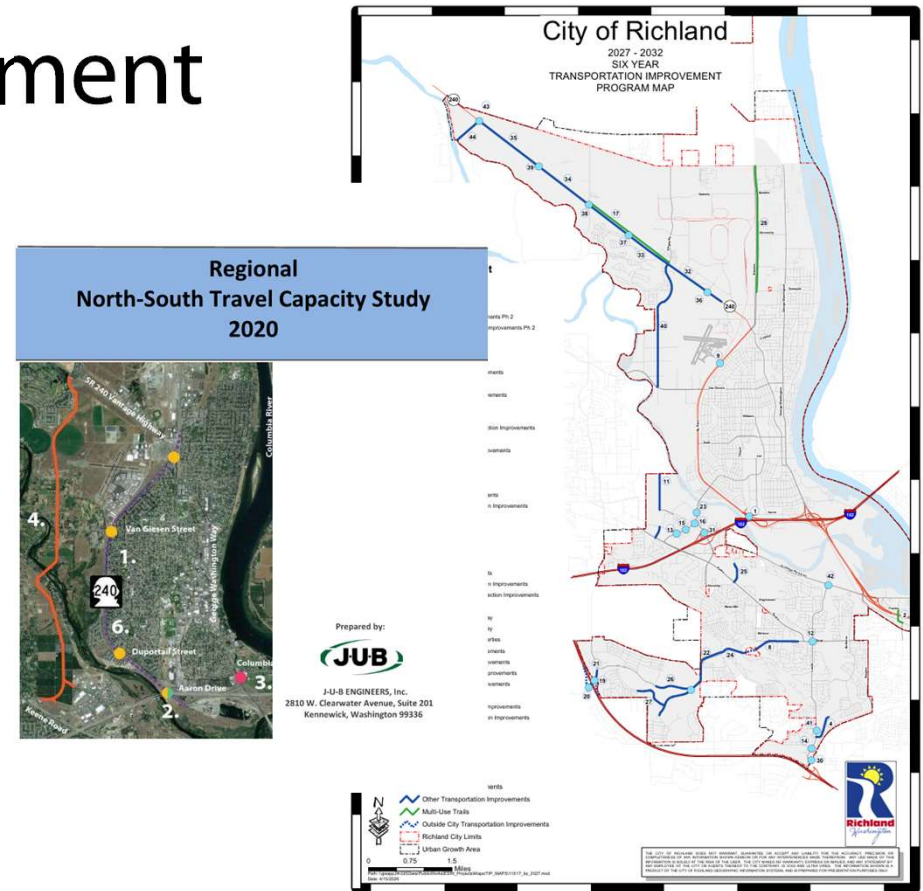
# Project Development & Identification



# TSP Project List Development

- Project Sources

- 2027-2032 6-Year Transportation Improvement Program (TIP)
- Local/Regional Transportation Plans
  - Projects from the 2017 Comprehensive Plan
  - 2020 Regional North-South Capacity Study
- Projects needed to meet Level of Service (LOS) and Level of Traffic Stress (LTS) standards
- New Roadway Connections to accommodate growth



