



Agenda
Planning Commission Meeting
Wednesday, May 10, 2017
City Hall Council Chamber | 505 Swift Boulevard

Commission Members: Chair Wallner, Vice-Chair Madsen and Commissioners Mealer, Wise, Palmer, Boring, and Berkowitz

Liaisons: Council Liaison Lemley and Alternate Council Liaison Luzzo Gilmour
Staff Liaison Development Services Manager Simon

Regular Meeting - 7:00 p.m. (City Hall Council Chamber)

Welcome and Roll Call

Approval of Agenda: (Approved by Motion)

Approval of Minutes: (Approved by Motion)

April 26, 2017 Meeting Minutes

Public Comments:

Public Hearing Explanation:

Unfinished Business - Public Hearing:

New Business – Public Hearing:

- I. Public Hearing to Consider Update to City Comprehensive Plan

Communications:

Adjournment

The next Planning Commission Workshop is June 14, 2017

The next Planning Commission Meeting is May 24, 2017

This Meeting is broadcast live on CityView Channel 192 and online at CI.RICHLAND.WA.US/CITYVIEW

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PLANNING COMMISSION AGENDA ITEM COVERSHEET

Meeting Date: 05/10/2017

Agenda Category: Approval of Minutes

Prepared By: Rick Simon, Development Services Manager

Subject:

April 26, 2017 Meeting Minutes

Request:

Key I - Financial Stability & Operational Effectiveness

Recommended Motion:

Approve the minutes of the Planning Commission meeting held on April 26, 2017.

Summary:

Attachments:

1. April 26, 2017



MINUTES
PLANNING COMMISSION MEETING
City Hall – 550 Swift Boulevard – Council Chamber
WEDNESDAY, April 26, 2017
7:00 PM

Call to Order:

Chair Wallner called the meeting to order at 7:00 p.m.

Attendance:

Present: Chair Wallner, Vice-Chair Madsen, Commissioners, Mealer, Boring, Berkowitz, and Wise. Also present were Council Liaison Dori Luzzo-Gilmour, and Development Services Manager Rick Simon. Commissioner Palmer was originally excused but was able to join the meeting during the approval of the previous month's meeting minutes.

Approval of Agenda:

Chair Wallner presented the meeting agenda for approval.

COMMISSIONER BORING MOVED AND COMMISSIONER BERKOWITZ SECONDED THE MOTION TO APPROVE THE APRIL 26, 2017 MEETING AGENDA AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

Approval of Minutes:

Chair Wallner presented the meeting minutes of the March 8, 2017 Special meeting for approval.

VICE CHAIR MADSEN MOVED AND COMMISSIONER BERKOWITZ SECONDED THE MOTION TO APPROVE THE MINUTES OF THE WEDNESDAY, MARCH 8, 2017. MOTION CARRIED UNANIMOUSLY.

Public Comment

Chairman Wallner opened the public comment period and asked that the public comment period procedures be read. After the procedure was read no members of the public came forward for comment. **Chairman Wallner** closed this part of the meeting.

Unfinished Business – Public Hearing:

None

New Business – Public Hearing:

1. Consideration of Zoning to be applied to a Proposed Annexation Area Located South of Keene Road and East of Brantingham Road.

Chairman Wallner asked for the Public Hearing Explanation to be read into the record. Once read, **Chairman Wallner** introduced the item and **Mr. Simon** presented the details of the request and showed a map of the area, noting that neighboring properties were asked if they would like to be part of this annexation but declined.

Chairman Wallner opened the public hearing at 7:09 p.m.

Ed Shaw, PO Box 309, Benton City, came forward to state that he represents the estate in this matter and supported this annexation. No one else came forward to offer testimony in this matter.

Chairman Wallner closed the public hearing at 7:10 and opened the item for commission discussion.

Commissioner Wise asked **Mr. Simon** which city services were available to this property. Mr. Simon provided details to the commission. **Commissioner Berkowitz** stated for the record she clarified with **Mr. Simon** earlier that this property did not contain wetlands she was in favor of the recommended zone. With no other discussion, **Chairman Wallner** called for a motion.

COMMISSIONER BORING MOTIONED AND COMMISSIONER PALMER SECONDED A MOTION TO RECOMMEND THAT THE PLANNING COMMISSION CONCUR WITH THE FINDINGS AND CONCLUSIONS SET FORTH IN STAFF REPORT Z2017-102 AND RECOMMEND TO THE CITY COUNCIL ADOPTION OF R1-10 SINGLE FAMILY RESIDENTIAL ZONING TO THE PROPOSED KEENE ROAD ANNEXATION. MOTION CARRIED UNANIMOUSLY.

2. Consideration of Amendments to the City's Critical Areas Ordinance

Chairman Wallner introduced the item and asked Mr. Simon to present details.

Mr. Simon presented the staff report and reviewed information contained within. **Mr. Simon** handed out some minor change notes for the Commissioners to review. He also noted that language is still being developed regarding an exception for the irrigation districts to maintain the irrigation through the Amon Basin and is missing from this report and therefore there is no need to vote on this item at this time.

Chairman Wallner opened the public hearing at 7:19 p.m. Having no one come forward, Chairman Wallner closed the public hearing at 7:19 p.m. and opened the item for discussion by the Commission.

Commissioner Berkowitz thanked **Mr. Simon** for the updated notes and corrections.

Commissioner Wise pointed out that the language on page 2 was actually the scientific definition of the term “Ecosystem Services” and so that term should be added in order to provide clarity. **Vice-Chair Madsen** asked **Mr. Simon** if he was familiar with the term and if he anticipated any issues with using the term. **Commissioner Wise** noted that **Mr. Floyd**, an expert on this topic, was present and available for questions. **Chairman Wallner** invited **Mr. Floyd** to come forward and speak on this topic. **Mr. Floyd** provided the Commission with background and answered questions related to the term ecosystem services. He also confirmed that use of this term did not demand action on the part of the City.

Commissioner Boring asked **Mr. Simon** for clarification on language contained on page 25 regarding signage of critical areas and the burden it places on property owners. **Mr. Simon** stated the language was recommended by the Department of Ecology.

With no other discussion, Chairman Wallner moved on to communications.

Communications:

Mr. Simon reminded that there would be no workshop in May. Instead a public hearing on May 10th for the Comprehensive Plan. Chairman Wallner clarified that there would be a public hearing on the 10th and the 24th with a recommendation coming from the Commission on the 24th.

Councilwoman Luzzo-Gilmour provided an update from the Council. She also thanked **Chairman Wallner** for the annual report she provided at the last council meeting.

Adjournment:

Chairman Wallner adjourned the meeting at 7:32 p.m.

PREPARED BY: Lynne Follett, Executive Assistant

REVIEWED BY: _____
Rick Simon, Secretary
Richland Planning Commission



PLANNING COMMISSION AGENDA ITEM COVERSHEET

Meeting Date: 05/10/2017

Agenda Category: New Business – Public Hearing

Prepared By: Rick Simon, Development Services Manager

Subject:

Public Hearing to Consider Update to City Comprehensive Plan

Request:

Key 1 - Financial Stability & Operational Effectiveness
Key 2 - Infrastructure & Facilities
Key 3 - Economic Vitality
Key 4 - Targeted Investments
Key 5 - Natural Resources Management
Key 6 - Community Amenities
Key 7 - Neighborhoods & Community Safety

Recommended Motion:

Staff recommends that the Commission defer action on this item until its next meeting on May 24th.

Summary:

Under the provisions of the Growth Management Act, the City is obligated to review and update its comprehensive plan in 2017. A draft plan has been prepared and is now ready for public review. In order to keep to its schedule, it is important for the Planning Commission to complete its review and make its recommendation to the City Council at the Commission's May 24th regular meeting.

The draft plan has been posted online and a number of public comments have been received, which are included as an attachment to this report. A draft environmental impact statement has been prepared and is also attached.

Attachments:

1. Draft Comprehensive Plan
2. Draft Supporting Analysis
3. Draft Environmental Impact Analysis
4. Public Comments



City of Richland

Comprehensive Plan 2017



CITY OF RICHLAND

DRAFT COMPREHENSIVE

PLAN

2017 – 2037

May 2, 2017

Prepared for

City of Richland



Prepared by

Oneza & Associates



Prepared with assistance from

Anchor QEA

J-U-B Engineers Inc.

ECONorthwest

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

Amanda Wallner, Chair
Kent Madsen, Vice Chair
Clifford Clark
James Wise
Marianne Boring
Kyle Palmer
Debbie Berkowitz
Michael Mealer

City Staff

Cindy Reents, City Manager
Jon Amundson, Assistant City Manager
Kerwin Jensen, Community & Development Services Director
Rick Simon, Development Services Manager
Pete Rogalsky, Public Works Director
Bob Hammond, Energy Services Director
Joe Schiessl, Park & Public Facilities Director
Tom Huntington, Fire & Emergency Services Director
Chris Skinner, Police Services Director
Cathleen Koch, Administrative Services Director
Heather Kintzley, City Attorney

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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

value. The vision, goals, and policies included in this plan are developed through extensive communication with a wide range of groups and individuals.

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

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

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

and away from a patchwork of laws and rules 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.

Richland enjoys abundant 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 once lived at the mouth of the Yakima River, which they called the Tapteal, in an area that is known as Richland today.

In 1943, Richland was a small farming town of about 300 residents. In that year, the federal Atomic Energy Commission 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. Then, in 1958, Richland citizens chose to incorporate as a first-class Washington city. The federal government began to sell the prefabricated



housing erected for Hanford workers known as alphabet homes, which had been intended to be temporary. Much of that housing remains in use today.

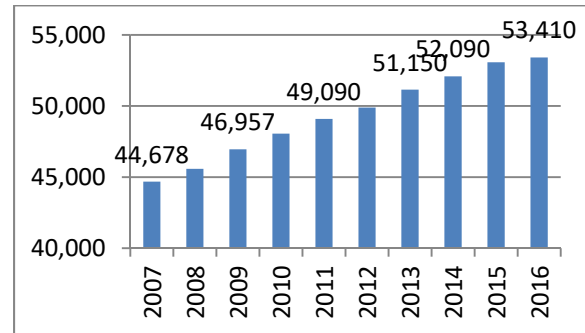
Current Trends

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 (KPMC), 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

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 and City Council hearings were held on xx, 2017 with

published notices. The Plan's goals and policies directly reflect the input received from the public.

PLANNING FRAMEWORK

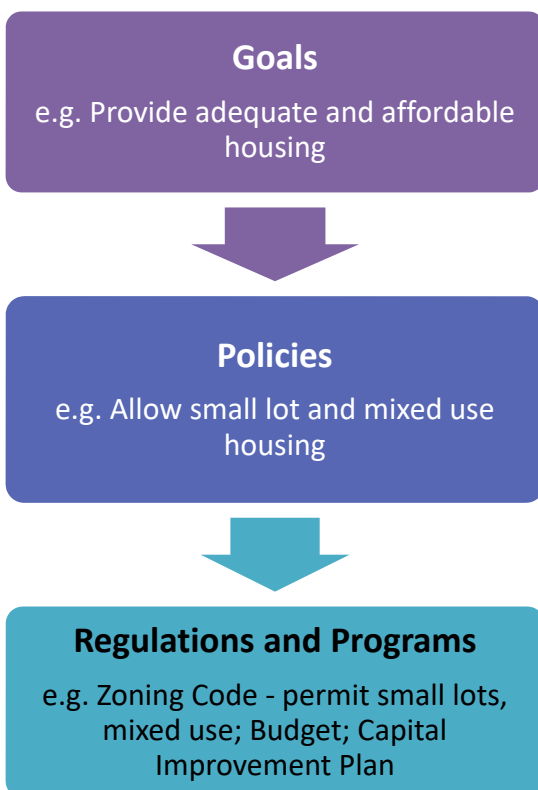
Richland's Comprehensive Plan includes major planning components, visions, goals, policies, and analyses.

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,

Plan Elements:

- Economic Development
- Land Use
- Housing
- Transportation
- Utilities
- Capital Facilities

and 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-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).

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.

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

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

Richland protects and maintains its highly valued parks and recreation system. Richland's park system serves a variety of users in its developed and undeveloped



Howard Amon Park and the Community Center

parks, including sports and other recreational activities.

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 coordinates with school districts to ensure schools are located appropriately to serve its community.

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 that will 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.

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.

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.

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.

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).

ED Goal 6: Encourage vibrant mixed-use areas to establish Richland as the premier Tri-Cities destination to live, work, and visit by offering options for housing, services, entertainment, and retail.

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, ~~and~~ 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.

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.

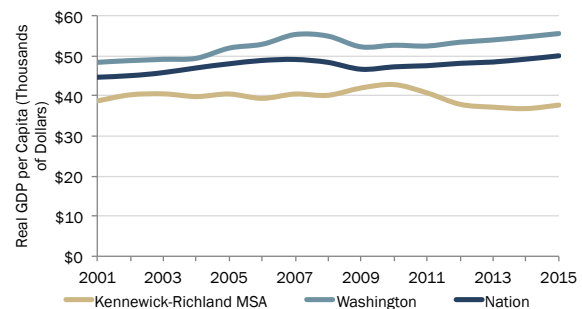
TRENDS AND FORECAST

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.

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. 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.

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

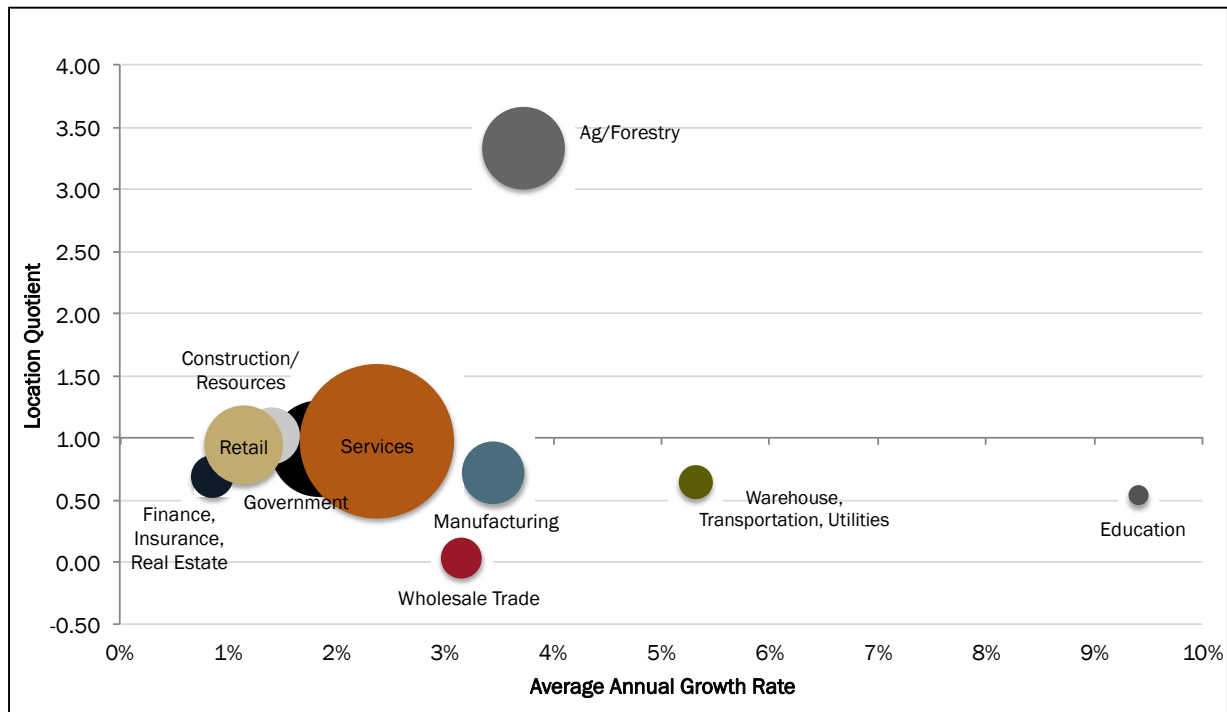
Source: Tri-City Development Council (TRIDEC), [link](#).
 Accessed February 14, 2017

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.

Figure ED-2: Benton & Franklin Counties Employment Concentration and Change by Sector, 2006-2015

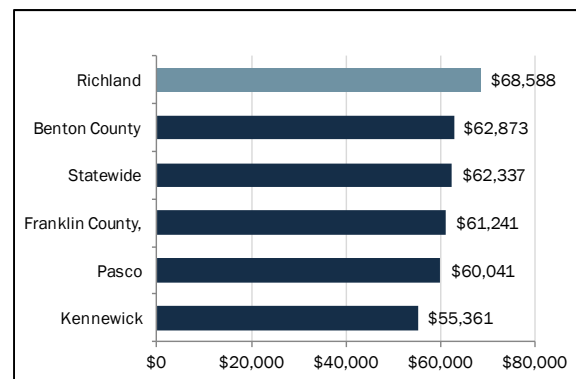


Source: Washington State Employment Security Department

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.

Figure ED-3: Median Household Income



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.

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.

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 alternatives prepared for selected areas
- Sub-elements:
 - Sensitive-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-13) 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

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
<u>Commercial Recreation</u>	<u>CR</u>
Public Lands/Open Space	
Developed Open Space	PPF
Natural Open Space	NOS
Public Facility	PPF
<u>Commercial Recreation</u>	<u>CR</u>
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, ~~and~~ 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.

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.

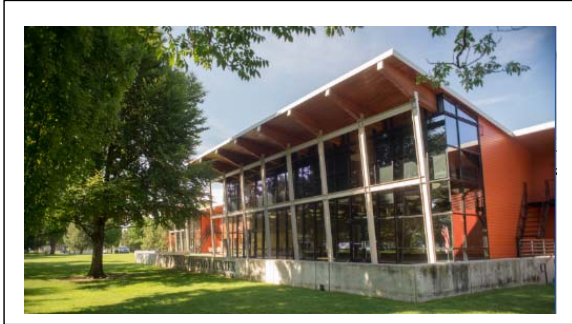


Policy 1: Revitalize declining commercial areas by promoting clean, safe, and pedestrian- and bicycle-friendly environments.

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.

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. 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.

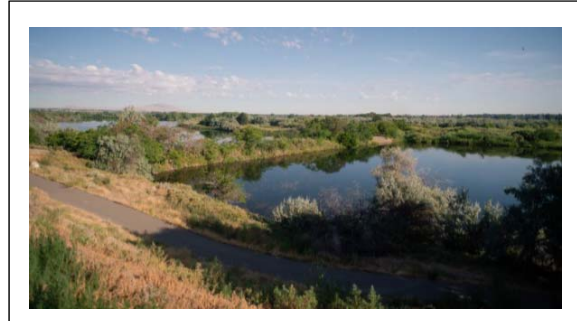
Policy 1: Monitor evolving state and federal statutory amendments and judicial precedent so that timely amendments or changes can be made in the process of implementing the comprehensive plan policies and development regulations.

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: ~~Encourage~~ **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 ~~without degradation~~.



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.

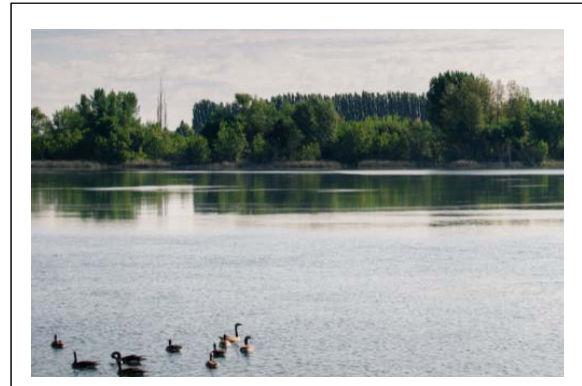


Policy 2: Consider the goals and policies of the SMP as part of this Comprehensive Plan. Encourage development of water-oriented recreational, cultural, and commercial facilities in certain Columbia River locations, consistent with the SMP and its criteria of no net loss of ecological functions, to enhance 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: Manage the City's shorelines as identified in the SMP.~~



Policy 45: 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 56: 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 to protect historic and cultural resources.



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 parking, landscaping, and public transit, bicycle, and pedestrian access in the commercial centers.

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.

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:

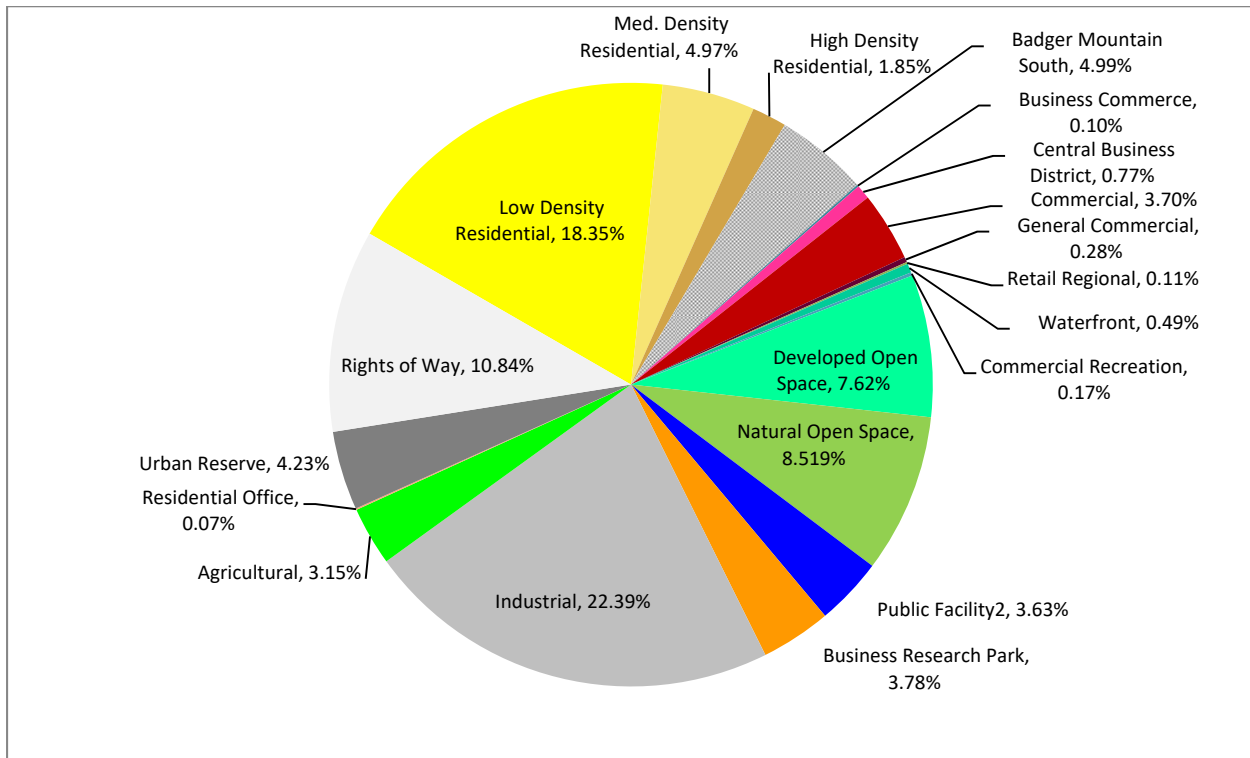
- Agriculture (AG)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Badger Mountain South (BMS)
- Multifamily Residential Office (RO)
- Central Business District (CBD)
- Commercial (C)
- Retail ~~Business-Regional~~ (R~~RB~~)
- General Commercial (GC)
- 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~~~~27,743~~ acres (~~25,846~~~~24,895~~ acres in the City limits and 2,848 acres in the UGA). Richland's land use is dominated by residential land use consisting of ~~over 31~~~~about 32~~ percent of the total land use (low, medium, and high density land uses combined), followed by ~~22~~~~3~~ percent industrial, and ~~16~~~~7~~ percent open space (~~developed and natural~~) land use. Single-family residential use ~~are predominant in both~~ LDR and MDR land uses ~~areas are~~

predominant in Richland neighborhoods. The industrial land includes a recent transfer of 1,641 acres of land from the 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. (to be updated to add DOE transfer land).

Figure LU-1: Existing Land Use Distribution in City Limits and UGA (to be updated)



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

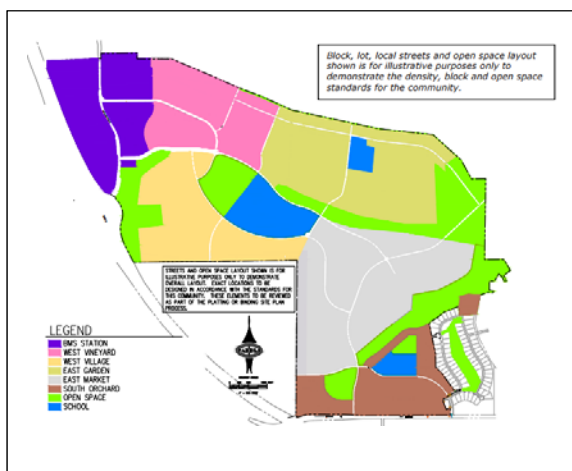
low density residential next to a heavy industrial land use would be considered incompatible because of the impacts industrial use may have on the residences. Appropriately designed buffers, landscaping, and transition areas between uses should be considered between incompatible land uses.



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.

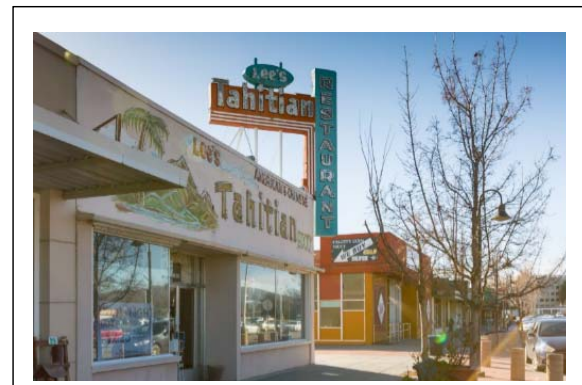


The purpose of this area is to establish neighborhoods with a range of housing types and to accommodate a population of diverse ages and incomes. The plan promotes

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.

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 1,6341 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.

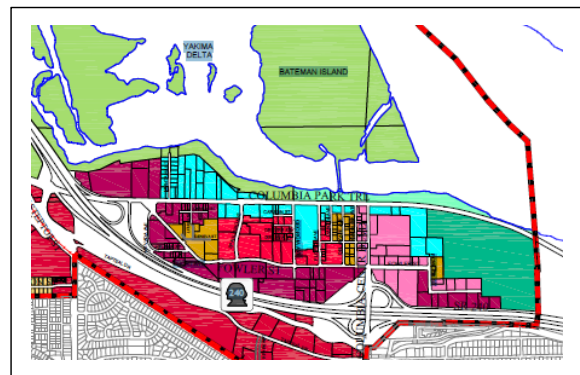
The 1,3641-acre industrial area has recently been transferred from the Department of

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



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-23: Projected Population Growth

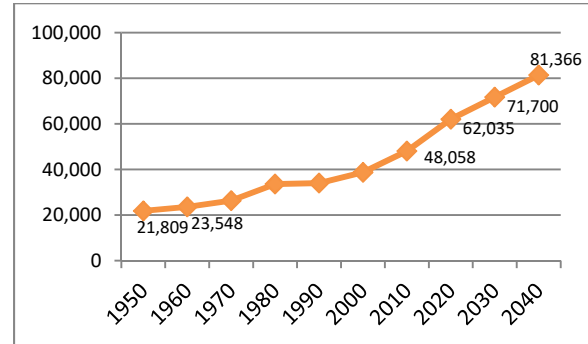


Figure-Table LU-2: Population and Employment Projections for 2037

Year	Population	Jobs
2016/ <u>2017</u>	53,410	<u>32,230</u> <u>37,675</u> ¹
2037 Projection	78,431	<u>41,192</u> <u>50,295</u>

¹ Estimated jobs in 2017

Source: Benton-Franklin Council of Governments, 2011-13 Regional Transportation Plan for employment estimates.

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 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 these areas is re-designated from Urban Reserve to a mix of Low, Medium, and High Density Residential, Commercial, Public Facility, Developed, and Natural Open Space as shown in Table LU-3.

Additional land use re-designation includes a portion of an area in Columbia Point South, re-designated from ~~Natural-Developed~~ Open Space and Public Facility to Commercial Recreation and Natural Open Space. In this area, about 33 acres of Public Facility land, and 72 acres of Developed Open Space land use will change to 89 acres of Commercial Recreation and 16 acres of Natural Open Space land use. See Figure LU-3, the Future Land Use Map.

Table LU-43: Proposed Land Use

Land Use	Acres
City View West and Horn Rapids Northwest	
Low Density Residential	38 6 5
Medium Density Residential	70
High Density Residential	31
Commercial	4 1 2
Public Facility	40
Developed Open Space	5 4
Natural Open Space	34 8

Total	61106
Columbia Point South	
Natural Open Space	16
Commercial Recreation	89
Total	105

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 for the Columbia and Yakima Rivers shoreline 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 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 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 ~~US Army Corps of Engineers (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.

On the Columbia River, natural open spaces include:

- ~~The 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 ~~just south~~north of the ~~City limits~~Badger Mountain South area. The City also worked with community groups and funding agencies to purchase ~~d~~ properties from willing sellers ~~private owners~~ 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 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.

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.

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.

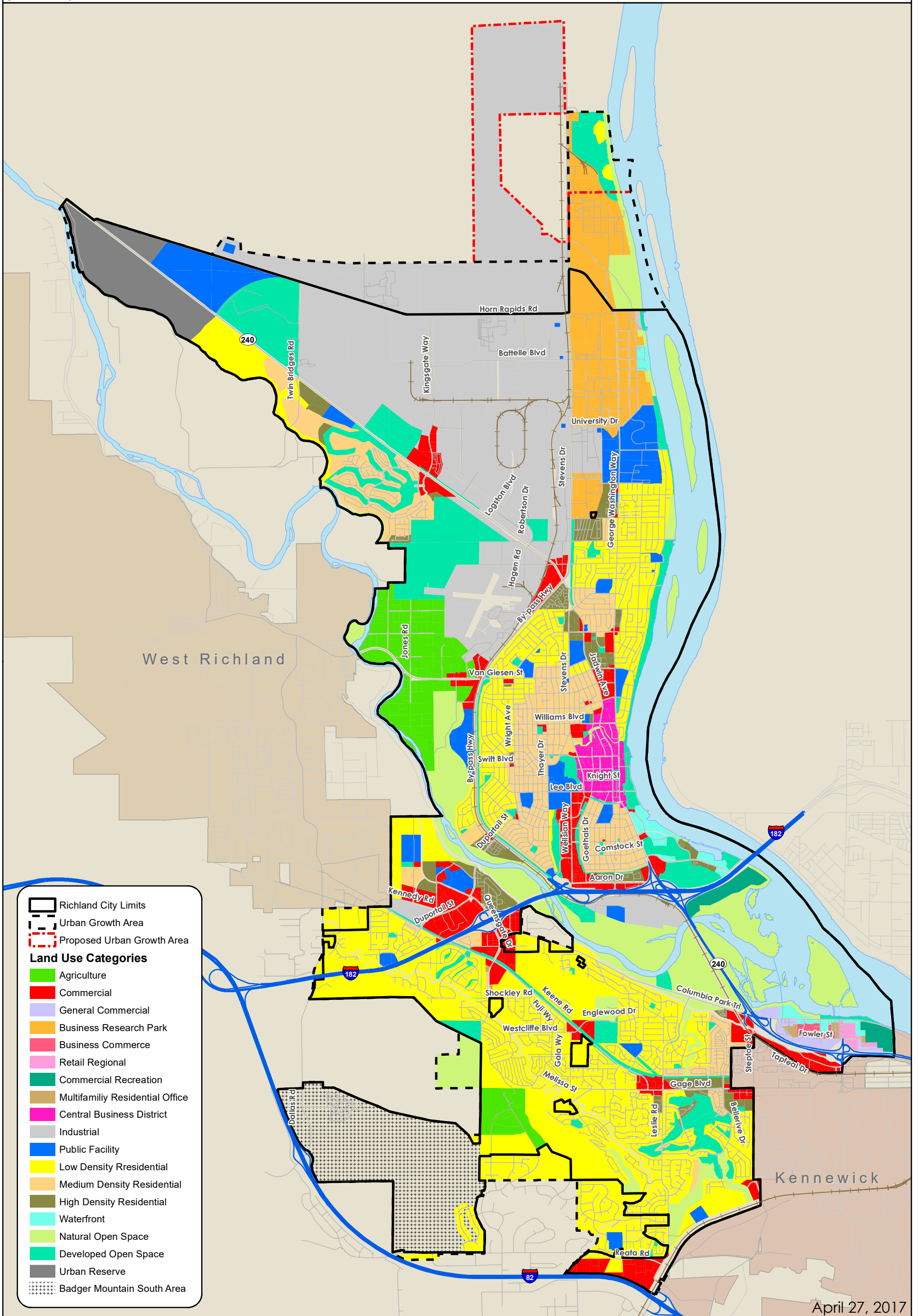
Landscaping

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.



City of Richland

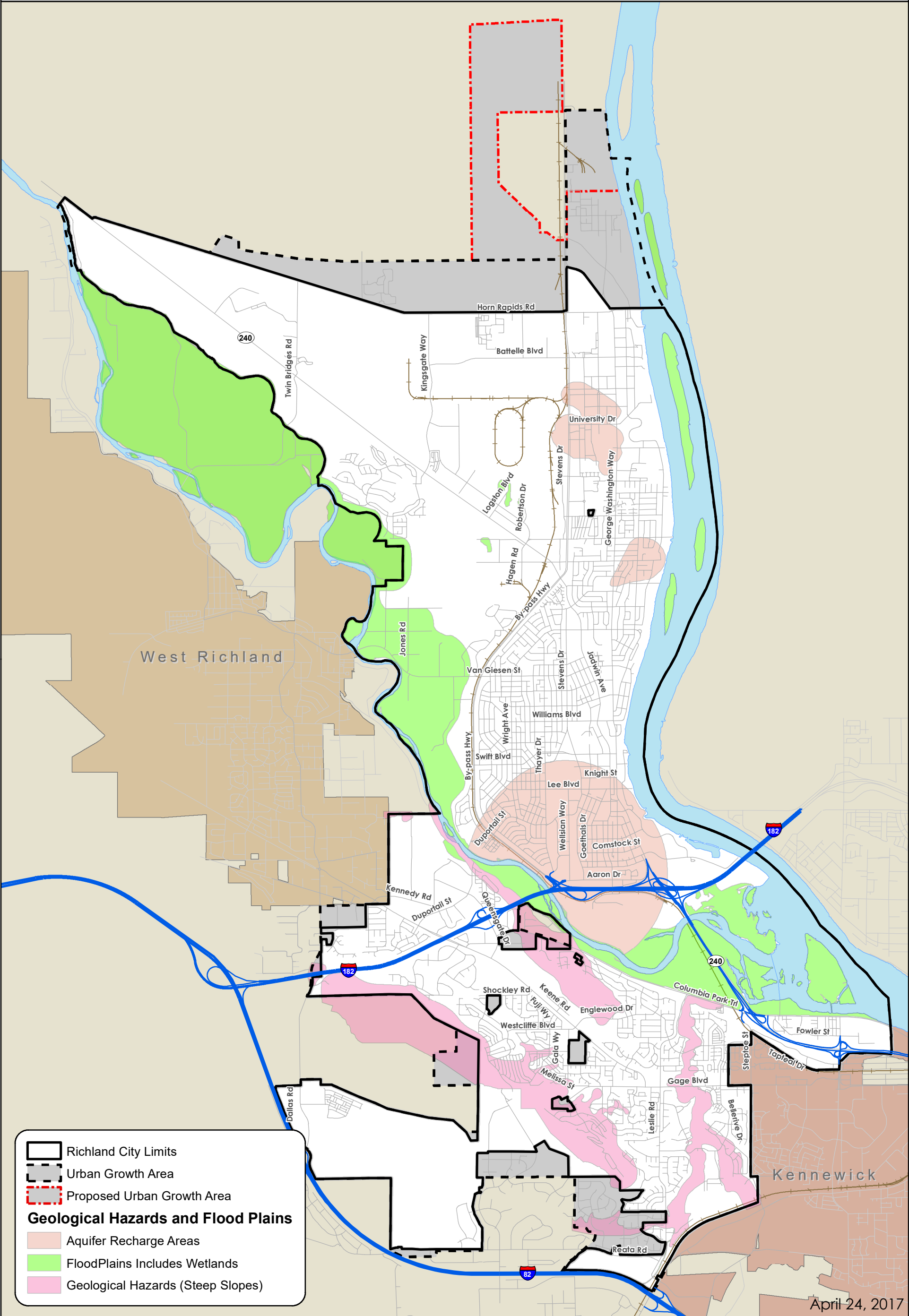
LU-3 - Future Land Use





City of Richland

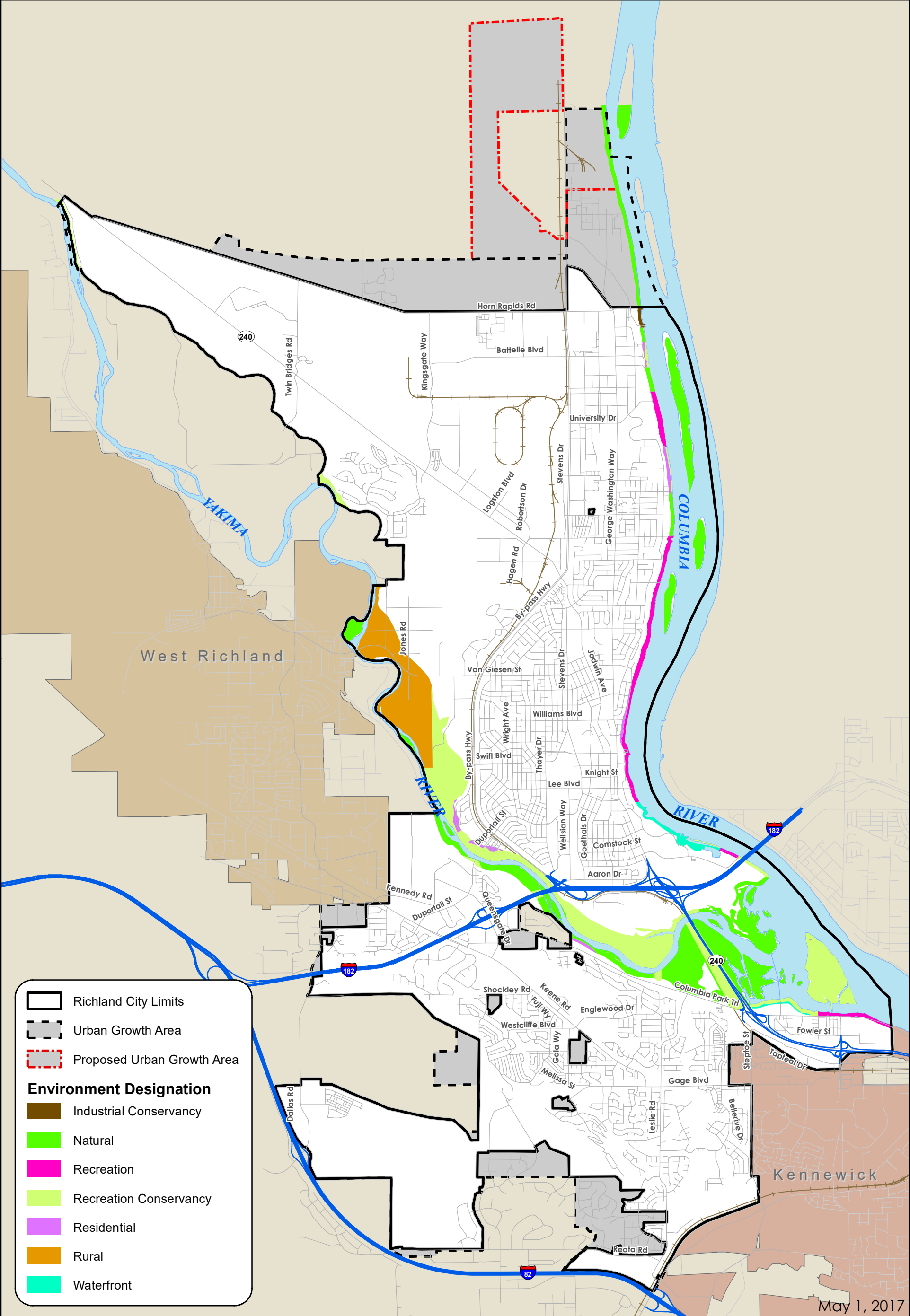
LU-4 - Critical Areas





City of Richland

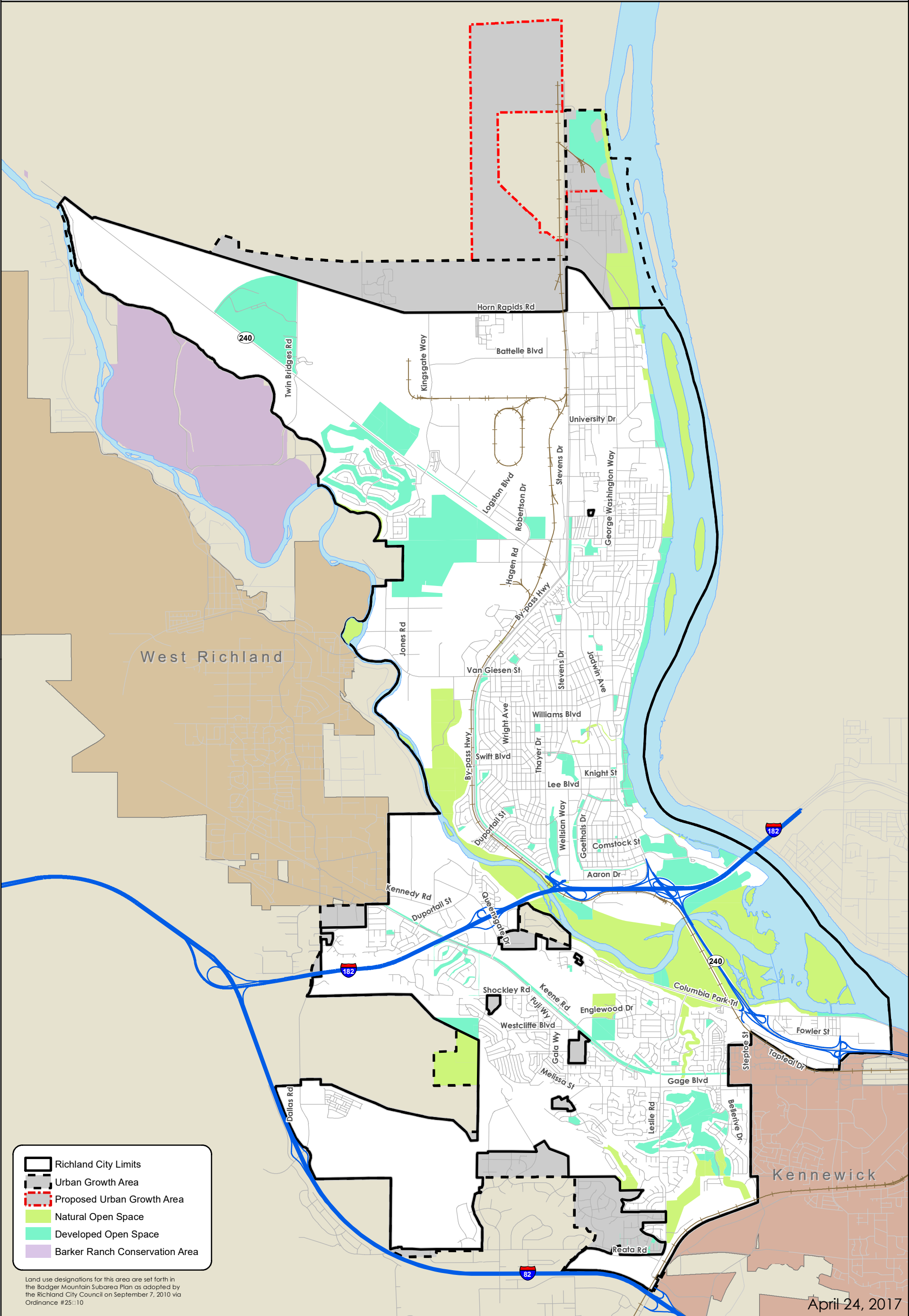
LU-5 - Shoreline





City of Richland

LU-6 - Open Space



- Richland City Limits
- Urban Growth Area
- Proposed Urban Growth Area
- Natural Open Space
- Developed Open Space
- Barker Ranch Conservation Area

Land use designations for this area are set forth in the Badger Mountain Subarea Plan as adopted by the Richland City Council on September 7, 2010 via Ordinance #25110

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.

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 in 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.

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.

b) Continue to participate in the Tri-Cities HOME Consortium.

c) 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.

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 CONDITION

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-1). This will add additional 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.

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, 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, 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.

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.

~~Some of the biggest transportation challenges that the City of Richland has is the north-south connections between the downtown original area north of the Yakima River and the developing areas of Richland south of I-182 and the Yakima River including the Queensgate corridor and the Badger South sub-area. Significant investments are moving forward to improve these connections. (This section is being revised)~~

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 it relates 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.

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.

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).

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.

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 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.

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

~~Storm water runoff is the largest remaining contributor of water quality pollution to the waterways of the nation. Richland's storm water system is comprised of facilities consist of collection and conveyance, pumps, underground injection control (UIC) facilities, regional detention/ water quality facilities, and regional outfalls.~~

~~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.

~~components for collection, control, and conveyance of storm water, such as catch basins, conveyance pipes, ditches, ponds, vaults, and outfalls etc. The system consists of about 169 miles of ditches with closed and perforated pipes forming its conveyance system (being updated).~~

~~Citywide, there are over 5,000 catch basins and 1900 manholes as part of the collection system. The storm water control includes components such as drywells, ponds, pump stations, control structures, storm filtration systems, and oil/water separators with a total of 780 controls.~~

~~The City continually updates its system through a combination of programs and facilities. Public involvement, education, and outreach are important components of the program. In addition, managing storm water systems includes illicit discharge detection and elimination, runoff control, operation and maintenance, and monitoring of the system~~

(being updated to make reference to the 2016 storm water plan).

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 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 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

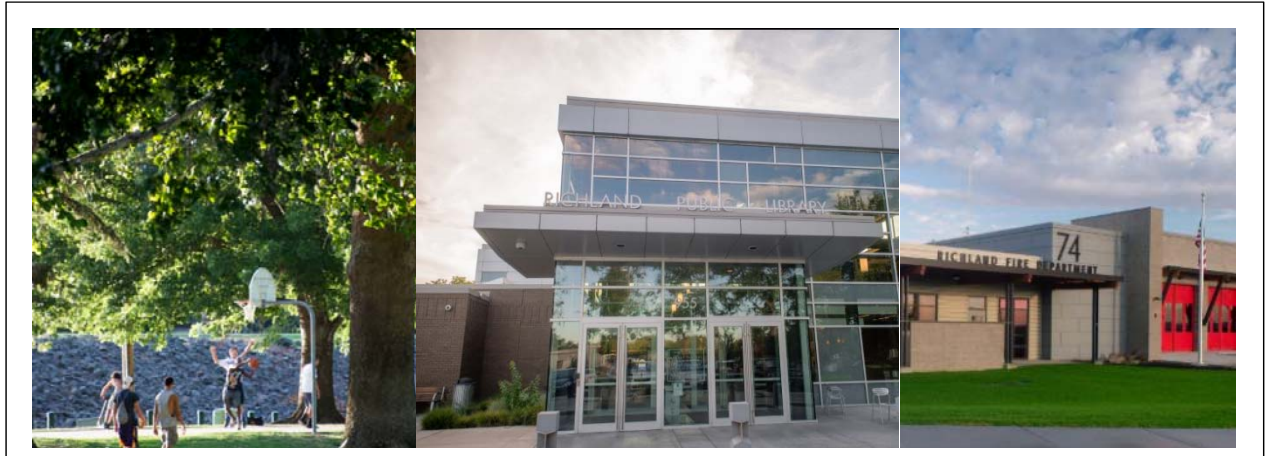
provide adequate services according to Federal Communications Commission (FCC).

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.

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

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 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.



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: Extend and improve the multi-use trail system to link parks, activity centers, schools, and employment centers.~~

Policy 34: 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.

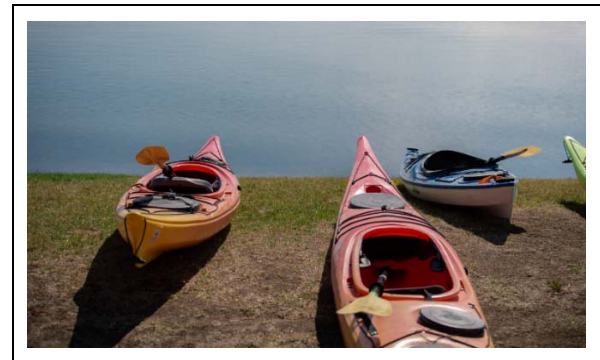
Policy 3: Help citizens make full use of existing facilities through increased

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 for additional open space to protect significant landforms, critical habitat areas, and appropriate native vegetation areas.

Policy 4: Promote environmental conservation and 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.

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 reaches 4.8 hours per 24-hour

period for emergency response (get clarification from Fire Department).

Policy 3: 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 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 space is included in the parks system, 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

The table below indicates existing sport facilities.

Table CF-2: ~~Public~~, 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 Field
Golf Driving Ranges	1 Range
Golf, 18-Hole Courses	1 Course

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 2018.

An assessment of major municipal facilities is available in the supporting analysis document (Appendix A), under the Capital Facilities Element.

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.

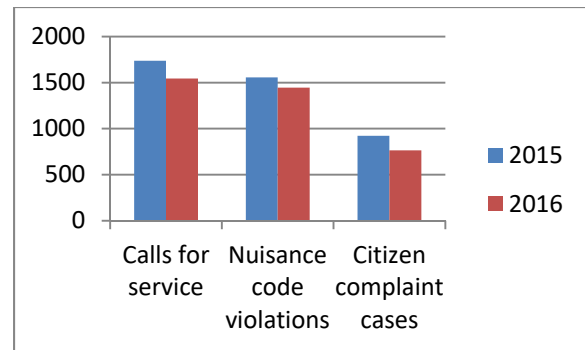
POLICE SERVICES

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 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.

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).

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

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. Economic Development Plan~~ (City to provide the updated plan info)
- ~~H.G.~~ 2015 General Sewer Plan Update
- ~~I.H.~~ City of Richland Comprehensive Water System Plan, 2017
- ~~J.I.~~ City of Richland 2016 Storm Water Management Program Plan Update, March 2016
- ~~K.I.~~ City of Richland 2011 Solid Waste Management Plan
- ~~L.K.~~ Parks, Trails, Open Space and Recreation Facilities Master Plan, 2014-2019
- ~~M.L.~~ Implementation Strategies Leadership Plan

City of Richland

DRAFT

COMPREHENSIVE

PLAN SUPPORTING

ANALYSIS

May 2, 2017

Prepared for:
City of Richland



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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

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.

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

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.

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.