# Vehicular Projects



## HOW IS MOTORIZED LEVEL OF SERVICE (LOS) DETERMINED?



Intersection Delay/  
seconds per vehicle  
*(driver inconvenience)*

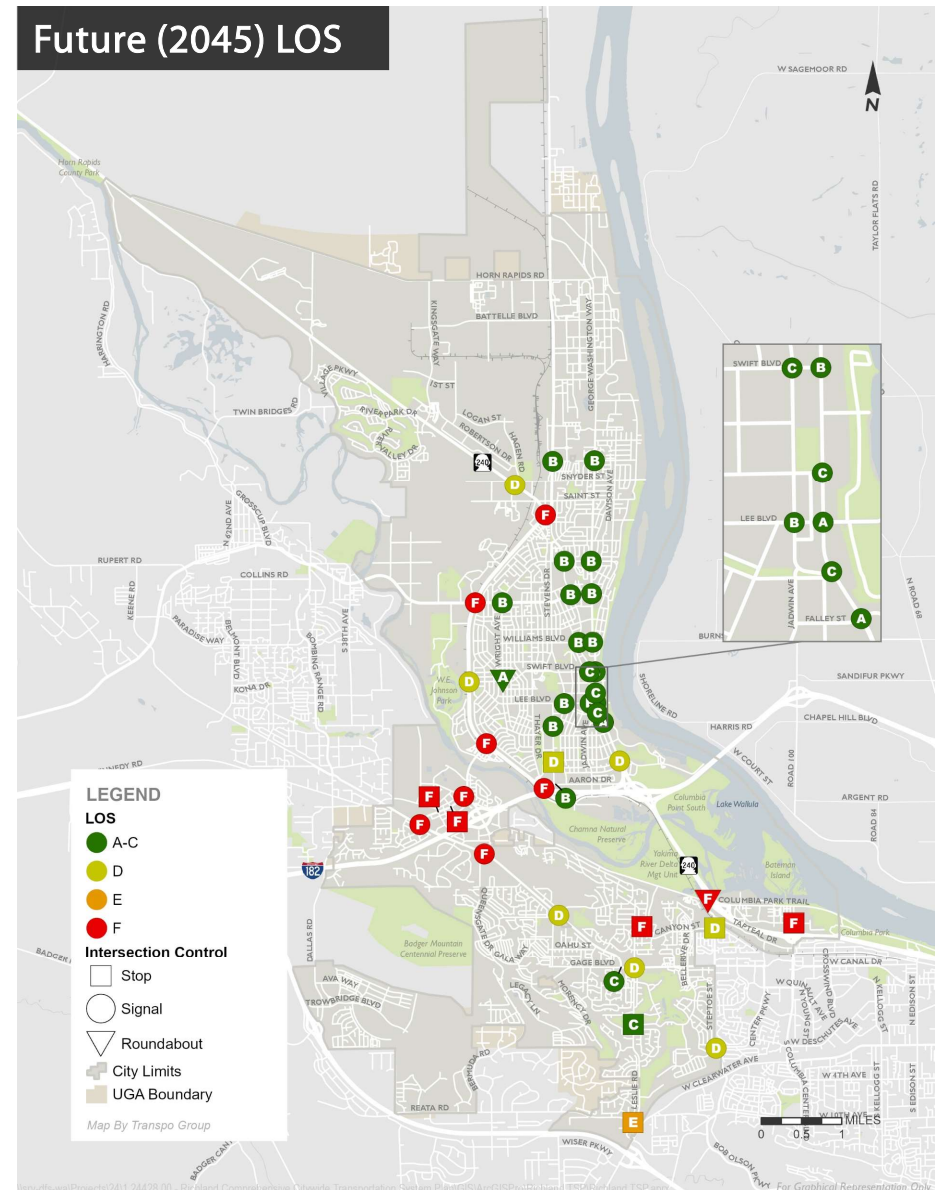


# Intersections Operating Below LOS Standard

- Duportail St & Vinter Square\*
- Duportail St & Kennedy Rd\*
- Queensgate Dr & Keene Rd\*\*
- SR 240 Intersections\*\*
- Columbia Center Blvd & Fowler St
- Duportail St & Queensgate Dr\*
- Duportail Rd & Keene Rd
- Leslie Rd & Canyon St
- SR 240/Steptoe St & Columbia Park Trail\*\*

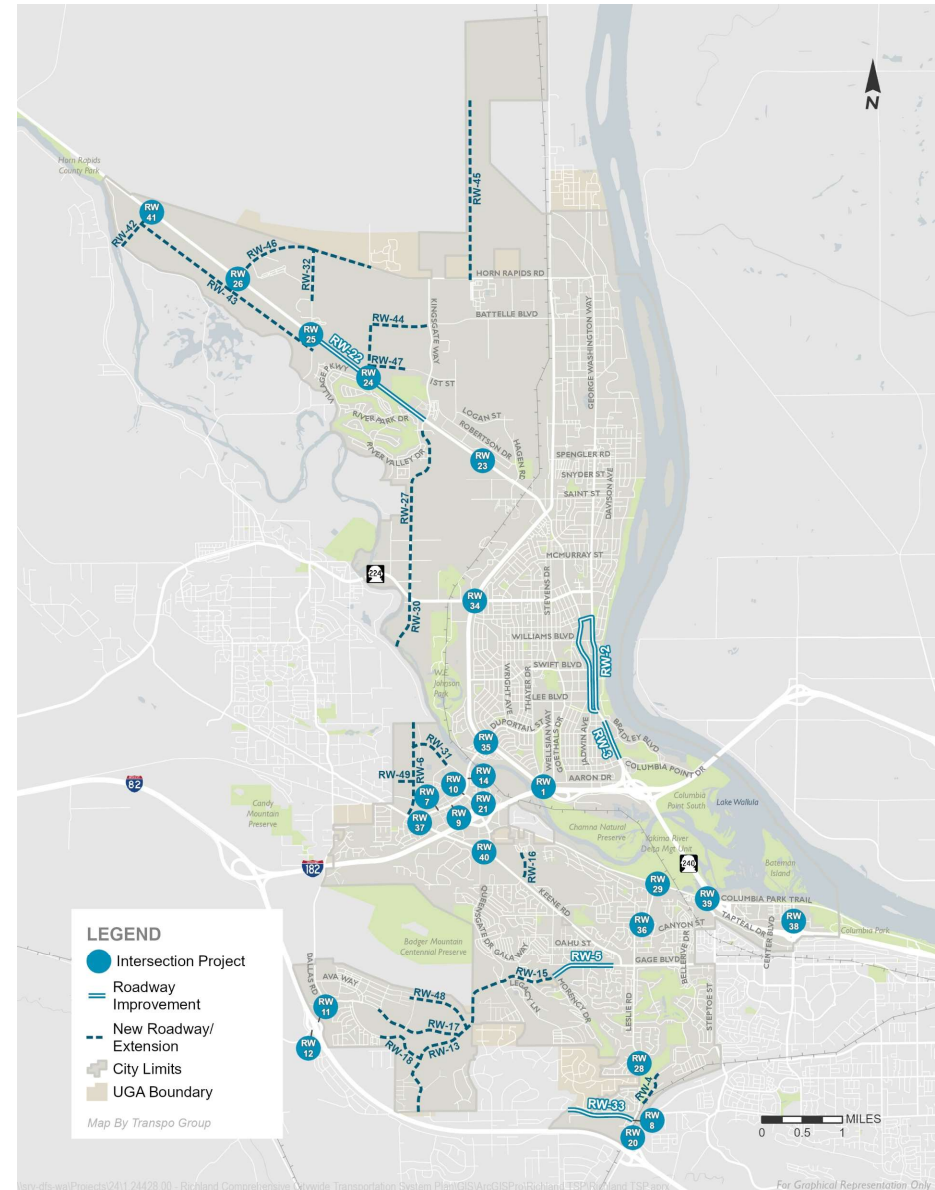
\* Improvement project identified in the TIP

\*\* Lewis and Clark Ranch identified need for improvement at this intersection



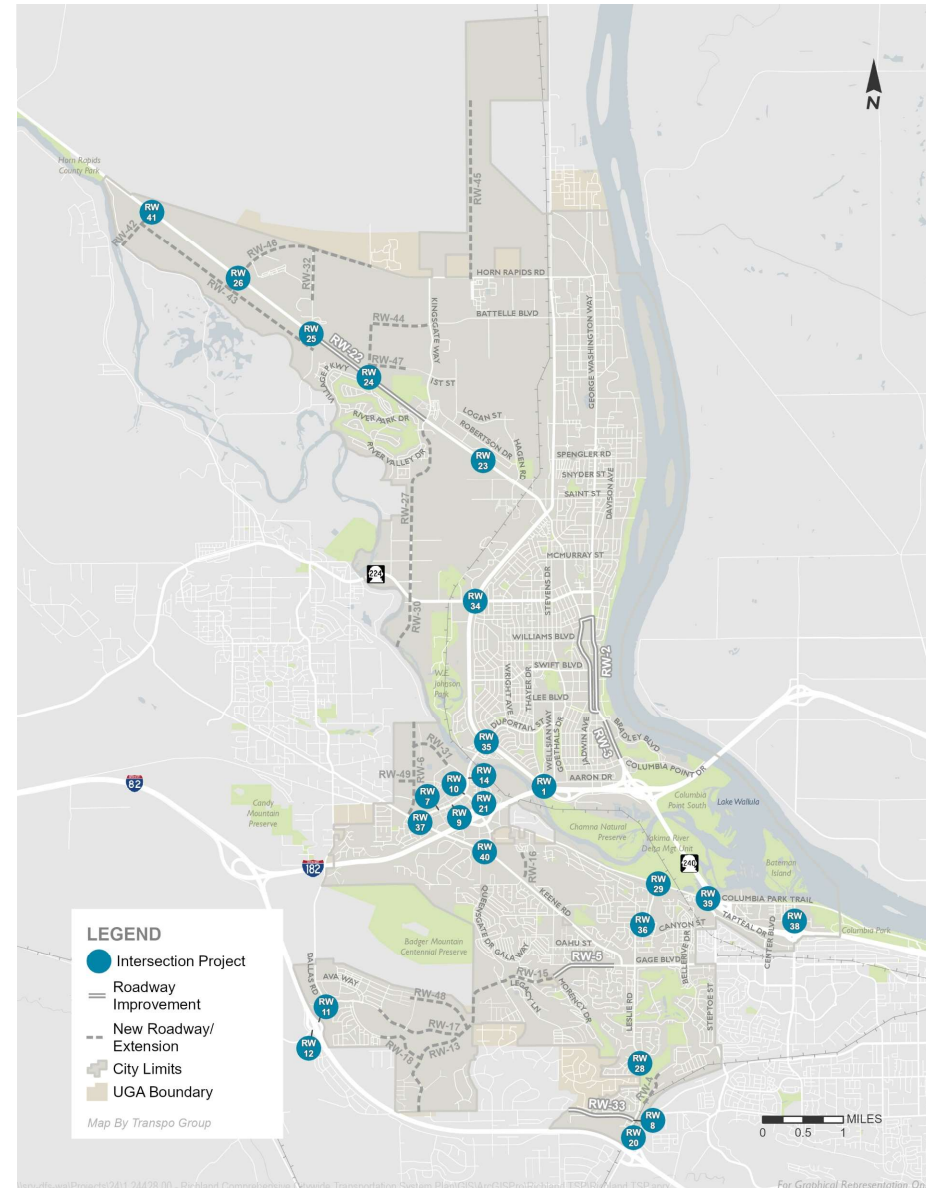
# Project Types

- Intersection Improvements
  - Added Lanes
  - Signal
  - Roundabouts
- Roadway Improvements
  - Added Lanes
  - Roadway Reconfiguration
- New Road Connections
  - Badger Mountain South
  - Horn Rapids