SECTION TWO

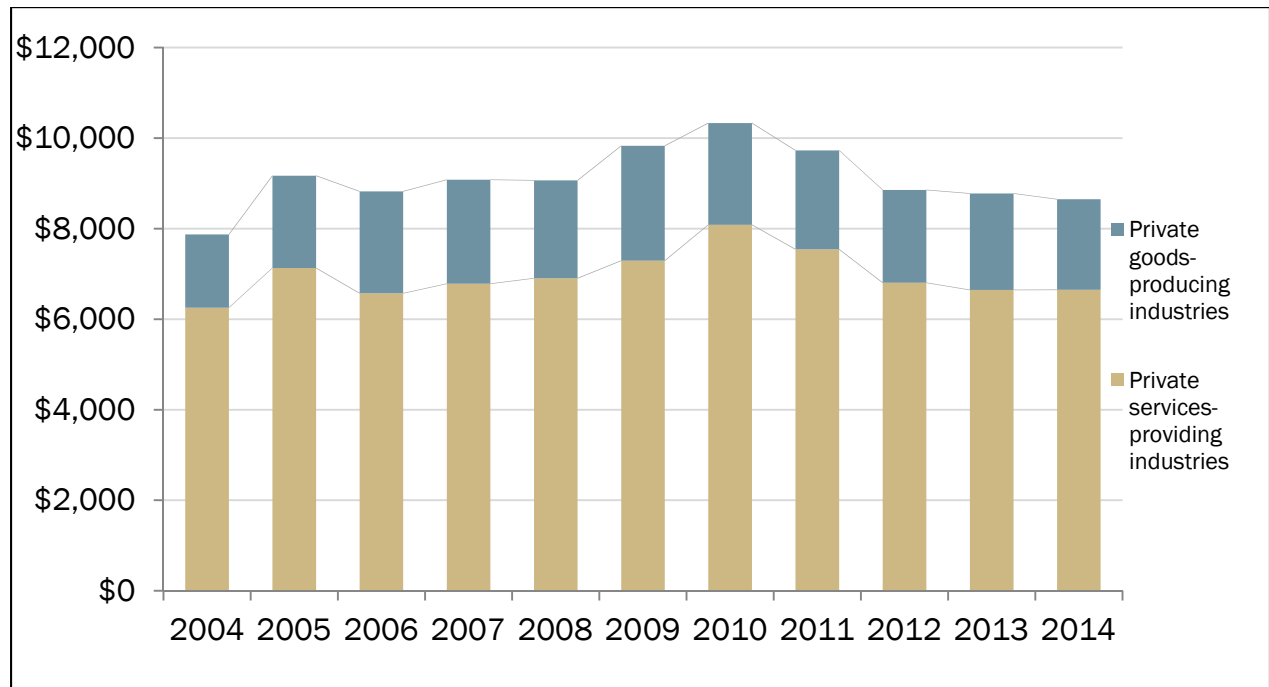
EXISTING CONDITIONS

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 the Hanford Site 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.

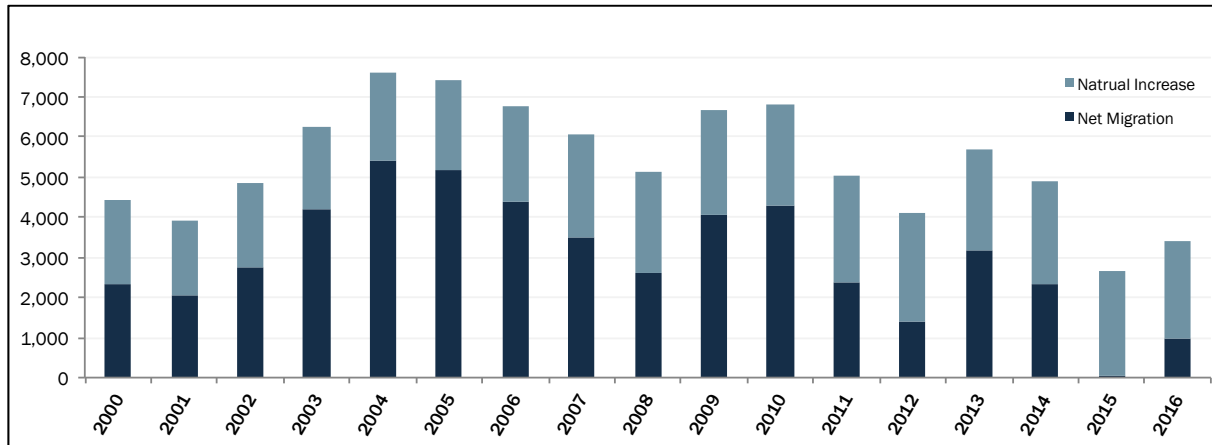
Figure ED-1: Real GDP Kennewick-Richland Metropolitan Statistical Area (in millions)



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.

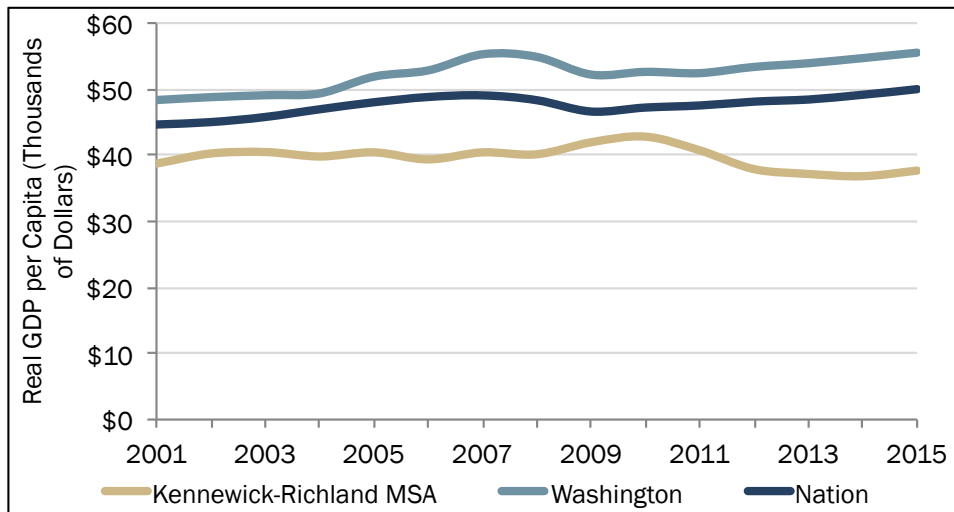
Figure ED-2: Benton and Franklin County Annual Population Growth, 2000-2016



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

located in Richland, a legacy largely of significant federal investments in the Hanford Site. These sectors employ many talented workers, many of whom live in Richland.

Table ED-1: Top Ten Tri-Cities Employers

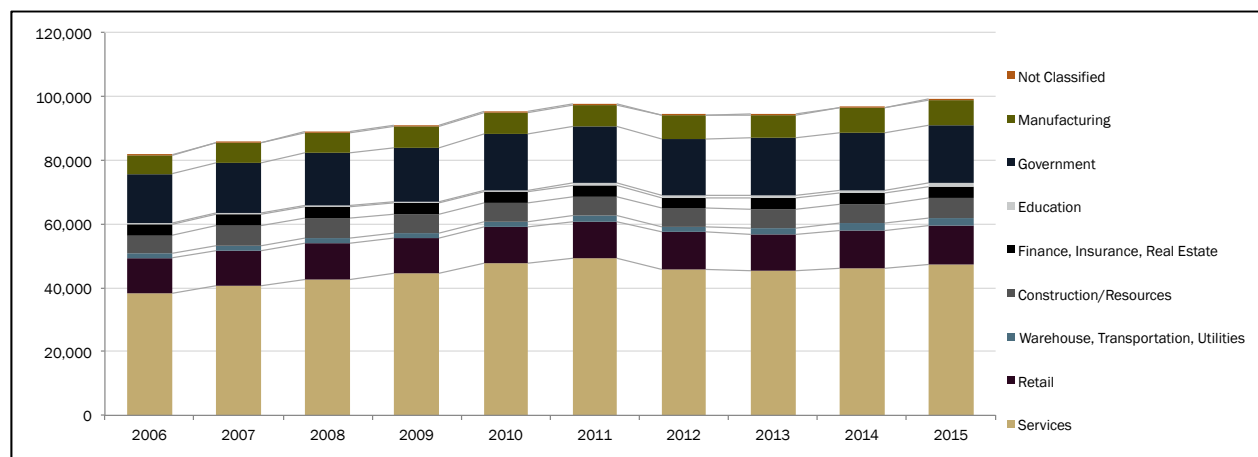
	Company	Industry	Employees
1	Battelle/Pacific Northwest National Laboratory	Research & Development	4,365
2	Kadlec Regional Medical Center	Health Services	3,304
3	Bechtel National	Engineering & Construction	2,898
4	ConAgra Foods	Food Processing	2,727
5	Kennewick School District	Education	2,130
6	Washington 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 the Hanford Site impacted the entire regional economy.

Figure ED-4: Benton and Franklin Counties Cumulative Employment by Sector

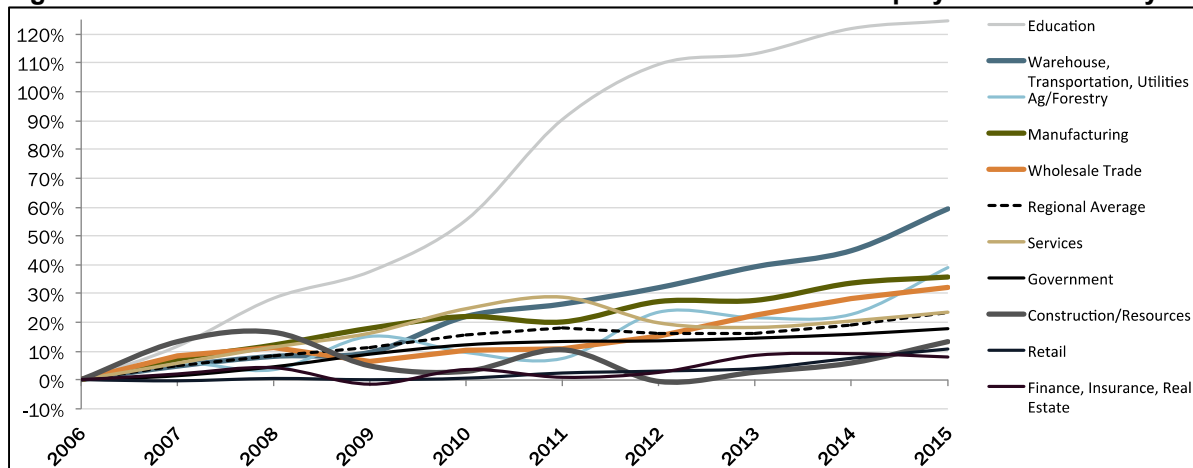


Source: Washington State Employment Security Department

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

grew faster than the regional average. Employment in the retail and finance, insurance, and real estate sectors grew the least.

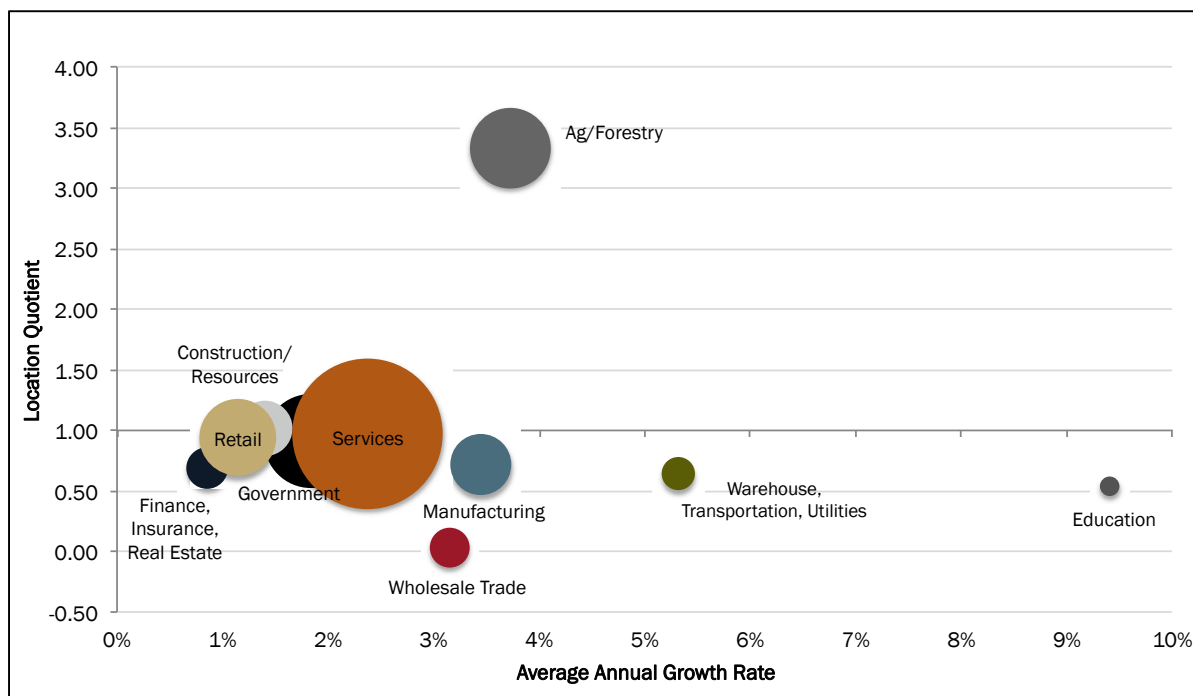
Figure ED-5: Benton and Franklin Counties Cumulative Percent Employment Growth by Sector



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



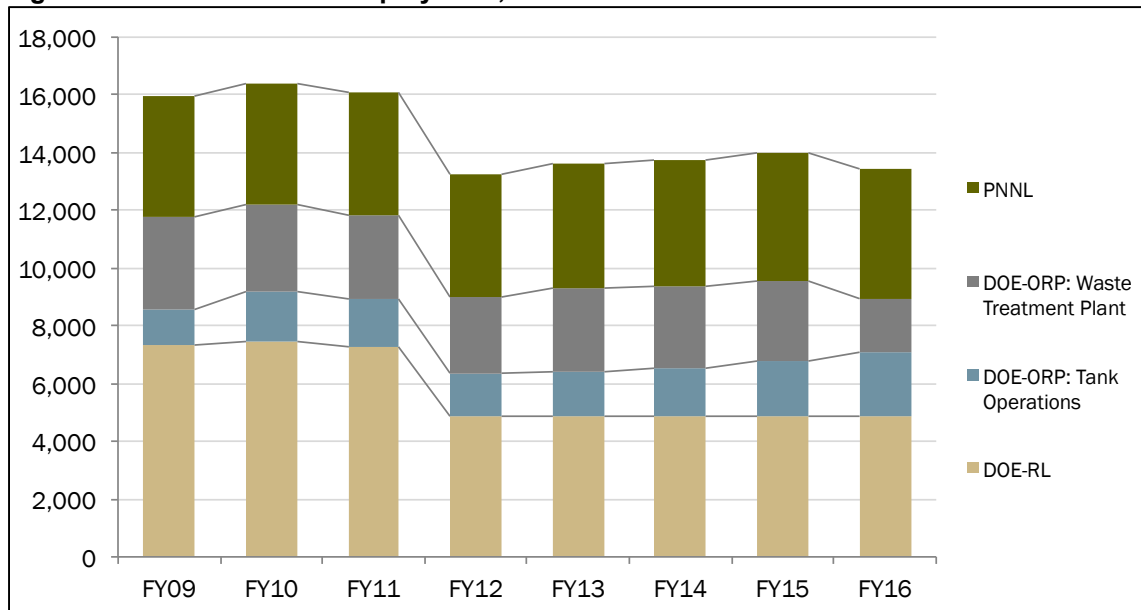
Source: Washington State Employment Security Department

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 Site Employment

While total employment increased over the last ten years, employment at the Hanford Site 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 Site Employment, Fiscal Year 2009 to Fiscal Year 2016



Source: Tri-City Development Council (TRIDEC), 2016

COMMERCIAL REAL ESTATE TRENDS

With much of the Hanford Site 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.

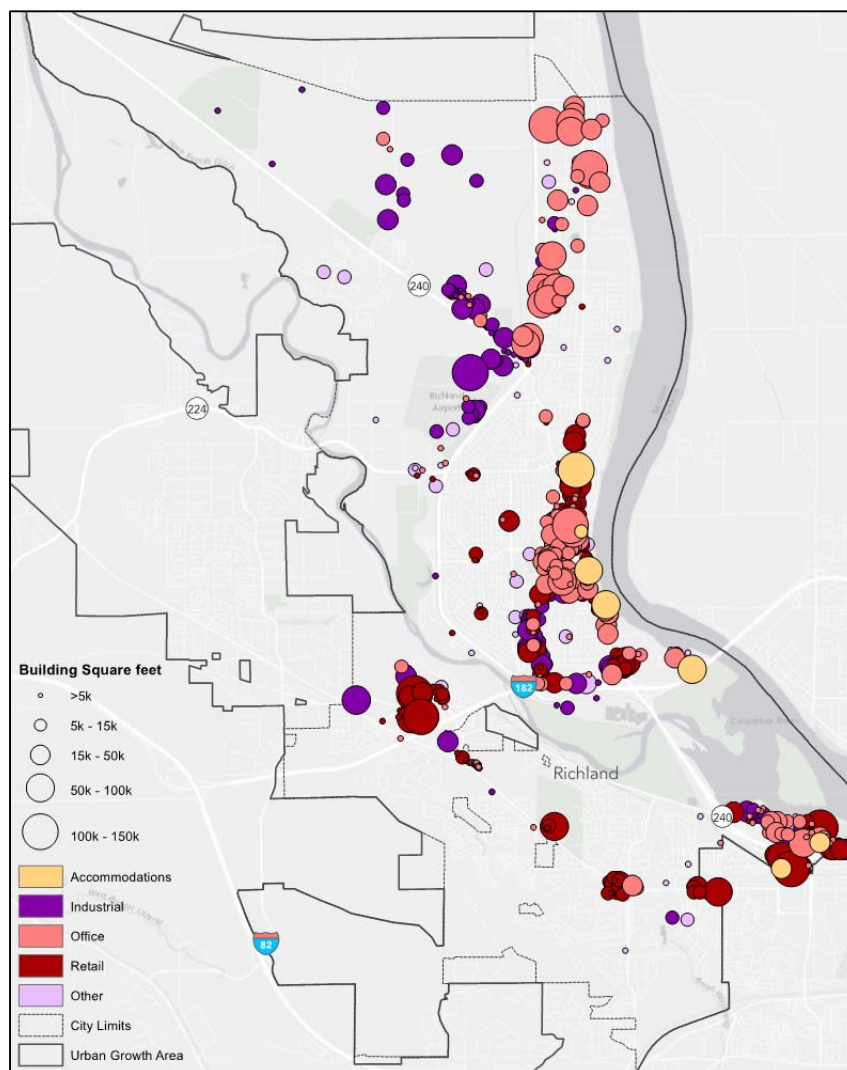
Figure ED-8 below shows that office and retail uses are clustered in the downtown core as to be expected; retail is also heavy but isolated near the Queensgate area; a considerable amount of industrial development is located to the north in Horn Rapids; and a cluster of office and retail to the south in Island View.

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

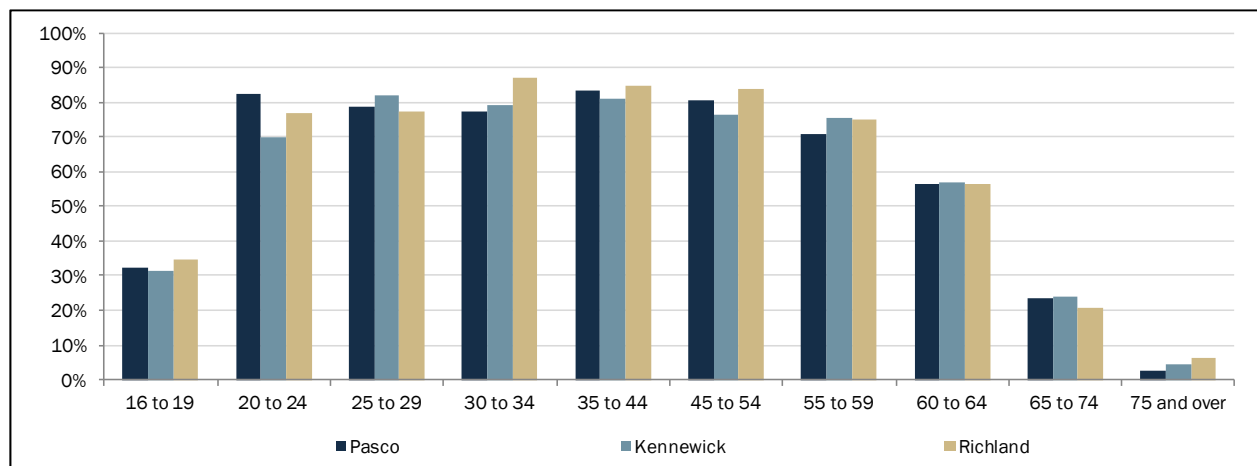
EMPLOYMENT AND HOUSEHOLD TRENDS

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.

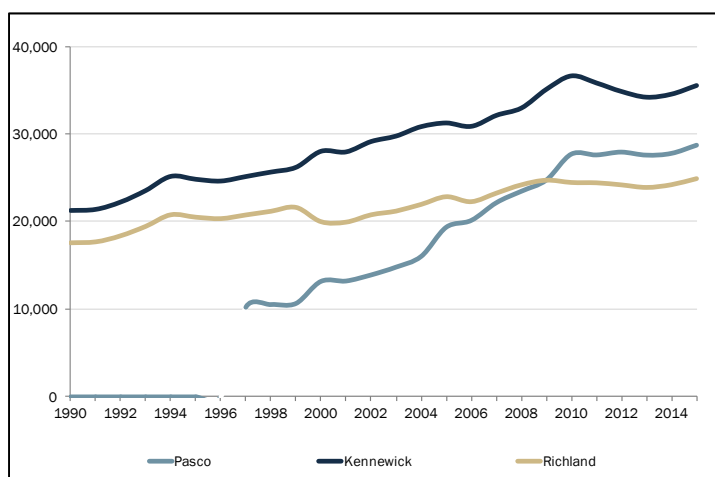
Figure ED-9: Labor Force Participation



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

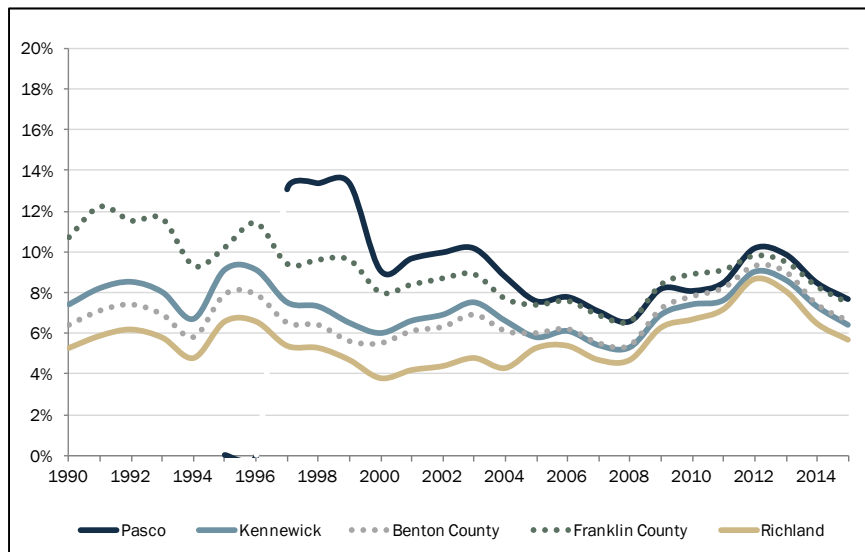


Source: Bureau of Labor Statistics, Local Area Unemployment Statistics.

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

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

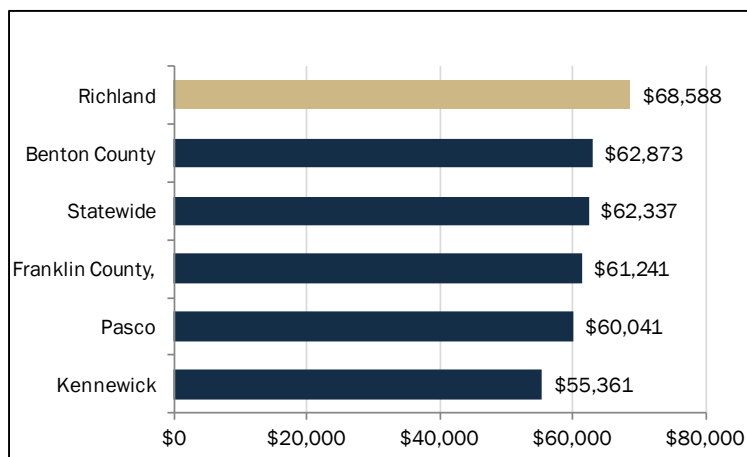


Source: Bureau of Labor Statistics, Local Area Unemployment Statistics.

Federal funding for the Hanford Site has been a significant economic catalyst for the Tri-Cities Region, generally with Richland at the forefront. Even with significant downsizing at the Hanford Site 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.

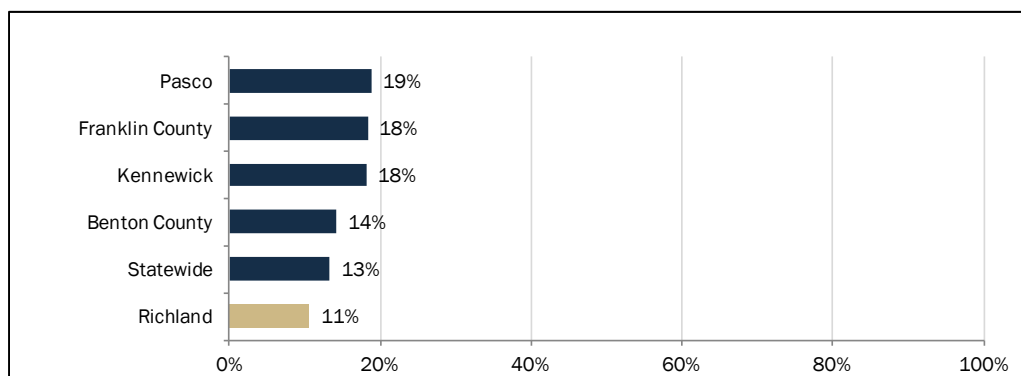
Figure ED-12: Median Household Income



Source: US Census Bureau, American Community Survey, 2015 5-year, Table B19013A

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.

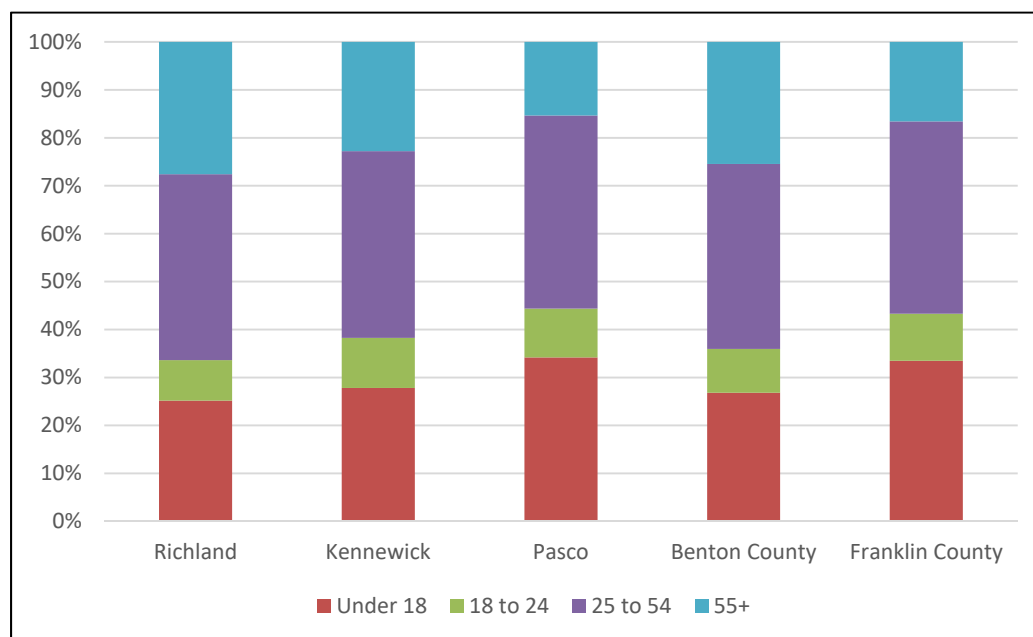
Figure ED-13: Share of Population Living in Poverty, 2011 - 2015



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 the Hanford Site and its subsidiary research 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

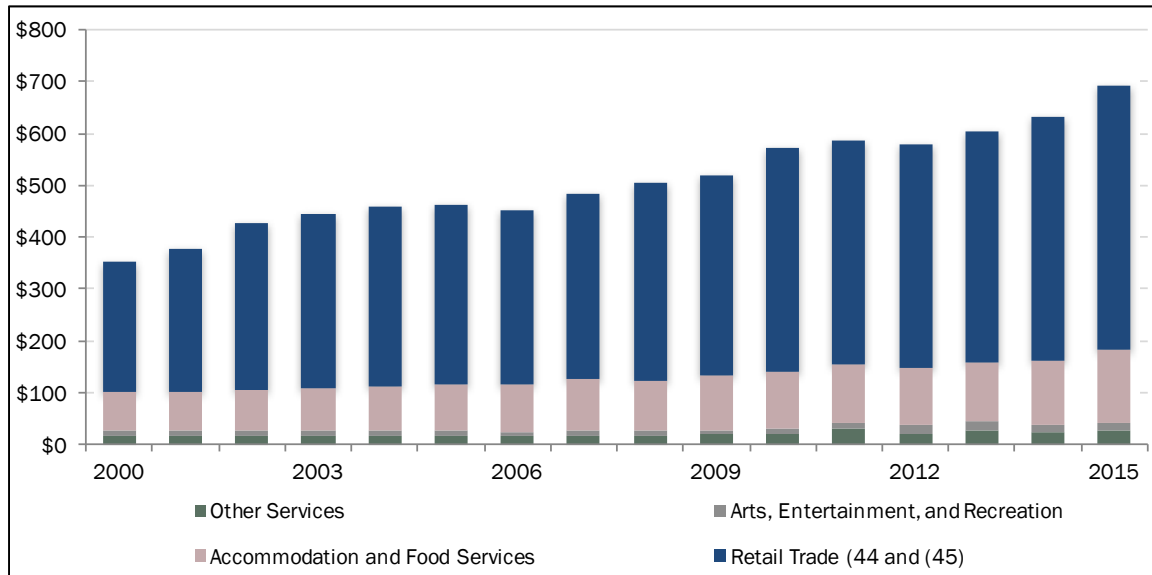
Housing in Richland is generally characterized as single-family (62%) and mostly owner-occupied (65%) with moderate vacancy rates similar to those seen in Kennewick and double that of Pasco; roughly 6%. Most homeowners spend less than 20% of their income on housing (57%) – a larger share than in Kennewick (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.

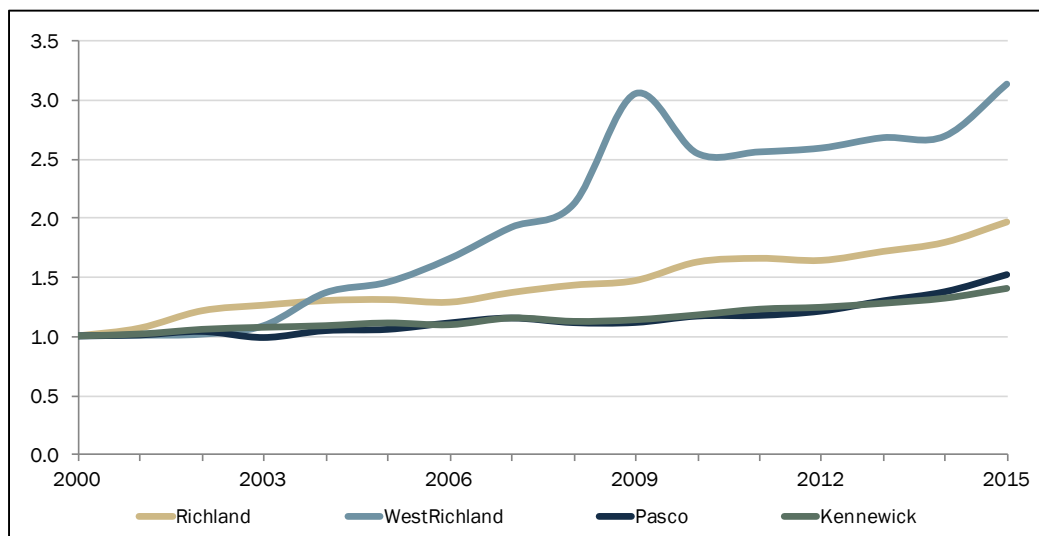
Figure ED-15: Select Category Sales, Richland in 2016 Dollars (in Millions)



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

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

	2014	2019	2024	Change		
				#	%	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.

Table ED-5: Employment Forecast in Richland

	<u>2014</u>	<u>2017</u> 20	<u>2024</u> <u>2030</u>	<u>2037</u>	<u>2014-2019</u> <u>AAGR</u> ¹	<u>2019-2024</u> <u>AAGR</u>
<u>Services</u>	<u>16,414</u>	<u>17,305</u>	<u>19,577</u>	<u>24,617</u>	<u>1.78%</u>	<u>1.78%</u>
<u>Professional Technical Services</u> ²	<u>7,548</u>	<u>7,548</u>	<u>7,548</u>	<u>7,548</u>	<u>0.00%</u>	<u>0.00%</u>
<u>Retail and Food</u>	<u>5,012</u>	<u>5,306</u> <u>4,640</u>	<u>6,060</u> <u>7,537</u>	<u>7,755</u>	<u>1.92%</u>	<u>1.92%</u>
<u>Warehousing, Transportation & Utilities</u>	<u>2,308</u>	<u>2,466</u>	<u>2,878</u>	<u>3,834</u>	<u>2.23%</u>	<u>2.23%</u>
<u>Industrial/Manufacturing</u>	<u>1,523</u>	<u>1,569</u>	<u>1,683</u>	<u>1,917</u>	<u>1.01%</u>	<u>1.01%</u>
<u>Construction</u>	<u>1,390</u>	<u>1,518</u>	<u>1,866</u>	<u>2,737</u>	<u>2.99%</u>	<u>2.99%</u>
<u>Government</u>	<u>1,251</u>	<u>1,303</u>	<u>1,433</u>	<u>1,710</u>	<u>1.37%</u>	<u>1.37%</u>
<u>Resources</u>	<u>118</u>	<u>124</u>	<u>141</u>	<u>177</u>	<u>1.77%</u>	<u>1.77%</u> ³
<u>Finance</u>		<u>8,914</u>	<u>9,699</u>			<u>1.6%</u>
<u>Regional Mall</u>		<u>0</u>	<u>0</u>			<u>NA</u>
<u>Airport</u>		<u>40</u>	<u>60</u>			<u>11.3%</u>
<u>Schools</u>		<u>6,596</u>	<u>6,958</u>			<u>1.1%</u>
<u>PNNL Hanford Inner-of Employees</u>		<u>8,306</u>	<u>7,507</u>			<u>-1.1%</u>
<u>Offices Lacking Heavy Client Traffic</u>		<u>0</u>	<u>0</u>			<u>NA</u>
<u>Hotels/Motels</u>		<u>1,786</u>	<u>1,786</u>			<u>0.0%</u>
<u>Assisted Living Facilities</u>		<u>687</u>	<u>687</u>			<u>-1.3%</u>
<u>Total</u>	<u>35,564</u>	<u>37,675</u>	<u>41,185</u>	<u>50,295</u>	<u>1.94%</u>	<u>1.31%</u>

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; ECONorthwestBenton-Franklin Council of Governments

Using the same annual rate of 0.6 percent job-growth from 2030, the 20-year employment forecast for Richland is 41,192 jobs in 2037.

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 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 the Hanford Site without suitable economic opportunities in place that would provide for a comparable standard of living. A reduction in work at the Hanford Site 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, the Hanford Site 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 Site-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 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.

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.

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 ~~limited~~-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-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 ~~Business-Regional~~ (RRB) - 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.

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 below indicates the land use distribution within the City and in the UGA.

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	0.7 76
Commercial	1,046	16	1,062	3.7 65
				-0.17
General Commercial	79		79	0.2 87
Regional Retail <u>Regional</u>	31		31	0.11
Waterfront	140		140	0.4 98
<u>Commercial Recreation</u>	<u>50</u>		<u>50</u>	<u>0.17</u>
Public Lands/Open Space				
Developed Open Space	2,170	144	2,314	7.6 294
Natural Open Space	2,154	322	2,476	8.5 20
Public Lands/Facilities				
Public Facility ²	1,014	27	1,041	3.6 357
Industrial				
Business Research Park	750	437	1,187	3.7 84 .07
Industrial	4,190 5,374	1,050	5,240 6,424	22.5 39
Mixed-OtherUse Designations			0	
Agricultural	903		903	3.1 50
Residential Office	21		21	0.07
Urban Reserve	1,214		1,214	4.2 317
Public Service Lands				
Rights of Way	2,947	163	3,110	10.8 467
Total	24,895 25,846	2,848	27,743 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				

SECTION TWO

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.

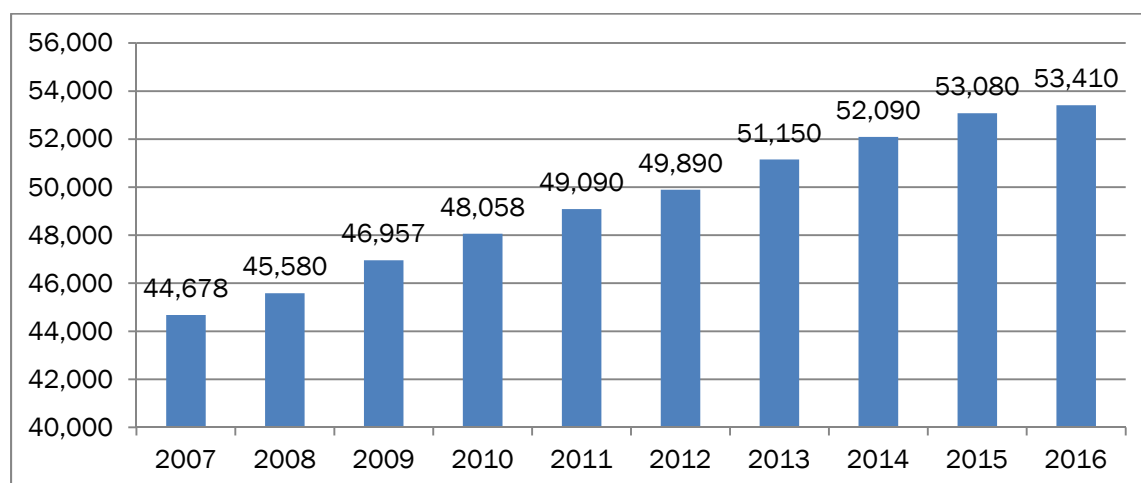
With plutonium production discontinued at the Hanford Site, the federal government redefined its mission there. The new mission became environmental restoration or cleanup of the site, together with ongoing management of the hazardous wastes stored there. In association with these missions, areas near 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 the Hanford Site 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.

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:

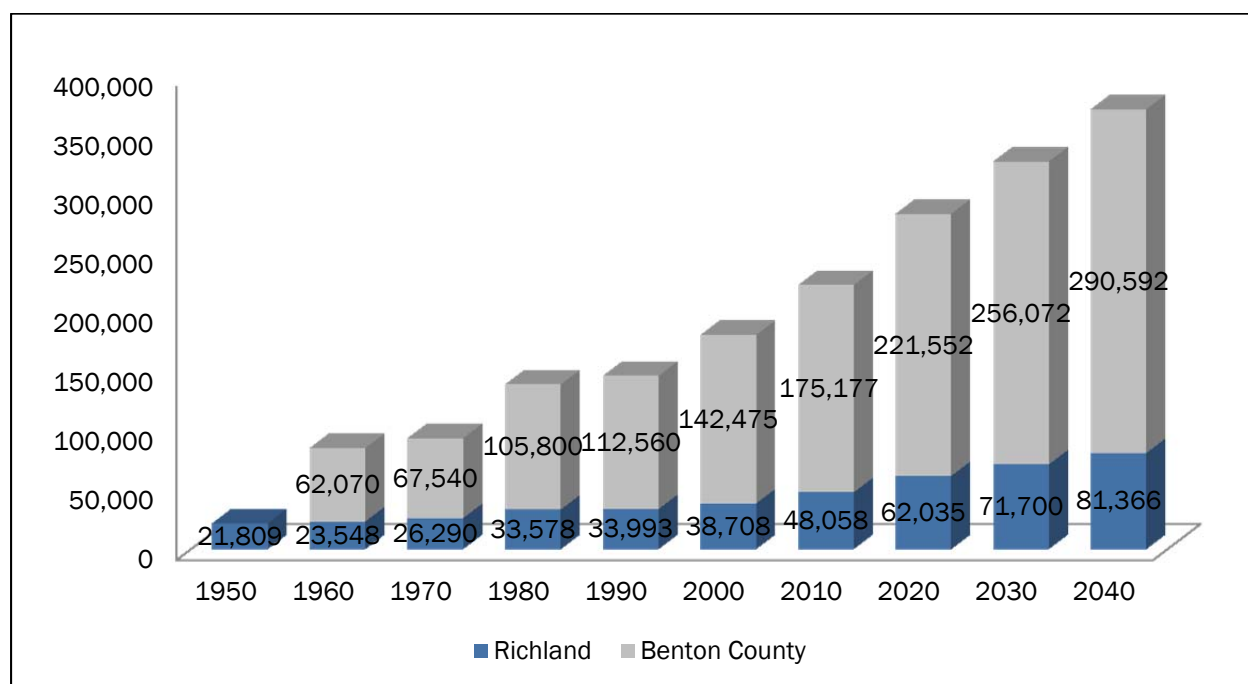
- The portion of the 20-year population forecast allocated to the City of Richland.
- The boundaries of the urban growth area.
- The amount of land necessary to provide sufficient service capacity to meet projected populations at urban densities and service standards.
- Consistency with Benton County 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.

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.

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 $1,058 \text{ acres} - 515 = 543 \text{ acres}$ $543 \text{ acres} \times 80\% \text{ (after infrastructure)} = 434 \text{ acres @ } 3.5 \text{ units/acre} = 1,520 \text{ units}$ $515 \times 80\% \text{ (after infrastructure)} = 412 \text{ acres @ } 2 \text{ units/acre} = 824 \text{ units}$ 2,344 units projected
Medium Density Residential Undeveloped = 255 acres	Horn Rapids Open Space areas = 25 acres $230 \text{ acres} \times 80\% \text{ (after infrastructure)} = 184 \text{ acres}$ $184 \times 6.5 \text{ units/acre} = 1196 \text{ units}$ 1,196 units projected
High Density Residential Undeveloped = 107 acres	$107 \times 80\% \text{ (after infrastructure)} = 86 \text{ acres}$ $86 \times 75\% \text{ (market factor available for residential)} = 65 \text{ acres}$ Average density = 15 units/acre $65 \times 15 = 975$ 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 $39 \times 80\% \text{ (after infrastructure)} = 31 \text{ acres}$ 465 units projected
Waterfront Undeveloped = 56 acres	10 acres unusable (landfill/shoreline setback areas) $1/3 \text{ waterfront area used for residential}$ $15 \text{ acres @ } 15 \text{ units/acre} = 225 \text{ units}$ 225 units projected
Total	9,295 units projected

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 ~~580-1391~~ 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	1863.5783	1,487
Public Lands ^{1,2} (City)	4,385	953	5,338
Public Lands ^{1,2} (UGA)	351	0	351

¹Includes ~~open space and public facilities~~ Department of Energy (DOE) transferred land

²Includes 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 1,3641 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.

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

²Public 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.

Table LU-6: Proposed Land Use Acreage

Land Use	Acres
Low Density Residential	38 65
Medium Density Residential	70
High Density Residential	31
Commercial	41
Public Facility	40
Developed Open Space	5
Natural Open Space	3 84
Total	61106

Additional land use re-designation includes a portion of an area in Columbia Point South, re-designated from Natural Open Space and Public Facility to Commercial Recreation. In this area, about 33 acres of Public Facility land, and 72 acres of Developed Open Space land ~~use~~ will change to 89 acres of Commercial Recreation and 16 acres of Natural Open Space land ~~use~~ as shown in Table LU-7 below. Also see Figure LU-3, the Future Land Use Map.

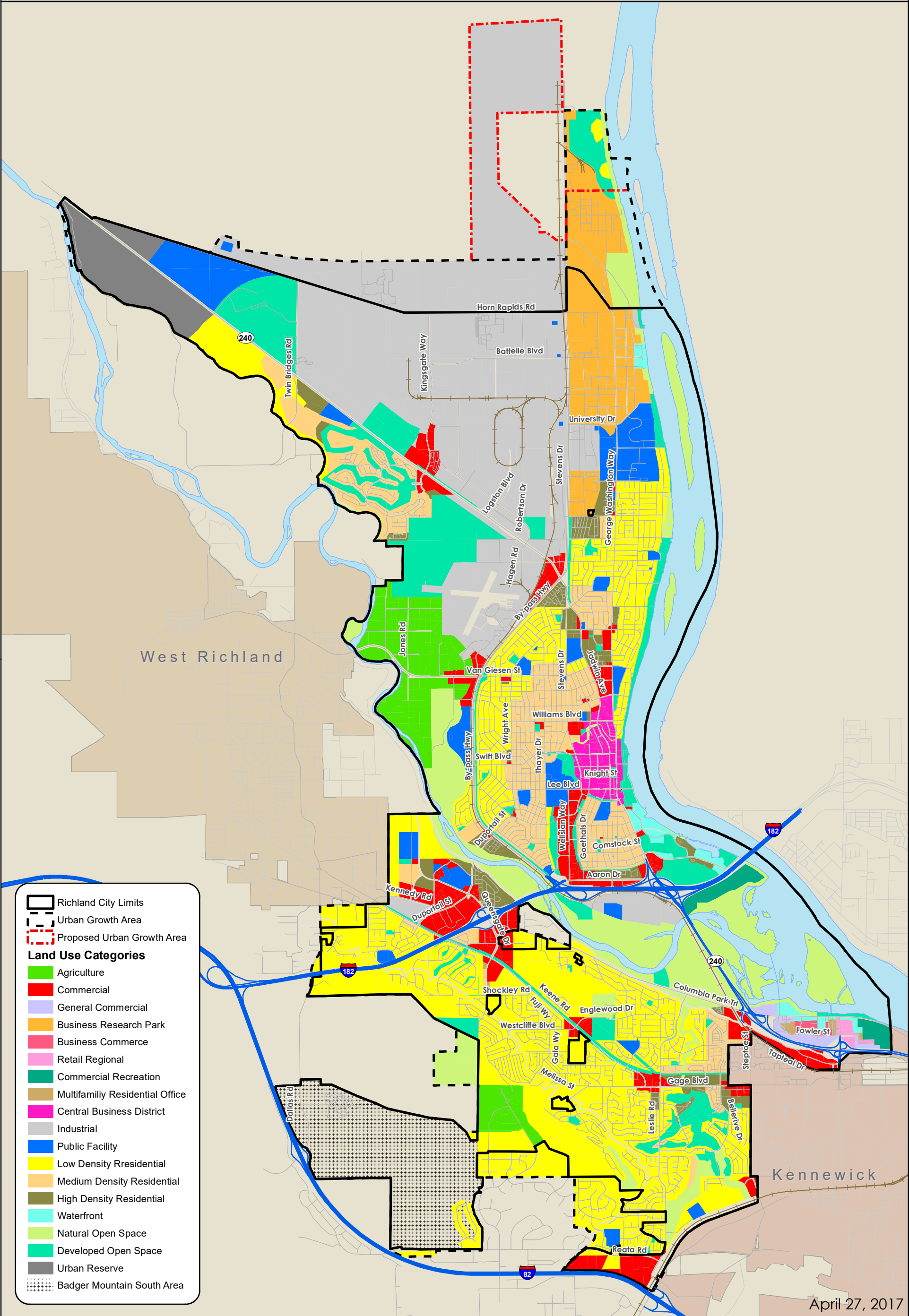
Table LU-7: Proposed Land Uses in Columbia Point South (Preferred Alternative)

Land Use	Existing Acres	Proposed Acres
Developed Open Space	72	
Public Facility	33	
Commercial Recreation		89
Natural Open Space		16
Total	105	105



City of Richland

LU-3 - Future Land Use



SECTION THREE

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 ~~natural~~ 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

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 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 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.

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. Irrigation application, canal seepage and return flow

through the Amon Basin and other areas into the Yakima River near the confluence with the Columbia River (Parks and Public Facilities, 2014).

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.

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.

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	20,792	65.50
Renter-occupied housing units	13,622	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.

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.

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.

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 in the next 20 years. 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 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:

- Interstate (5.484.84 miles)
- Other freeway/expressway (14.87 miles)
- Principal arterials (15.57 miles)
- Minor arterials (28.62 miles)
- Collectors (22.97 miles)
- Local (residential) streets (191.97 miles)

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. ~~Collectors are approximately 36 feet wide and designed for speeds up to 30 miles per hour.~~

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 ~~and are 28 to 32 feet wide.~~

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.

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 Bypass, 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 Preserve, ~~Tapteal Greenway~~ and 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-~~63~~ 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 was 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.

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 ~~13-11~~ at-grade ~~street~~ 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.

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 Amtrack 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.

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 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 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.

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.

Table T-3: City of Richland 2017 - 2022 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

Project Title	Project Description	Total Cost (\$)
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
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

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 (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).

~~Congested locations identified in the 2032 regional traffic model have been studied by the City in order to understand future conditions in more detail and to determine appropriate solutions to address anticipated issues. Such studies have considered the following locations and improvements for these corridors, and are already included above in Table T-3 Transportation Improvement Program projects.~~

- ~~▪ Southern portion of the George Washington Way corridor in the vicinity of I-182 interchange~~
- ~~▪ Queensgate Drive Corridor from I-182 south to Shockley Road~~
- ~~▪ Swift Boulevard Corridor~~

~~Other projects, such as the completion of Steptoe Street south of Gage Boulevard and the extension of Rachel Road between Leslie Road and Steptoe Street, will help to address congestion on other facilities such as Gage Boulevard. Some long-range projects, in addition to those listed above, have already been identified by City Staff and included in the 2040 regional modeling process, which continues the analysis of issues identified in the 2032 regional traffic model. These projects are listed below in the recommendations section as well, along with other projects identified in the South Richland Collector Financing Program that have set impact fees for development.~~

~~The Benton Franklin Council of Governments 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.~~

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:

- 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 in 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 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 (\$)
Queensgate North 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 South 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
I-182 / Eastbound Onramp	New eastbound onramp at Queensgate / I-182 Interchange	15,000,000

Project Title	Project Description	Total Cost ¹ (\$)
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 Kingsgate and Stevens Drive	1,700,000
Gage Boulevard Improvements	Extension from Morency to Queensgate	1,250,000
Badger Mountain Parkway	New route extension from Dallas Road to Queensgate	2,625,000
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
Aaron Drive/Goethals 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

¹Funding 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. Another mitigation measure included in the Comprehensive Plan is the policy calling on the City to encourage transportation demand management measures, which reduce the need for new facilities by reducing the number of automobile trips. These measures typically include promotion of such travel options as transit, bicycling, and walking. They not only benefit the roadway system through reduced traffic levels, but also contribute to a reduction in air pollutants.~~

~~Typical transportation demand management involves adoption of a commute trip reduction ordinance. Such ordinances usually require large employers—generally those with more than 100 employees—to submit annual transportation management plans to the City. The employers' plans outline steps they will take to meet an ordinance mandated reduction in single-occupant vehicle trips to and from their business sites during peak commute hours.~~

~~Other Common strategies to reduce the automobile travel and the need for roadway improvements achieve these reductions~~ 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;
- 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.

~~The City also can take steps such as the following to further develop commute alternatives.~~

~~▪ Provide employers with information on transportation demand management measures.~~

- 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 South Richland Street Collector Financing Plan and assists to develop the arterial

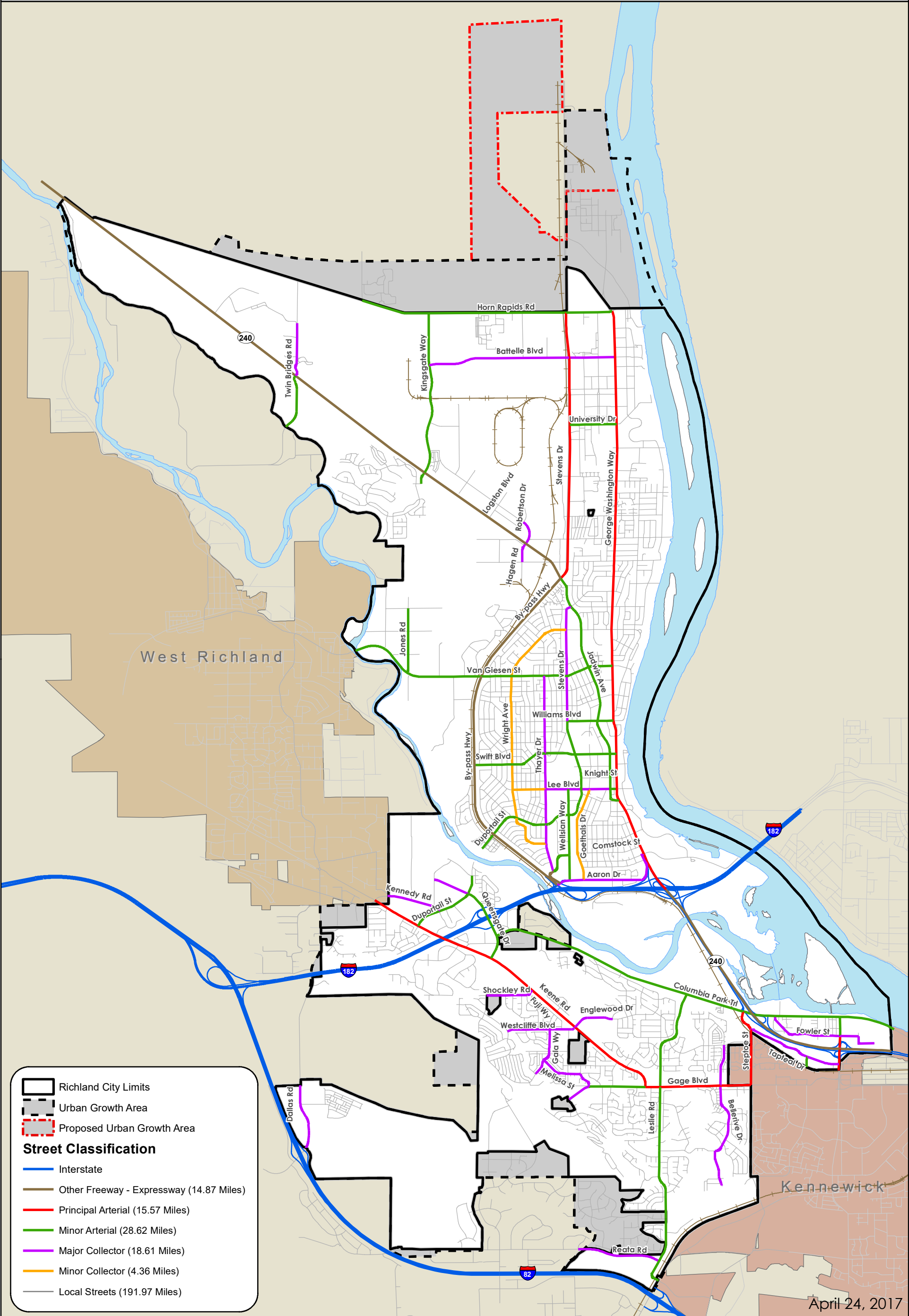
street network in south Richland and to make other improvements such as traffic signals as traffic volumes grow. The impact fee area generally involves two zones and covers the area south of the Yakima River with the exception of the Badger Mountain South Sub-Area. The impact fee was updated in 2008 and 2012 and is expected to be updated again in 2017.

Richland CIP and Transportation Improvement Plan (TIP) are is updated bienniallyevery year. The ~~CIP and Transportation Improvement Plan (TIP)~~ prioritized projects ~~as identified below~~that are listed in Table T-3 above.



City of Richland

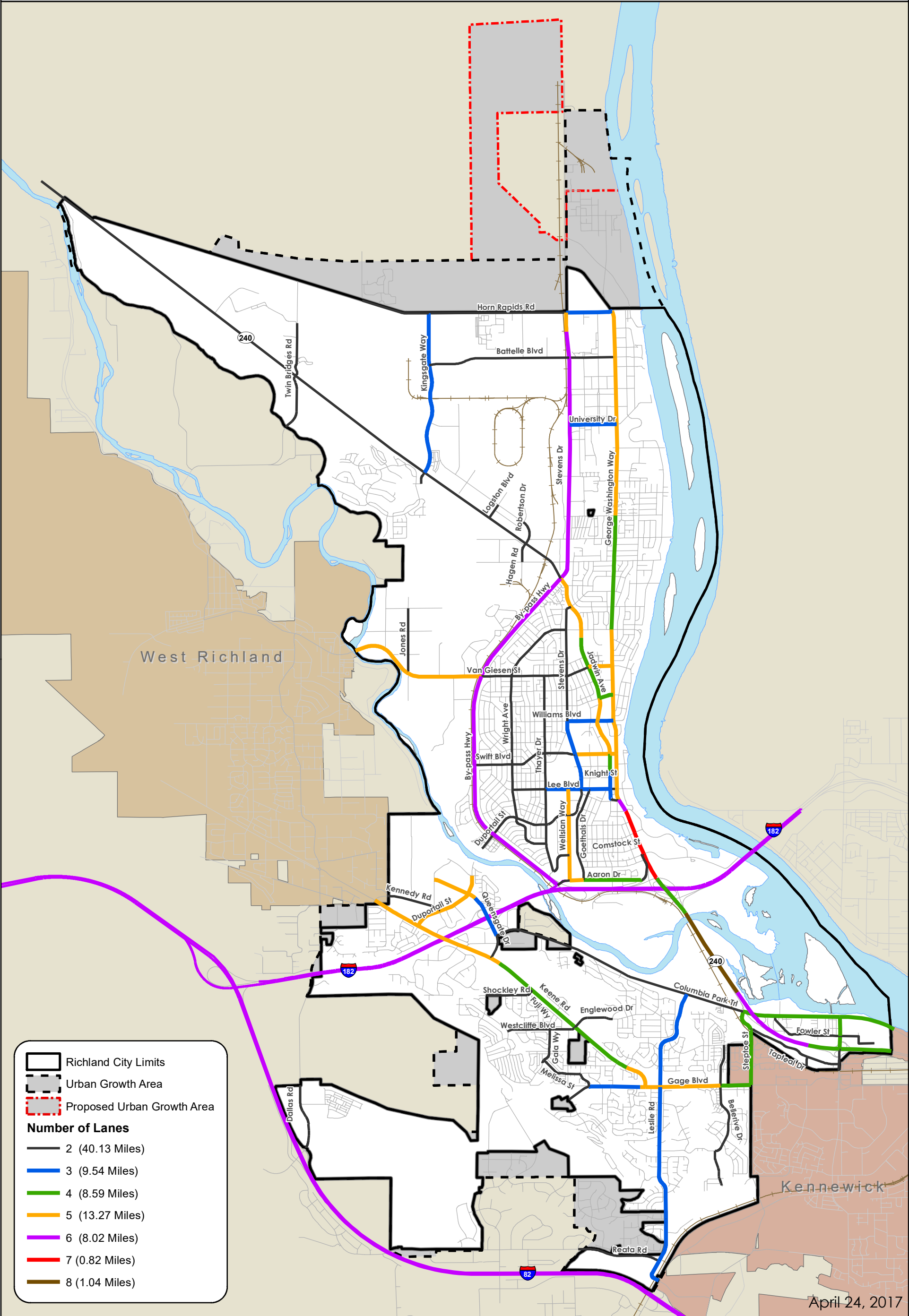
T-1 - Street Functional Classification System





City of Richland

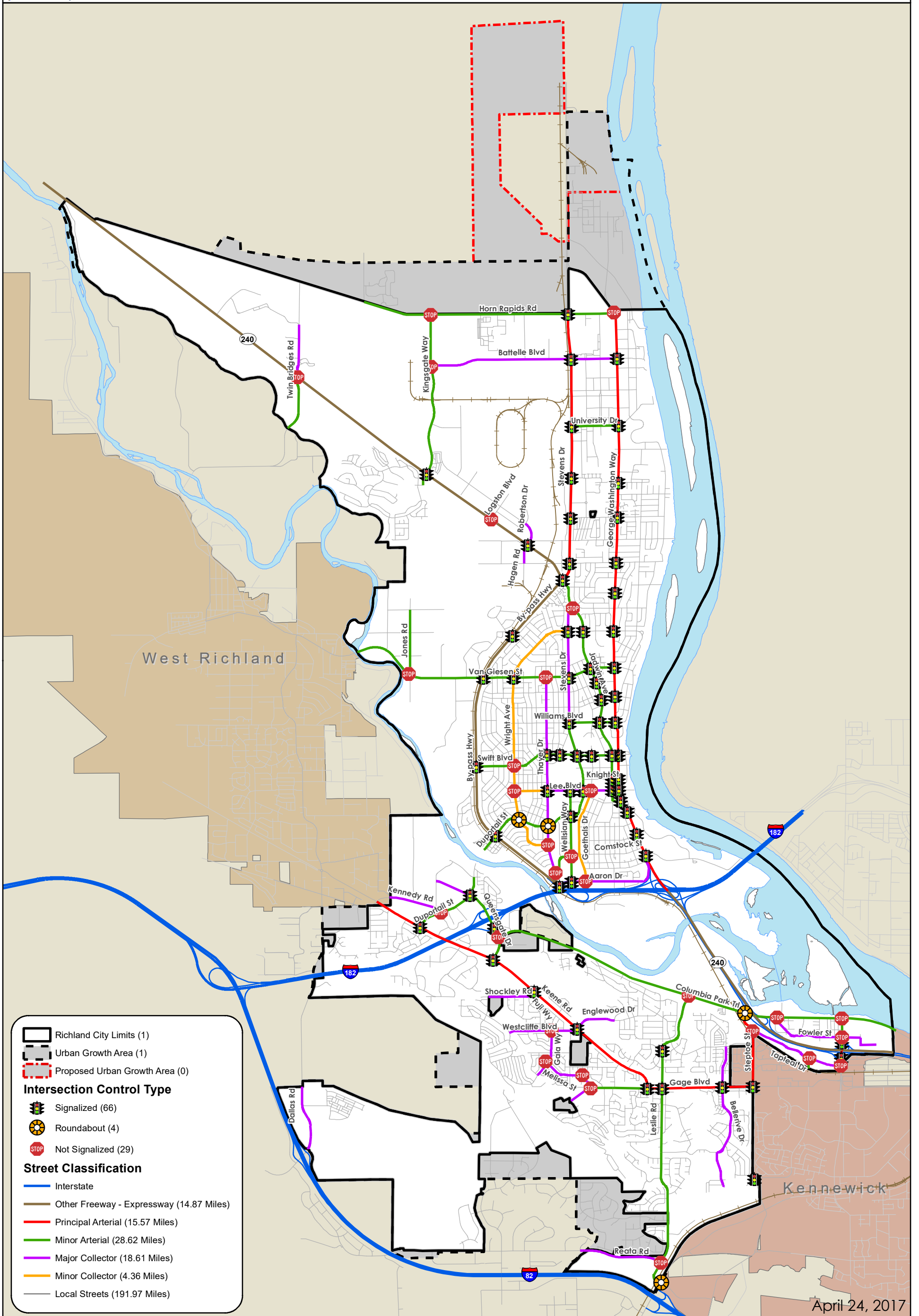
T-2 - Number of Lanes





City of Richland

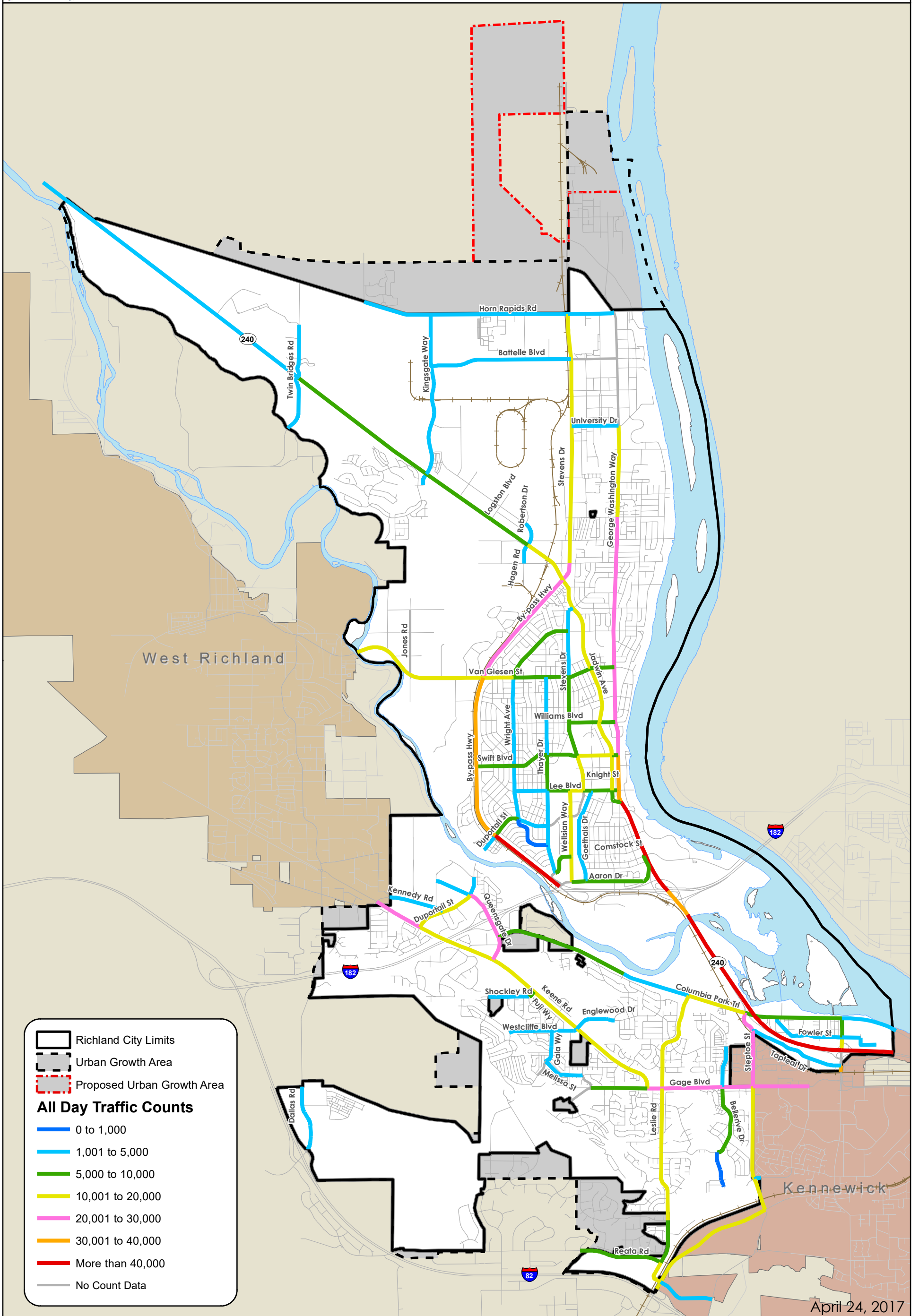
T-3 - Intersection Traffic Control





City of Richland

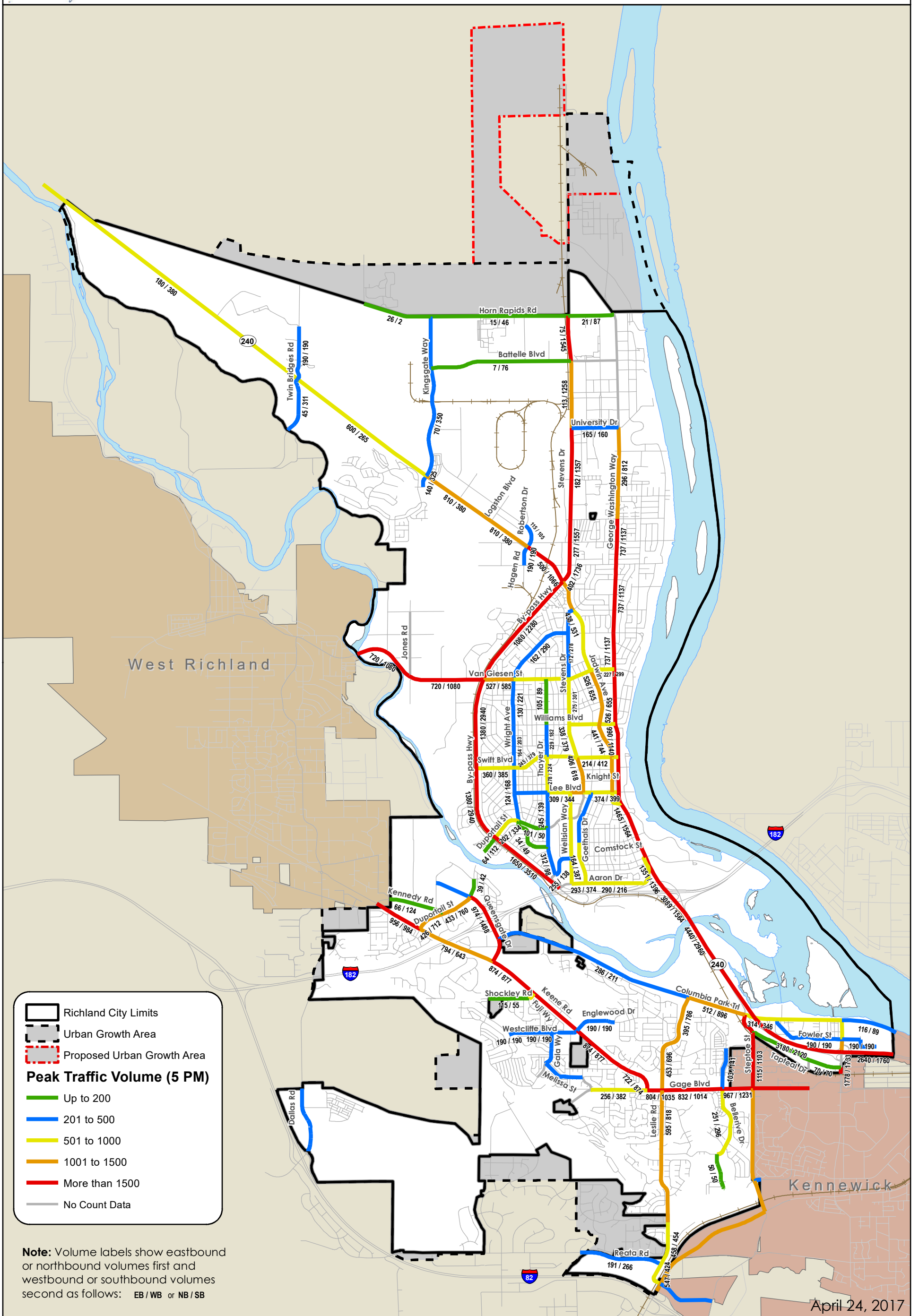
T-4 - 2016 All Day Traffic Counts





City of Richland

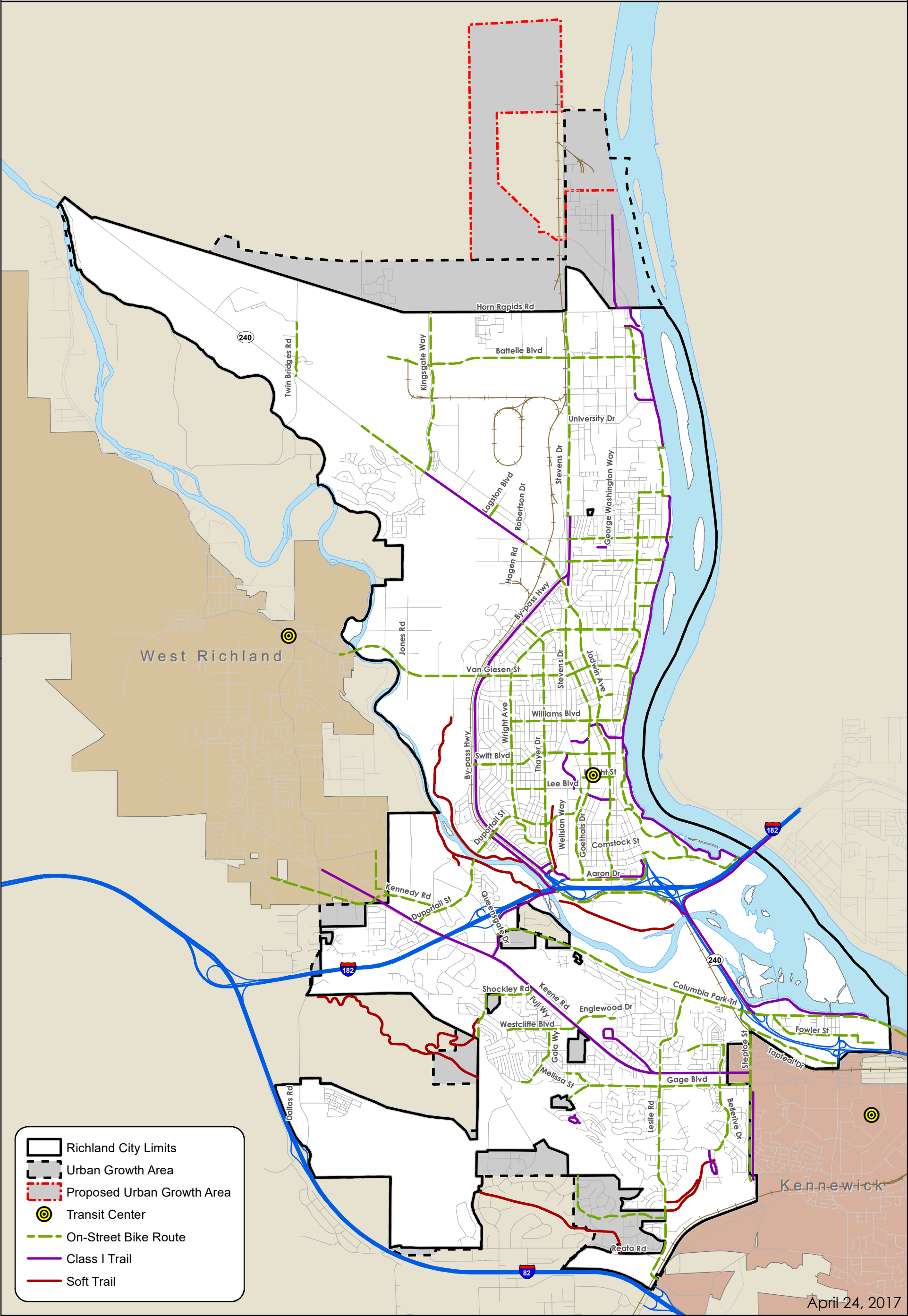
T-5 - 2016 Peak Traffic Volumes





City of Richland

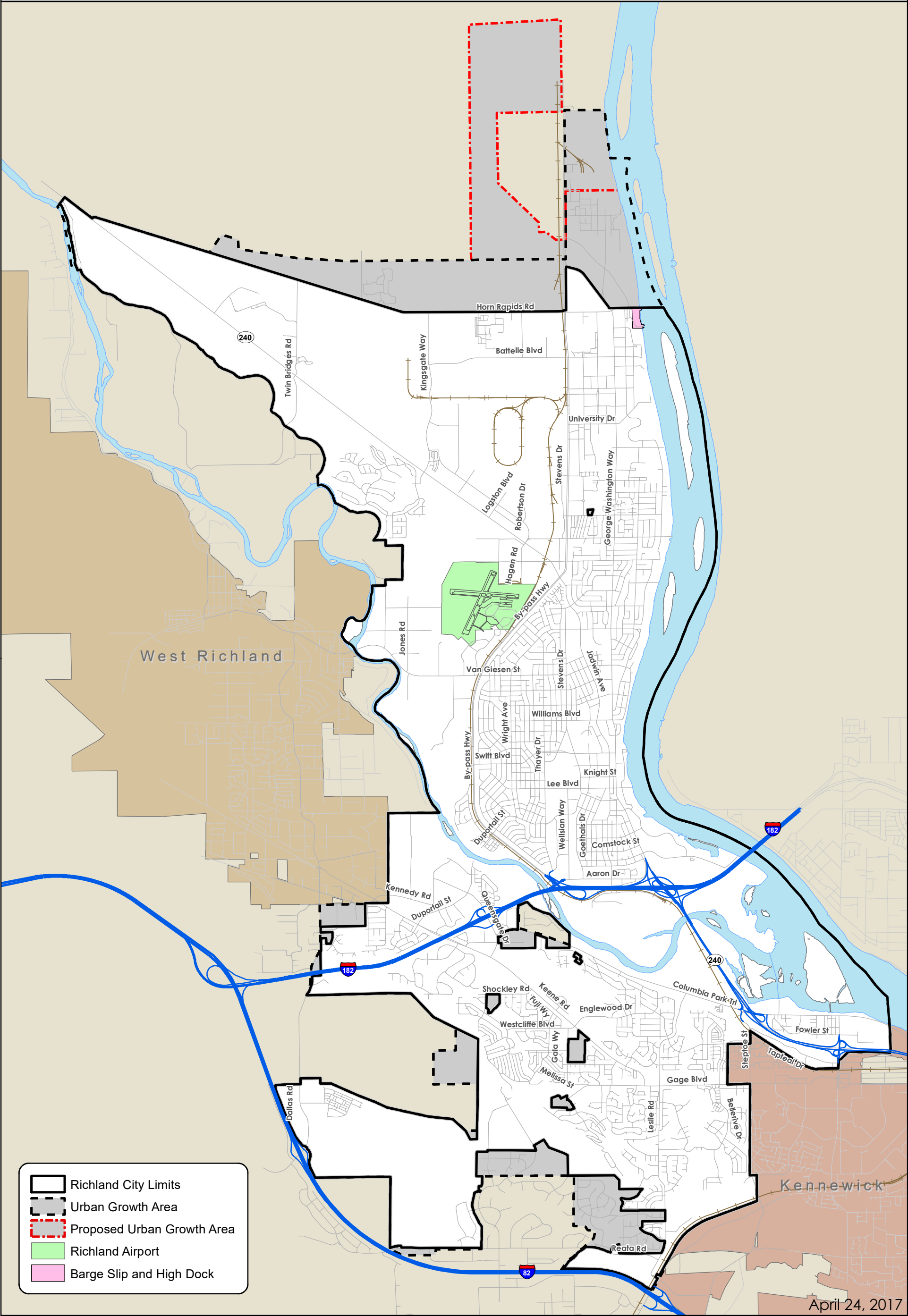
T-6 - Bike Routes and Paths





City of Richland

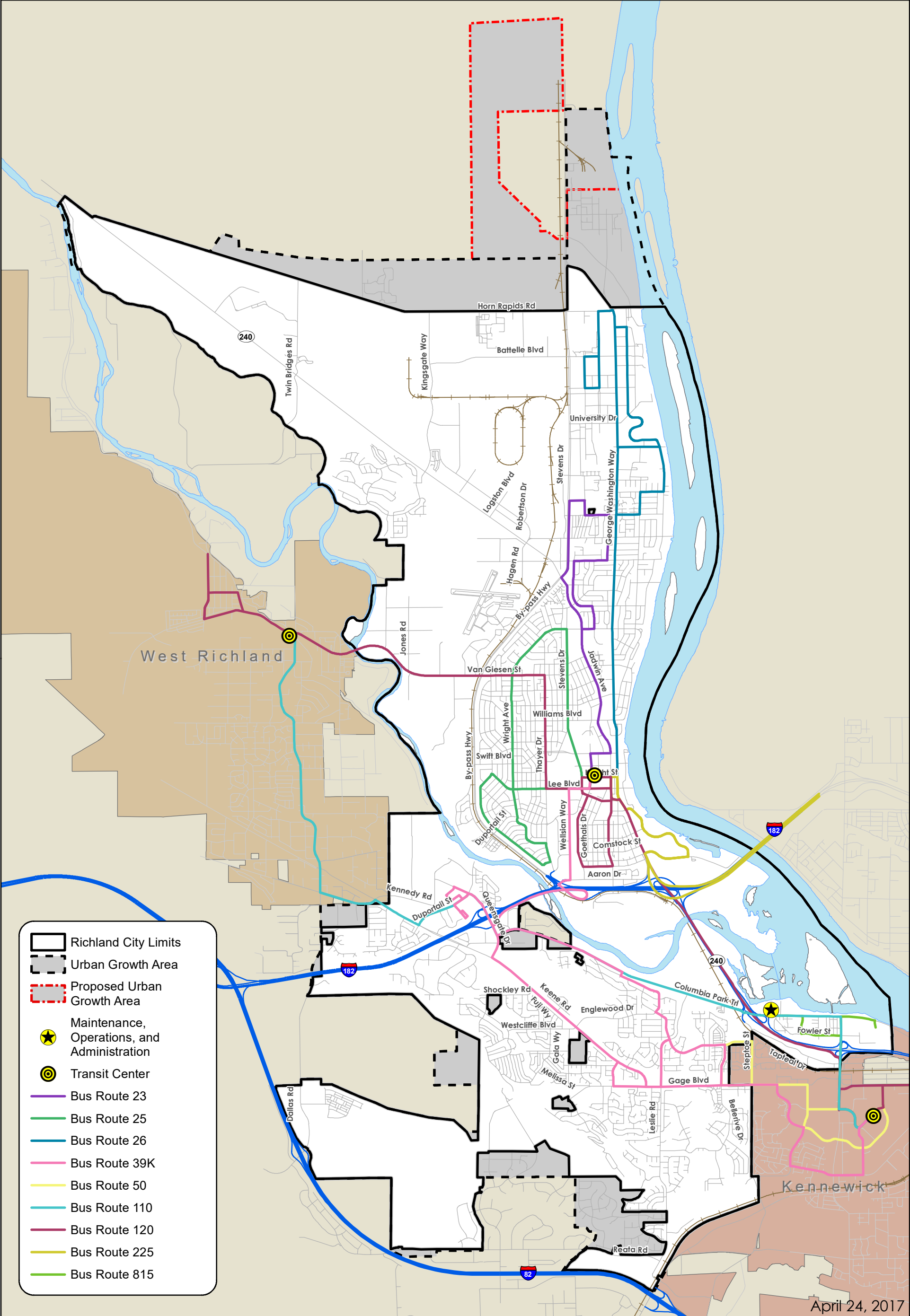
T-7 - Airport and Port Transportation Facilities





City of Richland

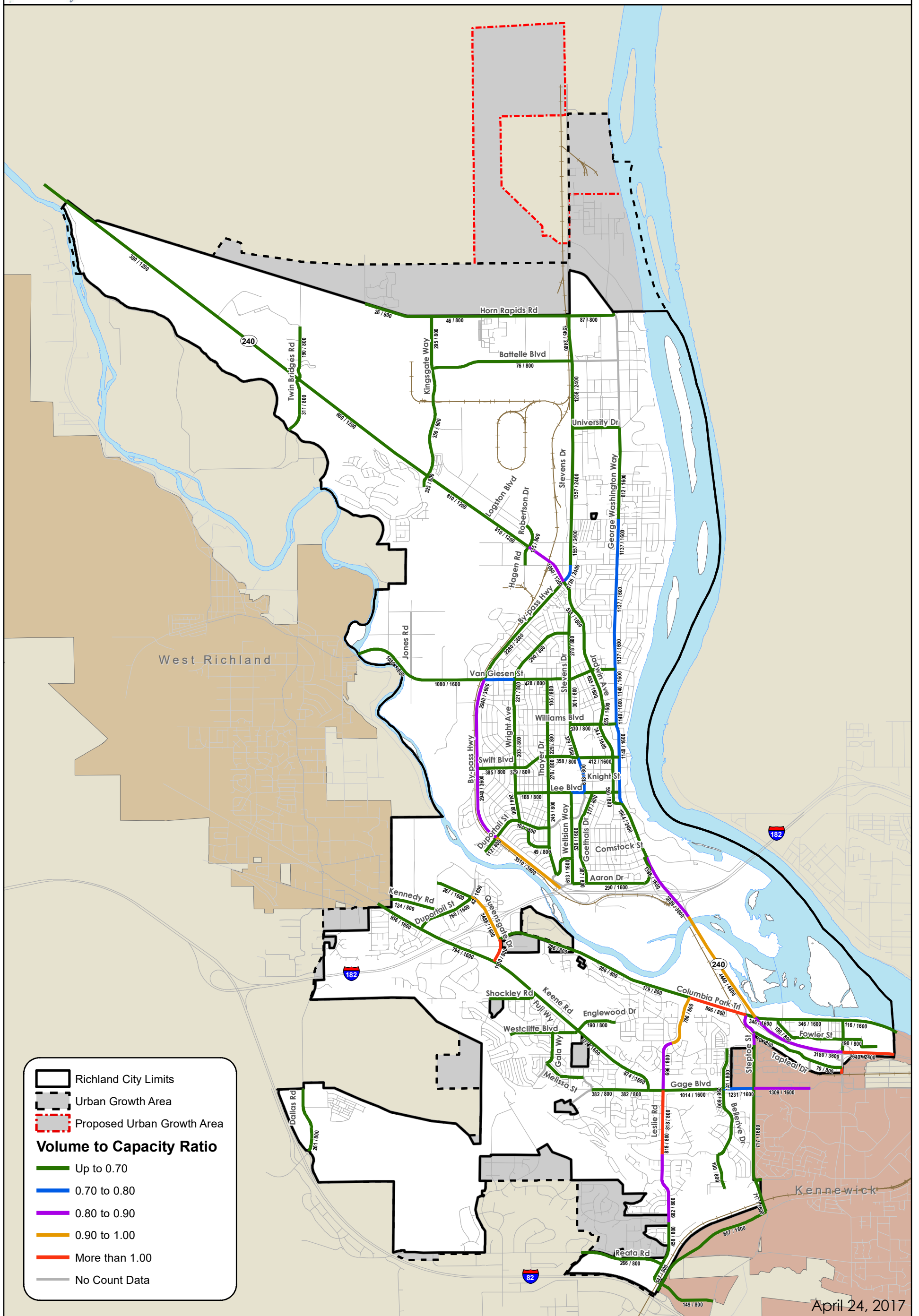
T-8 - Transit Routes





City of Richland

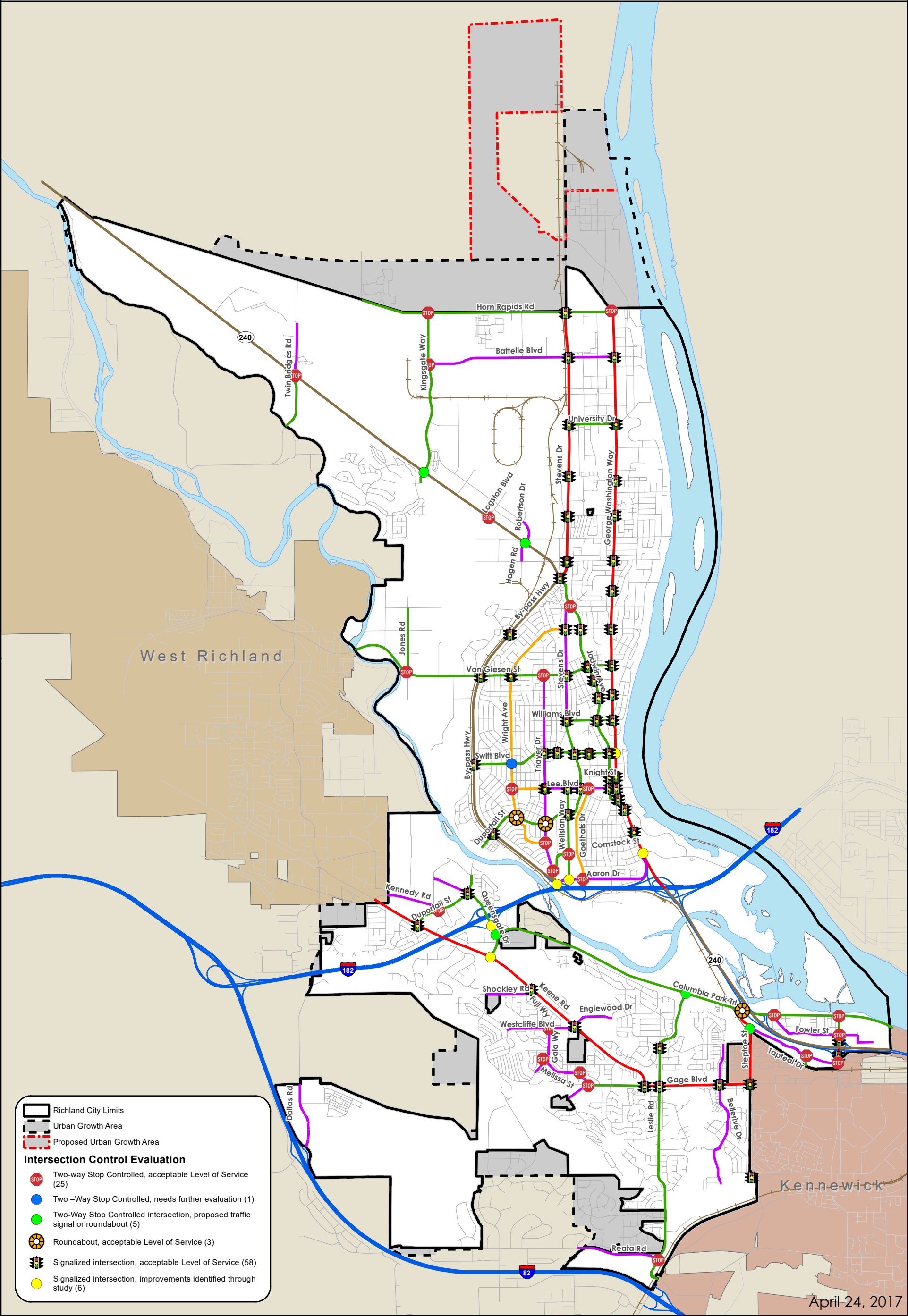
T-9 - Volume to Capacity Ratios





City of Richland

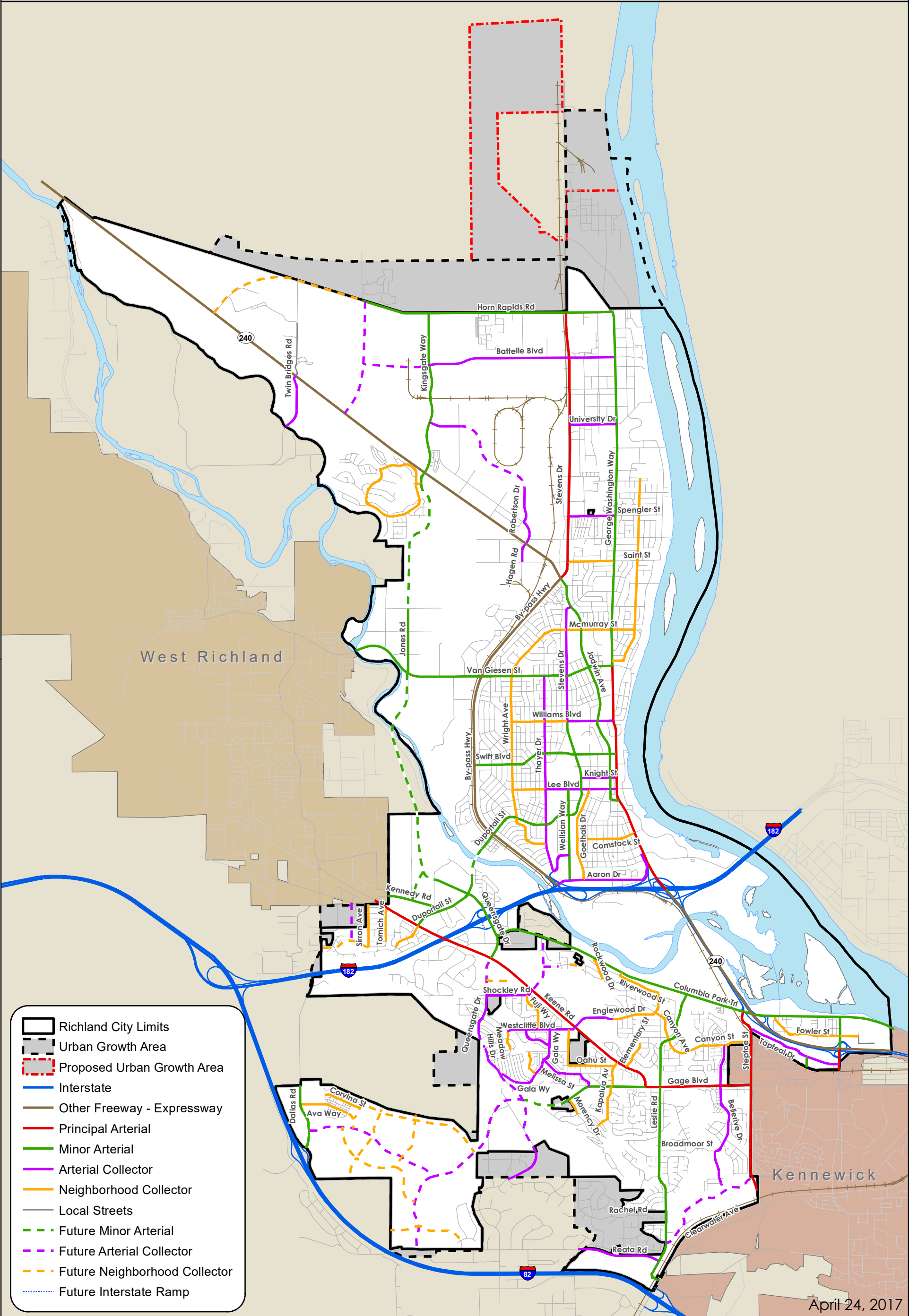
T-10 - Intersection Traffic Control Evaluations





City of Richland

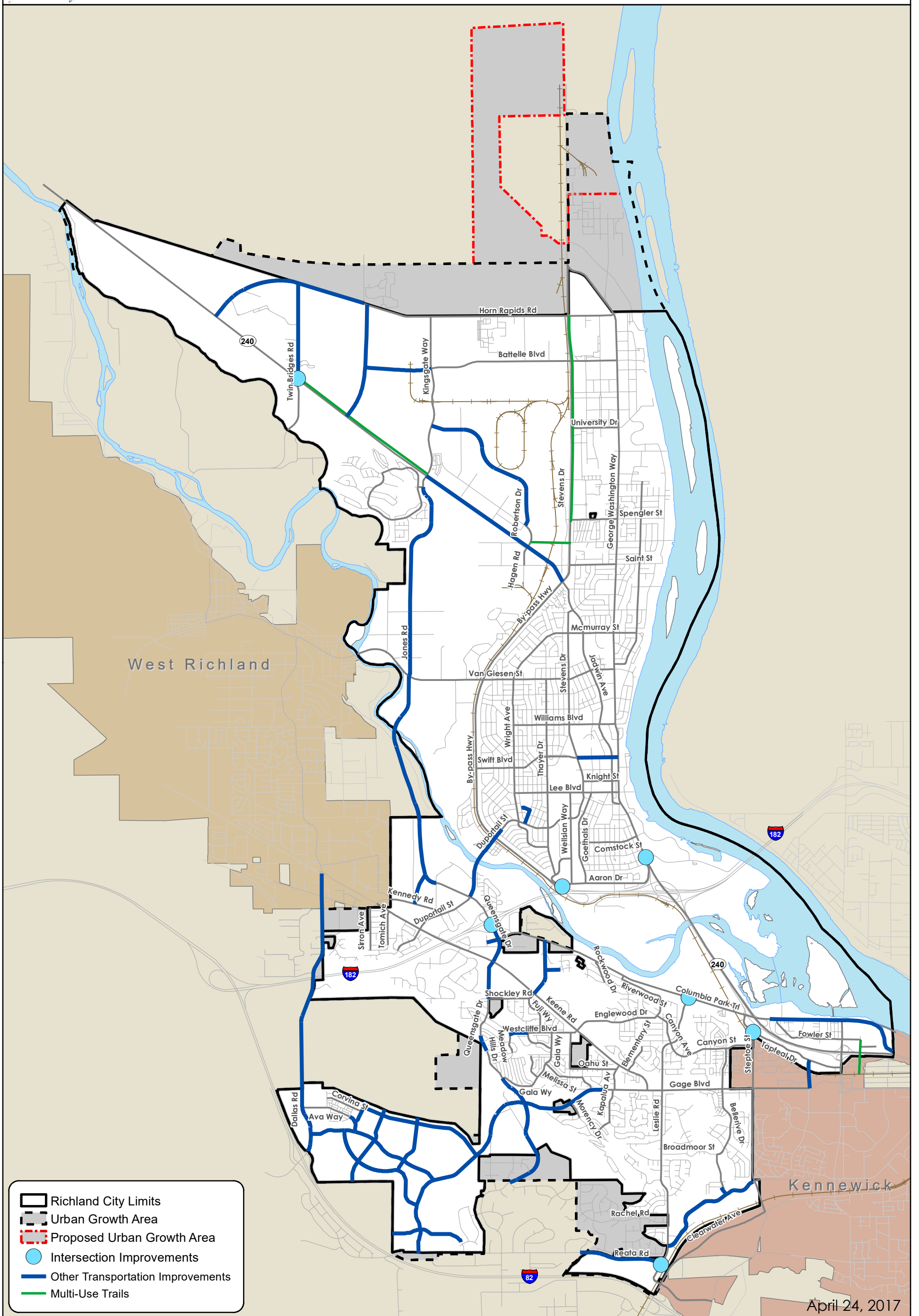
T-11 - Future Functionally Classified Street Network





City of Richland

T-12 -Transportation Improvements

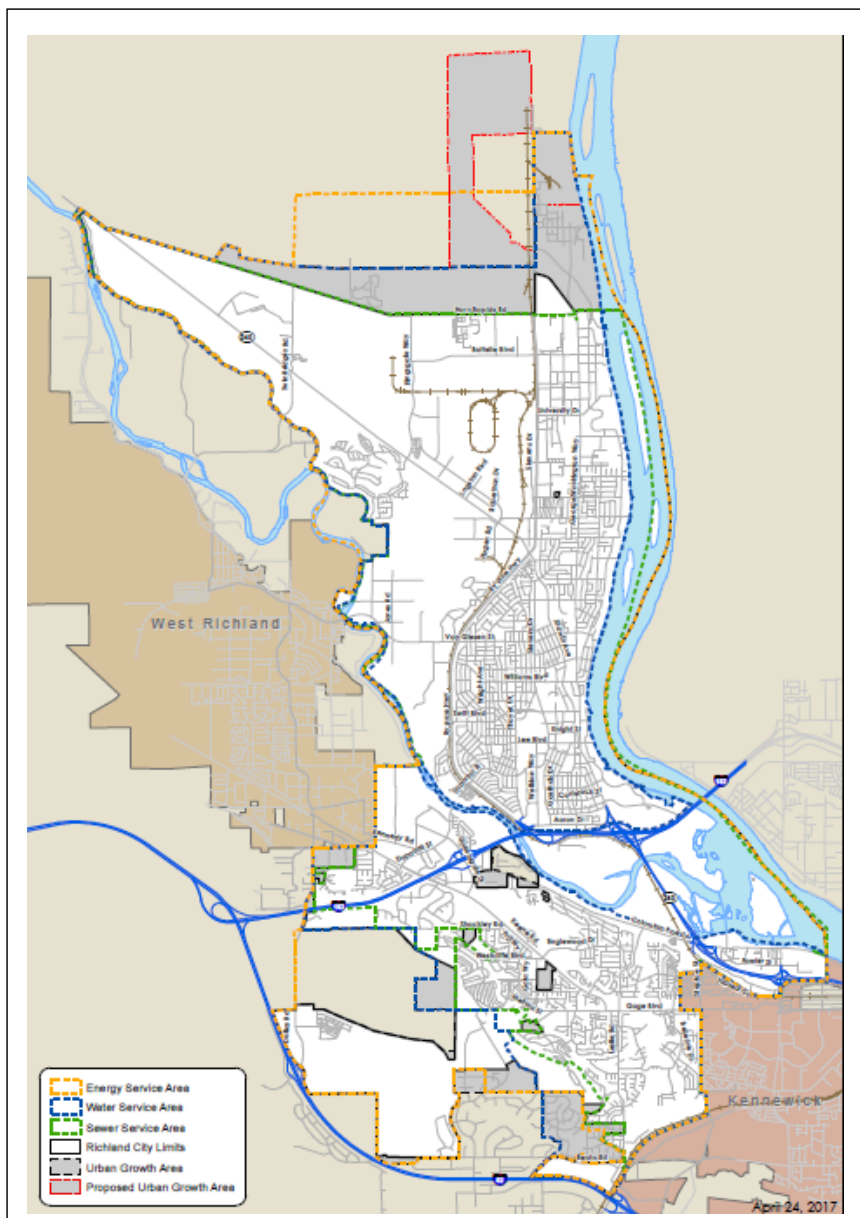


UTILITIES

SECTION ONE

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



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.

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.

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 for 20 years from 2015 to 2024. The 2017 Capital Improvement Program identifies the priority projects and associated financing as follows 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

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.

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 300 Area of the Hanford Site to the north has an emergency water intertie with the City so it can supply the City water if needed.~~

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 El Rancho Water Company lies 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), and has no emergency intertie agreement with the City. The Hills Mobile Home Park is within the utility service area and is connected to the City water system. 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 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	1,118 <u>1,032</u> gallons per day
<u>Demand per ERU^b</u>	<u>181 gallons per day</u>
MDD ^{b,c} /ADD ^{c,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~~24~~. For the planning period of 2017-2022, planned costs amount to approximately \$23~~8~~ 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.