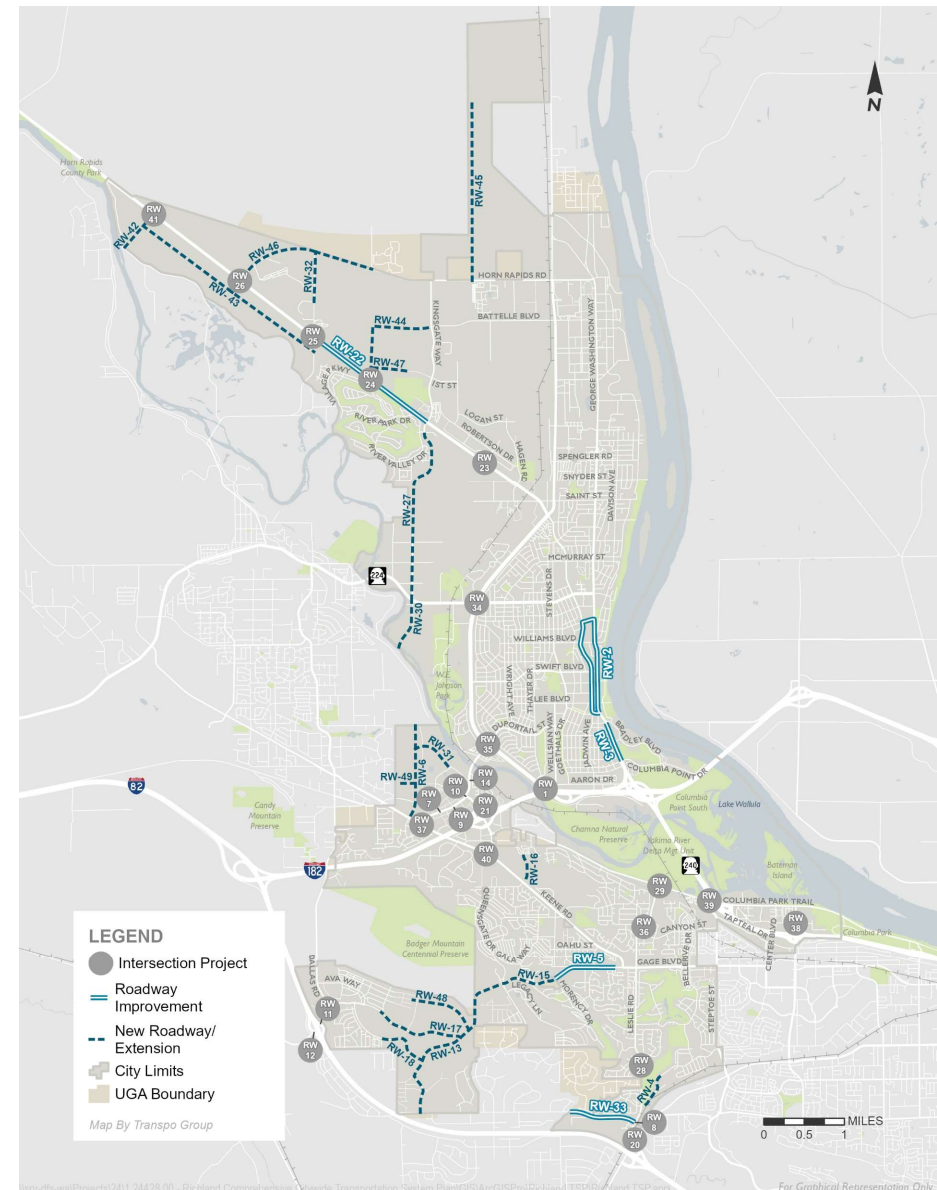
# Intersection Improvements

- SR 240 (Van Giesen, Duportail) – Grade Separation
- SR 240 (Jadwin/Stevens, Swift) – Signal Timing Changes
- Leslie Rd/Canyon St – Roundabout
- Keene Rd/Duportail St – Added Lanes
- Columbia Center Blvd/Fowler St – Signal
- Keene Rd/Queensgate Dr – Added lanes
- Columbia Park Trail/Steptoe St – bypass lanes, added lanes, metering, other improvements



# Roadway Improvements & New Connections

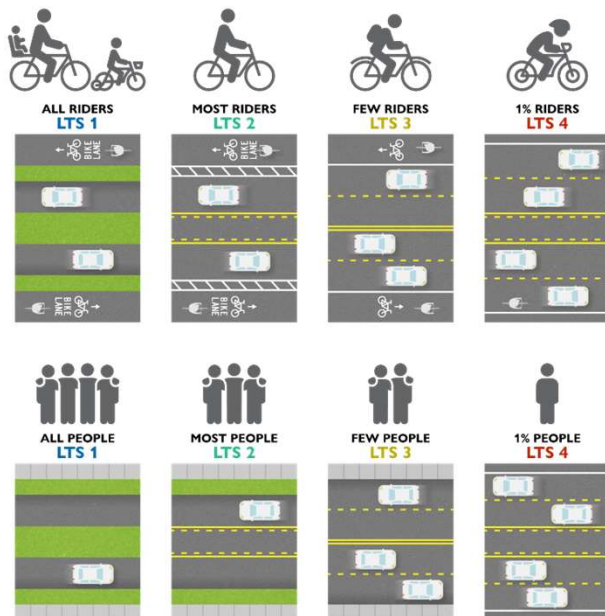
- Kingsgate South Extension – Minor Arterial
- City View Drive Extension – Minor Collector
- Twin Bridge Road Improvement
- Reata Road Improvements – Major Collector