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

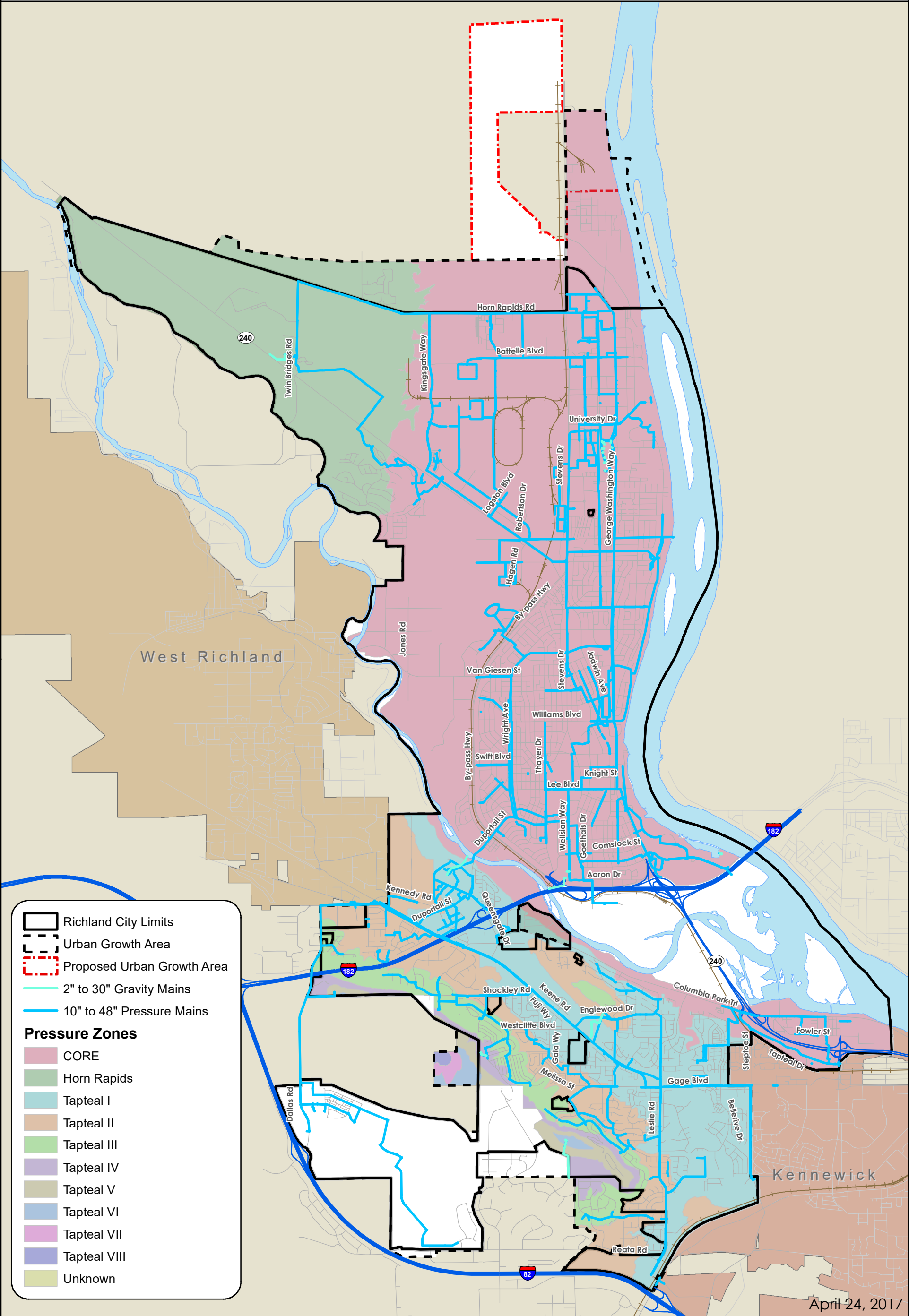
Table U-9: Water System Capital Improvement Funding Sources

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	<u>\$2,935,699</u>	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



City of Richland

U-3 - Water Mains



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

<u>Owner</u>	<u>Catch Basins and Manhole Catch Basins</u>	<u>Catch Basins and Manhole Catch Basins with OWS¹</u>	<u>Manhole</u>	<u>Manholes with OWS</u>
<u>City</u>	<u>3,995</u>	<u>166</u>	<u>1,928</u>	<u>12</u>
<u>Port of Benton</u>	<u>160</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>¹ Oil Water Separator</u>				

Table U-11: Storm Water Conveyance Facilities (length in Units of Miles)

<u>Gravity Pipe</u>	<u>Force Main</u>	<u>Perforated Pipe and Underdrain</u>	<u>Culvert</u>	<u>Open Channel</u>
<u>127.3</u>	<u>0.7</u>	<u>2.6</u>	<u>3.2</u>	<u>11.5</u>

The storm water system includes public and privately owned seven pump stations throughout the City as indicated in Table U-12 below.

Table U-12: Storm Water System Pumps

<u>Name</u>	<u>Owner</u>	<u>Capacity (GPM)</u>
<u>Carriage Pump Station</u>	<u>City</u>	<u>1,045</u>
<u>McMurray Pump Station</u>	<u>City</u>	<u>5,790</u>
<u>Berkshire</u>	<u>City</u>	<u>Unknown</u>

<u>Corps of Engineers Pump Station</u>	<u>USACE</u>	<u>Unknown</u>
<u>Horn Rapids Triangle Pump Station</u>	<u>City</u>	<u>Unknown</u>
<u>Lawless Pump Station</u>	<u>Private</u>	<u>Unknown</u>
<u>Wellsian Pump Station</u>	<u>Private</u>	<u>Unknown</u>

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.
- 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-143 and U-124. Improvements include citywide rehabilitation and replacement that address system deficiencies and make repairs in areas of street resurfacing. Water quality improvement features on the existing storm drainage system are also planned to be constructed. As part of the system improvement, existing pipeline with reduced capacity will be replaced on Leslie Road.

Table U-1³⁴: 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

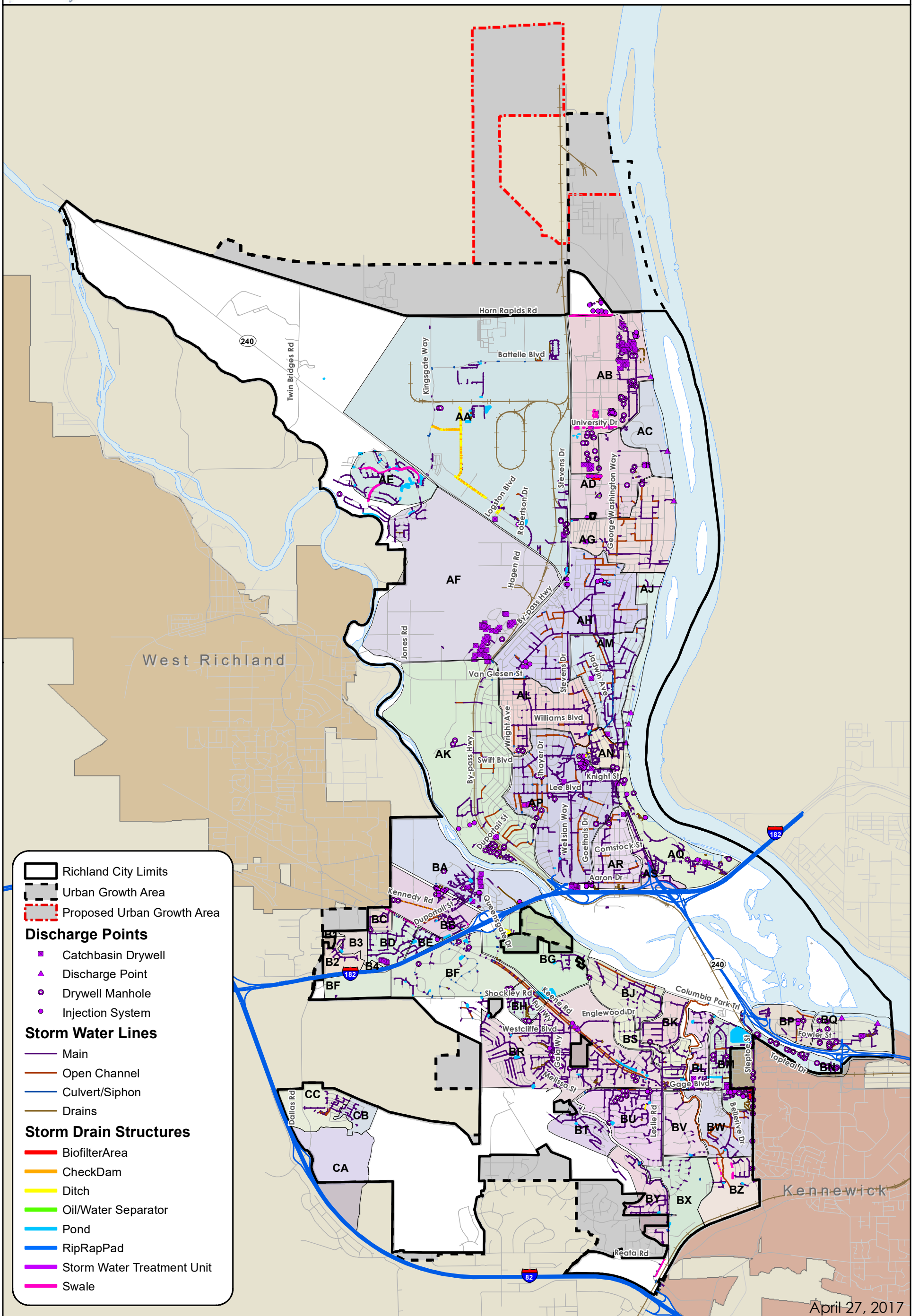
Table U-1⁴²: Storm Water Capital Improvement Funding Sources 2017-2030

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



City of Richland

U-4 - Storm Water System



April 27, 2017

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.

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-1~~25~~: 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 biosolids 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.

Table U-163: 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 ~~has 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.

Household Hazardous Waste

The Benton County Moderate-Risk Waste Facility is located at a facility on Ely Street in Kennewick and [which can collect](#)s 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.

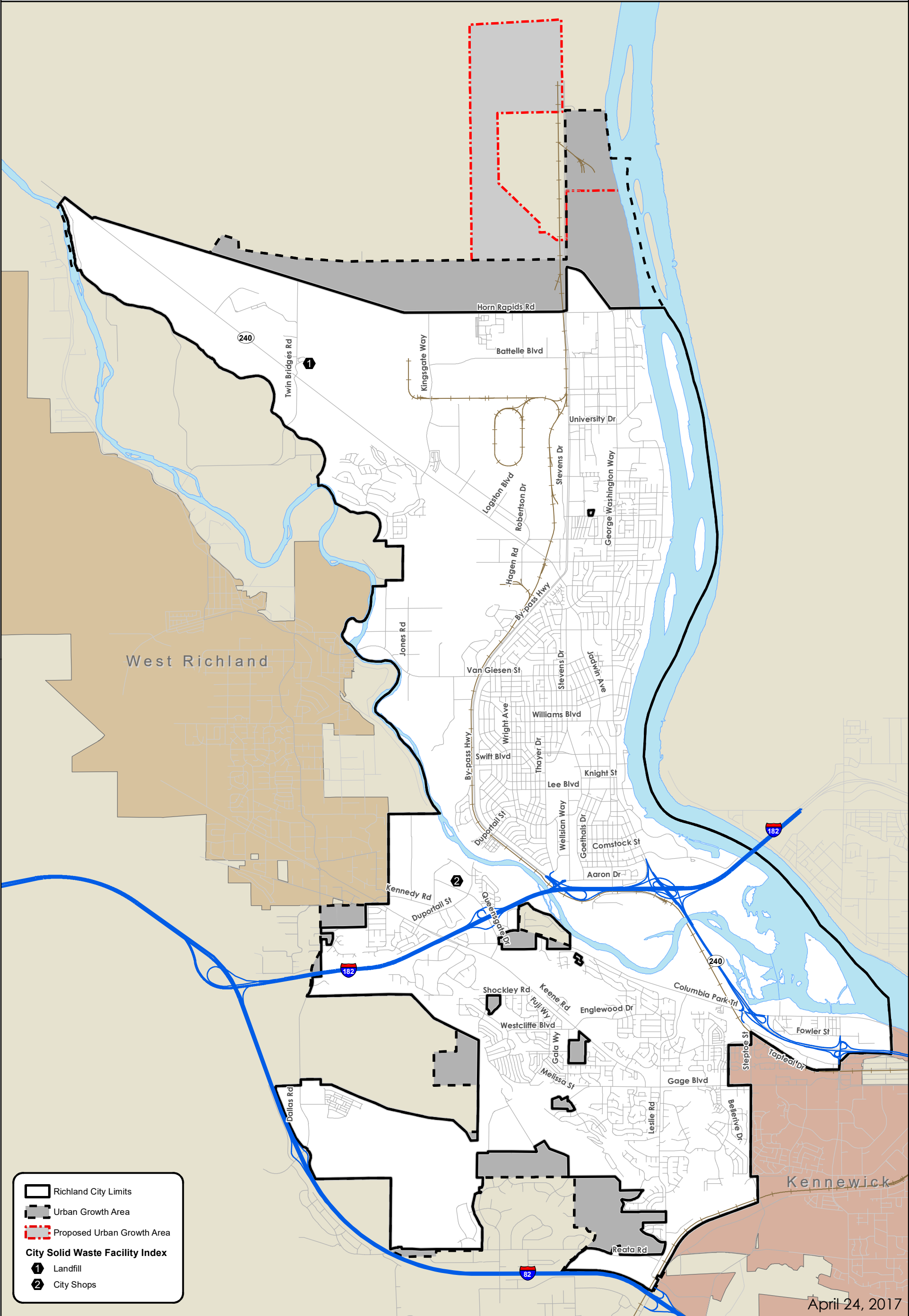
Table U-174: Solid Waste Management Facilities Financing 2014-2030

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	\$1685,000	Rate Revenue	2017-2018



City of Richland

U-5 - Solid Waste



SECTION SEVEN

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-185: 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

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.

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-196.

Table U-196: 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:

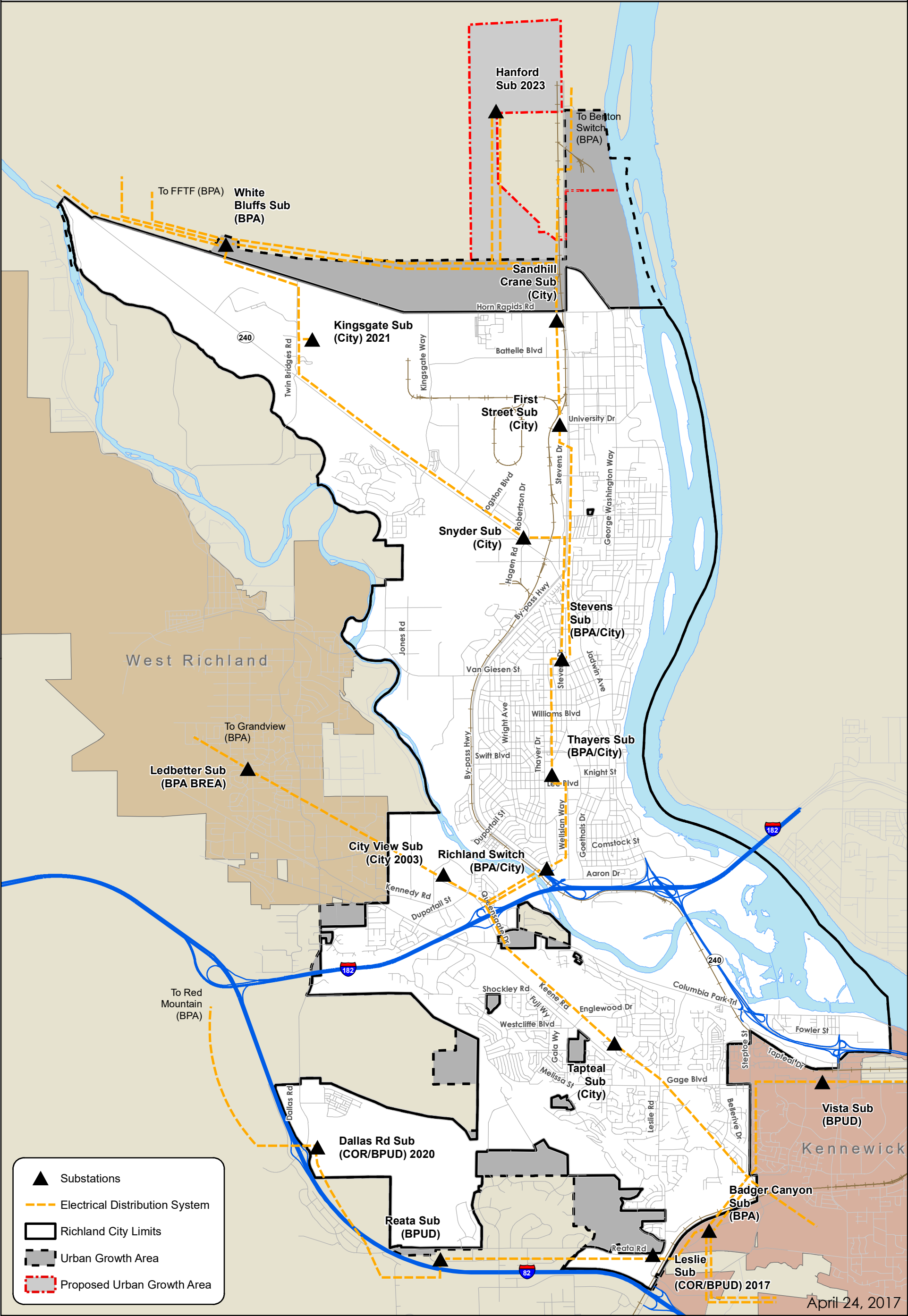
- Dallas Road Area Improvement - Plan, design, and construct a new electrical system substation and connect via new and existing transmission power lines into the electric system grid. Total Estimated Cost: \$9,222,000.
- Kingsgate Substation - New substation for the Horn Rapids Industrial Park. One 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.



City of Richland

U-6 - Major Electrical Transmission Lines



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.

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.

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.

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
- 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
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

Park	Acreage	Type1
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
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

Park	Acreage	Type1
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		

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

Park Type	Acres
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
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 Facilities

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 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 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 ~~will decrease~~. Approximately 34 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 50 acres on 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. ~~Approximately 34 acres of Urban Reserve land along the Yakima River is re-designated to Natural Open Space (Table LU-6).~~ The need of open space should be further assessed through stakeholder and public involvement.

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

Facility Type	Existing Inventory	Build-out Demand	Additional Need
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 Re Excise tax 1st ¼%	2013 - 2030
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	2013 - 2030

		Donation	
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:

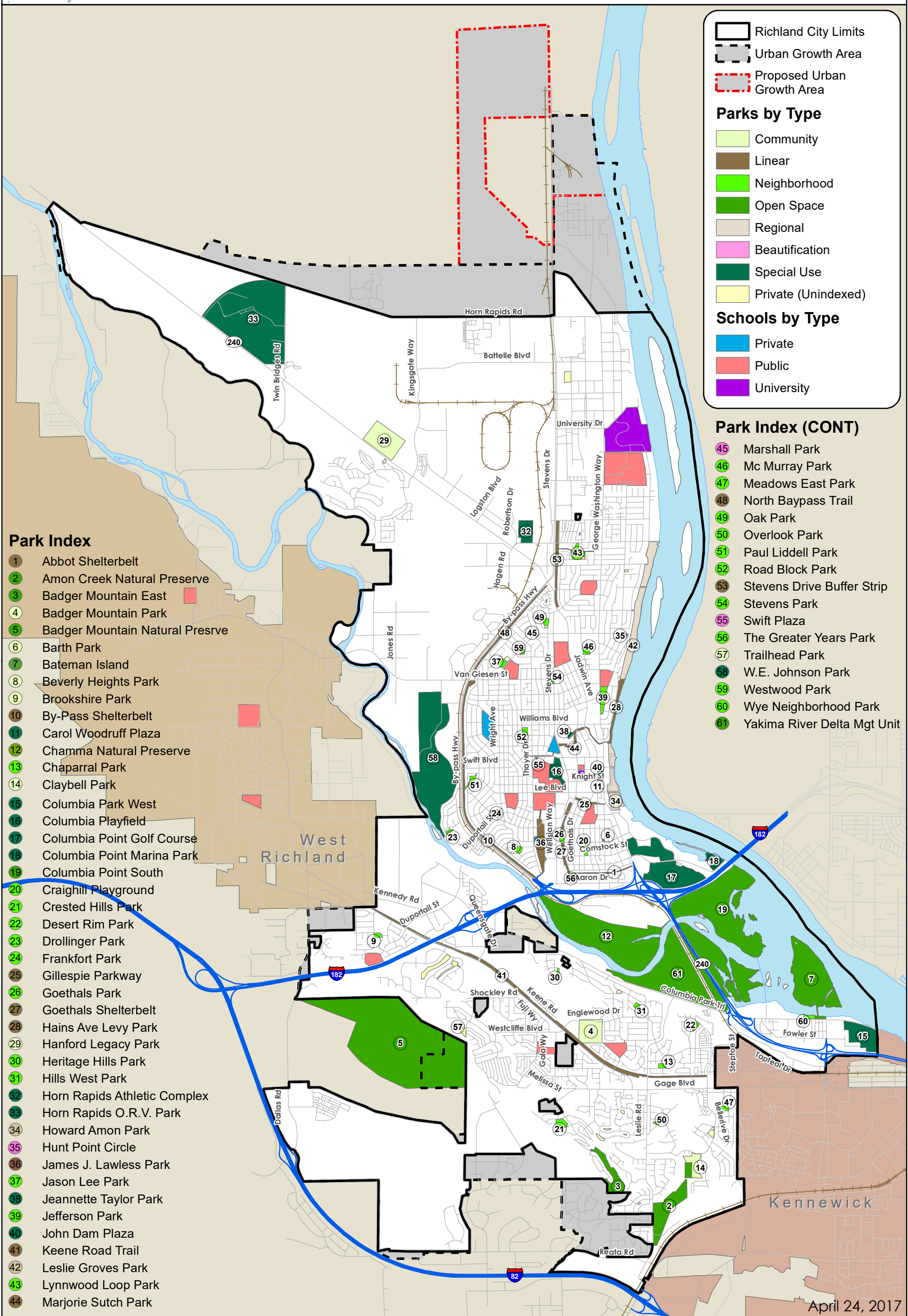
- Bypass Shelterbelt, budgeted for \$1,206,458 in 2020 through 2022
- Conversion of State Funded Recreation Land Mitigation, budgeted for \$60,000 in 2017
- Craighill Park, budgeted and spent \$50,000 in 2016
- Drollinger Park, budgeted for \$120,000; remains \$60,000 for 2018
- Galta Park, budgeted 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.



City of Richland

CF-1 - Parks, Schools and Open Space



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

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.

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	<u>\$5,000,000</u> Verify
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	Ask Tom for dates/amounts

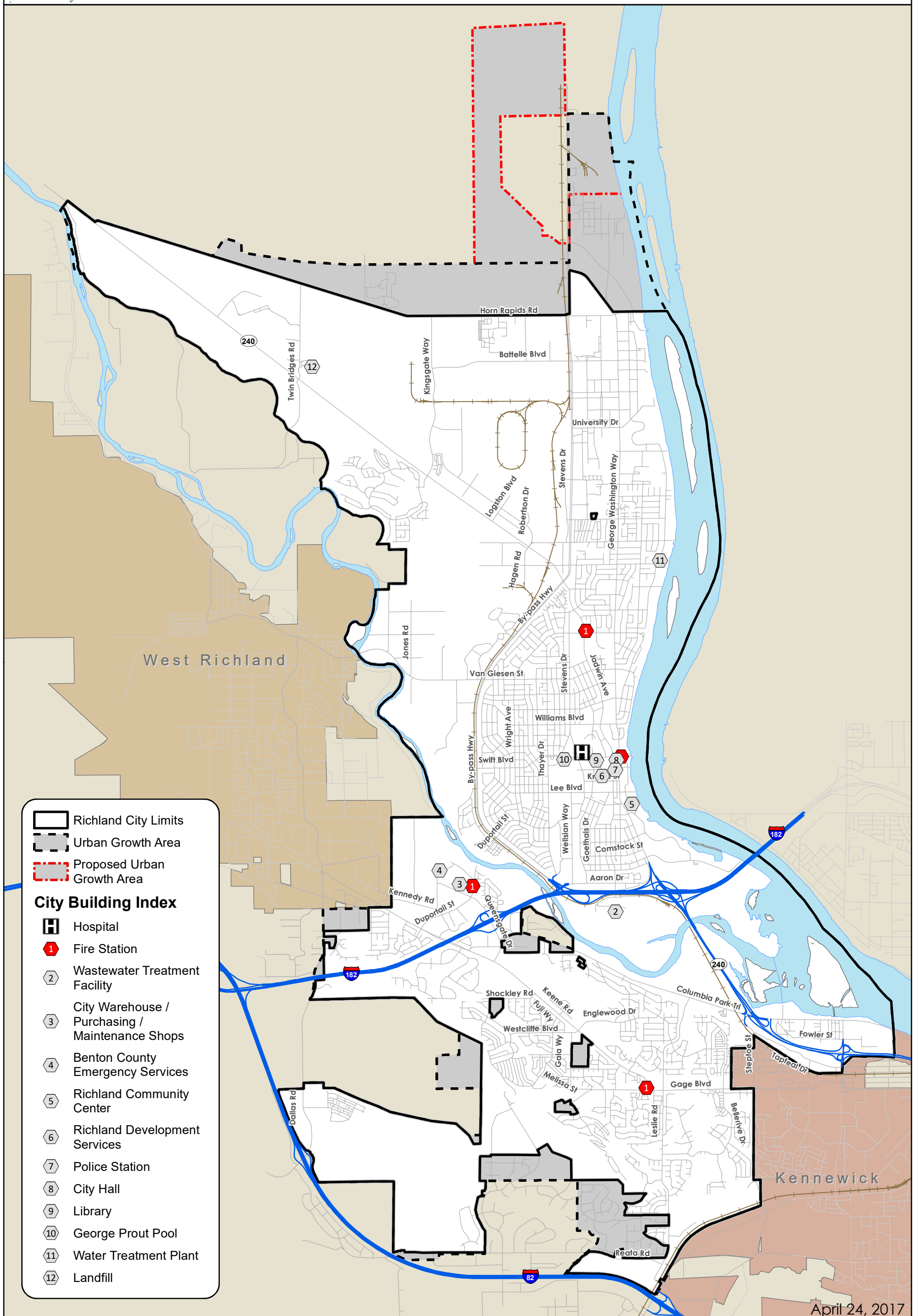
Facilities	Year Built	Status of the Facility	% of the Lifecycle Remaining	Improvement/Replacement Allocation in CIP (\$)
		water damage. Overall, the major MEP components are functioning properly	water damage. The remaining lifecycle is approximately 40%	
Fire Station 73	1958	The facility is not performing 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	Ask Tom for dates/amounts <u>\$4,100,000</u>
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

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



City of Richland

CF-2 - Municipal Facilities



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:

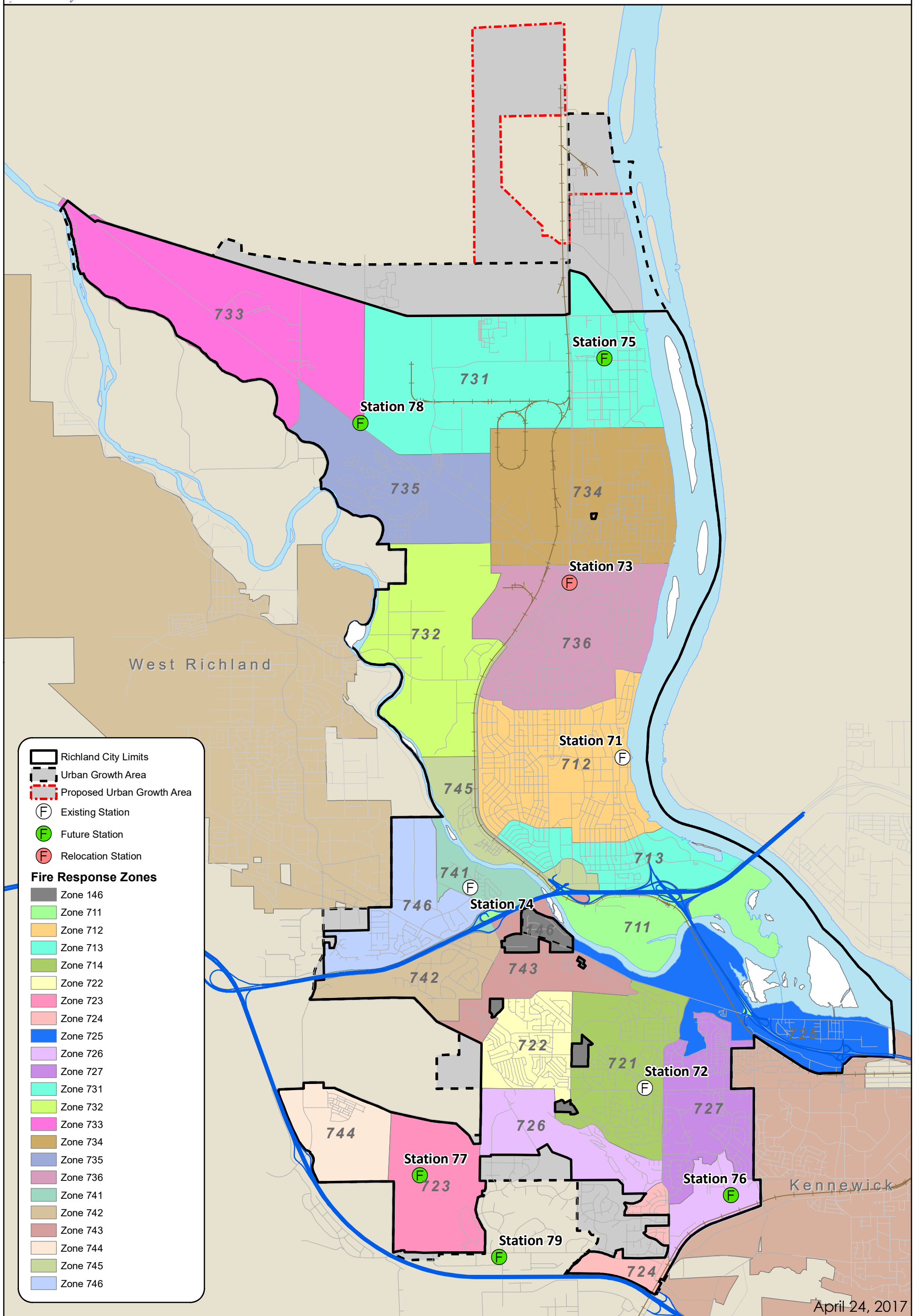
earlier comprehensive plans from the 1990s identified the replacement of station 73 (Jadwin & McMurray) in 2004.

- 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](#)).



City of Richland

CF-3 - Emergency Service Zones



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.

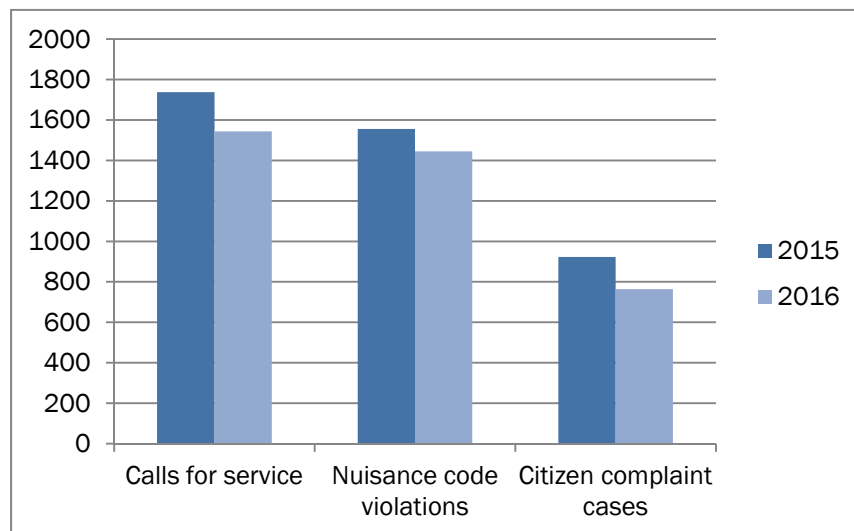
The Richland Police Department established a partnership with the Washington State Department of Corrections (DOC) in 2002 to better monitor criminals who are under active DOC supervision and living in Richland. At present, Richland Police is also leading the Benton County Emergency Management Agency's 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

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.

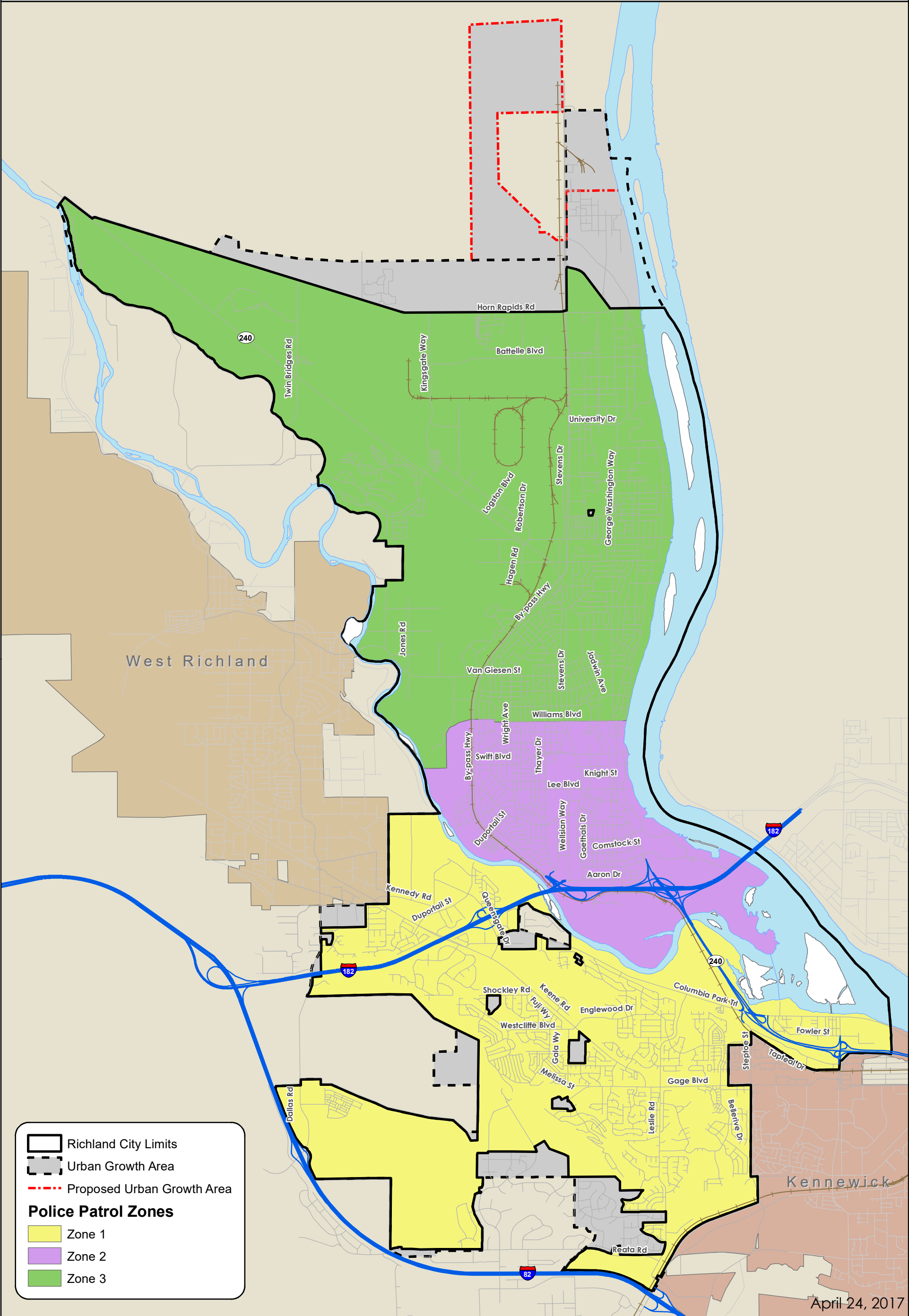
RECOMMENDATIONS

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.



City of Richland

CF-5 - Police Patrol Zones



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, ~~a 22,000 square foot facility~~ 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.

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
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
High School				

	Building Area (square feet)	Grounds (acres)	Main Buildings	Classrooms
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 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.

~~Currently, there is one direct access route on Dallas Road. Dallas Road is essentially maintained by three governmental entities and is a typical county road built to county standards. Adequate Police, Fire and City Services such as roads and utilities are needed in this area to serve the school site built in BMS.~~

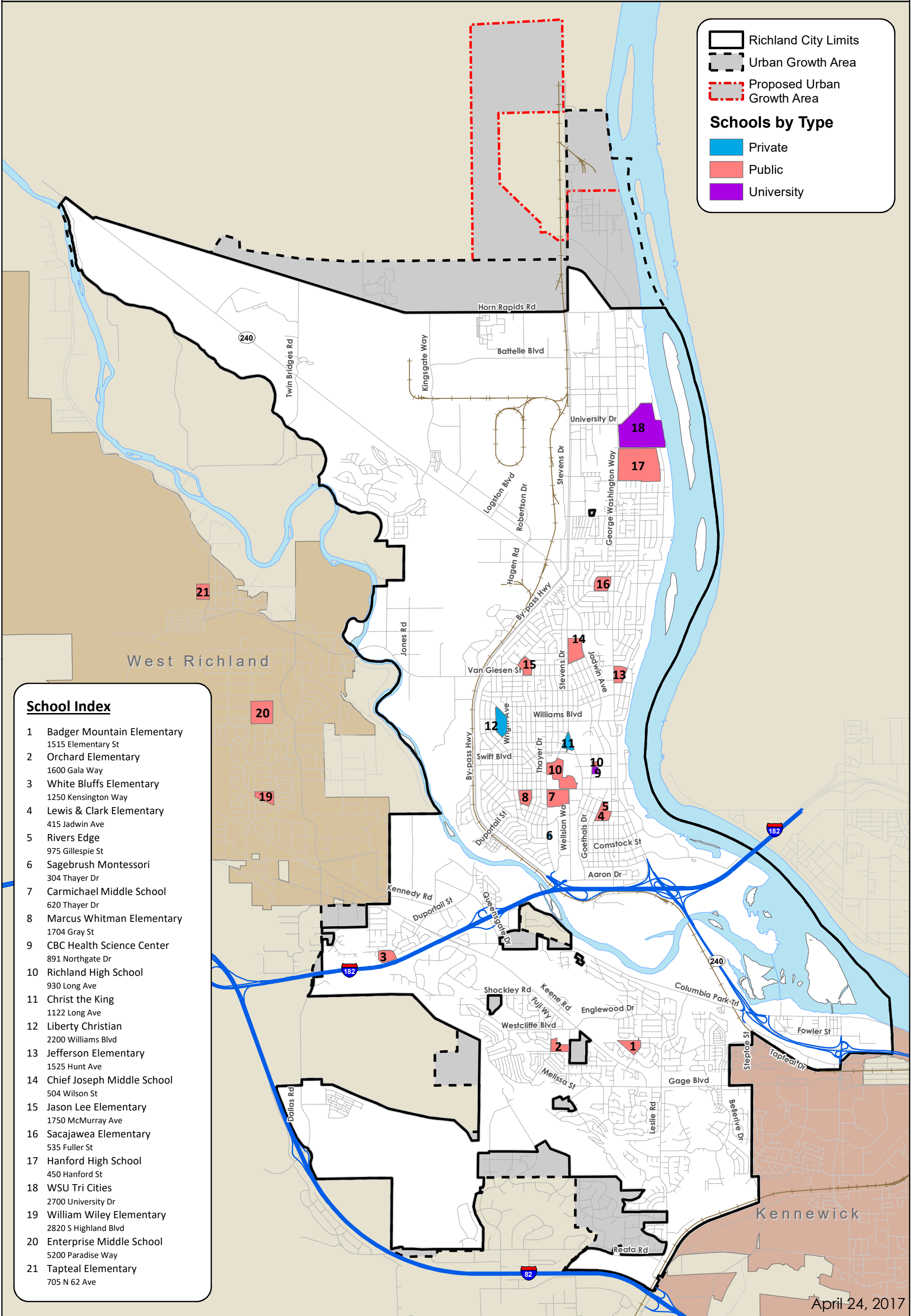
Construction of a middle school (Leona Libby Middle School) is under waygoing and is expected to open in 2017 ~~in West Richland~~ near Belmont Boulevard and Keene Road, West Richland. The Richland School District purchased 72 acres for a potential high school near the Leona Libby Middle School site. An elementary school is also being planned in this area.

~~Additionally, with the growth of the City, the school district is facing difficulties in identifying adequate land for future school sites. New land uses on the southwest side of the city will designate land for school and public facilities' use. Future land planning will be further coordinated to address the school district's need.~~



City of Richland

CF-6 - Schools



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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City of Richland
Comprehensive Plan:
**Integrated
Non-project Draft
Environmental
Impact Statement**

May 2, 2017

Prepared for:

City of Richland



Prepared by:

Oneza & Associates

With assistance from:

Anchor QEA

Integrated Non-project Draft Environmental Impact Statement

Factsheet

Project Title:

Integrated Non-Project Draft Environmental Impact Statement for the City of Richland 10-year Comprehensive Plan

Project Proponent:

City of Richland

Location:

The area represented by this Integrated Non-Project Draft Environmental Impact Statement (EIS) is the City of Richland (Richland). The City is in east Benton County, which is in the southeast portion of Washington State. Three areas are being considered under the action alternatives, including Horn Rapids Northwest, City View West, and Columbia Point South. Horn Rapids Northwest is in the northwest corner of the City adjacent to State Route (SR) 240. City View West is in the southwest corner of the City near the intersection of SR 240 and Interstate (I-182). Columbia Point South is in south Richland near the SR 240 and I-182 interchange at the confluence of the Yakima and Columbia rivers.

Proposed Action:

The City is updating its Comprehensive Plan based on projected growth projections. The Draft EIS considers three alternatives, including a No Action Alternative and two Action Alternatives. The Urban Growth Area (UGA) boundaries would remain the same under all alternatives.

No Action Alternative

The No Action Alternative growth will occur based on the past trends. No land use change will occur to affect the growth pattern.

Alternative 2: Recommended Growth Target

Alternative 2 proposes changes in the Comprehensive Plan land use designations to accommodate Richland's 20-year population growth and capitalize on other development opportunities at Horn Rapids Northwest, City View West, and Columbia Point South.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3, the Preferred Alternative, proposes changes in the Comprehensive Plan land use designations similar to Alternative 2, with higher density land use designations proposed at Horn Rapids Northwest and City View West.

Lead Agency:

City of Richland Community Development Services
840 Northgate Drive
Richland, Washington 99352

State Environmental Policy Act Responsible Official:

Kerwin Jensen, Director
City of Richland Community Development Services

505 Swift Blvd., MS-02
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505 Swift Blvd., MS-02
Richland, Washington 99352
Phone: (509) 942-7583
E-mail: lfollett@ci.richland.wa.us

Required Permits and/or Approvals:

The following actions would be required for adoption of the Comprehensive Plan Update:

- Identification and approval of the Preferred Alternative
- Finalized maps and policy language

Authors and Principal Contributors:

This Integrated Non-Project Draft EIS was prepared under the direction of the City of Richland Community Development Services. Research and analysis was provided by:

- Oneza & Associates, Lead Author
- Anchor QEA, LLC, Built and Natural Environmental Analysis

Date of Final EIS Issuance:

July 24, 2017

Date of Draft EIS Issuance:

May 10, 2017

Date of Draft EIS Comments Due:

July 10, 2017

Public Meetings

Open House: March 20, 2017

Final Action:

Council Adoption of the Comprehensive Plan Update is August 15, 2017 (subject to change)

Related Plans and Documents

- City of Richland Draft Comprehensive Plan 2017 (March 24, 2017)

- City of Richland Draft Comprehensive Plan Supporting Analysis (March 24, 2017)

A limited number of CD and hard copy EIS documents are available at the City of Richland Community Development Services at 840 Northgate Drive Richland, Washington 99352. The EIS is also available online at:

<https://www.ci.richland.wa.us/departments/community-development-services/2017-comprehensive-plan-update>

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Chapter 1. Overview

1.1. Introduction

The City of Richland (City) is updating its Comprehensive Plan (Plan) consistent with the Growth Management Act (GMA; Revised Code of Washington [RCW] 36.70A). Every 10 years, the City is required to update its Plan. Pursuant to the GMA, the City is required to complete the update by June 30, 2017. The Plan consists of goals, policies, and analyses of the following elements: economic, land use, transportation, utilities, capital facilities, and housing. It also includes parks and recreation, schools, municipal facilities, fire and emergency services, police services, telecommunications, and Irrigation District Facilities. The Plan guides decisions about development and growth within the City limits and in the Urban Growth Area (UGA). It is designed to help the City meet its long-term vision for growth. The updated document contains visions, goals and policies, and analyses. The Plan is also required to be consistent with the County-wide Planning Policies established for Benton County (Benton County 2017).

The City has determined this proposal is likely to have significant adverse impact of the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030(2)(c) and will be prepared. Materials indicating likely environmental impacts can be reviewed at our office and at the project website at: www.ci.richland.wa.us/compplan.

1.2. What is an Integrated SEPA/GMA document?

In 1995, the Department of Ecology (Ecology) adopted amendments to the Washington State Environmental Policy Act (SEPA; Washington Administrative Code [WAC] 197-11-210) to authorize cities and counties planning under GMA to integrate the requirements of SEPA and GMA. These new rules (WAC 197-11-210 through 235) allow the environmental analysis required under SEPA to occur concurrently with and as an integral part of the planning and decision making under GMA. The City has decided to follow this course and incorporate the EIS discussion of the impacts of the Plan by SEPA into the Plan itself.

The integration of SEPA and GMA results in improved planning and project decisions from the environmental perspective. Just as GMA goals cannot be addressed without consideration of environmental factors, the goals of SEPA are benefited by the examination of the "big picture" and identification of mitigation to address cumulative impacts of development that occurs during GMA planning.

1.3. What is an EIS

An EIS is a document required under the SEPA that evaluates the possible impacts of a proposed action. Several different ways of achieving the goal must be explored and contrasted before a final option/alternative is chosen. The EIS alternatives provide a framework for analyzing impacts and making comparisons among different land use options.

This document discusses the current state of the City, presents two action and one no-action alternative for the future of the City, and analyzes expected changes under each alternative. No alternative should be considered definitive. This will allow decision makers, with input from residents, the opportunity to incorporate the better features of each alternative (if appropriate) into a recommended Plan.

1.4. What is this Process

First, the Responsible Official of the City determined an EIS was required. Once that occurred, the City issued a Scoping Notice to request public input on the scope of the document, including issues to be addressed, alternatives to be evaluated, and the level of detail to be provided. Once a final scope of work had been determined based on public comment, this Draft EIS was prepared for public review. The public is being requested to comment on this Draft EIS. A public hearing will also be held to solicit public input. Once comments from the public have been received, a Final EIS will be prepared. This document will contain all the corrections, responses and public comments received.

1.5. Background information on GMA

In 1990, the Washington State Legislature recognized that uncoordinated and unplanned growth was reducing the quality of the environment and of life in many areas of the State, and so adopted the GMA. The overall goal of this legislation is to provide a managed framework for growth and development throughout Washington State. There are 14 goals in GMA as follows:

- Urban growth: Encourage development in urban areas where adequate public facilities exist or can be provided.
- Reduce Sprawl: Reduce inappropriate conversion of undeveloped land into sprawling, low-density development.
- Transportation: Encourage efficient multimodal transportation systems based on regional priorities.
- Housing: Encourage the availability of affordable housing to all economic segments of the population.
- Economic Development: Encourage economic development consistent with adopted Plans, promote economic opportunity for all citizens, 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.
- Property Rights: Protect property rights from arbitrary or discriminatory actions.
- Permits: Process permits in a timely and predictable manner.
- Natural Resource Industries: Conserve timber, agricultural, and mineral resource lands.
- Open Space and Recreation: Retain open space and enhance recreational opportunities.
- Environment: Protect the environment and enhance air quality and availability of water.
- Citizen Participation and Coordination: Foster early and continuous public participation in the planning process.
- Public Facilities and Services: Provide adequate public facilities and services to serve new growth.
- Historic Preservation: Encourage historic preservation.

Shoreline Management: Incorporate the goals and policies of the Shoreline Master Program (SMP) into the Plan.

In order to attain these goals, cities and counties planning under GMA are required to develop Plans addressing land use, transportation, housing, utilities, and capital facilities for the next 20 years. Plans are required to be updated every 10 years.

1.6. Location

The proposal includes the City limits and UGA boundary. The City of Richland, Washington, is in Benton County 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. The planning area is bordered on the north side by Hanford Nuclear Reservation, on the south by the City of Kennewick and Benton County, on the east by the Columbia River, and on the west by the Yakima River and the City of West Richland. The Yakima River delta has shaped the City's growth into two areas, north and south sides of the City.

The Tri-Cities area is the largest metropolitan area between Spokane, 145 miles to the northeast, and Seattle, 220 miles to the northwest. Boise, Idaho, is situated 300 miles southeast of Tri-Cities. Because of its location, the Tri-Cities metro has become a major transportation and commercial hub for travelers, and commodities in the Pacific Northwest. Figure 1-1 shows the City regional context.

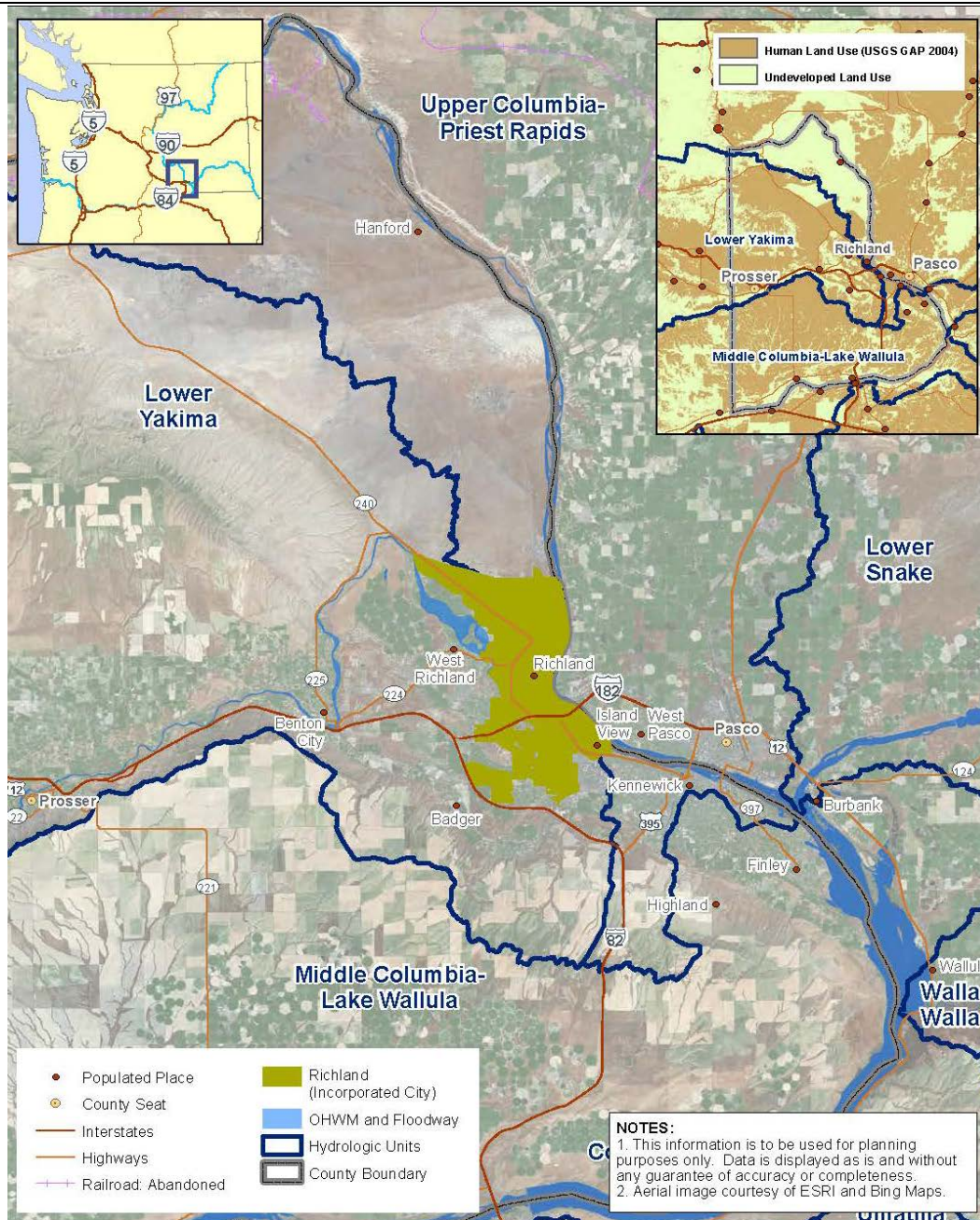


Figure 1-1. Regional Context

1.7. Summary of the Proposal

Richland's 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 like individual points on the targeted vision. They articulate what we hope to achieve. Policies define how we accomplish the goals. Regulations are codes and ordinances that implement policies. There are six key elements in the Plan: 1) economic development; 2) land use; 3) housing; 4) transportation; 5) utilities; and 6) capital facilities. The Capital Facilities Element includes parks and recreation, schools, municipal facilities, fire and emergency services, police services, telecommunications, and Irrigation District Facilities. The Plan guides decisions about development and growth within the City's UGA. It is designed to help the City meet its long-term vision for growth. Goals and policies are included in relevant elements in order to ensure they carry out the vision of the community.