# Active Transportation Projects



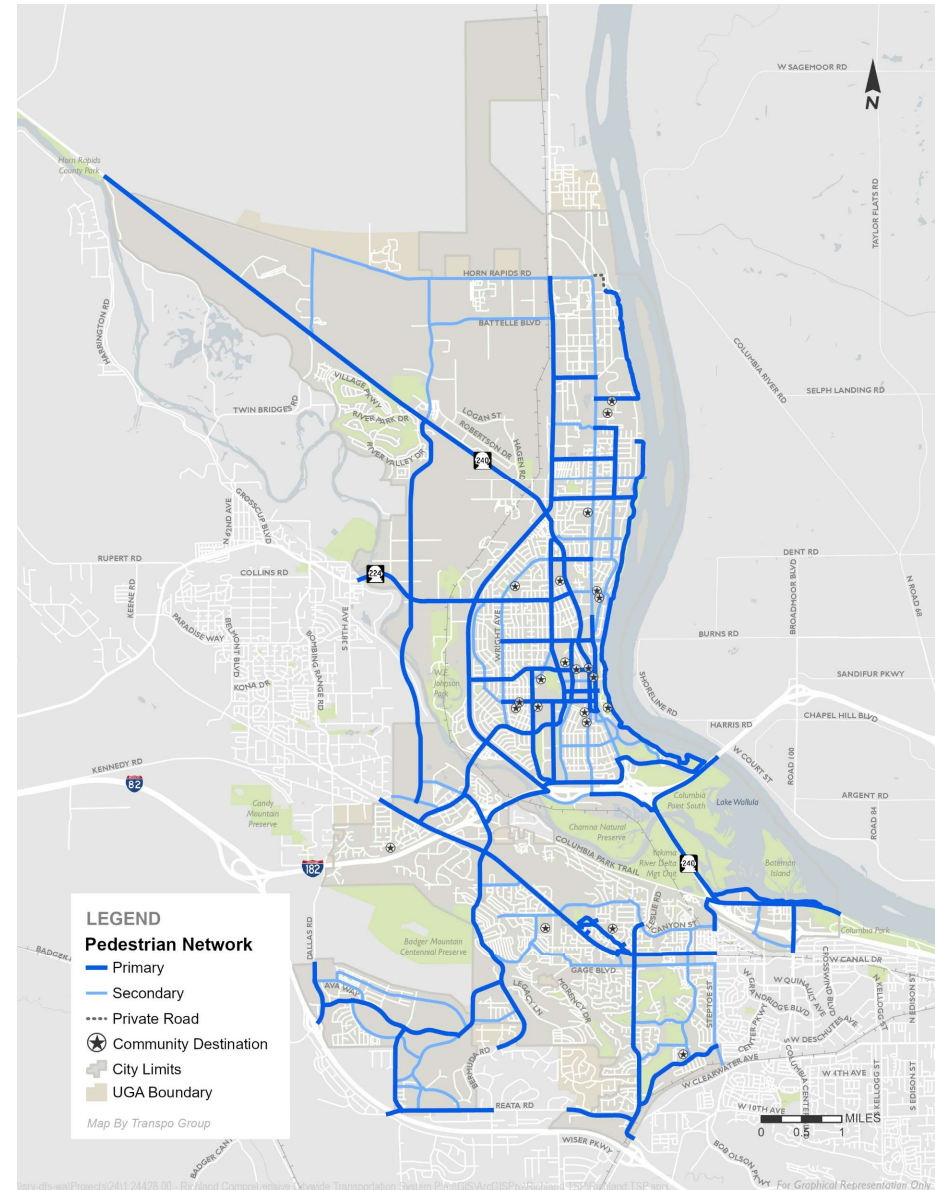
# HOW CAN WE DETERMINE ACTIVE TRANSPORTATION LEVEL OF SERVICE (LOS)?



**Level of Traffic Street (LTS)** is a measure used to evaluate comfort and safety for pedestrians and bicyclists.

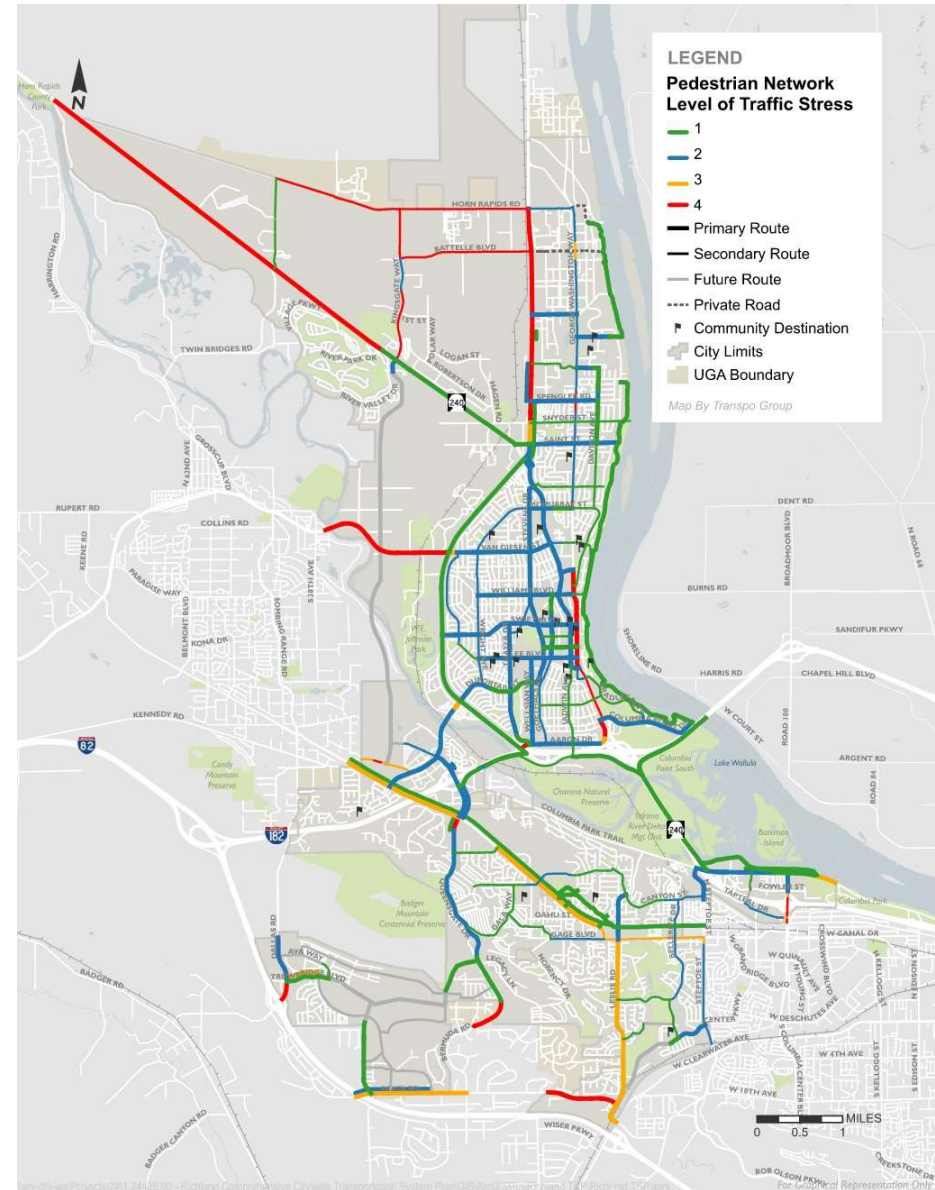
# Planned Pedestrian Network

- **Primary Network:**  
backbone of the system; connects major key destinations; meant to provide more comfortable routes
- **Secondary Network:**  
supportive of the Primary Network; may not be as direct; may include routes where walking is a secondary mode



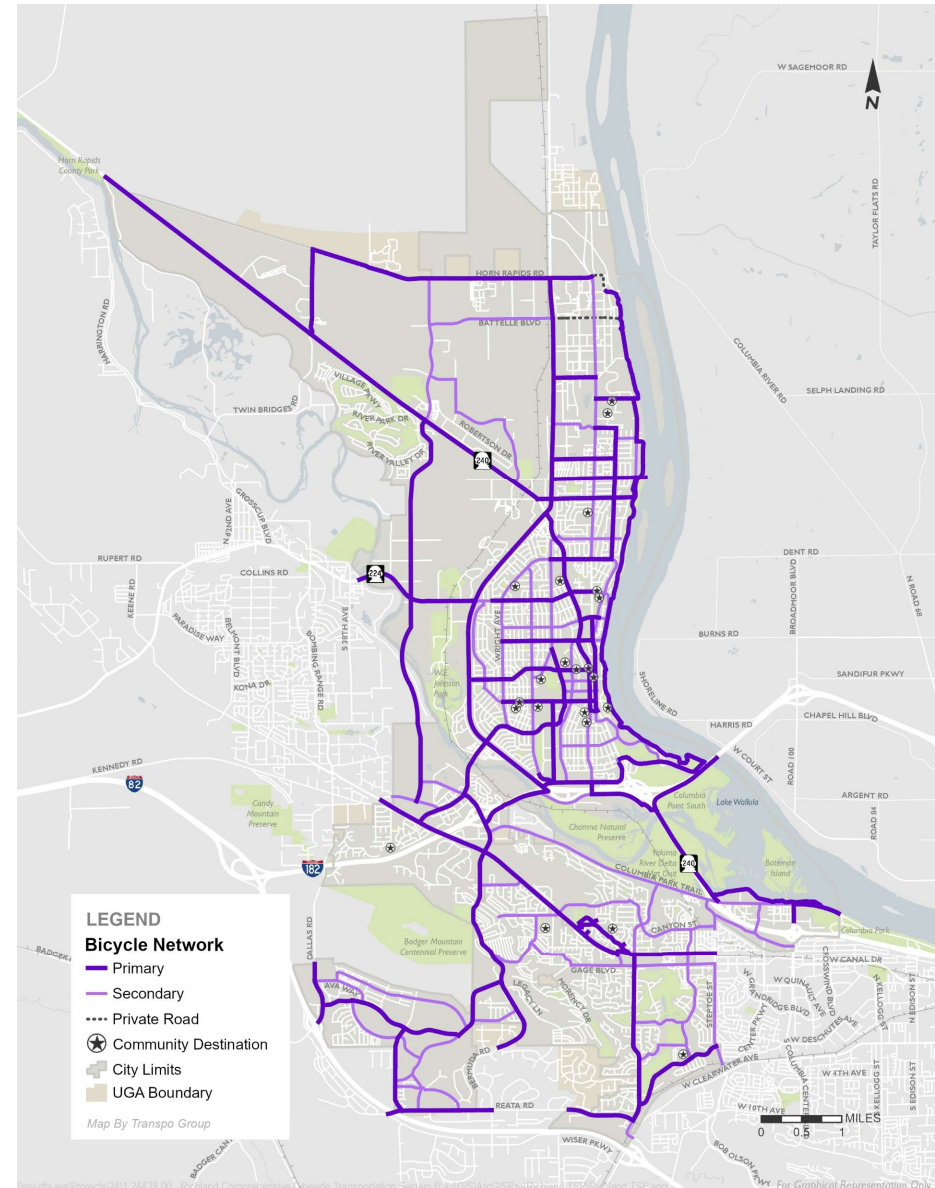
# Pedestrian Network LTS

- Primary Network with LTS 3 or 4 require improvements
- Secondary Network with LTS 4 require improvements