A Public Participation Plan was adopted by the City. The City provided multiple opportunities for public involvement in the form of public workshops, topic group discussions, open houses, citizen surveys, etc. The City established a Plan webpage to disseminate information to, and gather input from, the public. The City reached out to agencies such as Pacific Northwest National Lab, Richland School District, Columbia Basin College, and Benton Franklin Council of Government. The City also held Planning Commission and Council workshops. The Plan's goals and policies reflect the input received from the public.

1.8. Scope of Review

This Integrated EIS analyzes, at a programmatic level, the potential impacts on the following elements of the environment identified through the scoping process.

- Earth
- Surface Water
- Plants and Animals
- Land Use
- Shoreline Use
- Population, Housing, and Employment
- Parks and Recreation
- Transportation
- Public Services and Utilities
- Heritage Conservation

Chapter 2: Alternatives

2.1. Description of EIS Alternatives

The City is proposing three alternatives based on projected future growth patterns. Alternative 1, No Action, calls for keeping the City's existing Plan without modifications. Alternative 2, Recommended Growth Target, allows for changes in the Plan to accommodate the 20-year population growth projection for Richland allocated by the Office of Financial Management (OFM). Alternative 3, Recommended Growth Target High Density, is similar to Alternative 2, with consideration for a growth pattern of higher density.

2.2. How the Alternatives Were Developed

The City conducted multiple visioning workshops with the public, Planning Commission, and City Council. An online survey was also available to offer input on multiple issues. Public input was gathered in accordance with the adopted Public Participation Plan. Multiple ways of outreach include:

- Online, television, and mail
- Public meetings
- Council and Commission workshops
- Online survey
- Topic group discussion
- Other agency coordination

Key topics to address in the Plan were gathered during the outreach process. These include community and neighborhood character, economic development, land use and growth, housing and neighborhood, transportation, open space and natural areas, public participation/communication, urban design and culture, sustainability, parks and recreation, facilities, utilities, public safety, and education.

2.3. The Alternatives

2.3.1. Alternative 1: No Action

SEPA requires an EIS study to contain a "no action" alternative. This alternative would maintain the City's existing Plan without modifications. This means growth will occur based on the past trends. No land use change will occur to affect the growth pattern. The UGA will remain the same. Limited policy changes may be needed to maintain consistency with the GMA and the Countywide Planning Policies.

Under the No Action Alternative, the Housing Element and future housing development will largely follow the current trends and will not have adequate capacity within the City's current residential land uses in meeting the future needs.

The Transportation Element in this Alternative of the Plan will continue making preferred improvements in corridors where congestion is occurring today. 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. Long-range improvements include the extension of Gage Boulevard and Queensgate Drive to serve the Badger South sub-area, interchange improvements on Interstate-182 (I-182) and SR 240, as well as other collector road improvements to serve currently

developing areas such as Badger Mountain South, south Richland, and industrial areas in Horn Rapids.

The Utilities Element of the City Plan will address utility service within the City based on the existing land use. The utility system plans (e.g., water, sewer, stormwater) will continue to serve developments identified in the current land use plan.

The Capital Facilities Element addresses facilities that are important for the City's growth in the next 20 years. In this alternative, no accommodation will be made of the additional growth within the City's available land area, and the provision of adequate services for the expected growth. The capital facilities such as parks and recreation will remain largely unchanged. Municipal facilities, fire and emergency services, and police services will provide services on the existing developing areas.

The existing land use distribution in the City is shown in Figure 2-1 and described in the Table 1.

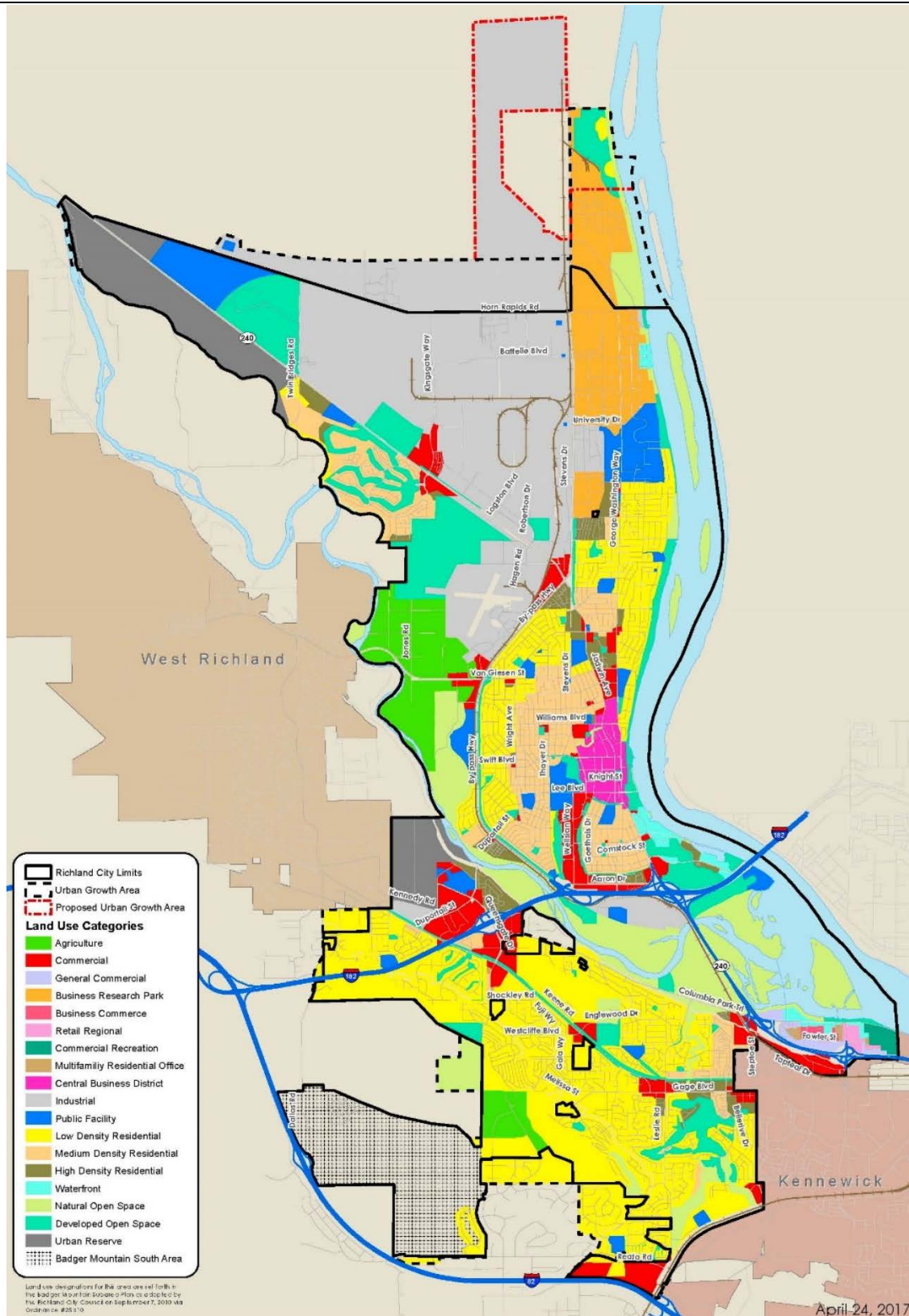


Figure 2-1. No Action Alternative

Table 1: No Action 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	5,266	18.15
Medium 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	3.70
General Commercial	79		79	0.28
Regional Retail	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	1,084	3.78
Industrial ³	5,374	1,050	6,424	22.39
Mixed Use 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, Washington State University (WSU) campus, City-owned facilities, and cemeteries. ³ Includes proposed UGA expansion area related to Department of Energy land transfer				

Based on the 2016 estimate of the OFM, Richland and its UGA contain a population of 54,733, with 53,410 within City limits and 1,323 in the UGA. Benton County's allocation and projected population

for Richland are 76,533 for the year 2035, 78,431 for 2037 (the “20-year” projected population) and 81,366 for the year 2040.

The 20-year projected population increase is 23,699, based on the difference between the projected 2037 population and the current population. The City’s infill and vacant residential land will be able to accommodate some of this population growth. Under the No Action Alternative, there is still a need to accommodate 1,391 persons. Based on land needed in each land use category, there will be a deficit of approximately 178 acres to meet the future residential demand. See the analysis in the Supporting Document of the Plan, subsection Future Land Capacity.

The amount of vacant commercial land is anticipated to be sufficient to meet the needs of the projected population expected during the 20-year planning period. Re-development of underutilized lands within the Central Business District (CBD) 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 the City has an adequate industrial land base throughout the planning period.

2.3.2. Alternative 2: Recommended Growth Target

This alternative allows for changes in the Plan to accommodate the Richland 20-year population growth and to capitalize on other development opportunities.

It includes considering land use, transportation, and policy changes in the Plan to gain an increase in development capacity within the undeveloped and infill areas of the City. The updated vision, goals, and policies will reflect the City’s current and future objectives.

Under the Land Use Element, Alternative 2 will also consider new development in the City’s underutilized Urban Reserve land adjoining State Route (SR) 240 in north Richland, northwest of the Horn Rapids development, west of City View in south Richland, and Columbia Point South. It will consider land use and policy change in order to maintain consistency with the GMA and the Countywide Planning Policies and to accommodate growth.

In this alternative, the Horn Rapids Northwest area will change 272 acres of existing Urban Reserve land to Low Density Residential land. The City View West area will change 330 acres of existing Urban Reserve land, and 10 acres of right-of-way land, to a mix of Low, Medium and High Density Residential, Commercial, Public Facility, and Developed and Natural Open Space land uses. This will meet the target growth by adding 486 acres of residential land (various densities), 40 acres of Public Facility land and 41 acres of Commercial Land. It will add 38 acres of Natural Open Space and 5 acres of park land under Developed Open Space.

In the Columbia Point South area, about 33 acres of Public Facility land, and 72 acres of Developed Open Space land will change to 100 acres of Commercial Recreation, and the remaining area to Natural Open Space land (5 acres). Natural Open Space land will be added along the shoreline.

No additional changes are anticipated in the UGA. The land use distribution in Alternative 2 is shown in Table 2.

Table 2: Alternative 2 Land Use Acreage

Land Use Designation	City Limits (acres)	Area within UGA (acres)	Total Acreage¹	% of Total
Residential				
Low Density Residential	5,004	689	5,693	19.84
Medium Density Residential	1,468		1,468	5.12
High Density Residential	548		548	1.91
Badger Mountain South	1,431		1,431	4.99
Commercial				
Business Commerce	28		28	0.10
Central Business District	222		222	0.76
Commercial	1,087	16	1,103	3.85
General Commercial	79		79	0.28
Regional Retail	31		31	0.11
Waterfront	140		140	0.49
Commercial Recreation	150.2		150.2	0.52
Public Lands/Open Space				
Developed Open Space	1,977	144	2,121	7.39
Natural Open Space	2,166	322	2,488	8.669
Public Lands/Facilities				
Public Facility ²	1,021	27	1,048	3.60
Industrial				
Business Research Park	647	437	1,084	3.78
Industrial ³	5,374	1,050	6,424	22.39
Mixed Use Designations			0	
Agricultural	903		903	3.10
Residential Office	21		21	0.07
Urban Reserve	612		612	2.13
Public Service Lands				
Rights of Way	2,937	163	3,100	10.80
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				

Plan elements are described for this alternative. The Housing Element is intended to provide policy background and broad direction for housing programs and decisions toward meeting the City's goals.

Similar to the other elements of the 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 Transportation Element in this Alternative of the Plan identifies preferred improvements in corridors where congestion is occurring today. 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. Long-range improvements include the extension of Gage Boulevard and Queensgate Drive to serve the Badger South sub-area, interchange improvements on I-182 and SR 240, as well as other collector road improvements to serve developing areas.

In this Alternative, 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.

The Utilities Element of the City Plan describes utility policies and regulations to implement the goals of the Plan. It was developed in accordance with Section 36.70A070 of the GMA to address utility service within the City during the next 20 years. It consists of the general location, proposed location, and capacity of all existing utilities in the UGA.

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 this alternative. The Capital Facilities Element includes City-provided facilities such as parks and recreation, schools, municipal facilities, fire and emergency services, police services, and facilities provided by outside providers, such as telecommunications, and Irrigation District Facilities.

Goals and policies are developed based on the Community's vision and are integrated with each element.

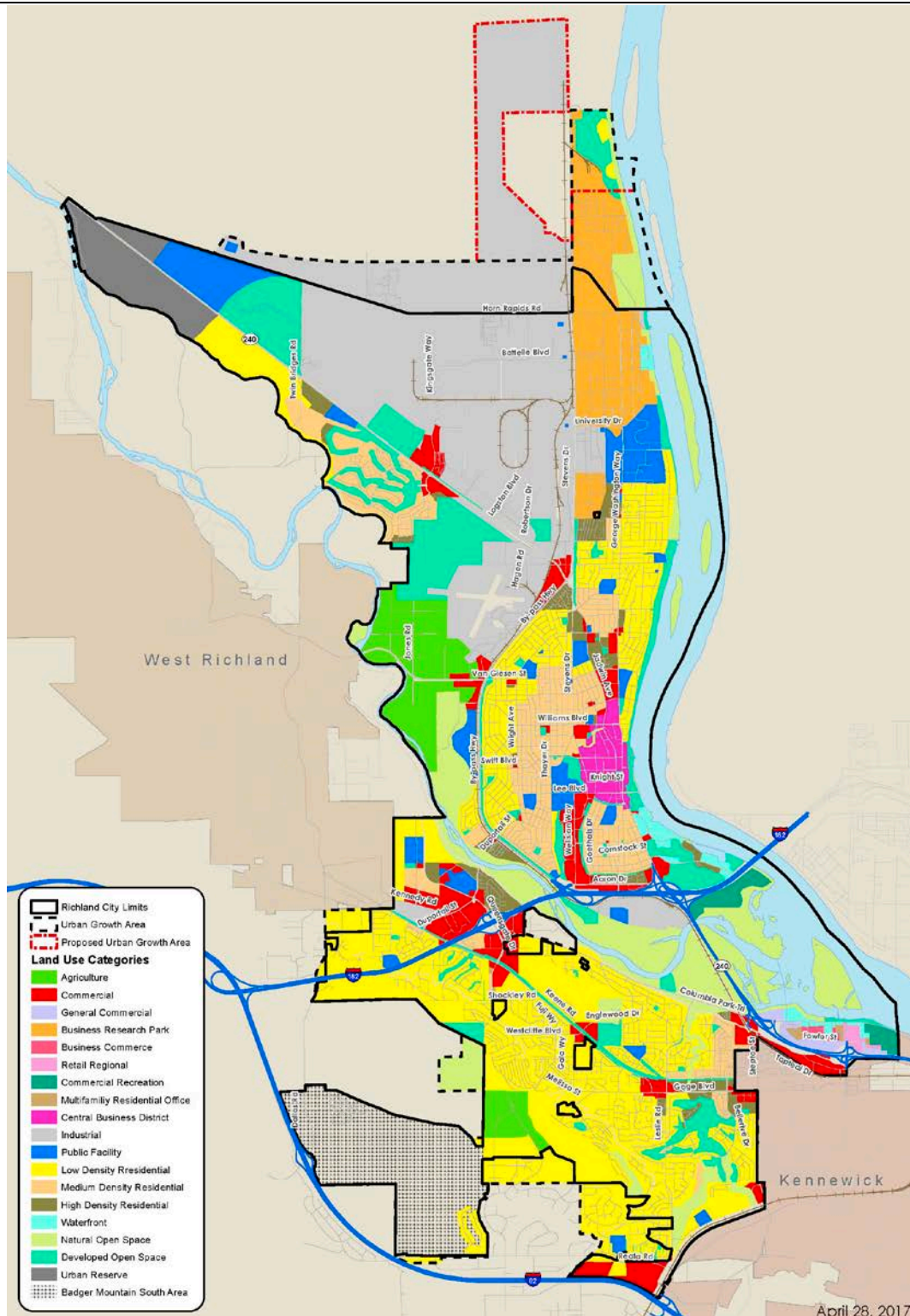


Figure 2-2. Alternative 2: Recommended Growth Target

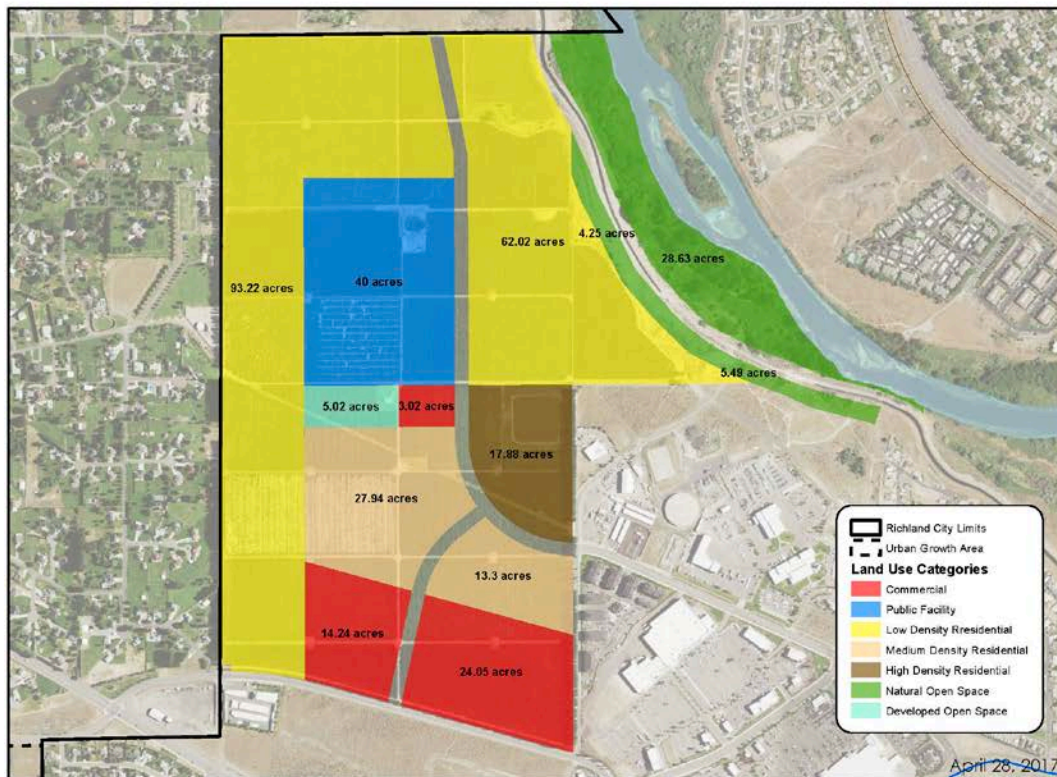
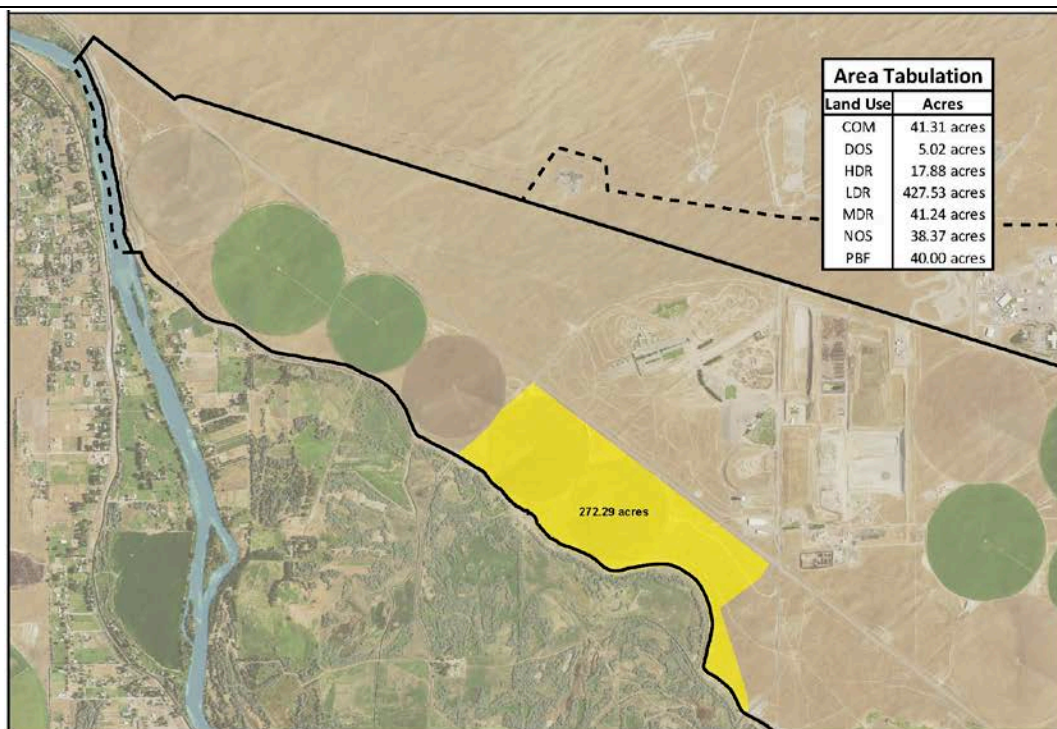
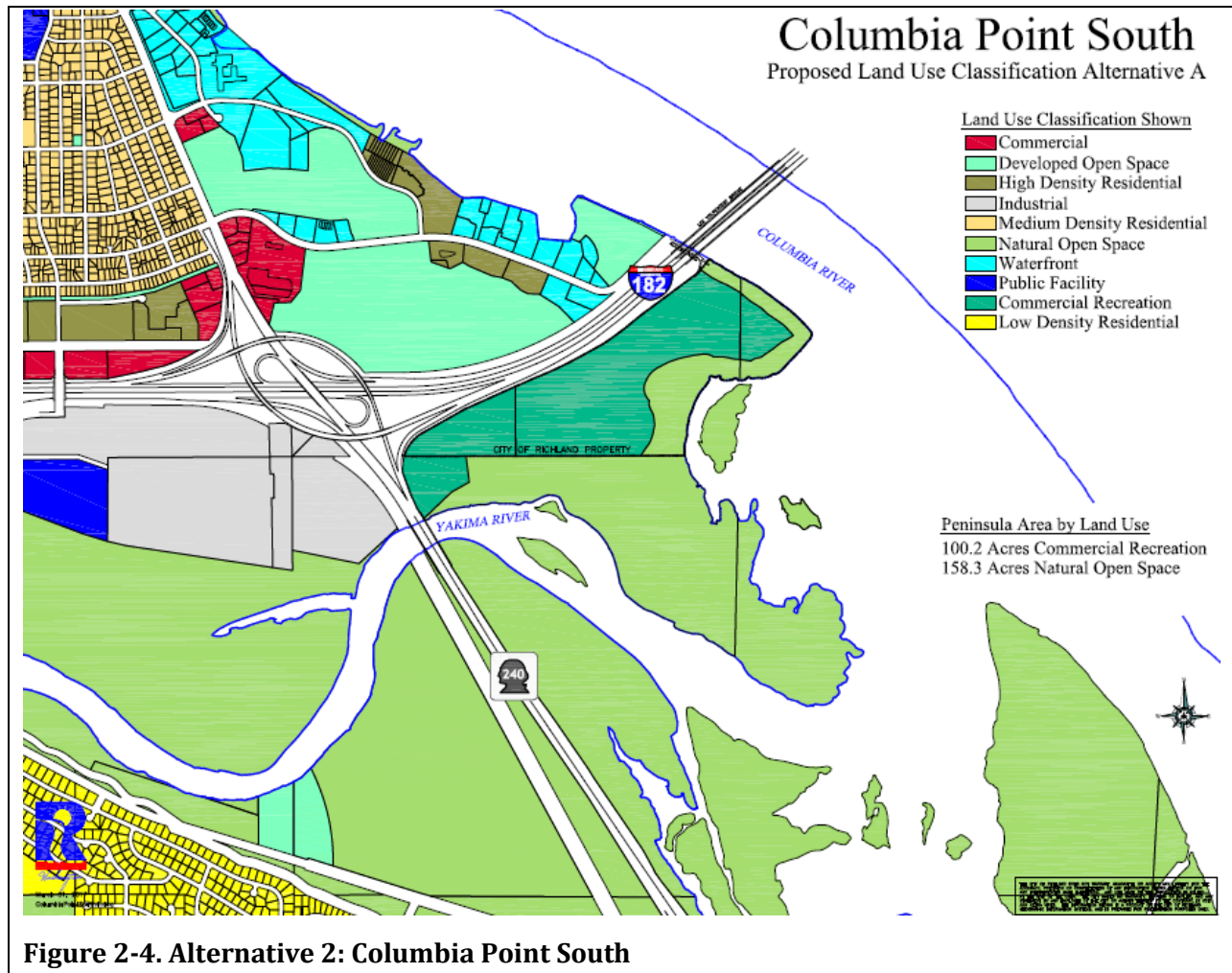


Figure 2-3. Alternative 2: Horn Rapids Northwest and City View West



2.3.3. Alternative 3: Recommended Growth Target High Density, Preferred Alternative

This alternative allows for changes in the Plan to accommodate the Richland 20-year population growth projection, and to capitalize on other development opportunities. It includes considering land use, transportation, and policy changes in the Plan to gain an increase in development capacity within the undeveloped and infill areas of the City. It will also consider new development in the City's Urban Reserve land adjoining SR 240 in north Richland, west of City View in south Richland and in Columbia Point South. It will consider land use and policy change in order to maintain consistency with the GMA and the Countywide Planning Policies and to accommodate growth.

Under the Land Use Element in this Alternative, the Horn Rapids Northwest area will change 230 acres of existing Urban Reserve land to Low Density Residential land, and 42 acres of existing Urban Reserve land to Medium Density Residential land. The City View West area will change 330 acres of existing Urban Reserve land, and 10 acres of right-of-way land, to a mix of Low, Medium, and High Density Residential, Commercial, Public Facility, and Developed and Natural Open Space land uses. This alternative meets the target growth at a higher density by adding 486 acres of residential land,

40 acres of Public Facility land, and 41 acres of Commercial Land. It will add 38 acres of Natural Open Space and 5 acres of park land under Developed Open Space. This alternative will have more High and Medium Density Residential land uses compared to Alternative 2.

In the Columbia Point South area, about 33 acres of Public Facility land, and 72 acres of Developed Open Space land use will change to 89 acres of Commercial Recreation and the remainder of the area to Natural Open Space land use (16 acres). Natural Open Space land will be added along the shoreline.

The land use distribution in Alternative 3 is shown in Table 3. No additional changes are anticipated in the UGA. No changes are anticipated in the UGA.

Table 3: Alternative 3 Land Use Acreage

Land Use Designation	City Limits (acres)	Area within UGA (acres)	Total Acreage ¹	% of Total
Residential				
Low Density Residential	4,962	689	5,651	19.69
Medium Density Residential	1,497		1,497	5.22
High Density Residential	561.2		561.2	1.96
Badger Mountain South	1,431		1,431	4.99
Commercial				
Business Commerce	28		28	0.10
Central Business District	222		222	0.77
Commercial	1,087	16	1,103	3.85
General Commercial	79		79	0.28
Regional Retail	31		31	0.11
Waterfront	140		140	0.49
Commercial Recreation	89.1		89.1	0.48
Public Lands/Open Space				
Developed Open Space	1,977	144	2,121	7.39
Natural Open Space	2,177	322	2,499	8.70
Public Lands/Facilities				
Public Facility ²	1,021	27	1,048	3.65
Industrial				
Business Research Park	646.5	437	1,084	3.78
Industrial ³	5,374	1,050	6,424	22.39
Mixed Use Designations			0	
Agricultural	903		903	3.15
Residential Office	21		21	0.07
Urban Reserve	612		612	2.13
Public Service Lands				
Rights of Way	2,937	163	3,100	10.80
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				

All other elements in this alternative remain the same as Alternative 2, except for the Housing Element. A variety of housing opportunities are provided through higher density residential land use in this alternative for Horn Rapids Northwest and City View West areas.

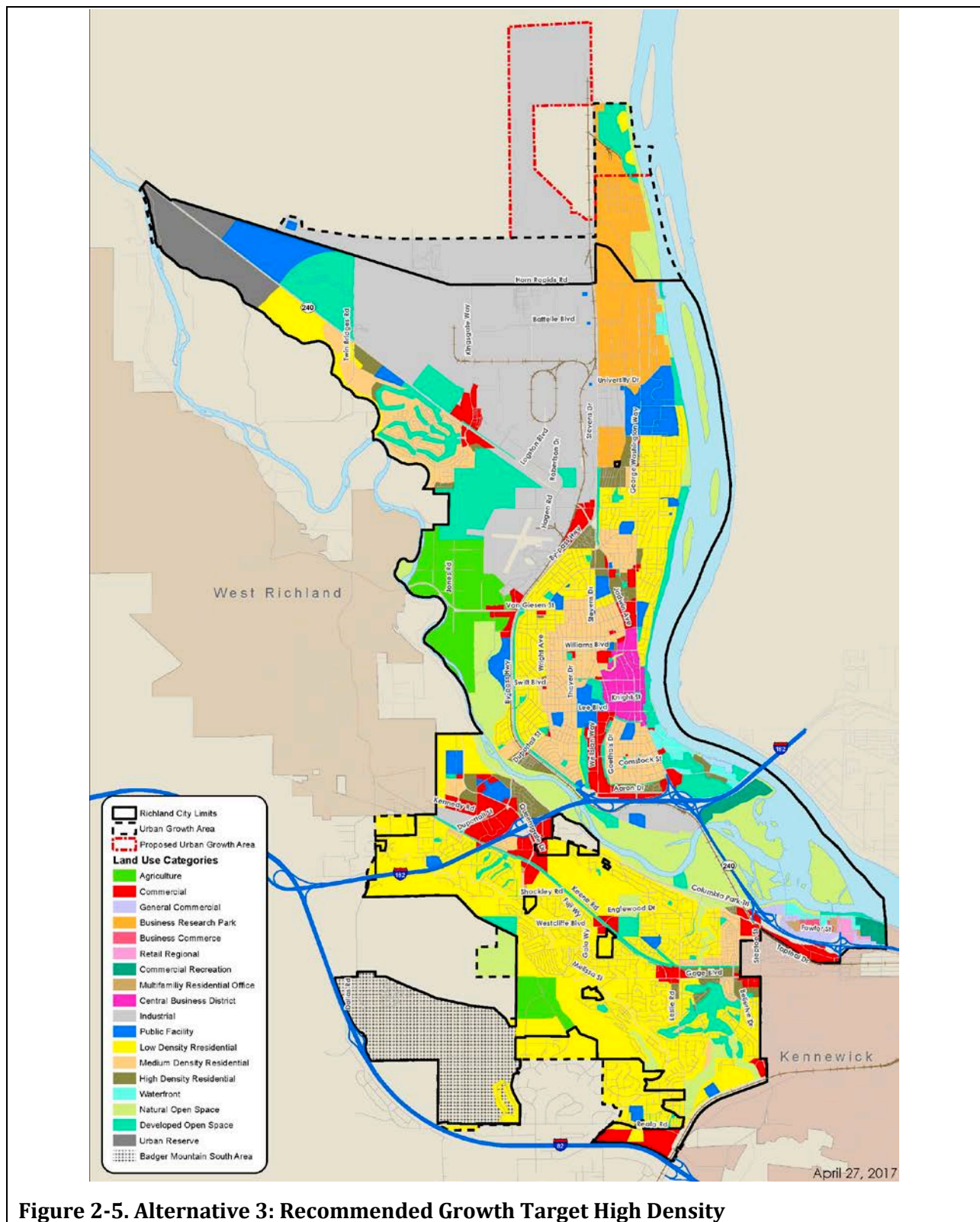


Figure 2-5. Alternative 3: Recommended Growth Target High Density

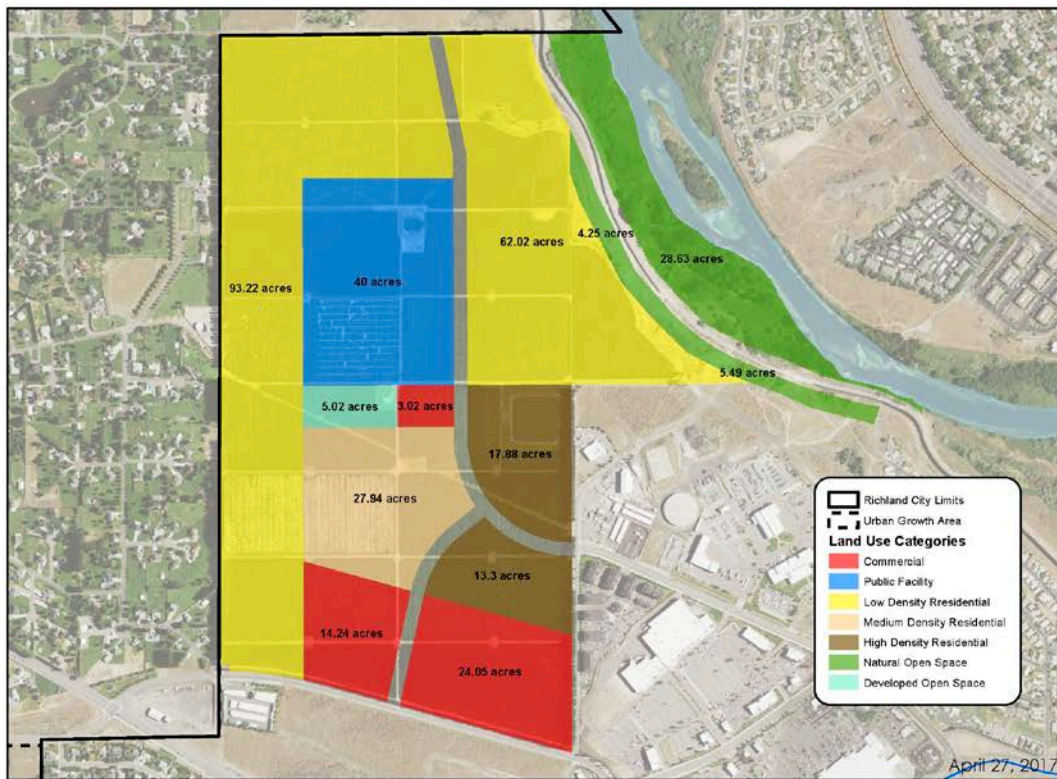
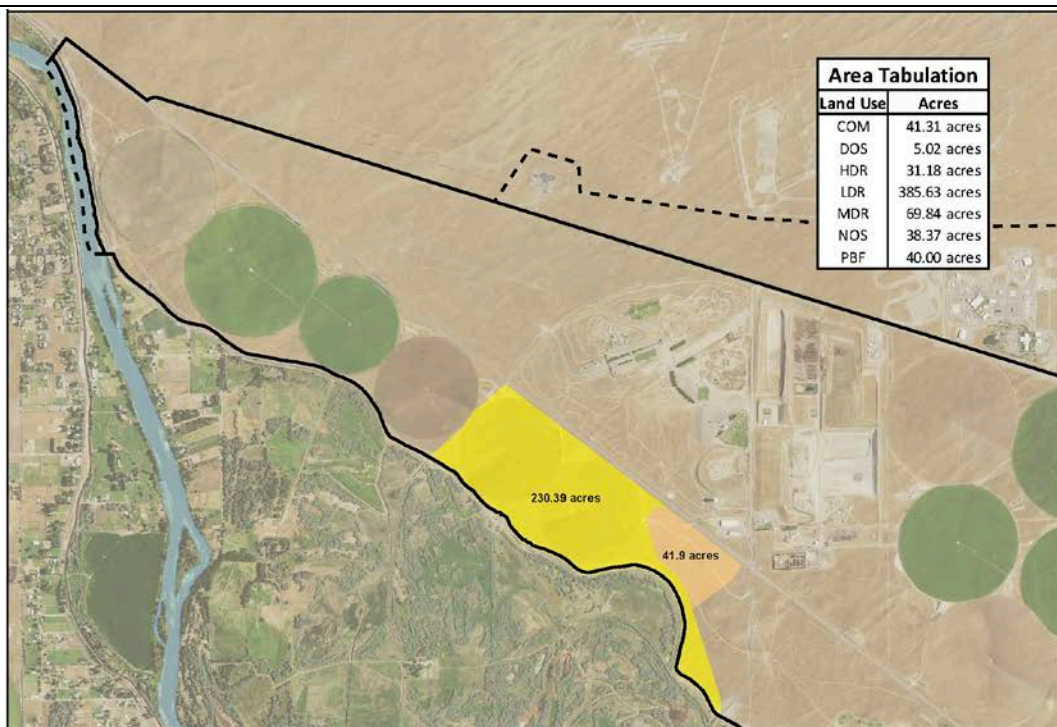
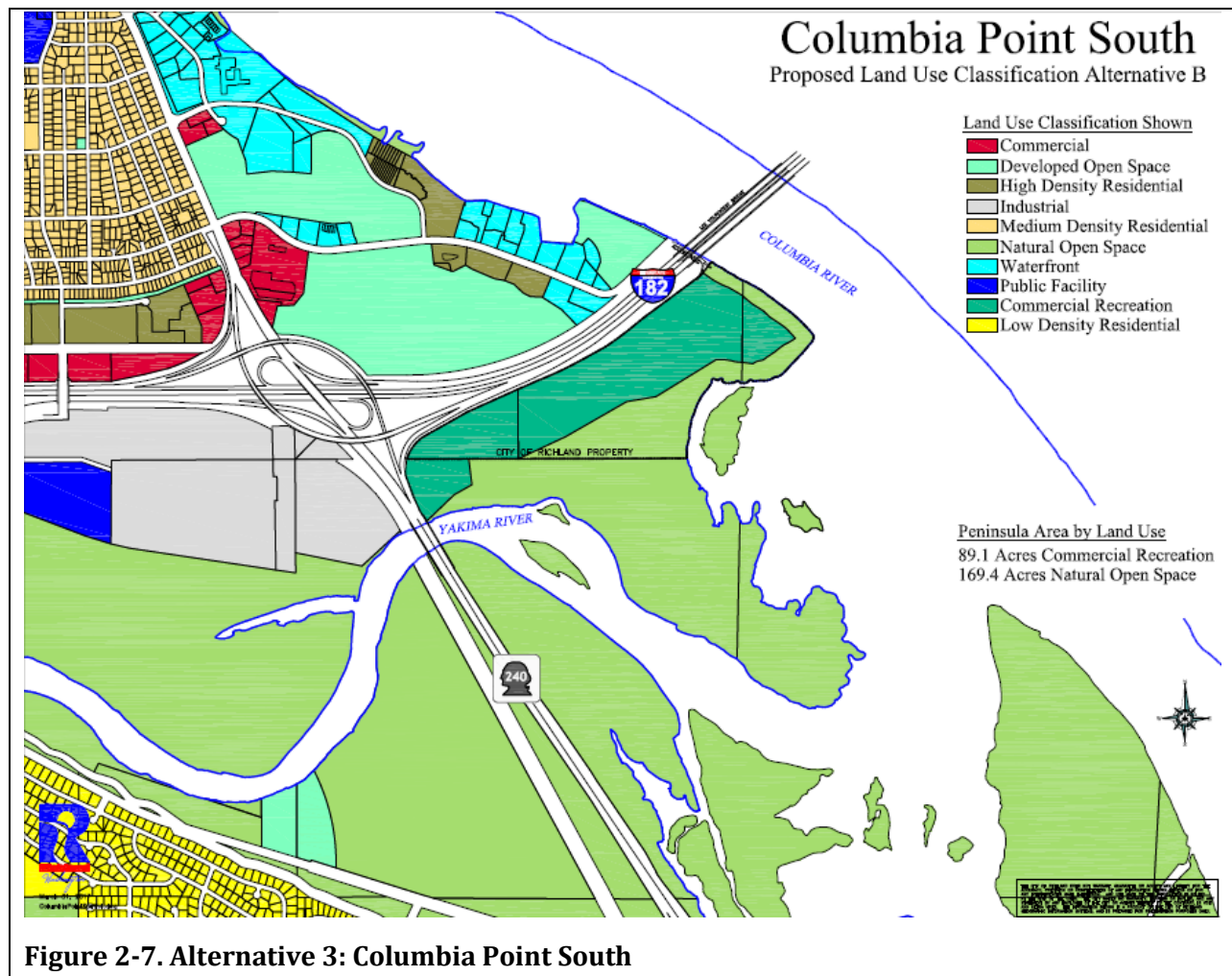


Figure 2-6. Alternative 3: Horn Rapids Northwest and City View West



Chapter 3: Major Issues and Summary of Environmental Impacts

3.1. Major Issues and Areas

3.1.1. Increased Density and Development

Densities will be increased under both alternatives, which may significantly impact the character of the City, especially in the City View West, and Horn Rapids Northwest areas under Alternatives 2 and 3. Some areas in existing single-family neighborhoods may have increased densities.

Future development under both action alternatives will change the character of the primarily undeveloped areas of the City. Alternative 3 will have a variety of housing styles, including cluster and multi-family housing.

At multiple public meetings, the Richland community has largely expressed support for higher density development and a variety of housing choices.

3.1.2. Traffic

The additional traffic generated by the increased housing densities, and commercial, and public facilities land uses could impact existing traffic pattern. Both action alternatives would result in a substantial increase in traffic volume, although proposed mitigation could reduce transportation impacts sufficiently under either alternative to meet the City's current Level-of-Service requirements. Additionally, the City View Area West in both alternatives will retain more traffic internally due to the increase of mix land uses.

On Columbia Point South, only one access to the area has been a concern expressed by the community. Uses in this area will be limited due to traffic volume and capacity.

3.1.3. Open Space and Natural Areas

Preserving the City's open space and natural areas has been one of the priorities as expressed by the community. The community has also expressed interest in developing more water-oriented recreational opportunities. Although, these two notions might seem contradicting to each other, a balanced plan can preserve the open space to meet the City's need and add water-oriented opportunities at the same time. The Community has expressed maintaining the Columbia Point South as Natural Open Space and/or allowing very limited developments in the area. The City's existing environmental protection regulations should protect wetlands, habitats, and other critical areas. The state and federal regulations will guide the preservation of cultural resources in this area.

3.1.4. Healthy Community

As the growth occurs in the City, there has been concern about the planning for a walkable, bike-friendly and a more active community that promotes a healthy lifestyle. The City's zoning code currently allows mixed uses in most of the commercial zones. Both alternatives would promote mixed-use developments as future development in anticipated in some of the City's infill mixed use areas (e.g. Waterfront zone). Both alternatives' goals and policies include streetscape and traffic improvement, along with pedestrian- and bike-friendly options. The City View West area in both alternatives includes a mix of residential, commercial, park, and public facilities land uses that would promote life and work environments and increase physical activity.

3.2. Comparison of Alternatives to GMA Goals

Table 4: Summary of Alternatives Compared to GMA Goals

Goals	Alternative No Action	Alternative 1	Alternative 2
Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.	Least future growth in the City. Most dispersed and low rise pattern.	Focused growth within the UGA.	Focused growth within the UGA with higher density.
Reduce Sprawl: Reduce inappropriate conversion of undeveloped land into sprawling, low-density development.	Disbursed and low rise pattern, would go beyond the UGA to accommodate growth, thus creating sprawl.	Growth within the UGA, planned areas would reduce sprawl.	Growth within the UGA, planned areas would reduce sprawl.

Goals	Alternative No Action	Alternative 1	Alternative 2
Transportation: Encourage efficient multi-modal transportation systems based on regional priorities and coordinated with the City Plan.	Retains current transportation plans with certain improvements.	Adds new transportation improvements to improve connectivity and street design that supports urban environment.	Adds new transportation improvements to improve connectivity and street design that supports urban environment.
Housing: Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.	Housing not adequate to meet the 20-year demand. Disbursed and low rise pattern of housing development.	Housing meets the 20-year demand.	Housing meets the 20-year demand with a variety of housing types and residential densities.
Economic Development: Encourage economic development consistent with adopted Plans, promote economic opportunity for all citizens, 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.	Current economic development trends continue. Employment to occur in the existing commercial and industrial areas.	Economic opportunities are identified in the plan. Additional commercial areas will accommodate more employment.	Economic opportunities are identified in the plan. Additional commercial areas will accommodate more employment.
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.	Maintains existing parks and Natural Open Space. Recreation opportunities will be provided based on the Parks and Recreation's adopted Level of Service.	Decreased park area and increased Natural Open Space results in a net decrease of 28 acres of open space. Increases the recreational opportunities.	Decreased park area and increased Natural Open Space results in a net decrease of 17 acres of open space. Increases the recreational opportunities.
Environment: Protect the environment and	Environmental qualities are	Environmental qualities are	Environmental qualities are

Goals	Alternative No Action	Alternative 1	Alternative 2
enhance the City's high quality of life, including air and water quality, and the availability of water.	protected based on the current regulations and development pattern.	protected based on the current regulations and development pattern.	protected based on the current regulations and development pattern.
Public Facilities and Service. Adequate public facilities to serve the development.	Public facilities continue to serve the current development pattern.	Additional public facilities will be required in certain areas for urban development.	Additional public facilities will be required in certain areas for urban development.
Historic Preservation. Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.	Historical or archaeologically significant sites or structures are protected under the current regulations during construction phase.	Historical or archaeologically significant sites or structures are protected in the planning phase, and also under the current regulations during construction phase.	Historical or archaeologically significant sites or structures are protected in the planning phase, and also under the current regulations during construction phase.

Chapter 4. Affected Environment, Impacts, and Mitigation Measures

4.1. Earth

4.1.1. Affected Environment

The geology, soils, and topography of the Richland area are primarily dictated by glacial outburst flooding that occurred near the end of the last major glacial period, approximately 18,000 to 20,000 years ago. This event is referred to as the Missoula Floods. The geologic makeup is the result of erosion of pre-floods geologic units, deposition of sediments carried by the floodwaters, and the formation of the unique topographic features that influence present-day hydrology. Prior to the Missoula Floods, the geology of the County consisted primarily of Miocene-aged Columbia River Basalt (CRB) flows that were in some places (e.g., plateaus) capped with varying thicknesses of windblown fine sands and silt known as loess (Grolier and Bingham 1978). The segments of the Yakima and Columbia rivers around Richland are located in a wide valley primarily comprising alluvial soils with relatively high infiltration rates. Within upland areas, particularly areas away from the confluence of the river, outburst flood deposits of gravel occur as well. Figure 4-1 shows the geologic formations that occur near the City.

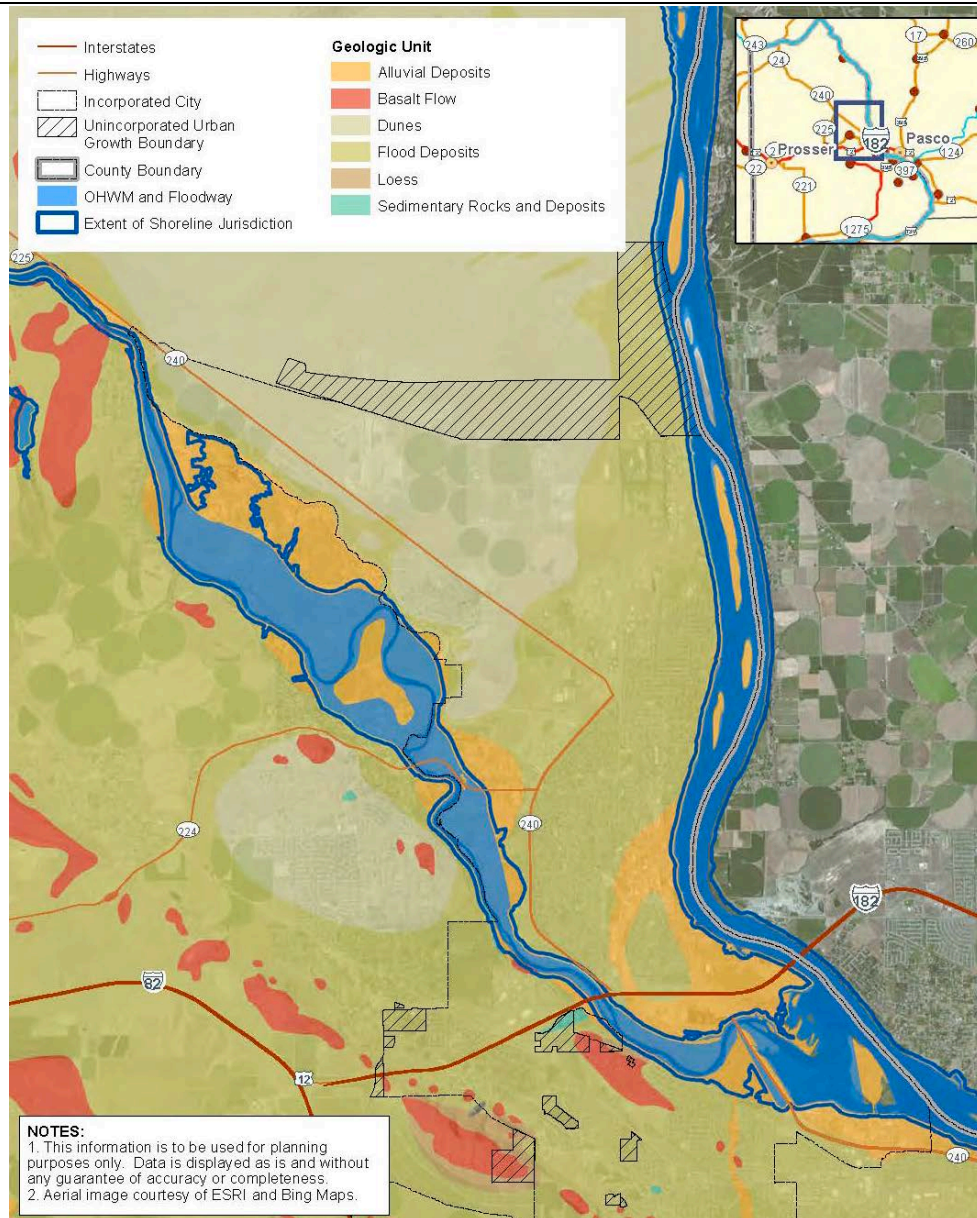


Figure 4-1. Geologic Formations

Geologic hazard areas are regulated under the Sensitive Areas Ordinance in Richland Municipal Code (RMC) Title 22, Chapter 22.1. These areas are defined as those lands susceptible to erosion, landslides, seismic, or mine hazard events. The City Community Development Services (CDS) Department manages an online Geographical Information Systems (GIS) iMap program that identifies the location of geologic hazard areas in proximity to parcels and other jurisdictional features (CDS 2017).

Horn Rapids Northwest is located on the east side of the Yakima River with underlying geologic units, including flood deposits and dunes as shown in Figure 4-1. No geologic hazard areas located in proximity to the site (CDS 2017).