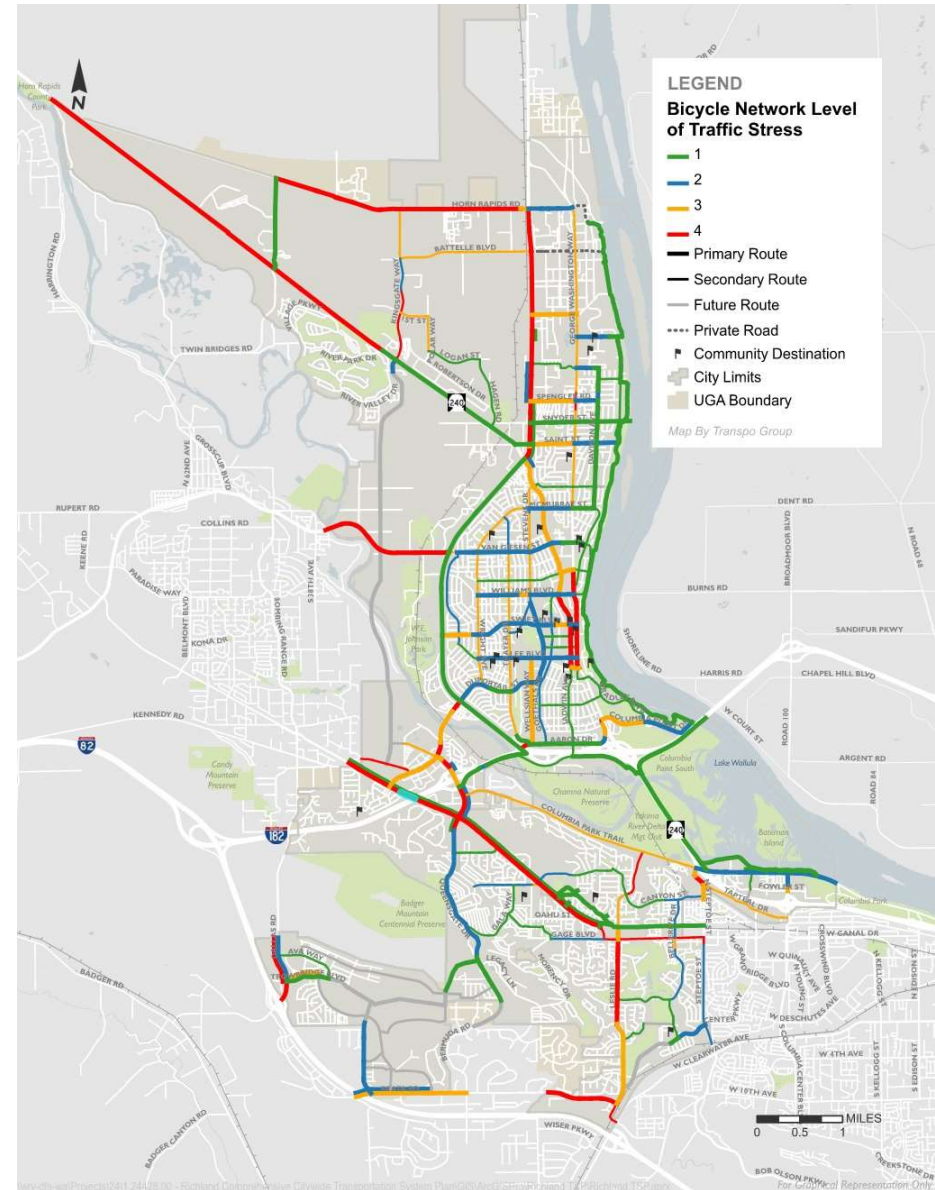
# Planned Bicycle Network

- **Primary Network:**  
Backbone of the system; connects major key destinations; provides dedicated bicycle facilities; intended to provide more comfortable routes
- **Secondary Network:**  
Supportive of the Primary Network; may not be as direct; may include routes where bicycles are a secondary mode; includes low-speed, low-volume shared roads



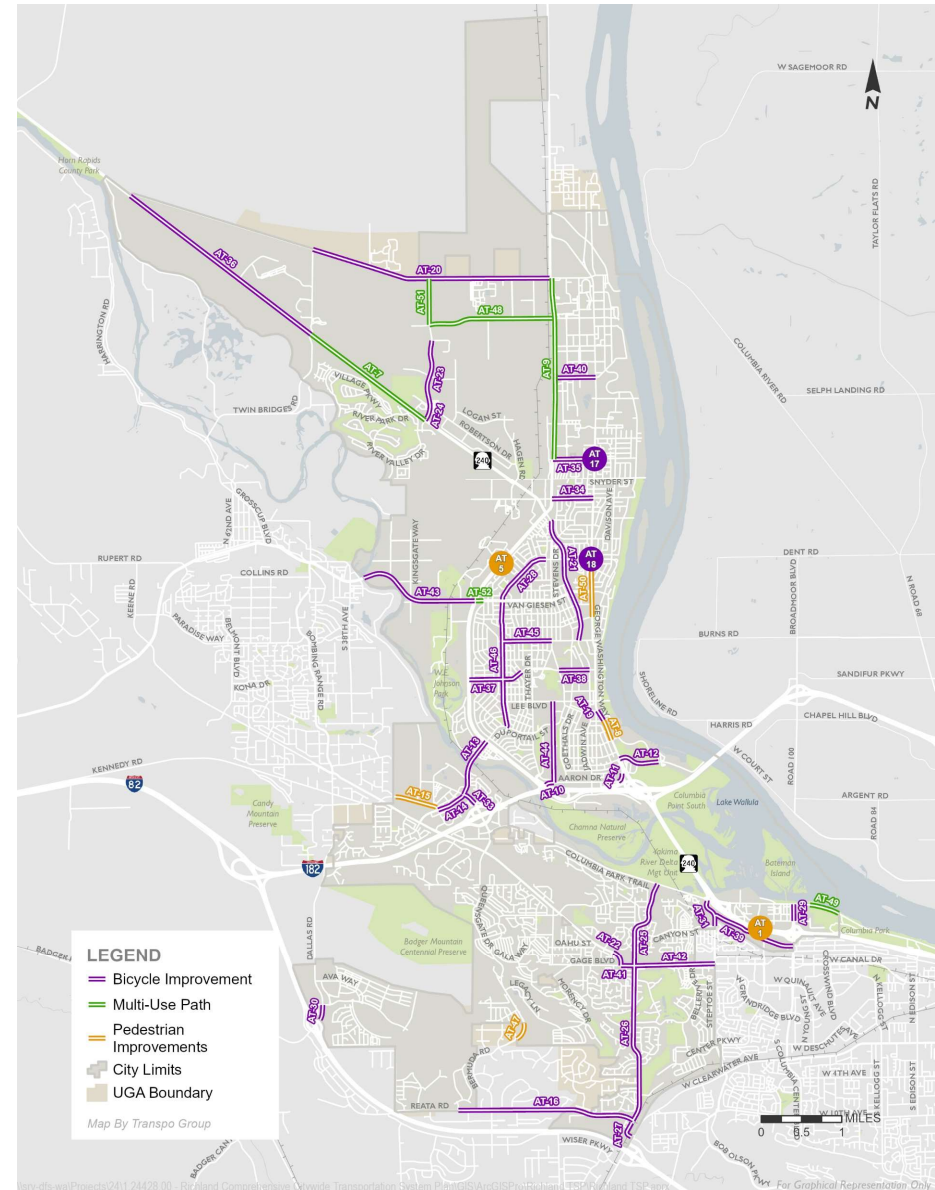
# Bicycle Network LTS

- Primary Network with LTS 3 or 4 require improvements
- Secondary Network with LTS 4 require improvements



# Pedestrian/Bicycle Projects

- Non-Infrastructure
  - Change Speed Limit
  - Provide alternative connection
- Infrastructure
  - Downtown Connectivity project
  - Upgrade facilities
    - Bicycles: add buffers or separation
    - Pedestrian: widen sidewalks
  - Install multi-use paths



# Next Steps

- TSP Open House: Tomorrow (6/25) 4-6pm
  - Badger Mountain South Fire Station
  - 4307 Trowbridge Boulevard
- Finalize Draft TSP – July 2026



Questions?





## PLANNING COMMISSION WORKSHOP AGENDA ITEM STAFF REPORT

Meeting Date: 6/24/2026

Agenda Category: Communications

Prepared By: Nicole Stickney, AHBL

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### Subject

Upcoming Community Outreach & Public Meetings

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### Department/Office

### Document Type

Development Services

Planning Commission Item

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### Summary

1. Transportation Systems Plan Open House
  - June 25, 2026, from 4:00 PM - 6:00 PM
  - Badger Mountain South Fire Station, 4307 Trowbridge Blvd
2. July 8th, 6 PM: Planning Commission Regular Workshop
3. Parks and Recreation Commission Workshop
  - Date To Be Decided
  - Topic: Transportation System Plan focusing on non-motorized transportation

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### Attachments

1. Presentation Slide
2. TSP Open House Flyer



# Upcoming Community Outreach & Public Meetings:

- **June 25<sup>th</sup>: 4-6 pm: Transportation Systems Plan Open House**  
- Badger Mountain South Fire Station, 4307 Trowbridge Blvd
- **July 8<sup>th</sup>: PC Workshop**
- **Parks and Recreation Commission Workshop**  
- Date To Be Decided  
- Topic: Transportation System Plan focusing on non-motorized transportation

Transportation Improvements are Proposed in Richland

**FUTURE IN FOCUS**

CITY OF RICHLAND

**TRANSPORTATION SYSTEM PLAN**

**Open House Event**

Join Us  
Thursday, June 25, 2026 from 4PM to 6PM  
Located at BMS Fire Station in the Apparatus bay  
4307 Trowbridge Boulevard, Richland



**Transportation Improvements are Proposed in Richland**

**FUTURE IN FOCUS**

CITY OF RICHLAND

# TRANSPORTATION SYSTEM PLAN



## Open House Event

### Join Us

**Thursday, June 25, 2026 from 4PM to 6PM**

**Located at BMS Fire Station in the Apparatus bay  
4307 Trowbridge Boulevard, Richland**

### Why

The City of Richland is updating its Comprehensive Plan and Transportation System Plan. Together the Transportation Element of the Comprehensive Plan and the Transportation Systems Plan analyze existing conditions and provide a 20-year framework for local infrastructure policy, planning, and investment through the year 2046.

### What

Help us improve our community by sharing your thoughts at our Transportation System Plan Update Open House. The City's Engineers and Consultants will host the Open House to review the proposed Transportation Improvements Project list.

### Stay Involved

View the project website for background information, key announcements, and other updates. Scan the QR code or go to [Richlandwa.gov/CompPlan](http://Richlandwa.gov/CompPlan).