City View West is adjacent to the west side of the Yakima River. The underlying geologic units in this area include flood deposits and dunes with small deposits of basalt flow as shown in Figure 4-1. Geologic hazard areas include steep slopes adjacent to the Yakima River and in the northwest corner of the area (CDS 2017).

Columbia Point South is located at the confluence of the Yakima and Columbia Rivers. The underlying geologic units in this area include alluvial deposits as shown in Figure 4-1. No geologic hazard areas are documented on the site, though steep slopes (greater than 15%) exist along the south side of Columbia Point South, extending to the west (CDS 2017).

4.1.2. Impacts

Earth-related impacts would occur during development activities and operation that may cause any of the following disturbance mechanisms: clearing, grading, erosion and sedimentation, impervious area expansion, increased chemical contamination, or other site-disturbing activities. Such activities have the potential to increase erosion, compaction, or contamination of earth resources.

Alternative 1: No Action Alternative

The No Action Alternative would result in continued use of 717 acres of land under the existing Plan land use designations. Earth-related impacts under the No Action Alternative would scale with the intensity of future activities occurring within the planning areas, which are expected to be less intensive compared to future uses proposed under the two action alternatives. Future population growth would not be fully accommodated under the No Action Alternative and could potentially result in increased and more diffuse impacts to earth resources from future sprawl-type development in other parts of the City and neighboring rural areas.

Alternative 2: Recommended Growth Target

Alternative 2 proposes to change land use designations to allow development to occur within currently undeveloped or infill areas of the City. Compared to the No Action Alternative, disturbance mechanisms associated with more intensive development under Alternatives 2 and 3 would result in increased erosion, compaction, or contamination of earth resources within the planning areas.

Alternatives 2 and 3 propose similar acreages; therefore, the extent of impacts to earth resources within the undeveloped or infill areas would be similar for both alternatives. A limited potential for earth slides or slope sloughing exists within the steeper sloped areas along the eastern edge of City View West and the edges of the Columbia Point South property. At the Columbia Point South property, the steep slope areas would be designated as Natural Open Space under Alternative 3. Because of the fine sandy soils at Horn Rapids Northwest, a potential does exist for siltation, particularly during construction. The Loess soils are windblown and extremely fine. Thus, these soils compact well but may be subject to some erosion. Because of the low rainfall in the Tri-Cities area, siltation from runoff after construction is not typically an issue. However, windblown siltation can impact surrounding areas if not watered during construction.

Alternative 2 proposes lower density land use designations than Alternative 3. Under the 20-year population growth projection for the Richland area, Alternative 2 would accommodate less people which could result in future development occurring in other parts of the City and nearby rural areas. By not proposing higher density land use designations, people will move to other areas, potentially resulting in increased or more diffuse impacts to earth resources from future development outside of the designated planning areas.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 proposes to change land use designations to allow development to occur within currently undeveloped or infill areas of the City. Compared to Alternative 2, Alternative 3 proposes denser residential development to occur in portions of Horn Rapids Northwest and City View West. In Alternative 3, the denser development would result in higher population density per acre and reduce the need for sprawl-type development in the City and nearby rural areas to accommodate future population growth. This would concentrate development to planning areas and potentially reduce impacts to earth resources in other areas compared to Alternatives 1 and 2. At Columbia Point South, more area would remain designated as Natural Open Space along the south side of the property. Compared to Alternative 2, this could reduce impacts from development to earth resources, including steep slopes.

4.1.3. Mitigation Measures

For Alternatives 2 and 3, the following mitigation measures should be employed to reduce siltation and slides:

- Maintain compliance with local air-quality agency requirements by watering exposed areas during construction.
- Avoid disturbing Columbia Irrigation District Canal slope adjacent to City View property and slope along southern edge of Columbia Point South.
- Compact soils at densities appropriate for planned land uses.
- Provide vegetative cover or soil cement on exposed surfaces.
- Designating Natural Open Space on the Yakima River bluff area would preserve the sloped area.
- At Columbia Point South, minimize grading activities by building on fill that would be brought in to support proposed development where these activities could impact earth resources and potentially impact archaeological resources as described in Section 4.10.

Other Mitigation Measures

The City is in the process of updating the Sensitive Areas Ordinance in the RMC Chapter 22.10. The regulations will be known as the Critical Areas Ordinance (CAO) and will reflect updates to the GMA and SMP at a state and local level. RMC 22.10 Article IV addresses geologic hazard areas that occur in the County and provides parameters for development in and near geologic hazard areas through regulatory, review, and permitting processes. It also provides the identification and definition of geologic hazard areas (RMC 22.10.240), applicability (RMC 22.10.250), and assessment requirements (RMC 22.10.270 and 22.10.280) for activities that occur in or near geologic hazard areas. Development that is consistent with the CAO would avoid, minimize, or mitigate potential impacts to earth resources under the three alternatives.

The current draft *City of Richland Draft Comprehensive Plan* (City of Richland 2017a) encourages consistency with the CAO and provides goals and policies related to natural resources, including protection goals for property and people near geologic hazard areas. The following goals and policies should be considered for future development:

- Natural Element Goal 1: Protect, conserve, and restore 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 without degradation.
- Natural Element Goal 1, Policy 1: In cooperation with appropriate agencies, identify and regulate the use of wetlands, essential habitat areas, and other critical lands within the UGA. Use the CAO, SMP, the SEPA, and other ordinances, as applicable, to designate and protect the critical areas and natural environment.
- Natural Element Goal 1, Policy 5: Encourage the preservation of the ridges and hillside areas through applicable development regulations.
- Urban Design Goal 3, Policy 1: Development should be sensitive to existing topography and landscape.

For consistency with the Plan, future urban design under Alternatives 2 and 3 should be sensitive to existing topography and landscaping and utilize design strategies and building techniques that minimize environmental impact, particularly near sensitive areas.

4.2. Surface Water

4.2.1. Affected Environment

The City is located within two watershed planning areas, known as Watershed Resource Inventory Areas (WRIAs). The two watersheds include the Lower Yakima (WRIA 37) and the Alkali-Squilchuck (WRIA 40). These watershed planning units define the boundaries of watershed management areas located in Washington State. WRIA 37 is defined by the Lower Yakima River watershed. Total Maximum Daily Loads (TMDLs) with associated management plans, are in place or under development for the Yakima River for fecal coliform, temperature, toxics, DDT, and turbidity (Ecology 2013). WRIA 40 is defined by the Squilchuck River to the north and follows the Columbia River south to its confluence with the Yakima River. No TMDLs are currently in place or under development for WRIA 40 (Ecology 2015).

The confluence of the Columbia and Yakima Rivers is in the southeast portion of the City. The segments of the Yakima and Columbia rivers around the City are in a wide valley primarily comprising alluvial soils with relatively high infiltration rates. Within upland areas, particularly areas farther from the confluence of the river, outburst flood deposits of gravel occur as well.

Wetland features in the City are generally located immediately adjacent to the Columbia and Yakima Rivers as shown on the critical areas map on Figure 4-2. As also shown on Figure 4-2, floodplains associated with the Columbia and Yakima Rivers are also generally located immediately adjacent to the rivers, apart from the Federal Emergency Management Agency (FEMA) high-risk flood area located to the north of the City along the Hanford Reach of the Columbia River, which is the last free-flowing stretch of the Columbia River.

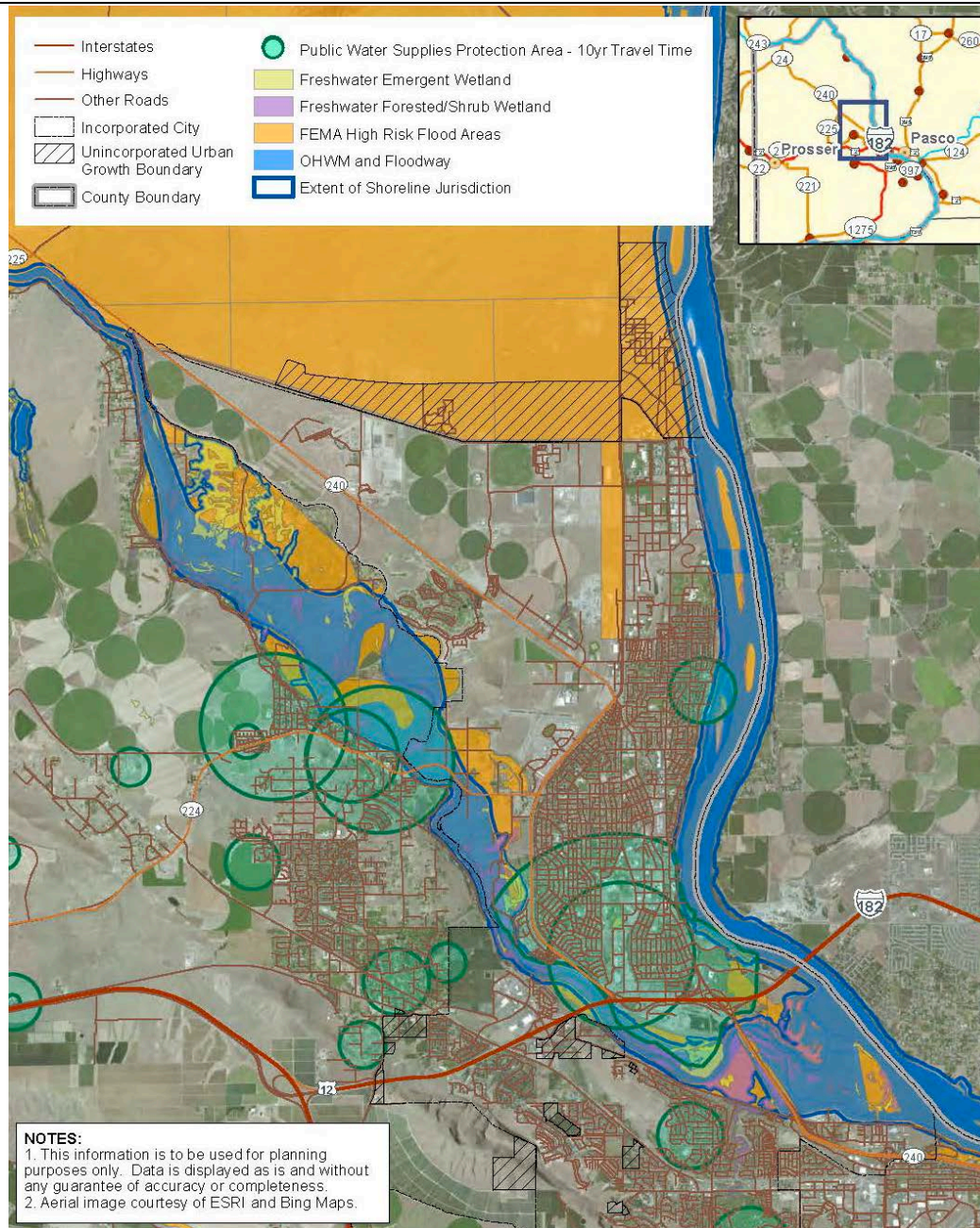


Figure 4-2. Critical Areas

The Yakima River is a major surface water resource for the planning area; the river's hydrology in the City is affected by the U.S. Bureau of Reclamation Yakima Project and other irrigation water withdrawals.

The Columbia River is the other major surface water resource in the City. A portion of the Columbia River within the City is part of the upstream portion of Lake Wallula. Lake Wallula was created from the impoundment of the Columbia River by McNary Dam. Because the City is largely within the Lake Wallula portion of the Columbia River, water levels are generally stable within an

operating elevation range as controlled at McNary Dam. Columbia River floodplain levels are also confined due to river regulation.

Most of the population within the corporate limits of the City is served by the City of Richland Water Utility. The utility serves approximately 18,689 connections (as of 2016), which include residential, commercial, and industrial users. The Utility is managed by the City as part of the Public Works Department. Water supply for the City comes from the Columbia River. The water system is located on the Columbia River, downstream of the Hanford Site, and serves an area of approximately 44 square miles.

Irrigation is not typically considered an urban service, nor is it a public service or utility typically provided by the City. Irrigation services provided by the City are limited to the Horn Rapids Golf Course Community and from some wells in South Richland. 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 currently have irrigation services. The southern part of the City is served by the Columbia and Kennewick Irrigation Districts. The Columbia Irrigation District serves a portion of the City located south of the Yakima River and operates an irrigation canal and a pump station in that area.

Overall, 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), and the WTP has a capacity of 36 MGD. Source capacity is adequate for future growth, and water supplied to the City is of high quality, meeting federal and state drinking water standards.

All flows collected by the Richland sanitary sewer collection system are transported to and treated at the City of Richland Wastewater Treatment Plant. The plant provides primary sedimentation, followed by secondary treatment using an activated sludge process. Plant effluent is disinfected with chlorine prior to discharge back to the Columbia River.

Horn Rapids Northwest is located on the east side of the Yakima River and an adjacent wetland complex, Barker Ranch, is managed for wildlife and recreation. This area is served by the City of Richland Water Utility, which draws water from the Columbia River. There are no surface waters or wetlands within the Horn Rapids Northwest planning area (CDS 2017). The stretch of the Yakima River near Horn Rapids Northwest is listed on the Ecology 303(d) List as Category 5 for three fish tissue contamination parameters, including 4,4'-Dichlorodiphenyldichloroethylene (DDE), polychlorinated biphenyls (PCBs), and Dieldrin (Ecology 2016).

City View West is located adjacent to the west side of the Yakima River. There are no surface waters or wetlands within the City View West planning area (CDS 2017). This area is served by the Columbia Irrigation District, which draws water from the Yakima River. The stretch of the Yakima River near City View West is listed on the Ecology 303(d) List as Category 5 for two water quality parameters, including dissolved oxygen and pH (Ecology 2016).

Columbia Point South is located at the confluence of the Yakima and Columbia Rivers. This area would be served by the City of Richland Water Utility, which draws water from the Columbia River. There are freshwater forested/shrub wetlands documented in the lower elevation areas along the south side of the property adjacent to the confluence of the Yakima and Columbia rivers (U.S. Fish and Wildlife Service [USFWS] 2017). These wetlands occur just outside of the land use designation change area. The western portion of the property is also located within a floodplain (CDS 2017). The stretch of the Columbia River near Columbia Point South is listed on the Ecology 303(d) List as Category 5 for one water quality parameter, temperature (Ecology 2016). Additionally, this area is located at the

confluence of the Yakima River with the Columbia River, and flows and surface water temperatures in this area are important for returning adult salmon migration and downstream juvenile salmon outmigration.

4.2.2. Impacts

Impacts to surface water resources could occur from development activities that may cause erosion or increase impervious surfaces that could discharge contaminated or sediment-laden water to nearby surface waters. This point-source and non-point source pollution is a major source of water quality impacts resulting from changes in development. Point-source and non-point source pollution can be exacerbated by development if not properly managed or mitigated (U.S. Environmental Protection Agency [USEPA] 2012). Additionally, increased impervious surface and erosion from development could impact infiltration and increase the amount of impacted stormwater runoff into nearby surface waters and groundwater. Stormwater is generally collected by storm drains and discharged to stormwater handling facilities. Current state and City regulations require the inclusion of stormwater treatment facilities for projects that create significant new impervious surface area.

Developing currently undeveloped or infill areas that are irrigated could also change the stormwater recharge dynamics from new impervious surfaces, soil compaction, or other soil-disturbing activities. In the undeveloped condition, groundwater recharge would either return to streams as baseflow or recharge deeper portions of the underlying aquifer. Reducing groundwater recharge can result in lower water tables and reduced baseflow to streams, lakes, and wetlands.

The same factors that impact groundwater and surface water quality and availability can also affect water supply. As described previously, changes in land use that reduce groundwater recharge have the potential to prevent precipitation from recharging groundwater aquifers. Additionally, changes in population can increase demand for water for public water supplies, domestic use, irrigation, industrial processing, energy production, or other needs. This can limit the availability of water supplies in various parts of the City, particularly during drought conditions.

Alternative 1: No Action Alternative

The No Action Alternative would result in continued use of 717 acres of land under the existing Plan land use designations. Surface water-related impacts under the No Action Alternative would scale with the intensity of future activities and population growth occurring within the planning areas, which is expected to be less intensive compared to future uses proposed under the two action alternatives. Because the properties would continue as undeveloped or infill areas, the No Action Alternative would result in the least amount of construction-related impacts to surface waters within the planning areas.

The rate of water supply demand would generally be proportionate to the rate of growth anticipated for each alternative. The impacts of Alternative 1 on water supply demand could be less with lower expected population growth and associated development, compared to other alternatives.

Alternative 2: Recommended Growth Target

Alternatives 2 and 3 would provide the capacity to develop existing undeveloped or infill lands to accommodate future population growth. Recent studies indicate that land use intensity, land cover composition, landscape configuration (i.e., patterns or distributions), and the connectivity of impervious surface areas have complex but direct influences on the ecology and water quality of the

surface waters within a watershed (Alberti et al. 2004). Consequently, these alternatives could indirectly affect surface water resources, scaled to the intensity of development.

The change in development patterns under Alternatives 2 and 3 at Horn Rapids Northwest and City View West from irrigated to developed lands would also change groundwater and stormwater recharge dynamics from new impervious surfaces, soil compaction, or other soil-disturbing activities. This change would concentrate where stormwater recharges compared to existing conditions where rain currently falls and dispersed across agricultural fields and orchards and seeps into groundwater aquifers. Alternative 2 could have less potential for impacts to surface water resources due to the proposed lower density development with associated less impervious surface, compared to Alternative 3.

Without mitigation, surface waters within the City would be at greatest risk of degradation because of the intensity of development. Water quality impacts would be greatest in those surface waters that marginally meet State Water Quality Standards, and potentially put them below standards. However, it should be noted that existing policies for the environmental protection of surface water and groundwater resources, and the protection of public health and safety from flood hazards, would apply.

Development at Columbia Point South under Alternatives 2 and 3 could impact wetlands or wetland buffers located along the south side of the property adjacent to the confluence of the Yakima and Columbia rivers. Impacts could include increased sedimentation from erosion and increased runoff from impervious surfaces. Irrigation at Columbia Point South would likely increase surface water use for any landscaped areas.

As described above, the rate of water supply demand would generally be proportionate to the rate of growth anticipated for each alternative. The impacts of Alternatives 2 and 3 on water supply demand could be greater than the No Action Alternative due to higher expected population growth.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 proposes to change land use designations to allow development to occur within currently undeveloped or infill areas of the City. Compared to Alternative 2, Alternative 3 proposes denser residential development to occur in portions of Horn Rapids Northwest and City View West. Due to increased density and land area covered by Alternative 3, this alternative would increase new impervious surface area and development-related impacts to surface water within the planning areas. However, Alternative 3 would focus development within the City and could potentially result in decreased and less diffuse impacts to surface water resources from future development in other parts of the City and nearby rural areas compared to Alternatives 1 and 2. At Columbia Point South, more area would be designated as Natural Open Space along the south side of the property along the shoreline. Compared to Alternative 2, this could reduce potential impacts to wetlands and wetland buffers from future development.

4.2.3. Mitigation Measures

For Alternatives 2 and 3, the mitigation measures described in Section 4.1.3. for reducing impacts to earth resources should also be employed to reduce potential impacts to nearby surface waters from erosion and runoff. The following mitigation measures should also be employed:

- The RMC 22.10.110 establishes wetland buffers ranging from 25 to 150 feet from wetlands based on their category and land use impact category (low to high impact). Impacts to wetlands or wetland buffers near Columbia Point South should be avoided, minimized, or mitigated in accordance with the CAO and SMP.

- Under both development alternatives, detention ponds will reduce peak runoff flows to natural state conditions. Detention ponds will also provide settlement for silt. Oil/water separators can reduce impacts from automobiles.
- Additional mitigation measures include bio-filtration, either before or after entry into the various detention ponds, and buffers around wetlands in Columbia Point South, within the bottoms of ravines and around wetlands in accordance with the CAO.

Stormwater improvements are planned to manage stormwater and protect water quality.

Other Mitigation Measures

The current draft *City of Richland Draft Comprehensive Plan* (2017a) goals and policies encourage the protection of critical areas, including surface waters. Alternatives 2 and 3 should identify and regulate the use of wetlands, essential habitat areas, and other critical lands within and adjacent to the planning areas, in coordination with the appropriate agencies. Public access opportunities to the shoreline and other natural features should be considered through integration with the City's trail system to the extent practicable. The following goals and policies should be considered for future development:

- Natural Environment Goal 1, Policy 1: In cooperation with appropriate agencies, identify and regulate the use of wetlands, essential habitat areas, and other critical lands within the UGA. Use the CAO, SMP, the SEPA, and other ordinances, as applicable, to designate and protect the critical areas and natural environment.
- Transportation Element Goal 4, Policy 4: Plan new streets and consider modifying existing streets to include stormwater management best practices to reduce pollution from stormwater runoff.
- Utility Element Goal 3: Provide utility facilities that ensure environmentally sensitive, safe, and reliable service.

The City of Richland 2017 Capital Improvement Plan also identifies the priority projects. Improvements include citywide rehabilitation and replacement that address system deficiencies and make repairs in areas of street resurfacing. Water quality improvement features on the existing storm drainage system are also planned to be constructed. Water-capacity improvements are also planned throughout the City.

Existing federal, state, and county policies regulate land use activities near, and within, surface waters such as the Yakima and Columbia rivers and wetlands. The City CAO in RMC 22.10, Article 2 addresses and provides protections for the wetlands and provides parameters for development in and near these resources through regulatory, review, and permitting processes. Similarly, CAO in RMC 22.10, Article 3 addresses and provides protections for fish and wildlife habitat areas, including surface waters that provide habitat to native fish. Development that is consistent with the CAO would avoid, minimize, or mitigate potential impacts to earth resources under the three alternatives.

The following regulations and commitments are relevant to protecting County surface water resources:

- Federal National Pollutant Discharge Elimination System (NPDES) regulations as well as City stormwater regulations require stormwater quantity and quality controls. The City has adopted the Ecology Stormwater Management Manual for Eastern Washington (Ecology 2004).

- The U.S. Army Corps of Engineers (USACE) promotes wetland avoidance and regulates the filling of wetlands via Section 404 of the Clean Water Act of 1972.
- The City uses its SEPA authority in RMC 22.09 to require mitigation for impacts on drainage, habitat, and water quality and ensure mitigation is appropriate and sufficient.

4.3. Plants and Animals

4.3.1. Affected Environment

This section reviews plant species and habitat, and fish and wildlife.

Plants and Habitat

Habitat such as riparian, floodplain, and wetlands areas are primarily associated with the mainstem and tributaries of the Yakima and Columbia rivers, although they are also present in seep areas in shrub-steppe areas. Black cottonwood is the dominant plant species in lowland riparian areas and plays a key role in the integrity of riparian systems (U.S. Bureau of Reclamation [USBR] 2008). Other species include a variety of willow species, red-osier dogwood, aspen, water birch, serviceberry, chokecherry, rose, hawthorn, and snowberry, as well as invasive species such as Russian olive. Riparian areas are prevalent within the City, and this habitat has greater structural diversity and productivity in terms of organic material than adjacent upland areas. Habitat characteristics of healthy riparian areas include a connected corridor for fish and wildlife travel, vegetation types adapted to wetter soils, occasional flooding, and natural disturbance regimes. Riparian areas also offer important functions for species that inhabit the shrub-steppe, as well as species more limited in range to the riparian zone.

The City is also dominated by developed land cover (42 percent of total area) and shrub-steppe vegetation (31 percent of total area). Agriculture areas make up approximately 18 percent of the total land cover, and croplands are largely located in former shrub-steppe, riparian, and floodplain habitat. The shrub-steppe habitat provides many ecosystem services, including soil stabilization, wildfire moderation, and overall biodiversity. The displacement of shrub-steppe plant species by the invasive cheat-grass, Russian thistle, and other invasive species increases fire intensity and frequency, which, in addition to the hazards this creates for humans and wildlife, also impacts the dominant shrub-steppe plant species big sagebrush, an important species for rare birds such as the sage grouse (Link et al. 2006).

Although undisturbed shrub-steppe habitat is rare, moderately disturbed shrub-steppe communities are common. Such areas have been affected to various degrees by grazing, exotic plant infestations, and other disturbances. Approximately 26 percent of the relatively undisturbed shrub-steppe habitat is dominated by native grasses and sagebrush, with an intact cryptogam crust (a thin layer of moss and lichen that indicates an undisturbed community), and contains mostly native shrubs (e.g., big sagebrush and bitterbrush) with a predominantly native grass understory. This habitat type, although damaged by grazing, off-road vehicle use, and other disturbances, still provides cover, food, and nesting habitat for many species of wildlife. These moderately disturbed shrub-steppe areas are particularly important during winter months, when nearby and adjacent cultivated fields provide no vegetative cover for wildlife (Yakima Subbasin Fish and Wildlife Planning Board [YSFWPB] 2004).

For City shorelines, several factors affect the suitability of wildlife habitat. Local shoreline habitat is connected to the biological reservoir of native species in large public land holdings to the north in the Hanford Reach National Monument and Hanford Site. Currently, there are few barriers to wildlife

movement down the Columbia River to North Richland. Connections from the Arid Lands Ecology Preserve are provided over federal, state, and City-owned lands in the Horn Rapids Northwest area. Wildlife connections also are provided along much of the Yakima River floodplain where agricultural activities and low-intensity residential use provide relatively few barriers to wildlife movement.

The quality and size of habitat areas in floodplains in the Yakima River Delta and the extent of human disturbance in those areas determines the range of native and introduced populations. These areas among the most productive habitat areas in the Lower Yakima Basin. They are large enough to provide a range of breeding, forage, and shelter for small species, including reptiles, amphibians, small mammals, and birds. These areas, however, are not large enough to provide all the resources that would support year-round use by large mammals, although animals such as deer may pass through the area and use these areas as corridors to connect with other habitat areas.

Washington Department of Fish and Wildlife (WDFW) priority habitat types are those the department has determined to be crucial or important to many species. WDFW identifies fish and wildlife resources that are a priority for management and conservation and maps areas where these habitats are known to occur through the Priority Habitats and Species (PHS) program (WDFW 2008). WDFW designation of priority habitat types is advisory only and carries no legal protection; although, such designation may increase the significance of impacts as evaluated through the National Environmental Policy Act (NEPA) and the SEPA process. Figure 4-3 shows the extent of listed PHS occurrence within the City, including floodways, wetlands, and priority species and habitats.

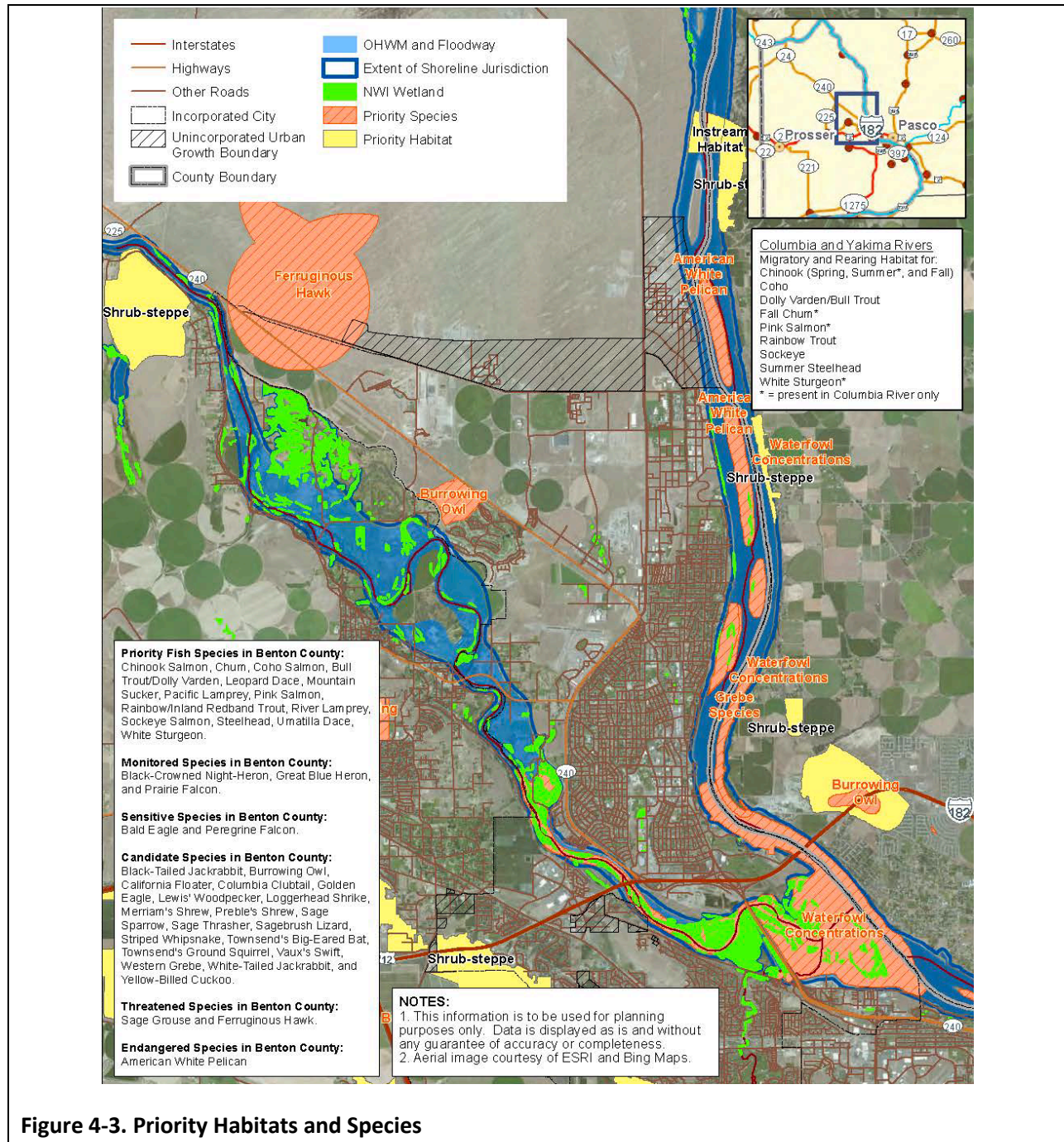


Figure 4-3. Priority Habitats and Species

Fish and Aquatic Species

Several fish species populate the Yakima and Columbia rivers within Richland. Salmonid fish include steelhead, chum, pink, sockeye, and spring and fall Chinook salmon. Coho salmon were historically present here, and a coho salmon reintroduction program is currently underway in the Yakima River Basin. Bull trout were historically present and abundant in upper tributaries of the Yakima River basin and may now occur in this portion of the river in low numbers. Pacific lamprey are present, but they have experienced population decline in recent years.

Resident fish include white sturgeon, mountain sucker, Umatilla dace, and other species. Shellfish include the Columbia River limpet, spire snail, and California floater. Invasive species found in the Yakima and Columbia rivers include bluegill, bass, crappie, shad, carp, channel catfish, perch, and walleye.

Wildlife

The Lower Yakima Basin and the Pasco Basin within the Pacific Flyway serve as a resting area for neotropical migrant birds, migratory waterfowl, and shorebirds such as the western grebe. The aquatic areas of the Yakima River throughout Richland support concentrations of wintering migratory waterfowl, primarily as a resting and feeding areas. Some nesting likely occurs in areas with wider riparian buffers. The Columbia River also provides a breeding area for some species, as well as a resting area with limited nesting for species such as the great blue heron and egret. The Columbia River Islands in Richland and along the Hanford Reach support large migratory populations as well.

An abundant and diverse community of wildlife inhabits and utilizes shrub-steppe communities in the area. These include a variety of reptiles such as snakes, toads, and lizards; raptors such as the golden eagle, ferruginous hawk, burrowing owl, and prairie falcon; a variety of other birds such as the Lewis' woodpecker, loggerhead shrike, sage sparrow, sage thrasher, greater sage-grouse, Vaux's swift, yellow-billed cuckoo, and other species; small mammals such as the black-tailed jackrabbit, white-tailed jackrabbit, Merriam's shrew, Preble's shrew, and others; and large mammals such as the coyote, badger, bighorn sheep, mule and white-tailed deer, and elk. Small mammals include beaver, river otter, muskrat, mink, porcupines, a variety of bat species, and others. River otters are occasionally observed in the Hanford Reach.

Planning Areas

Horn Rapids Northwest is located on the east side of the Yakima River and an adjacent wetland complex as shown in Figure 4-3. There is no PHS habitat or species documented within the Horn Rapids Northwest planning area. The Yakima River provides habitat for a variety of salmonid and migratory bird species as described above. Additionally, Ferruginous hawk and burrowing owl habitat are in the vicinity of the Horn Rapids Northwest planning area.

City View West is located adjacent to the west side of the Yakima River, which includes wetland and priority species habitat located along the shoreline as shown in Figure 4-3. The Yakima River provides habitat for a variety of salmonid and migratory bird species as described above. There is no PHS habitat or species documented within the City View West planning area. Approximately 2 miles east, there is a large waterfowl concentration area at the confluence of the Yakima and Columbia rivers.

Columbia Point South is located at the confluence of the Yakima and Columbia rivers. There are no PHS habitat or species documented within the Columbia Point South planning area. However, immediately adjacent to the planning area are several wetlands and a large waterfowl concentration area as shown in Figure 4-3. The Yakima and Columbia rivers provide habitat for a variety of salmonid and migratory bird species as described above.

4.3.2. Impacts

Under all three alternatives, development would continue to occur throughout the City and neighboring rural areas for urban uses and activities of varying intensity. Data from May et al. (1997),

Friedrichsen (1998), and Booth et al. (2002) suggest the greatest cumulative threat to watersheds may be urbanization. Development puts greater pressure on the aquatic ecosystems that support fish populations by potentially having a negative effect on water temperatures, sedimentation rates, peak flows, low flows, groundwater recharge rates, erosion patterns, channel and bank scour, water quality, stream bank armoring, channelization, and riparian and wetland areas. Streamside and aquatic buffers and mature riparian forest cover can lessen some of the adverse effects of watershed development on fish and fish habitat.

Construction activities can cause noise and activity that can disturb wildlife or cause avoidance behavior. The effects of construction on nesting birds and other wildlife would depend on project-specific factors, including the timing of construction, background noise levels, and the type and duration of construction activities. Impacts to surface waters from increased impervious surface and erosion from development, as described in Section 4.2, can also impact fish and wildlife habitat. Fish breeding and rearing areas are particularly sensitive to siltation caused by erosion.

Development activities could have direct and indirect impacts on vegetation and habitat for listed- and non-listed species in the County, with direct impacts primarily involving the physical removal of vegetation. This can lead to impacts on riparian, wetland, and shrub-steppe habitat. Development of currently vacant or underdeveloped parcels could lead to fragmentation of wildlife habitat, potentially altering habitat connectivity, and potentially causing some species to migrate into remaining undeveloped areas. Indirect effects common to all alternatives could include a reduction in wildlife habitat quality and function because of increased human disturbance and associated factors in areas adjacent to wildlife habitat. Additionally, operational impacts include light from buildings, streetlamps, and vehicles, traffic noise, and other urban activities, causing sensitive wildlife species to avoid the area. Traffic would also continue to cause mortality to wildlife crossing roadways. These impacts would increase with the intensity of development and population growth.

Alternative 1: No Action Alternative

The No Action Alternative would result in continued use of 717 acres of land under the existing Plan land use designations. Impacts to plants and animals under the No Action Alternative would scale with the intensity of future activities and population growth occurring within the planning areas, which are expected to be less-intensive compared to future uses proposed under the two action alternatives.

Under Alternative 1, the least amount of development would occur as it has the least projected population growth of all alternatives and would be expected to have the least impact on plants and animals. However, population growth would not be accommodated under the No Action Alternative and could potentially result in increased and more diffuse impacts to plants and animals from future development in other parts of the City and neighboring rural areas. For example, the infill of the residential neighborhoods in the southwest adjacent to I-82 could potentially affect shrub-steppe habitat. Similarly, infill in the mixed-use area southeast of Horn Rapids Northwest between SR 240 and the Yakima River could potentially affect burrowing owl habitat. Development in other areas of the City, particularly those near the Yakima or Columbia rivers, could potentially impact wetlands or riparian vegetation that provide important habitat for fish and wildlife species as described above.

Alternative 2: Recommended Growth Target

Alternative 2 proposes to change land use designations to allow development to occur within currently undeveloped or infill areas of the City. Alternative 2 proposes lower density land use designations than Alternative 3. Under the 20-year population growth projection for the City,

Alternative 2 would accommodate fewer people within the planning areas, which could increase development in other infill areas in the City and nearby rural areas, resulting in greater impacts to plants and animals in those areas compared to Alternative 3.

The change in development patterns under Alternatives 2 and 3 at Horn Rapids Northwest and City View West from irrigated to developed lands would alter the landscape, potentially reducing habitat provided by open tracts of land. Although agriculture practices impact historical habitats with a more intensely managed landscape, they can provide tracts of semi-natural habitat. However, species biodiversity is typically higher in the remnant natural areas of the City (Weibull et al. 2003).

Development at Columbia Point South under Alternatives 2 and 3 could impact wetlands or wetland buffers located along the south side of the property adjacent to the confluence of the Yakima and Columbia rivers and near the I-182 bridge. Wetlands provide habitat for species such as waterfowl, which are concentrated at the confluence of the Yakima and Columbia rivers, and also provide water filtration and storage that improve water quality and temperatures for salmonid species.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 proposes to change land use designations to allow development to occur within currently undeveloped or infill areas of the City. Alternative 3 would focus development in these areas to a greater density than proposed in Alternative 2. Similar to Alternative 2, vegetation and wildlife habitat would be within the planning areas. However, by focusing most development in these areas, fewer impacts on terrestrial plants and animals would occur outside of the planning areas than under Alternatives 1 and 2. At Columbia Point South, 16 acres would be designated as Natural Open Space along the south side of the property along the shoreline. Compared to Alternative 2, this could reduce potential impacts to wetlands and wetland buffers from future development.

4.3.3. Mitigation Measures

For Alternatives 2 and 3, the following mitigation measures should be employed to reduce impacts to plants and animals:

- Provide erosion and stormwater control measures during construction, particularly in areas adjacent to surface waters that provide fish and wildlife habitat such as Columbia Point South.
- Consider landscaping with native plants to provide vegetation of habitat significance in streetscapes, buffers for stormwater swales, rain gardens, and other habitat features.
- Avoided, minimize, or mitigate impacts to wetlands or wetland buffers near Columbia Point South, in accordance with the CAO and SMP.

Alternatives 2 and 3 will provide a Natural Open Space buffer along the Yakima River shoreline in the City View West planning area, providing fish and wildlife habitat protections from future development. At Columbia Point South, Alternative 3 designates more area as Natural Open Space along the south side of the property. Compared to Alternative 2, this would provide additional fish and wildlife habitat protections from future development.

Other Mitigation Measures

The *City of Richland Draft Comprehensive Plan* (2017a) goals and policies encourage the protection of critical areas, including surface waters. Alternatives 2 and 3 should identify and regulate the use of wetlands, essential habitat areas, and other critical lands within and adjacent to the planning areas,

in coordination with the appropriate agencies. Public access opportunities to the shoreline and other natural features should be considered through integration with the City's trail system to the extent practicable. The following goals and policies should be considered for future development:

- Natural Environment Goal 1: Protect, conserve, and restore 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 without degradation.
- Natural Environment Goal 1, Policy 1: In cooperation with appropriate agencies, identify and regulate the use of wetlands, essential habitat areas, and other critical lands within the UGA. Use the CAO, SMP, the SEPA, and other ordinances, as applicable, to designate and protect the critical areas and natural environment.
- Natural Environment Goal 1, Policy 3: Ensure public access to shorelines on public land, subject to regulations protecting public safety, sensitive habitat areas, and wildlife.
- Natural Environment Goal 1, Policy 4: Manage the City's shorelines as identified in the SMP.
- Natural Environment Goal 1, Policy 5: Encourage the public and/or private acquisition of the prominent ridges in the south Richland area to facilitate the protection of the land form, preserve views, protect shrub-steppe habitat, and to provide public access. Encourage the preservation of the ridges and hillside areas through applicable development regulations.

The City CAO in RMC 22.10, Article 3 addresses and provides protections for fish and wildlife habitat areas, including surface waters that provide habitat to native fish. Development that is consistent with the CAO would avoid, minimize, or mitigate potential impacts to earth resources under the three alternatives.

According to the *City of Richland Draft Shoreline Inventory, Analysis, and Characterization Report* (Anchor QEA 2013), limitations to aquatic habitat in Richland are the elevated water temperatures and low flow common to the lower Yakima River. Fish passage is impeded by conditions at the mouth of the Yakima River. The following aquatic restoration opportunities are common to the lower Yakima River in this area:

- Improve migration conditions in the lower Yakima River by changing hydrograph through groundwater storage and opening flow pathways at the Columbia River in and around Bateman Island.
- Reconnect floodplain/side channels and oxbows near this reach, and investigate leasing/purchasing floodplain areas.
- Reduce influence of predatory fishes such as smallmouth bass and northern pikeminnow.
- Increase spawning habitat for salmon by reducing water stargrass, an invasive plant that leads to fine sedimentation.
- Retain and recruit large woody debris or engineered logjams into the lower Yakima River to restore and enhance fish habitat, taking into consideration the risk of possible predation issues on juvenile salmonids.
- Restore riparian buffers where possible.
- Update irrigation intakes, as applicable, for protection of salmon from uptake and impingement.

Other mitigation measures may include:

- Reduce impervious surface area by adopting implementing applicable low-impact development (LID) requirements per the Stormwater Management Manual for Eastern Washington (Ecology 2004).
- Promote the preservation of on-site native vegetation, particularly riparian vegetation near surface waters and upland shrub-steppe communities.
- Publicize and encourage the preservation of native soils and protect the natural processes of soil maintenance and on-site hydrology. Leaving areas/tracts (“belts”) of native vegetation undisturbed in commercial and residential developments can be shown to provide long-term benefits regarding stormwater management, on-site “landscaping” maintenance, microclimate, and general aesthetics/sense of well-being in a developed landscape.
- Sponsor or encourage public education about the benefits of native vegetation.
- Promote LID, with emphasis on native plant retention in greenbelts between and within areas of proposed development to retain a portion of the wildlife habitat on the site and to preserve a measure of connectivity between areas of wildlife habitat.
- Encourage buffer enhancement. Where stream and/or wetland buffers to be left are in a degraded condition, encourage enhancement of the buffer through means such as establishment of native vegetation and control of non-native invasive plant species.

4.4. Land Use

4.4.1. Affected Environment

The City is part of the Tri-Cities Metropolitan Area in southeast Washington State and includes approximately 27,000 acres in the current incorporated limits and additional 3,000 acres in the UGA. As described in the *City of Richland Draft Comprehensive Plan Supporting Analysis* (Oneza & Associates 2017), residential use comprises about 31 percent of the land area, industrial about 23 percent, commercial use about 6 percent, public lands/open space about 16 percent, and agricultural about 3 percent.

Strong population growth in the Tri-Cities occurred between 1973 and 1981. During this time, there was a boom in nuclear power plant production as part of the Washington Public Power Supply System (Oneza & Associates 2017). In the 1980s, this work subsided, along with the Hanford Nuclear Reserve production of nuclear material, resulting in economic hardships in the region. Population spiked again in the 2000s with environmental restoration and cleanup programs in the area. During this time, population grew approximately 14 percent in 2000 and another 24 percent in 2010 (Oneza & Associates 2017). Based on 2016 OFM population estimates totaling 54,733, future population growth is expected to reach 76,533 in 2035 and 81,366 in 2040 (Oneza & Associates 2017). Based on these numbers, it is estimated 23,699 people will be added to the City’s population in the next 20 years.

The Horn Rapids Northwest and City View West planning areas are currently zoned as Agricultural with associated land uses of agricultural production (City of Richland 2017b). These planning areas include undeveloped and infill areas planned for future development by the City.

Horn Rapids Northwest is a 272-acre City-owned parcel that is currently used for irrigated agriculture. The property to the south is not an incorporated part of the City and includes a wetland complex, Barker Ranch, which is managed for wildlife and recreation. The properties to the east and west are also zoned as Agriculture and used for irrigated and dryland agricultural practices. The

agricultural properties to the east are bordered by mixed land-uses, primarily consisting of Residential zoned properties. George Washington Way (SR 240) runs along the north side of the property in a southeast-northwest orientation. North of SR 240 is the Horn Rapids Off-road Vehicle Park, the Horn Rapids Sanitary Landfill, and Tri-City Kart Club.

City View West is a 330-acre Washington State-owned parcel and 10-acre right-of-way that is currently used for orchard production. The properties to the south and east include mixed-use properties such as business, retail, and residential. The Yakima River and residential properties along Riverside Drive border the northeast side of the property. The properties to the north and west of City View West are part of West Richland and include a mix of residential land uses.

Columbia Point South is a 230-acre City-owned property that is currently zoned as Public Facility (adjacent to the Columbia River shoreline) and Developed Open Space (landward of the Public Facility zoning; City of Richland 2017b). The property is currently undeveloped and includes a bike and pedestrian trail that connects to Sacagawea Heritage Trail, and other less developed trails throughout the property. Surrounding the south, west, and east sides of the property area the confluence of the Yakima and Columbia rivers and Riverview Natural Preserve area. The interchange between I-182 and WA-240 and the Interstate-182 bridge borders the north and west sides of the property. Across Interstate-182 to the north is Columbia Point Marina Park, Columbia Point Golf Course, and mixed-use properties including Waterfront, Retail Business, and residential.

4.4.2. Impacts

Future development resulting from adoption of the Plan update could convert undeveloped and infill areas to more intensive uses. Impacts associated with land use conversions could include construction-related and operational impacts. General land use impacts that are likely to be associated with future population growth. Associated development activities would include increased noise, light and glare, and traffic delays; changes in views or the aesthetic character of the area; and increased pressure to develop or redevelop adjacent vacant or underutilized areas. Construction and operational noise is regulated by the RMC 9.16 – Public Nuisance Noise – Prohibited.

Alternative 1: No Action Alternative

The No Action Alternative would result in continued use of the properties as currently zoned by the City. Current land uses would continue to predominate, including residential and industrial uses. Future population growth would not be accommodated in the planning areas under the No Action Alternative and could potentially result in increased and more diffuse impacts to land use from future sprawl type development in other parts of the City and neighboring rural areas.

At Columbia Point South, the current land use designation would remain as Public Facility and Developed Open Space. The Public Facility land use allows a range of uses, such as schools, churches, public agency buildings, passive open space, golf courses, campgrounds, parks, and public gathering spaces. It also allows recreational uses such as art galleries and boat moorages; retail uses such as concessionaire and parking lots; and other uses such as hazardous waste treatment and storage and cemetery. The Developed Open Space land use designation allows for golf courses, federal power transmission and irrigation wasteway easements, private open space, riverfront parks, undeveloped parks, and parks intended for long-term open space. Maintaining these use designations could result in

Alternative 2: Recommended Growth Target

Under Alternatives 2 and 3, the land use in Horn Rapids Northwest and City View West 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 Space. Compared to the No Action Alternative, land use patterns would increase significantly in intensity from the current agricultural land uses. Land use patterns would change from agriculture to mixed-use and predominantly residential uses.

New development and redevelopment would involve demolition of some existing structures, site preparation, infrastructure installation, and construction of new buildings. Such development and construction activities would affect surrounding land uses in terms of dust, construction traffic, and noise throughout the duration of the construction. Throughout the full buildout timeframe, these impacts would shift from one development location to another within the planning areas. Construction of infrastructure, housing, and business facilities is usually accompanied by temporary increases in noise and vibration due to the use of heavy equipment and hauling of construction materials. Noise impacts depend on the background sound levels, the type of construction equipment being used, and the amount of time it is in use. Operational noise (including construction-related noise) in the City is regulated by RMC 09.16.045, addressing public nuisance noise.

The Horn Rapids Northwest area would increase to a low-density residential use, which is commensurate with uses to the south of the property which are currently zoned as Multiple Family Residential (City of Richland 2017b). The change from agricultural land uses in Horn Rapids Northwest and City View West would increase the intensity of development in these areas under Alternatives 2 and 3.

The City View West area would increase to a mixed-use area, primarily consisting of low-density residential and commercial uses bordering the west and north portions of the planning area, with more intense uses such as high-density residential and commercial uses to the south near similar commercial uses (City of Richland 2017b). The 34 acres adjacent to the Yakima River would remain Natural Open Space, protecting the area from future development. The change in land uses in this area would provide a variety of land use designations to accommodate mixed uses consistent with the draft *City of Richland Draft Comprehensive Plan* Land Use Goal 1, Policy 1 (2017a). Additionally, the 40-acre Public Facility land use designation and 5-acre Developed Open Space land use designation would co-locate a school and public park, respectively, consistent with Land Use Goal 7, Policy 3.

Alternatives 2 and 3 would change the Columbia Point South area land use designation from Public Facility and Developed Open Space to Natural Open Space along the shoreline and Commercial Recreation further upland, adjacent to I-182. The land use change from Public Facility to Natural Open Space along the shoreline would reduce the impact of future development compared to the existing use designation which would be maintained under Alternative 1. Additionally, the change to Commercial Recreation would promote recreational and water-oriented uses in Columbia Point South, reducing the impact of future development compared to Alternative 1. The Commercial Recreation land use designation change area is 11 acres larger in Alternative 2 and could result in greater impacts compared to Alternative 3. These land use designation changes would maintain public access to this area. However, future use of this area by the public could increase from existing conditions.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 includes the highest density residential land use allocation. Alternative 3 includes similar land use designations as Alternative 2, but in the Horn Rapids Northwest planning area, 42 acres adjacent to SR 240 would be changed from Low Density Residential to Medium Density Residential. Similarly, in the City View West planning area, 13 acres of the south portion of the planning area would be changed from Medium Density Residential to High Density Residential. Alternative 3 will have higher density and more concentrated development and less need for development in low-density land use designated areas compared to Alternative 2. The higher density will help the City to meet the 20-year population growth target. At Columbia Point South, the Natural Open Space land use designation change area is 11 acres smaller than Alternative 2, protecting a larger area along the shoreline, and reducing potential future impacts from development in that area.

4.4.3. Mitigation Measures

For Alternatives 2 and 3, the following mitigation measures should be employed to reduce impacts to land uses in and adjacent to the planning areas:

- Meet population growth targets and housing demand through developing existing planned areas, infill developments, and re-designating Horn Rapids Northwest and City View West to accommodate mixed-uses.
- Improve the built environment through designing new structures and development per RMC.
- Reduce local traffic volumes by creating a live-work environment in City View West
- Reduce urbanization and provide recreational opportunities at City View West through Developed Open Space land use designation.
- Natural Open Space designation in the City View West area will preserve the shoreline and the sloped area to the east along the Yakima River.
- Commercial Recreation land use is limited to recreational and water-oriented facilities, thus preventing a whole range of commercial uses in Columbia Point South. Additional restrictions on future land uses may be applied through zoning changes for this area.

Other Mitigation Measures

The current draft *City of Richland Draft Comprehensive Plan (2017a)* goals and policies are intended to plan for future population growth within the UGA while promoting compatible land uses and community objectives. The following goals and policies should be considered for future development under the three alternatives:

- Community Goal 7: Develop a vibrant CBD planned on a high-density land use.
- Community Goal 10: Achieve a diversified mix of private industry and commerce capable of supporting a strong and growing economy.
- Land Use Goal 1, Policy 2: Facilitate planned growth and infill developments within the City.
- Land Use Goal 1, Policy 1: Maintain a variety of land use designations to accommodate appropriate residential, commercial, industrial, healthcare, educational, and recreational uses that will take advantage of the existing infrastructure network.
- Land Use Goal 4: Promote commercial and industrial growth that supports the City's economic development goals.
- Land Use Goal 6, Policy 2: Designate land use and zoning for higher-density residential uses, mixed-use, and business uses within and adjacent to the CBD.

- Land Use Goal 7, Policy 3: Wherever possible, the City will locate park and school facilities together for efficient use of public facilities.
- Natural Environment Goal 1: Protect, conserve, and restore 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 without degradation.
- Urban Design Goal 1: Create a physically attractive and culturally vibrant pedestrian-friendly environment in the City.
- Urban Design Goal 1 Policy 1: Establish and enhance the positive attributes of residential, commercial, central business, and other districts with appropriate transition between them.

The City of Richland Zoning Regulations in RMC Title 23 regulate development in various zoning districts, and a zoning change could be made to further restrict the type and density of development in Columbia Point South. Similarly, the City CAO in RMC 22.10 addresses and provides protections for critical areas. Development that is consistent with these regulations would avoid, minimize, or mitigate potential impacts to land use under the three alternatives.

Another mitigation measure to consider is implementing rural land protection measures and incentives to make UGAs and planning areas more attractive (e.g., density incentives and infrastructure investment), which could be applied to direct growth to urban areas under all alternatives.

4.5. Shoreline Use

4.5.1. Affected Environment

The City is located at the confluence of the Columbia and Yakima rivers. Water-dependent uses in the City include largely recreation marinas at Columbia Park West and Columbia Point, and boat launches on the Columbia and Yakima rivers. Two port facilities are located in North Richland near Horn Rapids Road and consist of barge offloading piers and ramps.

Water-related uses, including water-enjoyment uses, include much of the park and open space areas along the shorelines that provide for recreational use, including water-related beach and swimming access, as well as aesthetic enjoyment of the shoreline on trail systems and passive recreation areas. Some mixed-use development on Columbia Point provides opportunities for public access, but the public access component is generally on public land adjacent to the trail corridor.

Non-water-related uses directly adjacent to the water are largely limited to a small area of large lot single-family/rural use along the Yakima River near Van Giesen Street, a single-family residential area along the Columbia River between Ferry Road and Sprout Street, and the WSU Tri-Cities campus north of Sprout Road.

Horn Rapids Northwest is located approximately 1 mile north of the Yakima River and is not within a designated shoreline area.

City View West is located adjacent to the Yakima River and is separate from the river by a steep slope and an irrigation canal facility that runs along the river. Between the river and the canal is an undeveloped wetland complex that provides habitat to priority species, and low-intensity recreation opportunities.

Columbia Point South is located at the confluence of the Yakima and Columbia rivers. There are freshwater forested/shrub wetlands documented in the lower elevation areas along the south side

of the property adjacent to the confluence. Shoreline recreation includes a waterfront bike and pedestrian trail that connects to Sacagawea Heritage Trail, and other less developed trails and paths.

4.5.2. Impacts

Increased population growth in the City, including growth in rural areas, has the potential to change shoreline uses. Shoreline areas often attract development due to the scenic values that they provide. Increased development in or adjacent to these areas may change the existing character or degrade the shoreline environment. Additionally, development could potentially alter surrounding land use patterns sufficiently to reduce the value of shoreline areas as recreational opportunities or wildlife habitat. The SMP sets requirements for land uses, densities, setbacks, and open space that can only be changed through a state and local amendment to the SMP (Anchor QEA 2014).

Alternative 1: No Action Alternative

Under the No Action Alternative, impacts to the shoreline are anticipated to be similar to current development patterns. Future population growth would not be fully accommodated under the No Action Alternative and could potentially result in increased and more diffuse impacts to shoreline areas from future sprawl-type development in other parts of the City and neighboring rural areas. In these cases, development in shoreline areas would be required to comply with the SMP and other rules and regulations, and avoid or minimize potential impacts to the shoreline environment. At Columbia Point South, the land use designation would remain Public Facility adjacent to the shoreline, which would allow for a variety of uses to occur as described in the Land Use Section 4.4.

Alternative 2: Recommended Growth Target

Alternative 2 proposes to change land use designations to allow development to occur within currently undeveloped or infill areas of the City, primarily located outside of the shoreline. Directing development into these areas would minimize potential impacts sensitive shoreline environments in other parts of the City or nearby rural areas. The Natural Open Space buffer provided as part of the City View West planning area would alleviate pressure associated with shoreline development and maintain the public path along the levee system adjacent to the Yakima River shoreline.

At Columbia Point South, the land use designation under Alternatives 2 and 3 would change to Natural Open Space along the shoreline and Commercial Recreation further upland, adjacent to I-182. The change to Natural Open Space along the shoreline would provide a buffer between the shoreline and future development, which would allow recreational and water-oriented uses to occur. The land use designation change would maintain public access to the area and support future recreational uses in and adjacent to the shoreline. Future use of this area by the public could increase from existing conditions. Alternative 2 includes 11 more acres of Commercial Recreation land use designation along the south side of the property which would result in more intensive use of the area compared to Alternative 3.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 proposes to change land use designations to allow development to occur within currently undeveloped or infill areas of the City. Similar to Alternative 2, directing development into these areas would minimize potential impacts sensitive shoreline environments in other parts of the City or rural areas. The Natural Open Space buffer provided as part of the City View West planning area would alleviate pressure associated with shoreline development. At Columbia Point South,

impacts would be similar to Alternative 2; however, 11 more acres would be designated as Natural Open Space along the south side of the property, protecting additional area from future development near the shoreline.

4.5.3. Mitigation Measures

For Alternatives 2 and 3, the following mitigation measures should be employed to reduce impacts to shoreline:

- Provide a development buffer at City View West along the Yakima River shoreline using Natural Open Space land use designation.
- Natural Environment Goal 1, Policy 3: Ensure public access to shorelines on public land, subject to regulations protecting public safety, sensitive habitat areas, and wildlife. At the Columbia Point South planning area, the City should consider improvements to the existing recreational trail system and public access from Columbia Point Drive.
- No net loss of shoreline ecological functions as a result of new development shall be allowed, consistent with the provisions of the SMP.
- Natural Open Space designation in the City View West area, and the Columbia Point South shoreline area will preserve the Yakima River shoreline.

Other Mitigation Measures

The current draft *City of Richland Draft Comprehensive Plan* (2017a) provides goals and policies encouraging the protection, conservation, and restoration of natural areas, including the shoreline, as assets to the community. Alternatives 2 and 3 should identify and regulate the use of shorelines, in coordination with the appropriate agencies. The following goals and policies should be considered for future development:

- Natural Element Goal 1: Protect, conserve, and restore 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 without degradation.
- Natural Element Goal 1, Policy 1: In cooperation with appropriate agencies, identify and regulate the use of wetlands, essential habitat areas, and other critical lands within the UGA. Use the CAO, SMP, SEPA, and other ordinances, as applicable, to designate and protect the critical areas and natural environment.
- Natural Element Goal 1, Policy 2: Consider the goals and policies of the SMP as part of this 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.
- Natural Element Goal 1, Policy 3: Ensure public access to shorelines on public land, subject to regulations protecting public safety, sensitive habitat areas, and wildlife.
- Natural Element Goal 1, Policy 4: Manage the City's shorelines as identified in the SMP.
- Natural Element Goal 1, Policy 6: 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.

The City of Richland SMP establishes regulations to protect sensitive shoreline areas from the impacts associated with new development. Any development projects undertaken within the jurisdiction of the SMP would be required to undergo evaluation for consistency.

The City CAO in RMC 22.10, Article 3 addresses and provides protections for sensitive habitats, including the shoreline environment. Additionally, the City of Richland Zoning Regulations in RMC Title 23 regulate development in various zoning districts, including the shoreline environment. Development that is consistent with these standards would avoid, minimize, or mitigate potential impacts to earth resources under the three alternatives.

4.6. Population, Housing, and Employment

4.6.1. Affected Environment

As discussed above, current population estimates for the City are 54,733. Based on these numbers, it is estimated 23,699 people will be added to the City's population in the next 20 years (Oneza & Associates). The 2015 American Community Survey (ACS) data indicate 22,130 housing units in Richland. About 65 percent of the housing units are owner-occupied, and 35 percent renter-occupied. Per the *City of Richland Draft Comprehensive Plan Supporting Analysis*, using the average household size of 2.4 persons per unit, this additional population will require 9,875 housing units. Existing vacant buildable land is estimated to provide 9,295 units in a variety of housing types (e.g., single-family, multi-family, townhome, condo); therefore, an additional 580 housing units will be required to meet the demand of future housing (Oneza & Associates 2017).

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. Based on 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 the Hanford Site as part of the American Recovery and Reinvestment Act (ARRA) of 2009. From 2010 to 2014, the total output declined from \$10.3 billion to \$8.6 billion, partly due to the end of ARRA and partly reflecting the national recession trends (Oneza & Associates 2017).

The Tri-Cities area 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 and Franklin Counties are for large employment firms or agencies, with the top five ranging in type, including research and development, health services, engineering and construction, food processing, and education. Eight of the ten top employers in the Tri-Cities are in Richland, a legacy largely of significant federal investments in the Hanford Site.

Employment in the Tri-Cities region increased from 2006 to 2015 by more than 22,000 jobs, with an average annual growth rate of 2 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 the Hanford Site impacted the entire regional economy. Additional information on population, housing, and employment can be found in the *City of Richland Draft Comprehensive Plan Supporting Analysis* (Oneza & Associates 2017).

Horn Rapids Northwest and City View West are undeveloped and infill areas that are currently leased by the City and the State of Washington, respectively, for agricultural uses. Columbia Point South is currently undeveloped with a waterfront bike and pedestrian trail that connects to Sacagawea Heritage Trail, and other less-developed trails. No people currently reside in any of these areas.

4.6.2. Impacts

According to current trends, population is expected to grow under all three alternatives. Housing and employment growth is also expected and would be accommodated under each alternative, but at varying levels. Impacts to population, housing, and employment would occur from inadequate existing facilities or insufficient future development opportunities to accommodate growth. An increase in population will require more intensified commercial, business, and other public facilities than would be possible under current development and population conditions. An intensification of urban uses and densities will increase traffic congestion, park requirements, police and fire requirements, and other public service demands and fiscal impacts. Additional urban development could further tax the City's fiscal and public service resources, potentially leading to a dilution of the service levels or capabilities provided current residents. Additionally, inadequately located or designed urban infrastructure, including roads, parking lots, and other improvements that are not properly sited, could create stormwater runoff, erosion, and other environmental hazards affecting neighboring properties and public services. These impacts should be mitigated through consistency with the Plan and other planning documents to ensure compatible development.

Alternative 1: No Action Alternative

The No Action Alternative would result in continued use of the properties as currently zoned by the City. Future population growth would not be accommodated in the planning areas. Compared to the action alternatives, the No Action Alternative would nominally increase housing or employment opportunities in the City, but would not meet the demand for housing based on future population growth trends.

Alternative 2: Recommended Growth Target

Under Alternatives 2 and 3, the land use in Horn Rapids Northwest, City View West, and Columbia Point South would be re-designated to accommodate population growth, and provide housing and employment opportunities. The Horn Rapids land use designation would provide 272 acres of Low Density Residential area. The City View West land use designation would include 214 acres of Low, Medium, and High Density Residential, Commercial, Public Facility, and Developed and Natural Open Space. The addition of housing in these areas is expected to improve the City's economic vitality and support local businesses. Alternatives 2 and 3 would increase housing and employment opportunities in the City consistent with future population growth trends. However, the higher intensity uses that would increase population and employment levels, would include associated traffic, noise, air pollution, public service demands, and other issues related to increased development in urban environments.

At Columbia Point South, the land use designations would change to Natural Open Space and Commercial Recreation. No residential land use designations are proposed in this area. The Natural Open Space designation would preserve recreational opportunities in this area. The Commercial Recreation designation could also increase employment opportunities, with 11 acres more of this land use designation proposed in Alternative 2 than Alternative 3.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 includes similar land use designations as Alternative 2, but in the Horn Rapids Northwest planning area, 42 acres adjacent to SR 240 would be changed from Low Density Residential to Medium Density Residential. Similarly, in the City View West planning area, 13 acres

of the south portion of the planning area would be changed from Medium Density Residential to High Density Residential. Alternative 3 includes the highest density residential land use allocation and would accommodate more population growth and housing than the No Action Alternative or Alternative 2. Higher density and proximity between housing and jobs could attract more employers and businesses. Alternative 3 would allow for more affordable housing opportunities in terms of variety of housing types such as single-family, townhomes, condominiums, and apartments. At Columbia Point South, 11 fewer acres would be designated as Commercial Recreation, potentially reducing the available land that could accommodate employment opportunities in the area.

4.6.3. Mitigation Measures

For Alternatives 2 and 3, the *City of Richland Draft Comprehensive Plan Supporting Analysis* (Oneza & Associates 2017) identifies the following mitigation measures should be employed to reduce impacts to population, housing, and employment:

- 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 Site-related science and tech employment by creating a business environment that encourages and welcomes local business.
- Encourage innovation and investment through infrastructure investment, streamlined regulation, and “second paycheck” benefits such as livability and access to recreation.
- Leverage the natural landscape as an asset for economic development.
- Concentrate development in areas with existing infrastructure and near jobs centers to optimize the City’s funding.
- Meet housing demand through developing existing planned areas, infill developments, and by re-designating Horn Rapids Northwest and City View West to accommodate mixed-uses.

Other Mitigation Measures

The current draft *City of Richland Draft Comprehensive Plan* (2017a) provides goals and policies to accommodate population trends, housing, and employment. The following goals and policies should be considered for future development:

- 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 10: Achieve a diversified mix of private industry and commerce capable of supporting a strong and growing economy.
- Land Use Goal 3: Maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.
- Land Use Goal 4: Promote commercial and industrial growth that supports the City’s economic development goals.
- Land Use Goal 5: Ensure connectivity in the land use pattern that enhances community access and promotes physical, social, and mental well-being so residents can live healthier and more active lives.
- Land Use Goal 3, Policy 2: Encourage higher residential densities especially in and near the CBD area.

- Housing Element Goal 1: Provide a range of housing densities, sizes, and types for all income and age groups of the Richland community. Provide a variety of housing types such as single-family, townhomes, condominiums, and apartments.
- Housing Element Goal 5: Ensure compatibility of new residential developments with established neighborhoods and the community.

The GMA requires jurisdictions to allocate population growth to cities when feasible. Housing and employment are maintained and updated by the City as part of required Plan updates.

To accommodate future population growth, the City should consider infill incentives and upzones. Other rural land protection measures and incentives make UGAs and Urban Reserve areas more attractive through infrastructure investment and infill incentives.

4.7. Parks and Recreation

4.7.1. Affected Environment

The City has a total of 2,286 acres of city-owned park land within its corporate limits (Oneza & Associates 2017). The City's park land inventory includes neighborhood, community, regional, linear, Natural Open Space, and special use parks. The Yakima River shoreline has agricultural lands and open spaces along it, with some publicly owned park and recreation facilities along the lower river and at the confluence with the Columbia River. In general, the City has excellent waterfront shoreline access along most portions of the Columbia River, with boating facilities, trails, and active and passive recreation opportunities. The Tapteal Greenway is a 35-mile corridor along the Yakima River. This greenway extends from Kiona Bend at Benton City to the mouth of the river at Bateman Island in Richland. There is a land trail component and water trail component that make up a corridor of various habitats ranging from shrub-steppe to wetlands.

Horn Rapids Northwest does not include any parks and recreation opportunities within the proposed development area. However, the property to the south includes a wetland complex, Barker Ranch, which is managed for wildlife and recreation. North of WA-240 is the Horn Rapids Off-road Vehicle Park and Tri-City Kart Club. The Yakima River is located 1 mile to the south of the property and provides recreational watersport and fishing opportunities.

City View West includes one park and a proposed school location that will provide additional recreation opportunities outside of school operating hours. Additionally, there are public parks interspersed throughout the adjacent mixed-use properties, including Park at the Lakes to the east, Brookstone Park to the south, and the Hills Community Park to the west. The Yakima River and associated low-intensity recreation areas border the northeast side of the property. The Yakima River provides recreational watersport and fishing opportunities.

Columbia Point South is currently undeveloped and includes a bike and pedestrian trail that connects to the Sacagawea Heritage Trail, and other less-developed trails and low-intensity recreation opportunities. The property is located at the confluence of the Yakima and Columbia rivers. The rivers provide recreational watersport and fishing opportunities. To the north of Columbia Point South are several properties with waterfront and recreational uses, including Columbia Point Marina Park and the Columbia Point Golf Course. There is a boat launch and moorage provided at Columbia Point Marina Park.

4.7.2. Impacts

Regional population growth will result in greater demand for parks and open space. Recreational opportunities will also be in higher demand, commensurate with population growth in the area.

Alternative 1: No Action Alternative

The No Action Alternative would not provide any parks and recreation beyond the land already set aside for public purposes. Therefore, the parks and recreation opportunities would be insufficient to accommodate future population growth.

Alternative 2: Recommended Growth Target

Increased population growth and density projected for Alternatives 2 and 3 would place greater demand on parks and recreation facilities within and near the City. Alternatives 2 and 3 would preserve the Natural Open Space land use in City View West along the Yakima River, preserving waterfront access to the Yakima River and trail along the levee system. Both alternatives would also provide 5 acres of park space in the central portion of the City View West planning area to the south of the 40-acre Public Facility-designated area, which is being reserved for a public school. This is consistent with the *City of Richland Draft Comprehensive Plan* Capital Facilities Goal 4, Policy 2, to coordinate the development of recreational facilities with municipal facilities, where appropriate (City of Richland 2017a).

Alternatives 2 and 3 would also provide recreational opportunities at the Columbia Point South planning area under the new Commercial Recreation land use designation. Additionally, the change in land use designation to Natural Open Space along the shoreline would preserve waterfront access to the public for recreational uses. This is consistent with the *City of Richland Shoreline Master Program Update*, which includes promotes a mix of uses in shoreline areas at Columbia Point South to increase public access to shorelines, particularly on public properties, by developing and implementing parks, recreation, and trails plans (Anchor QEA 2014).

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 includes the highest density residential land use allocation and would place a greater demand on parks and recreation facilities within the planning areas. Alternative 3 includes a similar amount of park and recreation space as Alternative 2 in the Horn Rapids Northwest and City View West planning areas. Alternative 3 would provide an additional 11 acres of Natural Open Space land in Columbia Point South compared to Alternative 2, preserving more waterfront area and access to the public for low-intensity recreational uses.

4.7.3. Mitigation Measures

For Alternatives 2 and 3, the following mitigation measures should be employed to reduce impacts to parks and recreation:

- At the Columbia Point South planning area, the City should maintain public access and the existing recreational trail system.
- Provide for park or recreation opportunities near urban centers through land use designations such as Developed Open Space in City View West should be considered.
- As development occurs in this area, incorporating shoreline access may be appropriate to meet future demand for access created by the development.

Other Mitigation Measures

The current draft *City of Richland Draft Comprehensive Plan* (2017a) Parks, Recreation, and Open Space goals encourage providing an integrated system of parks, recreation facilities, trails, and open spaces. Alternatives 2 and 3 should maintain consistency with the policies under this goal by:

- Capital Facilities Goal 4, 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.
- Capital Facilities Goal 4, Policy 3: Extend and improve the multi-use trail system to link parks, community activity centers, schools, and employment centers.
- Land Use Goal 5, 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.
- Natural Environment Goal 1, Policy 6: 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.
- Community Goal 5: Encourage the identification, preservation, and restoration of the City's open space and natural areas that will meet educational, health, and outdoor recreational needs with associated economic opportunities to the community.
- Housing Element Goal 6, 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.

The GMA provides 14 goals for comprehensive planning, including goals to 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. Development under Alternatives 2 and 3 should consider these goals to the extent practicable in providing parks and recreation opportunities.

The *City of Richland Shoreline Master Program Update* includes policies to work with other jurisdictions, property owners, open space groups, and interested parties to develop and implement regional and City parks, recreation, trails plans, and appropriate implementation strategies (Anchor QEA 2014).

4.8. Transportation

4.8.1. Affected Environment

The Tri-Cities area 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 (Oneza & Associates 2017). Throughout the next 20 years, Richland is projected to experience a 28 percent annual increase in population. This growth will result in an increase in traffic volumes to, from, through, and within the City.

The Tri-Cities are 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. The Washington State Department of Transportation is responsible for maintaining an adequate level of service on these highways. Figure 4-4 shows the transportation and utility network in the City.

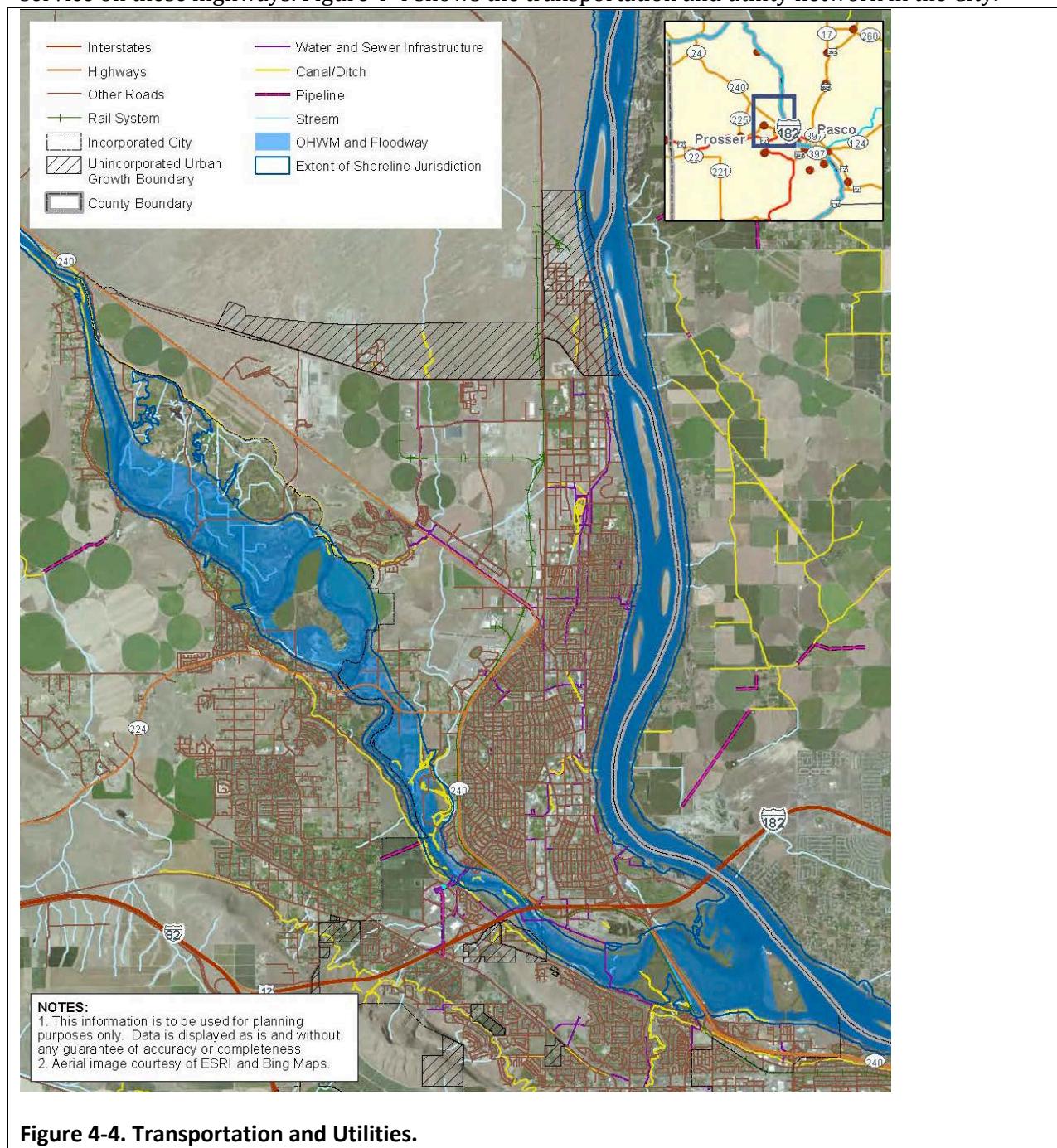


Figure 4-4. Transportation and Utilities.

Horn Rapids Northwest is served by SR 240, which runs northwest from where it turns from the Stevens Road intersection. City View West is served by City arterials, including Kennedy Road to the south and Queensgate Drive, which intersects the middle of the planning area. Columbia Point South is located to the south of I-182 and to the east of SR 240, near the interchange. The property does not include any formal transportation access, but is accessed by Columbia Point Drive or the existing bike and pedestrian trail that runs through the property and connects to the Sacagawea Heritage Trail.

4.8.2. Impacts

Demands on transportation and transit facilities throughout the City would continue to increase due to future population and employment growth. Under all alternatives, continued maintenance of these facilities would occur on a regularly scheduled or as-needed basis. For transit operations, the increases could increase in hours of operations and some capital facilities such as park-and-ride lots. This includes projects under the regional *2016-2021 Transportation Program* developed by the Benton-Franklin Council of Governments for the Tri-Cities Metropolitan Planning Organization (MPO) and Benton-Franklin Regional Transportation Planning Organization (RTPO; 2016).

Increases in population and employment levels would also increase the demand for additional non-motorized facilities such as trails and bikeways. These bicycle and trail facilities may be located along roadways as bike lanes/sidewalks or as separated facilities and would provide opportunities for recreational and commuter users.

Under all alternatives, rail and airport use could also increase. In general, as employment and population increase, the use of these facilities also increases. Rail facilities would be affected by an increase in commerce associated with employment growth. Airport activity would also increase as recreational activities and employment increases.

Alternative 1: No Action Alternative

The No Action Alternative would result in continued use of 717 acres of land under the existing Plan land use designations. Future population and employment growth would not be accommodated under the No Action Alternative and could potentially result in increased and more diffuse impacts to transportation facilities from future development in other parts of the City and nearby rural areas. In turn, maintenance of transportation facilities would also be greater and more widespread across the City rather than focused near infill and urban areas.

Alternative 2: Recommended Growth Target

Under Alternatives 2 and 3, the land use patterns would increase significantly in intensity from the current agricultural land uses to mixed-use and predominantly residential uses. Increased density within the planning areas would in-turn increase demand on transportation and transit facilities. Increased density in urban areas would most efficiently support new or extended bus routes in addition to more frequent service provided by transit facilities. Similarly, non-motorized transit demand would also increase. This increased demand would be more localized than the diffuse impacts anticipated under the No Action Alternative.

Development associated with Alternative 2 would result in potential impacts from construction activities, including increased traffic volumes, increased delays, detour routes, and road closures. During construction, vehicles would be necessary to bring equipment and materials to the planning areas. Large, oversized trucks could require pilot vehicles as they travel to and from the freeway with large loads. These trucks may also require flaggers to manually divert or control traffic as it enters or

exits roadways (due to large turning radii). This traffic maintenance would cause delays for motorists.

Transportation access at Columbia Point South is currently limited and may require transportation improvements to provide access under future use scenarios.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 includes a similar level of development as Alternative 2, with increased density expected in portions of the Horn Rapids Northwest and City View West planning areas. This alternative would place the greatest demands on transportation facilities. However, these demands would be more localized rather than the diffuse impacts anticipated under the No Action Alternative.

At Columbia Point South, 11 fewer acres of Commercial Recreation would be re-designated compared to Alternative 2. This could reduce the intensity of commercial recreation uses requiring transportation to the site.

4.8.3. Mitigation Measures

For Alternatives 2 and 3, the following mitigation measures should be employed to reduce impacts to parks and recreation:

- During construction, the City will work with its development applicants to oversee that appropriate coordination with affected agencies and property owners occurs upon future development. This includes providing appropriate public notification and detour routes upon development of its own projects.
- During construction, the City could require construction management plans at the time of development to reduce potential short-term impacts.
- To accommodate future population growth projections, the City has planned a roadway network to serve developing areas, and many of the improvements will be paid for by private development. Identified improvements to transportation networks are described further in the City of Richland Draft Comprehensive Plan Supporting Analysis (Oneza & Associates 2017).
- The City will cooperate with the RTPPO and Benton-Franklin Council of Governments for levels of service.
- The City should consider continued investment into additional rail lines to serve the Horn Rapids Industrial Park and surrounding areas.
- The City should consider multi-modal needs in new corridors and in street standards for when new roadway facilities are constructed.
- The City should consider multimodal transportation, including shuttle service at Columbia Point South, along with other transportation options to this area.

Other Mitigation Measures

The current draft *City of Richland Draft Comprehensive Plan* (2017a) transportation goals and policies encourage providing an efficient and multimodal transportation network to support the City's land use vision and existing needs. The following goals and policies should be considered for future development:

- Community Goal 9: Provide and support an efficient, varied, and well-maintained transportation network.

- Land Use Goal 5, 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.
- Natural Environment Goal 1, Policy 6: 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.
- Transportation Element Goal 1: Provide an efficient and multimodal transportation network, including road, trail, rail, water, and air, to support the City's land use vision and existing needs.
- Transportation Element Goal 1, Policy 1: Plan new street segments and consider modifying existing streets to provide comfortable and safe elements for bicyclists, pedestrians, and transit users in addition to vehicles.
- Transportation Element Goal 1, Policy 6: Plan and implement transportation system improvements that meet the needs of all areas and residents.
- Transportation Element Goal 1, Policy 7: Plan transportation facilities that are compatible with adjacent land uses.
- Transportation Element Goal 2: Improve safety, connectivity, and operating efficiency of the transportation system.
- Transportation Element Goal 3: Encourage the use of transportation modes that promote energy conservation, circulation efficiency, and an active lifestyle.
- Transportation Element Goal 4: Ensure the road network is sensitive to the natural and built environment and offers a sense of the community.

4.9. Public Services and Utilities

4.9.1. Affected Environment

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 (Oneza & Associates 2017). Figure 4-4 shows the network of utilities, including water and sewer infrastructure, canals and ditches, and pipelines.

Sanitary Sewer Collection System

The existing Richland sanitary sewer collection system serves approximately 40 square miles of area, divided into 17 drainage basins. The collection system consists of more than 262 miles of gravity collection pipes, which range in size from 6 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, and many have already been eliminated by the interceptor improvements.

The service area for the City sewer system matches the UGA, although not all areas have sewer service. The City's *2015 General Sewer Plan Update* addresses proposed future system improvements based upon current land uses within the UGA (City of Richland 2016).

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 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.

Water Supply System

The City's potable water sources include a wellfield and the Columbia River WTP. 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. Much of the population within the corporate limits of the City is served by the City of Richland Water Utility. As of 2016, the Utility serves approximately 18,689 connections, which include residential, commercial, and industrial users. The Utility is managed by the City as part of the Public Works Department.

Stormwater System

Stormwater runoff is a major contributor of water quality pollution to waterways. Being located in a semi-arid climate, the streets in Richland still collect sediments from construction sites, fertilizers and pesticides from yards, bacteria from animal waste, and gas, oil, and toxic metals from cars. Managing the stormwater system includes illicit discharge detection and elimination, runoff control, operation and maintenance, and monitoring of the system. The City continually updates its system through a combination of programs and facilities. Public involvement, education, and outreach are important components of the program.

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. Solid waste collection services for lands outside the City limits are 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 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 5 days a week. Industrial and commercial pickup is provided by the City. Commercial waste pickup can range from one to five times a week.

The City 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. Approximately 46 acres are permitted for solid waste disposal. Also on the landfill property is a 14-acre composting facility, a residential and small commercial customer transfer station, a 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 City also offers recycling, composting (at the Horn Rapids Compost Facility), and household hazardous waste services.

Energy

Richland's electrical service is provided primarily by Richland Energy Services (RES) Department. RES provides electric service to more than 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 the City's power requirements through 2028. 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.

Utilities from Other Providers

Other utilities are provided by various service providers, including natural gas, telecommunications, and irrigation district facilities.

Additional details for all services described above are included in the *City of Richland Draft Comprehensive Plan Supporting Analysis* (Oneza & Associates 2017).

4.9.2. Impacts

Under all alternatives, future population and employment growth will result in increased demand on public services and utilities. Increases in population density and employment under all alternatives could increase the number of calls for police and medical emergency services. Increases in traffic related to growth under both alternatives could affect the response time of emergency vehicles. Increases in vehicle and pedestrian traffic could result in the need for additional traffic enforcement. Increases in population and employment could occur and increase the use of existing schools and parks, as well as create a need for new educational and recreational facilities. The demand for other public services, including sanitary sewer, wastewater treatment, water, stormwater, solid waste management, energy, and other utilities, would also increase.

Construction impacts from population and employment growth would occur to accommodate the increased demand. Impacts include construction to expand capacity for water and sewer services; existing water and sanitary sewer lines would be abandoned in place or removed and replaced with new and larger lines. New and larger water and sewer mains would be installed in existing and/or future dedicated public rights-of-way or within dedicated utility easements to the City, and would connect with the existing distribution network. Existing utility lines would continue to service the area during construction, or temporary bypass service would be implemented until the distribution or collection system is complete and operational. Construction impacts on fire protection and emergency medical services could include increased calls for service related to inspection of construction sites and potential construction-related injuries.

Alternative 1: No Action Alternative

The No Action Alternative would result in continued use of 717 acres of land under the existing Plan's land use designations. Future population growth would not be accommodated under the No Action Alternative and could impact public services and utilities by increasing the service area for these facilities to other parts of the City and neighboring rural areas. This could result in added costs to the City and utility providers and delay service response times.

Alternative 2: Recommended Growth Target

Under Alternatives 2 and 3, the land use patterns would increase significantly in intensity from the current agricultural land uses to mixed-use and predominantly residential uses. Increased residential density at Horn Rapids Northwest and City View West would in-turn increase demand on public services and utilities. Construction impacts in these areas would also increase to accommodate more intense land uses. These impacts would be more localized rather than the diffuse impacts to other parts of the City and nearby rural areas under the No Action Alternative. Public services and utilities at Columbia Point South are currently limited and may require transportation improvements and utility connections to occur under future use scenarios.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Alternative 3 includes a similar level of development as Alternative 2, with increased residential density expected in portions of the Horn Rapids Northwest and City View West planning areas. This alternative would place the greatest demand on public services and utilities. However, these demands would be more localized rather than the diffuse impacts anticipated under the No Action Alternative.

4.9.3. Mitigation Measures

For Alternatives 2 and 3, the following mitigation measures should be employed to reduce impacts to public services and utilities:

- The City should continue to implement the improvements described in the *2015 General Sewer Plan* to address deficiencies resulting from growth for the planning period.
- The City should continue to implement the improvements described in the 2016 Water System Plan to address deficiencies resulting from growth for the planning period. Priority projects and financing are included in the 2017 Capital Improvement Program for water and stormwater systems (City of Richland 2016).
- To accommodate future population growth, the City should select a preferred solid waste disposal approach that is cost effective, maintains service levels, and mitigates risk to the City.
- The City should pursue 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 (City of Richland 2017a).

Other Mitigation Measures

The current draft *City of Richland Draft Comprehensive Plan* (2017a) utilities element goals are intended to ensure public facilities and services necessary to support development are planned, sized, and constructed to serve new development. Alternatives 2 and 3 should be implemented

consistent with the policies identified therein. This includes using a minimum 20-year planning horizon to plan for City-provided public utilities and identifying 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. The City will also minimize environmental impacts while providing safe and reliable services.

- Community Goal 8: Provide infrastructure and public facilities that serve the best interest of the community.
- Land Use Goal 2, Policy 2: Ensure adequate public services are provided in a reasonable timeframe for new developments.
- Land Use Goal 7: Encourage efficient use and location of public facilities such as transit centers, utility facilities, schools, parks, and other public uses.
- Housing Element Goal 6: Improve public facilities.

The City should also continue to provide and maintain collection services to all City residents consistent with adopted service levels and *Solid Waste Management Plan* goals and objectives (City of Richland 2011). The City's *Solid Waste Management Plan* 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.

4.10. Heritage Conservation

4.10.1. Affected Environment

Richland Cultural History

Richland is located at the confluence of the Yakima and Columbia rivers. It is in the Southern Plateau, part of the larger Columbia Plateau culture area. The Southern Plateau stretches from southern Okanogan county in the north to the northern border of the Great Basin to the south. The prehistory and history of the Southern Plateau is briefly summarized here.

Beginning about 11,000 years ago, early mobile foragers were present in the Columbia Plateau. This was followed by a brief but widespread Clovis occupation, and a "broad-spectrum" hunter-gatherer culture developed in the Columbia Plateau region and persisted until the middle Holocene, around 5,300 years ago (Chatters and Pokotylo 1998).

A shift toward more permanent settlement began around 6,000 years ago, characterized by intensive salmon fishing and associated storage features, social inequality, large permanent winter villages, and diverse tool assemblages (Chatters and Pokotylo 1998; Ames et al. 1998).

Richland is in the traditional territory of the Yakama Nation, a Sahaptin-speaking Plateau people (Walker 1998). Wanapum and Walla Walla people also used the area (Kershner 2008). Traditional Plateau cultures were based on a seasonal round that took advantage of fish runs, game, and root resources, as well as trade, kinship ties, and intermarriage among groups (Walker 1998). Prior to historic resettlement, permanent winter villages anchored the seasonal round (Boyd and Hajda 1987).

Fishing activities revolved around an early salmon run in March, and a second, larger run in June (Schuster 1998). Gathering activities took place throughout the year. Although salmon were a key staple, plant foods also made up a significant portion of the diet (Hunn 1981).

By the time of the first sustained contact between the tribes of the Richland area and Euro-American settlers in the mid-1800s, tribal life had already been significantly impacted. Introduced diseases decimated the population (Vibert 1997:50), and the introduction of the horse altered social and economic activities.

In 1853, Washington became a territory separate from Oregon and, by the next year, Governors of both the territories began pursuing treaties that relegated tribes to reservations (Wilma 2003). Fourteen tribes and bands signed the Yakama Nation Treaty of 1855 that established the Yakama Indian Reservation (Yakima Nation Museum [YNM] 2011). The same year, the Walla Walla tribe signed the Treaty of Walla Walla, which established the Umatilla Indian Reservation in Oregon, and many Walla Walla (and some Yakama) tribal members moved to there.

The Lewis and Clark expedition recorded the first description of the confluence area in 1805, and David Thompson passed through in 1811 (Nisbet 2005). The area was rarely visited, and several early attempts at settlement (a mission, a group of cattle ranchers) failed (Kershner 2008). However, by the 1890s, settlers had established an agricultural economy and built irrigation systems (Kershner 2008).

Richland remained a small, primarily agricultural community until 1943, when the plutonium production site was established just to the north at Hanford (Sanger 1995:4). The shift in the community was profound, and “the old Richland became, virtually, extinct [while]...the new Richland was being built at an astonishing pace” (Kershner 2008:1). Everything in the City was owned by the U.S. government until 1960. The Hanford plant was deactivated piecemeal in the 1990s, though many Richland residents are still employed in maintenance and cleanup at the site (Gerber 1992). The modern economy is focused on technology, medicine, and education (Kershner 2008).

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). There are 32 recorded archaeological sites within 1 mile of the confluence.

Recorded Cultural Resources

Many archaeological sites and historical structures related to the area’s cultural history have been recorded in the City.

Several significant resources are present in the Horn Rapids area. *Wanawish*, the Horn Rapids Fishing Camp is a Traditional Cultural Property where fishing activities have been conducted continuously by Native American people since precontact times. The location has been determined eligible for

listing in the National Register of Historic Places (NRHP) as significant to the Wanapum Band of Priest Rapids (Prendergast 2002). *Wanawish*, and several associated archaeological sites, are located upriver from the proposed land use designation change in Alternatives 2 and 3. In City View West and Horn Rapids Northwest, no archaeological, historical, or cultural resources have been recorded. Two surveys have been conducted near the proposed change. One of the surveys was along an irrigation ditch along the southern boundary of the area of proposed change (Landreau and Geffen 2009), and the other along SR 240 along the northern boundary of the area of proposed change (Sharley 2007). The remainder is unsurveyed.

No potentially historic structures appear to be present in the area of proposed change near Horn Rapids Northwest. The area is currently agricultural, and the upper 30 to 40 centimeters are likely highly disturbed. However, the area was likely used by Native American tribes and others in precontact and historic times, and intact archaeological deposits may be present under the disturbed soils. The area should be considered to have moderate to high potential for archaeological resources.

In the City View West area, no cultural resources surveys have been conducted and no archaeological, historical, or cultural resources have been recorded. Several cultural resources are recorded nearby. A segment of the Columbia Irrigation Canal that has been determined NRHP-eligible is located about 1,000 feet east of the area of proposed change. Other archaeological sites are located near the Yakima River and the surrounding vicinity.

No potentially historic structures appear to be present near proposed change at City View West. The area is currently agricultural, and the upper 30 to 40 centimeters are likely highly disturbed. However, the area was likely used by Native American tribes and others in precontact and historic times, and intact archaeological deposits may be present under the disturbed soils. The area's proximity to the river indicated elevated potential for archaeological resources. The area should be considered to have high potential for archaeological resources.

Columbia Point South contains several significant recorded cultural resources. A portion of the area of proposed change has been recorded as the Columbia Point South Cultural Landscape and determined NRHP-eligible. The Columbia Point South area contains recorded archaeological sites, and a number of cultural resources surveys have been conducted. Most of the area of proposed change is within the NRHP-listed Tri-Cities Archaeological District (45DT041), and two archaeological sites have been identified, as well as some historic irrigation infrastructure (45BN1481). Three archaeological surveys have been conducted within the area of proposed change. Two encountered archaeological resources (Cooper 2003; Gilpin 2008). The third was a pedestrian survey only; no archaeological resources were identified on the surface, but the area was determined to have high probability of subsurface resources (Dickson 2011). No potentially significant buildings or structures appear to be located in the area. Columbia Point South should be considered to have very high potential for unrecorded archaeological resources outside of the boundaries of recorded sites.

4.10.2. Impacts

Generally, the potential for impacts to cultural resources is proportional to the intensity of development. The greater the horizontal and vertical extent of ground disturbance, the more likely that a development will impact archaeological materials, historic structures, or traditional cultural properties.

Several existing laws and regulations govern the identification and treatment cultural resources. These include:

- Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations 800, which apply to projects that are federally funded or approved.
- Governor's Executive Order 05-05, which applies to projects that use State of Washington capital funds.
- RCW 27.53 (Archaeological Sites and Records), which prohibits the unpermitted removal of archaeological materials and establishes a permitting process.
- RCW 27.44 (Indian Graves and Records), which describes how human remains must be treated.

Also, the Benton County Code (BCC) 18.02.070 includes a policy to, "preserve important historic, cultural, and natural aspects of our county heritage." RMC 22.09.210 states that, "the city shall use all practicable means, consistent with other essential considerations of state policy, to improve and coordinate plans, functions, programs and resources to the end that the state and its citizens may...preserve important historic, cultural and natural aspects of our national heritage."

Given these laws and regulations, it is likely that any impacts to significant cultural resources would have to be mitigated, in consultation with Native American tribes and the Department of Archaeology and Historic Preservation.

Alternative 1: No Action Alternative

Under the No Action Alternative, areas of proposed change would maintain the current zoning. If the Horn Rapids Northwest and City View West planning areas remain agricultural, there would be limited potential for impacts to archaeological resources. Under existing conditions, most of Columbia Point South could potentially be developed for uses such as parks, playgrounds, trails, and structures designed for public recreation. The eastern extent of the area could be developed for a public facility. Construction of some of these facilities could potentially impact cultural resources, including recorded and unrecorded archaeological sites and the Columbia Point South Cultural Landscape.

Alternative 2: Recommended Growth Target

Under the Recommended Growth Target Alternative, various new residential, public use, and commercial developments could occur in the Horn Rapids Northwest and City View West planning areas. These developments would likely include disturbance of previously undisturbed soils for building foundations, utilities, roadways, and other infrastructure. Unrecorded archaeological sites could be affected in these areas.

The eastern extent of Columbia Point South would be designated as Open Space and less likely to be developed than under its current zoning for public facilities. The remainder of the area would be designated as Commercial Recreation to allow for recreational and water-oriented uses to occur. This could potentially impact cultural resources, including recorded and unrecorded archaeological sites and the Columbia Point South Cultural Landscape. The Commercial Recreation land use designation change area is 11 acres larger and could potentially result in greater impacts compared to Alternative 3.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative

Under the Recommended Growth Target High Density Alternative, developments would be similar to the Recommended Growth Target Alternative, though with greater intensity of development in some parts of the Horn Rapids Northwest and City View West planning areas. The greater magnitude could lead to potentially greater disturbance of undocumented archaeological resources.

At Columbia Point South, the Natural Open Space land use designation change area is 11 acres smaller than Alternative 2, protecting a larger portion along the shoreline and reducing potential future impacts from development in that area.

4.10.3. Mitigation Measures

The City should comply with applicable laws and regulations regarding impacts to cultural resources. Section 106, Executive Order 05-05, and RCW 27.53, among others, require impacts to cultural resources be mitigated. Mitigation is developed on a project-by-project basis, in consultation with Native American tribes, the Department of Archaeology and Historic Preservation, and other interested parties.

The current draft *City of Richland Draft Comprehensive Plan* (2017a) goals and policies encourage the preservation of structures, districts, and cultural resources unique to the City. The following goals and policies should be considered for future development:

- Community Goal 4: Community Goal 4: Encourage the identification, preservation, and enhancement of historic elements to give the future of the City continuity with the past.
- Historic Preservation Goal 1: Preserve significant historic structures, districts, and cultural resources that are unique to Richland.
- Historic Preservation Goal 1, Policy 2: Coordinate with local tribes to protect historic and cultural resources.
- Land Use Goal 8, Policy 4: Policy 4: Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

For Columbia Point South, any development that would occur would have to be located on fill to avoid potential impacts to cultural and historic resources. Additionally, flexibility in development locations would be needed in the area as many cultural resources sites exist, and impacts to these sites would need to be avoided.

4.11. Summary of Impacts by Alternative

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
4.2.1. Earth			
Earth-related impacts Disturbance mechanisms (e.g., clearing, grading, erosion, impervious area expansion, and contamination) related to construction and operation would be scaled with the intensity of future development and operation.	- Disturbance mechanisms to earth resources would be less intensive than with Alternatives 2 and 3. - Population growth would not be fully accommodated and could result in increased and more diffuse impacts to earth resources from sprawl-type development in other parts of the City and nearby rural areas.	- Increased impacts to earth resources compared to No Action Alternative associated disturbance mechanisms from more intensive development within the planning areas. - Limited potential for earth slides or sloughing at steeper sloped areas along City View West and Columbia Point South properties. At the Columbia Point South property, the steep slope areas would be designated as Natural Open Space under Alternative 3. - Increased erosion potential from development within fine sandy Loess soils at Horn Rapids Northwest. - Due to lower density development compared to Alternative 3, Alternative 2 would accommodate fewer people, which could result in future development in other parts of the City and nearby rural areas.	- Similar impacts as Alternative 2, but denser residential development proposed at Horn Rapids Northwest and City View West. This would result in higher population density per acre and reduce sprawl-type development in the City and nearby rural areas to accommodate future population growth. Concentrated development and associated impacts within the planning areas would reduce earth-related impacts in other areas. - More area would be designated as Natural Open Space at Columbia Point South, potentially reducing impacts from development to earth resources, including steep slopes.

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
4.2.2. Surface Water			
• Development activities may cause erosion or increase impervious surfaces that could discharge contaminated or sediment-laden water to nearby surface waters. • Point source and non-point source pollution can be exacerbated by development if not properly managed or mitigated. • Development of undeveloped areas could reduce groundwater recharge and potentially reduce baseflow to nearby surface waters. • Changes in population and increased development could limit the availability of water supplies.	• Lower population growth and less intensive development within the planning areas would have less impact on surface waters compared to Alternatives 2 and 3. • Impacts to water supplies and water supply demand would also be less due to lower population growth and associated development compared to Alternatives 2 and 3. • Population growth would not be fully accommodated and could result in increased and more diffuse impacts to surface water from sprawl-type development in other parts of the City and nearby rural areas.	• Changes in development patterns at Horn Rapids Northwest and City View West from irrigated to developed lands would change stormwater and groundwater recharge dynamics. • Without mitigation, higher intensity development within the planning areas could put surface waters at greater risk of degradation. • Development at Columbia Point South could impact wetlands or wetland buffers from erosion-induced sedimentation and increased runoff from impervious surfaces. • Water supply demand could be higher than the No Action Alternative due to higher population growth.	• Similar impacts as Alternative 2, but denser residential development in Horn Rapids Northwest and City View West would increase impervious surfaces and other development-related impacts within the planning areas. • More area would be designated as Natural Open Space at Columbia Point South, reducing potential impacts to wetlands and wetland buffers from future development.

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
4.2.3. Plants and Animals			
- Impacts to plants and animals would generally be scaled with the level of development. - Construction causes noise and other activities that are known to cause short-term behavioral disturbance to wildlife. - Development activities can remove vegetation and result in fragmentation of wildlife habitat, reduce wildlife habitat quality and function, and result in long-term operational impacts.	- Lower population growth and less-intensive development within the planning areas would have less impact on plants and animals compared to Alternatives 2 and 3. - Population growth would not be fully accommodated and could result in increased and more diffuse impacts to plants and animals from sprawl-type development in other parts of the City and nearby rural areas, potentially impacting shrub-steppe habitat, burrowing owl, and other wetlands or riparian vegetation designated in other communities.	- Due to lower density residential designations compared to Alternative 3, increased development in other parts of the City and nearby rural areas could have greater and more diffuse impacts to plants and animals. - Changes in development patterns at Horn Rapids Northwest and City View West from irrigated to developed lands would alter the landscape and potentially reduce habitat provided by the existing uses. - Development at Columbia Point South could impact wetlands or wetland buffers that provide habitat for waterfowl and provide water filtration and storage that improve water quality and temperatures for salmonid species.	- Similar impacts as Alternative 2, but denser residential development in Horn Rapids Northwest and City View West would potentially reduce habitat provided by existing uses. - More area would be designated as Natural Open Space at Columbia Point South, reducing potential impacts to wetlands and wetland buffers from future development.
4.2.4. Land Use			
Future development could convert undeveloped and	The No Action Alternative would result	Land uses in Horn Rapids Northwest and City View West	Similar impacts as Alternative 2, but denser residential

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
infill areas to more intensive uses. • Construction-related and operational impacts could affect immediate vicinity and nearby land uses from increased noise, light and glare, and traffic delays; changes in views or the aesthetic character of the area; and increased pressure to develop or redevelop adjacent vacant or underutilized areas.	in continued use of the properties as currently zoned by the City. • Population growth would not be fully accommodated and could result in increased and more diffuse impacts to land uses in other parts of the City and nearby rural areas. • The current zoning of Public Facility and Developed Open Space at Columbia Point South would allow for more intensive future development to occur to the land use designation change proposed under Alternatives 2 and 3.	would be re-designated from underutilized Urban Reserve area to a mix of Low, Medium, and High Density Residential, Commercial, Public Facility, and Developed and Natural Open Space. As a result, land use patterns would increase in intensity as they change from agriculture to mixed-use and predominantly residential uses. • At Columbia Point South, the change to Natural Open Space along the shoreline would reduce the impact of future development compared to Alternative 1. Additionally, the change to Commercial Recreation would promote recreational and water-oriented land uses, reducing the impact from future development compared to Alternative 1. More area would be designated as Commercial Recreation compared to Alternative 3 could increase impacts from development.	development in Horn Rapids Northwest and City View West would better accommodate future population growth. • At Columbia South, more area would be designated as Natural Open Space compared to Alternative 2, reducing potential future impacts from development in those areas.

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
4.2.5. Shoreline Use			
- Increased population growth has the potential to change shoreline uses and increase development in or adjacent to these areas. - Changes in surrounding land use patterns could reduce the value of shoreline areas as recreational opportunities or wildlife habitat.	- Population growth would not be fully accommodated and could result in increased and more diffuse impacts to shoreline areas in other parts of the City and nearby rural areas. - The current Public Facility and Developed Open Space land use designations would allow for more intensive future development to occur adjacent to the shoreline compared to Alternatives 2 and 3.	- Directing development to within the planning areas would minimize potential impacts sensitive shoreline environments in other parts of the City or nearby rural areas. - The Natural Open Space buffer at City View West would alleviate pressure associated with shoreline development and maintain the public path adjacent to the Yakima River shoreline. - The change to Natural Open Space along the shoreline at Columbia Point South would provide a buffer between the shoreline and future development, which would allow recreational and water-oriented uses to occur. Alternative 2 includes 11 more acres of Commercial Recreation land use designation, which would result in more intensive use of the area compared to Alternative 3.	- Similar impacts as Alternative 2, but denser residential development in Horn Rapids Northwest and City View West would better accommodate future population growth, reducing shoreline impacts in other parts of the City or nearby rural areas. - More area would be designated as Natural Open Space along the shoreline at Columbia Point South, protecting more area from future development near the shoreline.
4.2.6. Population, Housing and Employment			
Population, housing, and employment growth are all	Population and employment growth	Land use in Horn Rapids Northwest, City View West, and	Similar impacts as Alternative 2, but denser residential

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
expected, with more intensive growth occurring under Alternatives 2 and 3. Impacts to population, housing, and employment would occur from inadequate existing facilities or insufficient future development opportunities to accommodate growth.	would not be fully accommodated and would nominally increase housing or employment opportunities in the City. Housing demand would not be met based on future population growth trends.	Columbia Point South would be re-designated to accommodate population growth and provide housing and employment opportunities. - Higher intensity uses within the planning areas would increase issues related to increased development in urban environments such as traffic, noise, air pollution, public service demands, and other issues. - At Columbia Point South, the Natural Open Space designation would preserve recreational opportunities. The Commercial Recreation designation could increase employment opportunities.	development in Horn Rapids Northwest and City View West would better accommodate future population growth and provide more opportunities for housing and employment. Less area would be designated as Commercial Recreation at Columbia Point South, potentially reducing the available land that would accommodate employment opportunities in the area.
4.2.7. Parks and Recreation			
- Regional population growth will result in greater demand for parks and open space. - Recreational opportunities will be in higher demand, commensurate with population growth.	No parks and recreation would be provided beyond the land already set aside for public purposes and would be insufficient to accommodate future population growth.	- Preserving the Natural Open Space land use in City View West along the Yakima River would maintain waterfront access to the Yakima River and trail along the levee system. - At City View West, 5 acres of park space would be provided to the south of the 40-acre Public Facility designated area	- Similar impacts as Alternative 2, but denser residential development proposed at Horn Rapids Northwest and City View West would place greater demand on parks and recreation in these areas. - At Columbia Point South, more acres of Natural Open Space would preserve more waterfront

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
		which is being reserved for a public school.	area and access to the public for low-intensity recreational uses.
4.2.8. Transportation			
• Demand on transportation and transit facilities would increase commensurate with population and employment growth. • Demand for additional non-motorized facilities such as trails and bikeways would also increase with population growth. • Rail and airport use would increase with population and employment growth.	• Population and employment growth would not be fully accommodated and would result in increased and more diffuse impacts to transportation facilities in other parts of the City and nearby rural areas. • Maintenance of transportation facilities would also be greater and more widespread to accommodate growth in other parts of the City and nearby rural areas.	• Increased density would increase demand on transportation and transit facilities, as well as non-motorized transportation opportunities. • Transit services would be run more efficiently due to increased density in urban areas. • Construction impacts on transportation facilities would be increased near the planning areas from development. • Transportation improvements at Columbia Point South may be required to provide access under future use scenarios.	• Similar impacts as Alternative 2, but denser residential development proposed at Horn Rapids Northwest and City View West would place greater but more localized demand in these areas. • At Columbia Point South, less acres of Commercial Recreation would reduce the intensity of commercial recreation uses requiring transportation to the site compared to Alternative 2.
4.2.9. Public Services and Utilities			
• Demand on public services and utilities would increase with population and employment growth. • Increases in traffic could result in the need for additional traffic enforcement and affect the response time of	• Population and employment growth would not be fully accommodated and could impact public services and utilities by increasing the service area to other parts of	• Increased density would increase demand on public services and utilities. However, this demand would be more localized to urban areas compared to the No Action Alternative. • Increased residential density at Horn Rapids Northwest and City	• Similar impacts as Alternative 2, but denser residential development would place the greatest demand on public services and utilities. The increased demand would be more localized to urban areas under this alternative.

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
emergency response vehicles. Public facility usage would also increase with population and employment growth.	the City and neighboring rural areas. Increased and more diffuse demand for public services and utilities could result in added costs to the City and utility providers and delay service response times.	View West would in-turn increase demand and construction impacts related to public services and utilities. - Public services and utilities demand would be more localized to urban areas compared to the No Action Alternative. - At Columbia Point South, transportation improvements and utility connections may be required to support public services and utilities under future use scenarios.	At Columbia Point South, less acres of Commercial Recreation would reduce the intensity public services and utilities required at the site compared to Alternative 2.
4.2.10. Heritage Conservation			
- The potential for impacts to cultural resources is generally proportional to the intensity of development. - Impacts to significant cultural resources would have to be mitigated, in consultation with Native American tribes and the Department of Archaeology and Historic Preservation.	- Horn Rapids Northwest and City View West would likely maintain agricultural uses with limited potential for impacts to archaeological resources. - Under the existing land use designation, Columbia Point South could potentially be developed and potentially impact cultural resources,	- New development at Horn Rapids Northwest and City View West would likely disturb soils and have the potential to impact unrecorded archaeological sites in these areas. - The Open Space designation along the shoreline of Columbia Point South would preserve the area from development. The area re-designated as Commercial Recreation could potentially impact cultural resources, including recorded	- Similar impacts as Alternative 2, but with greater intensity of development in some parts of the Horn Rapids Northwest and City View West planning areas. - At Columbia Point South, more area would be designated as Natural Open Space, protecting a larger portion along the shoreline and reducing potential future impacts from development in that area.

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
	including recorded and unrecorded archaeological sites and the Columbia Point South Cultural Landscape.	and unrecorded archaeological sites and the Columbia Point South Cultural Landscape. • The Commercial Recreation land use designation change area is larger in Alternative 2 and could potentially result in greater impacts to archaeological resources compared to Alternative 3.	

4.12. Summary of Mitigation Measures by Topic

Topics
4.3.1. Earth For Action Alternatives 2 and 3: • Maintain compliance with local air-quality agency requirements by watering exposed areas during construction. • Avoid disturbing Columbia Irrigation District Canal slope adjacent to City View property and slope along southern edge of Columbia Point South. • Compact soils at densities appropriate for planned land uses. • Provide vegetative cover or soil cement on exposed surfaces. • Designation of Natural Open Space on the Yakima River bluff area would preserve the sloped area. • At Columbia Point South, minimize grading activities by building on fill that would be brought in to support proposed development. Other mitigation measures include: • Maintain compliance with the CAO. • Development should be consistent with the goals and policies of the Comprehensive Plan.
4.3.2. Surface Water For Action Alternatives 2 and 3: • Implement mitigation measures described for reducing impacts to earth resources described in Section 4.1.3. • The RMC Chapter 22.10.110 establishes wetland buffers ranging from 25 to 150 feet from wetlands based on their category and land use impact category (low to high impact). Impacts to wetlands or wetland buffers near Columbia Point South should be avoided, minimized, or mitigated in accordance with the CAO and SMP. • Under both development alternatives, detention ponds will reduce peak runoff flows to natural state conditions. Detention ponds will also provide settlement for silt. Oil/water separators can reduce impacts from automobiles. • Additional mitigation measures include bio-filtration, either before or after entry into the various detention ponds, and buffers around wetlands in Columbia Point South, within the bottoms of ravines and around wetlands in accordance with the CAO. Other mitigation measures include: • Development should be consistent with the goals and policies of the Comprehensive Plan. • Maintain compliance with existing federal, state, and local policies that regulate land use activities near, and within, surface waters such as the Yakima and Columbia rivers and wetlands, including: ○ NPDES regulations and City stormwater regulations ○ USACE wetland avoidance and mitigation requirements ○ The City SEPA and CAO requirements

Topics
Implement City of Richland 2017 Capital Improvement Plan priority projects to address existing storm drainage system deficiencies and provide water capacity improvements.
4.3.3. Plants and Animals
For Action Alternatives 2 and 3: - Provide erosion and stormwater control measures during construction, particularly in areas adjacent to surface waters that provide fish and wildlife habitat such as Columbia Point South. - Consider landscaping with native plants to provide vegetation of habitat significance in streetscapes, buffers for stormwater swales, rain gardens, and other habitat features. - Impacts to wetlands or wetland buffers near Columbia Point South should be avoided, minimized, or mitigated in accordance with the CAO and SMP. - Provide a Natural Open Space buffer along the Yakima River shoreline at City View West and Columbia Point South. Other mitigation measures include: - Development should be consistent with the goals and policies of the Comprehensive Plan. - Maintain compliance with the CAO.
4.3.4. Land Use
For Action Alternatives 2 and 3: - Meet population growth targets and housing demand through developing existing planned areas, infill developments, and by re-designating Horn Rapids Northwest and City View West to accommodate mixed-uses. - Improve the built environment through designing new structures and development per City code. - Reduce local traffic volumes by creating a live-work environment in City View West - Reduce urbanization and provide recreational opportunities at City View West through Developed Open Space land use designation. - Natural open Space designation in the City View West area will preserve the shoreline and the sloped area to the east along the Yakima River. - Commercial Recreation land use is limited to recreational and water-oriented facilities, thus preventing a whole range of commercial uses in Columbia Point South. Additional restrictions on future land uses may be applied through zoning changes for this area. Other mitigation measures include: - Development should be consistent with the goals and policies of the Comprehensive Plan. - Maintain compliance with City Zoning Regulations and CAO requirements. - Implement rural land protection measures and incentives to make UGAs and planning areas more attractive (e.g., density incentives and infrastructure investment).

Topics
4.3.5. Shoreline Use For Action Alternatives 2 and 3: • Provide a development buffer at City View West along the Yakima River shoreline using Natural Open Space land use designation • Natural Environment Goal 1, Policy 3: “Ensure public access to shorelines on public land, subject to regulations protecting public safety, sensitive habitat areas, and wildlife.” At the Columbia Point South planning area, the City should consider improvements to the existing recreational trail system and public access from Columbia Point Drive. • No net loss of shoreline ecological functions as a result of new development shall be allowed, consistent with the provisions of the SMP. • Natural Open Space designation in the City View West area, and the Columbia Point South shoreline area will preserve the Yakima River shoreline. Other mitigation measures include: • Development should be consistent with the goals and policies of the Comprehensive Plan. • Maintain compliance with the City SMP and CAO.
4.3.6. Population, Housing and Employment For Action Alternatives 2 and 3: • 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 Site-related science and technology employment by creating a business environment that encourages and welcomes local business. • Encourage innovation and investment through infrastructure investment, streamlined regulation, and “second paycheck” benefits such as livability and access to recreation. • Leverage the natural landscape as an asset for economic development. • Concentrate development in areas with existing infrastructure and near jobs centers to optimize the City’s funding. • Meet housing demand through developing existing planned areas, infill developments, and by re-designating Horn Rapids Northwest and City View West to accommodate mixed-uses. Other mitigation measures include: • Development should be consistent with the goals and policies of the Comprehensive Plan. • Maintain compliance with the Washington State GMA requirements. • The City should consider infill incentives and upzones.

Topics
4.3.7. Parks and Recreation For Action Alternatives 2 and 3: • At the Columbia Point South planning area, the City should maintain public access and the existing recreational trail system. • Consider ways to provide park or recreation opportunities near urban centers through land use designations such as Developed Open Space in City View West. • As development occurs in this area, incorporating shoreline access may be appropriate to meet future demand for access created by the development. Other mitigation measures include: • Development should be consistent with the goals and policies of the Comprehensive Plan. • Maintain compliance with the Washington State GMA requirements. • Maintain compliance with the City SMP policies to work with other jurisdictions, property owners, open space groups and interested parties to develop and implement regional and City parks, recreation, and trails plans and appropriate implementation strategies.
4.3.8. Transportation For Action Alternatives 2 and 3: • During construction, the City will work with its development applicants to oversee that appropriate coordination with affected agencies and property owners occurs upon future development. This includes providing appropriate public notification and detour routes upon development of its own projects. • During construction, the City could require construction management plans at the time of development to reduce potential short-term impacts. • To accommodate future population growth projections, the City has planned a roadway network to serve developing areas, and many of the improvements will be paid for by private development. Identified improvements to transportation networks are described further in the City of Richland Draft Comprehensive Plan Supporting Analysis (Oneza & Associates 2017). • Cooperate with the RTPO and Benton-Franklin Council of Governments for levels of service, • The City should consider continued investment into additional rail lines to serve the Horn Rapids Industrial Park and surrounding areas. • The City should consider multi-modal needs in new corridors and in street standards for when new roadway facilities are constructed. • Consider multimodal transportation including shuttle service at Columbia Point South, along with other transportation options to this area. Other mitigation measures include: • Development should be consistent with the goals and policies of the Comprehensive Plan.

Topics
4.3.9. Public Services and Utilities For Action Alternatives 2 and 3: • The City should continue to implement the improvements described in the <i>2015 General Sewer Plan</i> to address deficiencies resulting from growth for the planning period. • The City should continue to implement the improvements described in the 2016 Water System Plan to address deficiencies resulting from growth for the planning period. Priority projects and financing are included in the 2017 Capital Improvement Program for water and stormwater systems. • To accommodate future population growth, the City should select a preferred solid waste disposal approach that is cost effective, maintains service levels, and mitigates risk to the City. • The City should pursue power supply system capital improvement projects that will be needed to meet the demands of growth as detailed in the Energy Service Department's <i>Capital Facilities Plan</i> for 2016-2027 (City of Richland 2017a). Other mitigation measures include: • Development should be consistent with the goals and policies of the Comprehensive Plan. • The City should continue to provide and maintain collection services to all City residents consistent with adopted service levels and the City's <i>Solid Waste Management Plan</i> goals and objectives.
4.3.10. Heritage Conservation Mitigation measures include: • Comply with applicable laws and regulations regarding impacts to cultural resources. Section 106, Executive Order 05-05, and RCW 27.53, among others, require that impacts to cultural resources be mitigated. • Development should be consistent with the goals and policies of the Comprehensive Plan. • At Columbia Point South, minimize grading activities by building on fill that would be brought in to support proposed development.

Chapter 5. Comments and Responses

Chapter 6. Supporting Record, Analysis, and Materials

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Comprehensive Plan Open House Comments

Category	Comment
Columbia Point	Everything south (east) of the interstate at Columbia Point should be Natural Open Space...
Columbia Point	"Commercial Recreation" designation immediately south of 182 will create many traffic issues; access (only 1 obvious route) and adding traffic volume to Geo Way is ridiculous - especially with Hanford commute traffic.
Columbia Point	DO NOT BUILD ANYTHING ON COLUMBIA SOUTH IT needs to remain OPEN SPACE
Columbia Point	Columbia Point South should be preserved as open space for recreation use and Not deveope in any way.
Columbia Point	<u>Designate</u> all are South of I82 as <u>Naturally Open Space</u> . This would benefit to the community and for the high concentraion of people now occuring in the Columbia Point area with Hotels, Restaurants, Apartments, & Condos. Natural Open Space canno be recovered once developed and there are few natural open spaces in the City of Richland
Columbia Point	Leave as a park that everyone can use. Development will bring increased traffic, noise, light pollution etc. Having the REACH located there would have been fantastic, to bad it fell through. If the city is determined to develop, I think the lowest impact would be a performing arts center. Not used everyday but would have a fantastic view. That being said leave as open space! We are losing open space to development at an exceleterating pace.
Columbia Point	I have concerns about the "commercial development" along the Columbia Point area. I understand some of it is owned by native Americans. My concern is the construction of hotels and casinos. One of the attractions to Richland is the natural landscape.
Columbia Point	Please keep <u>all of Columbia Point South natural open space</u> - not many places left in Richland devoted purely to open space - provide recreational use preferred, hiking, etc.
Columbia Point	Need alternate access besides Columbia Dr. (don't want the traffec through Columbia Point)
Columbia Point	Is there additional access at C.P. South other than under I-182 bridge? (for future dev?)
Columbia Point	Keep Columbia Point South as natural open space with limited access. Develop a better trail system in the area for bike, hike, and boat access
Columbia Point	My suggestion concerns the proposed Public Recreation space south of I-182 and between 240 & the Columbia River. It appears to overlap some flood plains/wetland. I would lock that up with sufficient controls to minimize City liability.
Columbia Point	Developing the land in any other fashion than park like open space south of I-182/Columbia Point would be detrimental both to the natural river delta & traffic safety for those entering/exiting that space.
Columbia Point	Commercial Rec. on Columbia Point - Access? Bound by freeway, road from Winco already pretty busy, trash what could be a decent park?
Columbia Point	proposed change to the parcel currently zoned "developed open space" to "Commercial Recreation" is <u>not</u> logical or feasible. Access is poor, along the existing bike trail and directly adjacent to the Columbia River. Creating a one-way egress & ingress is ludicrous. Alternative ideas: Keep <u>open space open</u> ! Perhaps create a soft trail system, involve the Umatilla tribes for occasional cultural events, but <u>absolutely</u> no "commercial development". Another issue, once again is continued fragmentation of wildlife habitat and/or impact on habitat. From salmon to migratory birds to resident mamals. comm development would no doubt have a negative impact.
Columbia Point	Really disappointed that any type of development is proposed for Columbia Point South. That area should be designated as naturally open space and left as is. No hotels (a travisty!), no trading posts, no development! That was what was discussed in the 1980's and the public (and tribes) had a clear preference for that then. Do NOT develop!
Columbia Point	Please consider keeping the bike trail that now exists in Columbia Point South.

Columbia Point	How about a new designation for Col Pt. S. that would allow a Native American trading post or cultural center.
Columbia Point	Please leave this area vehicle free. I like the idea of recreational space, but it would be great to keep it foot accessible only. Yakima, for example, has a beautiful playground on their greenway path that families have to walk to in order to utilize.
Columbia Point	I feel that it should remain Natural Open Space. Once development comes in (ie - commercial recreation) the open space concept leaves. So does tranquility.
Columbia Point	Don't decrease the NOS classification that's already there. (the 200' shoreline was already designated natural and recreation conservancy) When roads were there before, there was a lot of destruction by ATVs. A trolley system would be the best means of access if there were any access other than pedestrian. The most I'd like to see is a Native American trading post/cultural site and habitat restoration.
Columbia Point	Proposed Commercial Recreation - Please do not allow hotels and other commercial facilities on the area to the SE of the I-182 bridge. It is a wonderful natural open space as it is. Commercialization will only ruin it. There are also access issues that could be insurmountable. I wouldn't be surprised if Indians would have concerns about development on that property since Indian artifacts could be found there many years ago.
Columbia Point	I don't feel comfortable with commercial recreation designation. By definition it needs a large buffer to protect the natural open space. Any large scale commercial prospects need to be on the N. side of the Comm Rec Area. We need to soften the obvious negative impact to the Nat. Open Space.
Columbia Point	Do not commercialize south of I-182, consider making recreation conservancy
Columbia Point	I strongly believe the land bordered by 182, 240, and the Yakima River should be preserved as natural open space. Such areas in town are much more valuable than commercial development.
Columbia Point	Columbia Point South - concern about access for proposed commercial recreation. The increase in traffic in an area geared for recreation. Also thinking about the loss of the bike trail that so nicely connects to Sacagawea Heritage trail to Richland.
Columbia Point	don't let hotels develop this wonderful recreational area. All this will do is create terrible congestion at an already problematic intersection. We especially don't need development that will fall to neglect if waterfront businesses stagnate. Not to mention the Native American heritage issue
Draft Goals	ED Goal 6 - Encourage fill-in of existing high density commercial buildings
Draft Goals	UD Goal 3 - Light walkways not streets to reduce light pollution
Draft Goals	TE Goal 3 - Bike route signage on arterial streets directing cyclists to bike paths/routes
Draft Goals	TE Goal 5 - Encourage availability of reasonably priced motorized public transportation with wide operating hours (mornings/evenings)
Draft Goals	Looking at the City's "Draft Goals & Policies" document along with the proposal for Columbia Point South, it seems that hotels, trading posts, restaurants, etc (as would be allowed under "Commercial Recreation") is incompatible with Community Goals 1,4,5, and 6. The city (and other cities of the county) are rapidly losing natural areas and open space. Columbia Point South should be retained as a natural area, formally designated as "Natural Open Space" and preserved for future generations. We do not need more hotels and restaurants and continued encroachment and desecration of shorelines and natural areas. The development of Columbia Point north of the I-182 bridge was not well done. It did not preserve enough shoreline access and undeveloped areas. Please do not make the same mistake with Columbia Point South. Leave it as it is - but formally designate as Natural Open Space. Thank you

Duportail Bridge	The residents of Richland should not be the only ones taxed for the Duportail Bridge. Residents of West Richland will also be using the bridge. Kennewick residents will also use the bridge. Why do only Richland residents pay for it. Question - Do you really think the bridge will solve the poor design of the free area at Queensgate - NOT
Duportail Bridge	A bridge across the river around WSU Tri Cities > Pasco would be a better bridge to build. It would take 1/3 of the traffic off the roads in Richland. My father says this was the plan back in the 80s to take bridge across at around Alder Rd. in Pasco. I would fully support that! Bridge at Duportail -never understood that.
Economic Dev	I would like to see stronger "downtown" area. When I moved here last year I had google take me downtown and it didn't feel like any downtown worth visiting. A prominent square with local shops and restaurants is a good investment and would draw in outsiders.
General Comment	I appreciate Ben Franklin transit expanding their services
General Comment	If you could plan for areas, walkways, and spaces to accommodate professionals that have no children and only dogs, please.
General Comment	The experts were very nice and patient explaining things. Thank you!
General Comment	What is the City doing to address current city infrastructure that is in need of repair? For example: Alphabet homes are a historic gem of Richland, yet many are located in areas of the city that are neglected and run down. There are few sidewalks in the Goethals-Comstock-G-Way neighborhoods. This poses a safety risk to children walking to Lewis & Clark Elementary, Comstock Park, Goethals Park & the areas near Howard Amon. Further, sidewalks and bike paths in this particular area would alleviate congestion on the roadways, provide a safe place for pedestrians and encourage residents to consider alternative forms of transportation. It may even make the businesses in the Parkway (area where Farmers market is held) more prosperous as residents in the area (rather than congestion from residents driving in from other neighborhoods) would have easier, safer access. What are the plans for the increased city tax dollars that will be coming from the newly added / to be added hotels and restaurants on the waterfront area by the Marina? Will this money go towards further "transit" type improvements or will it be funneled back into existing areas that need significant improvements?
General Comment	I would suggest connecting up the Keene-Gage Class I separated trails to Queensgate and the trails in that area. I would also suggest connecting it to the Columbia Park Trail down near Steptoe and the Traffic circle in that area. Having a separated trail would help for safety for pedestrians and bikers around the Steptoe circle. I would also prefer if the trail on Gage could continue out to the Mall, but I realize that is something Kennewick would need to handle.
General Comment	Consider the economic impact of climate change scenarios - flood, drought, extreme winter events, extreme heat, etc on city infrastructure and vulnerable citizens (elderly, disabled, young children, etc) Encourage infill development to connect centers - downtown, uptown mall, Wellsian/Duportail. Improve neighborhood diversity to ensure that schools remain/become economically and ethnically diverse. Infill neighborhoods with developments that improve economic diversity. Create transit oriented areas to ensure vitality of transit system. Consider lunchtime circulation to move people between Hanford/PNNL and restaurants. Protect open spaces in the Yakima Delta. Embrace the tiny house neighborhood. Make tiny house culture part of Richland culture.
General Comment	Desert ecologies are fragile. The Council doesn't seem at all interested in protecting them!
Land Use	Better bike paths and walking trails. Solar lighting for trails. Bike/Walking path for Duportail Bridge. Crosswalk for the path/trail that connects to Howard Amon George Wash. Way westbound entrance to the 240 yield sign needs a light or other emphasis as people entering hwy do not yield. Improvement to roads. Beautify city esp old rundown buildings please.

Land Use	1. Allowing residential development across SR240 from the landfill & motorcross track is a horrible idea. For a very modest addition of residences and taxable properties, the city will reap in return absolutely NO END of complaints. The people will pay a fine price for their new place, and of course they will want a little slice of heaven. Soon enough they will be at City Council meeting, demanding that these legitimate - and pre-existing facilities be shut down. Those shutdowns shouldn't happen, but the fight won't go away. Any city with an airport can tell you how this drama develops. People build next to the airport, then complain about the noise. Duh! The airport was there first, and they knew about it. 2. I don't see any indication of future expansion of the landfill, which will be needed someday. 3. Bravo for designing space for school, in the area behind Target.
Land Use	I also disagree with spraying W.E. Johnson park & other "natural" landscapes with mosquito poison. The spray is not confined to public area and does land on people's private "organic gardens".
Land Use	Zoning that supports "tiny houses" development should be approved. Homes of 2000-3000+ sq ft are a waste of resources; people should at least have a choice.
Land Use	Need to ensure Amon Natural Preserve is really preserved as undeveloped open space. As South Richland continues to grow with new homes, Amon will be the only natural open space remaining. Let's keep it that way.
Land Use	I love our river trails, but they are quite dark in N. Richland for year around use lighting would be nice
Land Use	Keene Road wetlands aren't designated on the critical areas map.
Land Use	Proposed land use alternatives (map) - I prefer the medium res option to the high density res option
Land Use	Proposed land use alternatives (map) - Please provide more open space. Richland has become so high density, at least provide us with smaller, more frequent community parks.
Land Use	I like proposed land use alt. 2 please. But could you add a small park with small fenced in area for dogs
Land Use	Keep Amon Creek Natural Preserve as it is.
Land Use	Proposed land use alternatives. I prefer alternative 2 but you should plan a park in the center and make it WALKABLE- Narrow streets, sidewalks etc Room for proper trees. Safe passage footbridge footbridge to areas on the other side of irrigation ditch better yet pressurize ditch and build trail
Land Use	City of Richland Proposed Land Use Alternatives S. of Horn Rapids and W of Richland City Shops. Neither alternative 2 or 3 show traffic mitigation for or to existing roads. Will traffic infrastructure planning be completed PRIOR to approving development?
Land Use	We should start a conversation about what will happen with the gravel pits so the City has right of first refusal to develop a recreation plan
Land Use	Get on with it! I know it's not the City's project but please do whatever is needed to facilitate the breach of the Bateman Island Causeway - the salmon and steelhead will benefit
Land Use	Sensitive areas - there are Corps owned wetlands off Keene/Jericho. Stop illegal filling Put on Map - East of Queensgate Village
Land Use	OPPOSED to high density housing (aka apartments) between Willowbrook and Amon Basin. Put in like houses of like value if you build at all.
Land Use	In terms of zoning, I think Alternative 3 for the Queensgate area has more high density residential and would be the better choice. It should also include walking trails to connect up all the new residential with the Queensgate shopping center by bike or pedestrian.
Land Use	In the proposed land use alternatives in the Duportail area I believe more area should be designated as developed open space.
Land Use	Proposed land use alternatives 2 & 3 - Would like to see more parks or open space designated in these areas
Land Use	As little development as possible. Please encourage open space.

Neighborhoods

Concerned citizen of Comstock Neighborhood: The city is spending significant portions of resources on growth & development of shopping centers, housing developments, parks in the newly developed neighborhoods, but is not re-investing in the existing neighborhoods. There are many areas from improvement of Jon Dam Plaza & downtown areas that would continue to bring youth & vitality to the area.

Parks

Goethals Park: 1). Located on road w/30 mph speed limit. No crosswalk, signal or crossing bridge for kids/families to pass safely. 2). NO bathroom facility. People are using the trees as a bathroom. 3). 1 garbage can for entire park area. Often has garbage piled up and overflowing. 4). No dog waste bags. Animal excrement is an issue.

Parks

Drawing CF-1 (and possibly others) - "Ammon" should be "Amon"

Sustainability

I would like to see the city lead in renewable energy by equipping their buildings with solar, strive for LEED certs, supply EV charging stations, and enforce recycling. I thought new apartment complexes were supposed to commit to recycling. I live @ Mosaic on the River apartments - they have one cardboard bin on the far side that no one uses. How do they get away with breaking a promise? Also, the trash/litter is out of control in that area. I spend time picking up trash along the Yakima River trail leading to W.E. Johnson park but the trail along 240 is disgusting.

Traffic

Goethals Neighborhood Traffic: Facilities located btwn Aaron Dr., Goethals Dr, Jadwin Ave: Lewis & Clark Elementary, Day Care Facility, Comstock Park, Goethals Park, Toddler Park (new area on Comstock) - Residents are using these neighborhood streets to circumvent the heavy traffic on G-Way & the By-Pass. Poses a significant safety hazard for these small neighborhoods as the streets are narrow. We have significant lack of sidewalks in this area. Children walking to school, parks & other pedestrians trying to access Winco, Fred Meyer, Howard Amon, Jon Dam Plaza and the other facilities listed previously do not have access to safe walking/biking routes.

Traffic

Please let me know how to get the data on how the Duportail bridge will impact on traffic on the By-Pass - Thank you Chuck Eaton, chaneaton@gmail.com 509-375-0309

Traffic

1) Why does traffic planning appear to be reactive and not proactive? 2) Hayden Homes (Kennewick) and fully built out S. side of Badger Mountain will put ~ 3,000 additional vehicle trips* per day onto Leslie, Steptoe and Dallas. Both Leslie and Steptoe are busy now. What will be done to ease traffic? 3). Why is street maintenance underfunded by about \$600,00/yr? *2+trips/single family house

Traffic

In regards to the upcoming new Queensgate road plan - * between Keene & Duportail: Do you plan to have 2 lanes go from Duportail to the roundabout plus a 3rd lane for those going WEST onto 182? Badly needed. *In regards to the left turn lane on going West Queensgate (aligned with Sterlings) to signal do away with it!! Have traffic go to signal then left into Exxon, Walmart, fast foods etc parking lot. Right turn only from driveway out of Exxon - H182. * Regarding signal at City View & Duportail for new bridge - were on ramps = North considered? would it work for the Hills residents to go down and under Duportail on (currently) dirt road & curve around to get on Queensgate at West end? People coming off the bridge, use an off ramp for the Hills?? Possible?? (comment included diagram reference)

Traffic

No more go rounds!

Traffic

Concern about RR crossing, pedestrian crossing and speeding vehicles causing several accidents at Duportail and 240 intersection. Flashing warning lights on 240 to show that lights are changing similar to Hwy2 Wenatchee to Leavenworth. We have youngsters crossing to go to school, those who cross to use trails on both sides, people crossing to catch city busses - it's a very busy intersection. Plus the train for those going to work in AM.

Traffic

Jones Road extension: Not in my lifetime

Traffic I have 2 concerns. I live in the Hills community & we need a safe bike path from skyline to Keene Rd on Queensgate. We also need a roundabout or other safe intersection upgrade for the off ramp and on ramp from 182 to Queensgate. The concentration of traffic makes it very difficult to exit Skyline onto Queensgate.

Traffic I do not want GW Way from Van Geisen to 240 to be a principal artery! N. Richland does not exist to provide a speedy exit and entrance to Hanford. We need a downtown that is pedestrian friendly and connected to the river resource. The proposal here is backward. The rest of the world has moved on from this kind of planning! Jadwin could be an around and we have a BYPASS! We desperately need a real downtown area.

Traffic I encourage a permaculture approach to land development. I also support a more bike friendly city road system with bike lanes on roads like GW-way.

Traffic Many participants at the March 20, 2017 Comprehensive Plan open house were disappointed at the lack of justification for the Duportail bridge. It was not clear from any of the material how this bridge would reduce congestion on G.W. Way (which was a major concern for participants) Many citizens were also concerned about the lack of attention given to making Richland a more walkable/bike-able city. As traffic has gotten worse it's become increasingly more dangerous to ride a bicycle for local shopping & recreation. Only hard-core racing bike riders can use our streets. Please make Richland a more bike friendly community!

Traffic GW Way should be more pedestrian friendly with traffic relaxers, median strips to make a better connection to river resources.

Traffic I'd like a map of current bike paths and hiking paths

Traffic

Traffic Is there a plan for a left turn lane on Gway between McMurray and Spengler? The need is great and it would improve traffic flow and safety. There is space for it. All that is required is to restripe the lanes.

Traffic Do not put Rachel Road through Amon Creek natural preserve instead use one of the southern most routes to connect Leslie Road to the Hayden Homes development (ie existing BPA road opposite Lorayne J Road that intersects with Leslie) don't destroy the preserve!

Traffic I-84 northbound bridge was paid off in record time as a toll bridge. Those that use it and benefit from it should pay for it. The new bridge should be paid for by toll-not by taxes!

Traffic Long Range Planning - why is there no light rail? Plans build more roads vs looking at other ways to move people. Better bus systems - smaller busses. Good bike trails to encourage cycling! Be creative look at other ways to move people.

Traffic I would like to see a city plan incorporate some sort of light rail main loop linking all 3 cities

Traffic Jones Road from Horn Rapids to Walmart area? Why? Across a flood plain? Requires another bridge \$ Probably expensive and certainly ugly road above CID canal on sandy hillside, through a bunch of view property - 3 jurisdictions in 1/4 mile

Traffic Save Amon Creek Natural Preserve! No Rachel Road Need to keep natural open space! Please!

Traffic

Traffic Remove stop lights on the ByPass 240 put in overpasses and regular freeway on ramps and off ramps.

Traffic No roundabout on Queensgate/Keene

Traffic I'm happy to see the connection from Queensgate back to Bermuda.

Traffic Rachel Rd - please do not cross Amon Creek Preserve @ Rachel Rd.

Traffic Please consider getting Duportail Bridge done ASAP and we need more senior housing in Richland.

Traffic I DO NOT WANT RACHEL RD going through the natural area. Connect to Bellerive Dr. if you must but not any further

Traffic I like the purple "Future Arterial Collector" to Gala Way

Traffic Do Not connect Shockley Queensgate to Rachel Bermuda (Don't encroach on county!)

Traffic I am concerned about an even greater increase in traffic on Bermuda Road with the planned extension. What will be done about that?

Traffic	Add (back) a right turn only lane at Queensgate and Keene. Map traffic intersections (arterials) showing freeway and severness of accidents (including pedestrian and bicycle accidents)
Traffic	Amon Extension Rd. - was glad to see the proposed road not going through the preserve. Thank you for listening.
Traffic	I don't understand why the City Council does not address/embrace higher density housing, more public transportaiton, and more use of already developed land that sits empty, as there is in N. Richland. The Duportail Bridge is only going to result in more neglect of northern neighborhoods, and property values will suffer. Instead, the age and development of these neighborhoods deserve attention. THis could make them more attracitve to salary-earning workers and the businesses that serve them. But I'm worried enough by the lack of attention from the Council that I am considering selling my N. Richland house and moving out of the area entirely.
Traffic	With more shops and proposed housing in Queensgate area would like to see a transit center there
Traffic	Make area much more transit friendly. Please
Traffic	Do not like the Rachel Rd. expansion through the Natural Preserve.
Traffic	Off road bike routes for safer commuting
Traffic	Proper pedestrian and bike routes on Columbia Center Bl where it crosses 240. This is a dangerous area for peds and bikes

COMPREHENSIVE PLAN COMMENT ON CRITICAL AREAS MANAGEMENT

March 20, 2017

SUMMARY: Critical areas must be identified early on to allow for efficient growth management decisions.

The Comprehensive Plan should require/implement a policy on critical areas. The policy should:

- Require identification of all critical areas in accordance with the Growth Management Act (GMA).
According to the GMA, critical areas include:
 - Wetlands
 - Areas with a critical recharging effect on aquifers used for potable water
 - Frequently flooded areas
 - Geologically hazardous areas
 - Fish and wildlife habitat conservation areas
- Require identification of critical areas now, rather than later.
 - Richland needs all critical areas to be clearly identified by location and with boundaries so that:
 - Property sales and development plans can take critical areas into appropriate consideration.
 - Richland's citizens are protected against landslide, flooding, and potential water quality issues in critical areas known to present those hazards
 - Important and sensitive natural areas can be protected from the outset, since once lost, they may be costly or impossible to replace.
 - Richland's current practice of identifying and dealing with critical areas when development plans are submitted is inadequate. It wastes the time of developers and the City when plans are not compatible with critical areas. It also allows financial, development, and political pressures to "take over" when critical areas have not been identified up front. When this happens, there is a higher chance that inadequate growth management decisions will be made. This can put Richland's citizens at risk from landslides, flooding, or decreased water quality, and can put sensitive and natural areas at risk also. Critical areas must be identified early on to allow for efficient growth management decisions.
- Require preservation/protection of all critical areas in accordance with the GMA.
 - According to the GMA, critical areas must be protected using the "best available scientific information".
- Be consistent with the Washington State Department of Commerce handbook on critical areas (Critical Areas Assistance Handbook - <http://www.commerce.wa.gov/wp-content/uploads/2016/08/gms-ca-handbook-critareas-2007.pdf>).
 - The Department of Commerce notes that "Protecting critical areas has a nexus in several federal and state laws: including the Federal Clean Water Act, Safe Drinking Water Act, Endangered Species Act, the National Environmental Policy Act, and the National Floodplain Insurance Program (administered by FEMA); and including the Washington State Environmental Policy Act (SEPA), Shoreline Management Act, Watershed Planning Act, Salmon Recovery Act, the Municipal Water Law and the GMA."

Janet Davis (253 Scouler Ct, Richland, WA 99352; JanetSDavis@gmail.com)

Comp Plan Section	Comment
Police - C. Skinner	My short part of this looks fine. I do think it's a bit misleading to call out an increase in violent crime when we have such low numbers. When you go from 6 robberies to 11 robberies the percentage of increase is huge but doesn't but the overall issue in perspective.

Submit Date	IP	Name	Comment
8/27/2016 2:00 PM	68.186.66.144	Thomas Atkinson	The speed limit on Keene should be lowered by 5 mph. As businesses and residences have been added to the south side of Richland traffic volumes have increased as well on Keene. The speed limit is too high for the volume of traffic. Specifically, I live in the Country Ridge/Country Heights area. There is only one exit from the subdivisions, onto Keene. With the current speed limit and volume of traffic its getting much more difficult to exit the subdivisions safely. I don't think we are to the point yet that a stop light is required but a reduction in the speed limit on Keene would make it much safer to pull out from Country Ridge Road. Thomas Atkinson
9/7/2016 3:35 PM	71.95.125.76	Laurie Ness	On the Comprehensive Plan Periodic Update Washington State Law requires through RCW 36.70A.130 (2)(a), RCW 36.70A.140 and RCW 36.70A.035 for the establishment of a Public Participation Program. 1) This is a program that identifies procedures and schedules for the public to participate in the periodic update. 2) The program must provide for early and continuous public participation. 3) The program should clearly identify the scope of the review and 4) identify when legislative action on the review and update component are proposed to occur. 5) Cities must ensure that notice of the update process is broadly and effectively disseminated. I did a Google search and a search within the City's website for Public Participation / Plan and found nothing pertaining to one. How do you plan on meeting this requirement is this not the time to address this state law? Regards, Laurie Ness
9/7/2016 5:41 PM	75.142.90.232	Gretchen Graber	Concept of sustainability should be part of every working group or commission. Regardless of the working groups subject - sustainability should be part of every new idea or partnership the city engages in. Their is a lack of leadership expertise in the area of sustainability and sustainable thinking in the city, please hire professional sustainability experts/consultants. If the city has not recognized this and is not working towards a sustainable ethic it is being negligent to future generations. Utilities should be partnering with solar technology, not just PV cells but passive solar hot water heaters, for lo, medium and high income consumers. Stop building homes that do not have a solar component of some kind. Take pride in our sunny weather, market it to new community members and business'. Create a solar demonstration and education park/community center, that demonstrates how to replace high-water use lawnsclaping. Put women in managerial positions. Hire effective people, to include women and other pragmatic thinkers. Stop hiring fast-talking, do-nothing, my way or the hi-way people. Hire people who understand science, environmental thinking and sustainable development. Talk about climate change. Address the changes we can expect and how to prepare for these changes. Public leaders who are doing business as usual, at this point, are irresponsible and I would argue unethical. Support economically disadvantaged families by creating incentives for solar energy via solar panels AND passive solar hot water heaters. Hire someone who knows about practical applications for solar technology use. If each lo-income alphabet house had a \$3500 solar hot water heater installed they could have more money to pay their other bills and to spend in the local economy, instead of going to the food bank and getting unhealthy food that causes disease. Can the city donate land to grow healthy organic food to give to the food banks? Want to decrease tax payer dollars on disease, get people to eat healthy food, make healthy food cool. Create internships that focus on sustainable changes that need to be made. Create a recycling program. Partner with PNNL to install solar hot water heaters in blocks of houses in lo-income alphabet housing neighborhoods. Hire a sustainable landscape expert to plant trees that increase heating and cooling efficiencies in individual homes.
9/7/2016 5:41 PM	75.142.90.232	Gretchen Graber	Create partnerships with local non-profits for small 3-5 acres farms that should be incorporated into each neighborhood. Horticulture therapy is well known for stress -release, reduction in violence and other social ills, like stress and anxiety. Small sustainably managed gardens/farms create clean air and water. Take a stance for sustainability. Engage CBCC/WSU campus in sustainable engineering projects. Stop crowding and ruining our best downtown locations with chain restaurants that create obese and diabetic citizens. Benton Frankin Counties have the highest rate of diabetes IN THE STATE! Create a sand beach on the Columbia river. We live in the desert, surrounded by rivers and sand dunes but have no beaches. Create a nice beach and swim area in Richland. Create a 50 year plan that incorporates green/open space, parks, sustainable and affordable housing, green corridors that pedestrians and bicyclists can maneuver through. Plan schools so they can be connected to natural or open space.

10/4/2016 11:22 AM 68.113.16.207 Robert Benedetti

I think this plan needs focus and integration. All of the elements cannot be done in a vacuum. They must be integrated and supportive. Many of Richland issues center around a lack of priority and vision in our planning. This parallel element approach leads to division in our community and government leadership.

A good example is all of the fight surrounding the Hayden Homes development and the Amon Basin Preserve conflict over the extension of Rachael Rd. This road extension was put on paper because it was meant to serve a purpose in the future that in reality it could not do.

Our planning should start with a vision of our community that starts with what every citizen would like to see and then supported with other important elements.

1) Example for: North Richland residents would like to see the Shore line of the Columbia and Yakima River, as the city expands, remain with full access of the shore line by the public and possibly wild life areas first, second limit commercialization on the shoreline.

We do not want these public assets sold under the name of Economic development.

Like wise the South Richland City citizens want out special physical attributes Ridges and remaining wet lands and wild life area saved for public use and not used as an asset to be sold under the name of business development.

2) Diversity of housing without degradation of standards. Our low cost housing should not be relegated to areas that are basically degrading to one's self-image. For example low cost housing plots lot next rail road tracks and huge power stations.

3) Next comes our Economic Development Vision and I believe that is clearly what we do not want to become. We don't want to become the mid to low tech industrial side of the Tri-Cities as Pasco is quickly becoming. Vineyards are wonderful but that is not the Economic development core that we should be seeking, it should be Science and Technology. Our assets there are many, PNNL, the Hanford site, Education, Health (Kadlec as a resource) center of neurological and genetic research, sport fishing etc.

Once the top visions are set then everything should fall in place to support them; Roads, Housing, infrastructure, Schools, Parks and recreation, business development investment and on.

10/4/2016 11:24 AM 96.39.192.51 Jim Kelly

The Rachel Road extension I fear will be disruptive and not in alignment with the "Amon Creek Phase I, 60.12 acres, Future use agreement" that Mike Mills helped authored in 2009.

Connectivity is the key. Why isn't the BPA utility road being considered? As an example the BPA substation at the Southern end of Thayer is a good example of a city road providing access to a substation. The BPA access road at the South end of the Amon Preserve is adjacent to the railroad right-of-way and is the least disruptive to the Preserve.

The BPA access road currently provides parking at the Southern end of the Preserve near the yellow gate. This parking along with the Claybell parking provides wonderful access to the Preserve.

The proposed road will cut through the Preserve. I fear the proposed road would look like Columbia Park Trail between Leslie and the railroad overpass where I often see wildlife that have been hit by traffic on Columbia Park Trail.

Let's try and maintain the original intent of the agreement: "...the Amon Creek Property, in its present state, has significant natural features and provides critical habitat for fish and wildlife and should be managed as a public nature preserve providing opportunity for education, passive recreation, and quiet enjoyment by the public..."

Please urge BPA and others to consider supporting an alternate route and maintain quality open space for future generations as the communities grow in South Richland.

Let me summarize what I will say below: Money talks and BS walks

Thanks for the opportunity to comment on the comprehensive plan. I would like to share some of the experience in my life and why The Plan, any plan will fail. It was fun and I got to hear other opinions. Yes I am being negative but honest I do not envy you take on this project in the Tri - Cities

I believe a plan has to have a visual, so the public can see what it means. Not a 2 dimension lay out, because it is the voting public how has to buy in. Every developer creates the visual to sell the Plat but seldom show what will happen in the surrounding areas in the future.

First. My experience has been as boy growing up in Kansas City a high density city at its core and in the beginning you lived in apartments and single family homes next to each other, where you lived and work, up until 1951, when the city annex a large section north of the Missouri river, low cost land. The suburbs exploded. Now Down Town Kansas City is a place to go around and only used for some businesses and special event. Fortunately the highway system affords fast transit to the Spralling neighbor hoods. Cities surrounded with cheap affordable land are hard to get high density Buildings and Appalments in the center of the town.

Second. To assure this will occur you have to have the money to build the supporting infrastructure. Richland of all our cities has the highest down town buildings because Fed dollars drove their construction. The federal building is the best example. So how do we get this done? The second high density area of Richland is the Hanford and PNNL. Can the federal build be bought and turned into a low cost business center in the future or a high rise condominium? DOE has move out and contractors have moved in.

So if we have this future vision how do we fund it? Bonds? Make the builders pay for the infrastrure, toll bridges, Higher taxes. How do you get the public to buy into vision, not just the city council and planning committee?

And if it requires connection with Kennewick how do we get them to support it.

With these question asked and answered growth will be organic, developer will rule. Before the meeting last night I meet with the Kennewick School District Chairman.

He can't plan new schools because of the land prices/available land and no funds for supporting infrastructure to support the schools being set aside.

Somehow the voters have to support the future of development and as you have seen few turn up to the meetings.

Maybe we are missing the most important planning element.????

11/3/2016 3:27 PM 71.93.14.245 David Orcutt

1. What sense does it make to have a comment form when the "drafts and maps" are unavailable online?
2. Why doesn't Richland utilities offer the same financial incentives/rebates as other local public power utilities do?
3. Traffic is becoming a bigger and bigger problem, in multiple locations.
4. I hope the Rachael Rd process is not just a fig leaf covering up someone's personal agenda.
5. I'd like an e-mail response from you to these questions and comments.

11/5/2016 8:46 AM 75.142.81.91 albert jacobs

Before you approve of any more housing or apartments you must solve the traffic problems on Keene and Queensgate.

3/14/2017 5:46 PM 50.35.129.4 Judith Pardee

I am very concerned about the plans for the Duportail Bridge. I live in the Hills Community situated between I-82 and the proposed bridge. There is so much traffic going to the Walmart area on Queensgate that we residents cannot drive out of our complex; we are forced to use the back entrance which dumps into Duportail. When the bridge is completed, both of our access roads will be inundated with continuous traffic and we will be virtually stuck.

3/14/2017 7:22 PM 96.41.135.218 James Franz

Ensure that development does not occur where traffic is routed through already established communities, and high volume housing imposes on already established communities. My example is the Willowbrook Community in Richland. Care should be taken to not allow the proposed Duane Smith apartment complex to be built on the adjacent land, as this will drastically reduce the value of homes in the surrounding area, and negatively impact the environment and enjoyment of existing residents.. Additionally, care must be taken to not allow a through-traffic-travel route through this community, when alternative routes exist that would keep through-traffic streets from being added in the community, in other words, the racheal road extension should be considered to impact the already established community and wetland as little as possible..

My opinion is that building more appartments is a negative trend, and that when built, they should not impose on already established communities.

Thank you for your time!

3/19/2017 12:58 PM 71.93.14.245 David Orcutt

An alternative needs to be found to the Rachael Road extension.

I'm very interested in seeing a comprehensive EIS on the apartments by Amon Creek.

3/20/2017 7:07 PM 50.35.157.1 Carl Van Hoff

I hope that your near term and longer term planning address the traffic burden in the Queensgate area. Currently the bridge across I-182 is too small for the traffic, and the configuration of lanes is difficult. This will only get worse as more traffic is delivered into this area. This increase can come about as more businesses locate out here, and will certainly jump if the apple orchard is developed. The Duportail Bridge will help this issue -- a little -- but the traffic flow in the area within a half mile of the city shops really needs to be thought through, and provisions need to be made to enable the increased traffic to actually flow through the area in an orderly way.

And while you're at the traffic flow issue, spend some time on the ground, experiencing the thrill of trying to drive from Walmart to Target. The hump in the road in the Gold's Gym area makes this a death trap.

3/21/2017 9:10 AM 68.186.66.188 Janet Davis

Comment related to the March 20, 2017, Comprehensive Plan Update open house
From Janet Davis (JanetSDavis@gmail.com)

SUMMARY: Richland should provide (a) a system for public input on identification of critical areas, including community treasures, and (b) protection of community treasures.

The City should provide a system for public input on identification of areas in Richland that should be protected as critical areas. This would include areas in the commonly known critical area categories (wetlands, aquifer recharge areas, flood plains, geologically hazardous areas, and fish and wildlife habitat conservation areas) as well as areas with historical, natural, cultural, and educational significance – our community treasures. It looks like the City is doing a good job of identifying critical areas in the commonly known categories. Allowing public input would increase the chances that all critical areas are identified (e.g., a geologist may gain new knowledge that shows a previously unidentified area to be geologically hazardous). The public should also be able to identify community treasures with historical, natural, cultural, and educational significance as possible critical areas.

To repeat a concept in another comment I submitted about critical areas, it is important that critical areas of all types be identified early on, to allow for efficient growth management decisions. It wastes developers' and the City's time if critical areas are identified late in the planning process. We can't allow financial, development, and political pressures to "take over" when critical areas have not been identified up front.

An online submittal process would be nice. A simple process for considering the submittals would also be necessary.

Perhaps the first submittal to the system could be the Keene Road wetland, which needs to be designated as a critical area in the wetland category.

It was nice to learn at the open house that the area by the river below Duportail St with the visible layers of ice age flood deposits is now designated as a critical area because of its steep slope. That area is also a prime educational area, since it shows the ice age flood deposits so clearly - it is truly a community treasure.

Thank you for the opportunity to provide input!

3/21/2017 9:10 AM 68.186.66.188 Janet Davis

NOTE: The "community treasures" aspect of this comment is based on a checklist ("Ten Questions to Ask About Your City's or County's Comprehensive Plan") by Futurewise – a Washington State organization that was founded to support implementation of the Growth Management Act. Item 8 on the checklist is: "Does the plan encourage maintaining key aspects of your community that make it special? This could include landmarks, views, access to a river or lake, or other important community treasures." If it is inappropriate to use the critical area system to protect community treasures, the comment is still relevant – the City should provide a system for public input on identification of community treasures. The City should also have a system for protecting community treasures. The Comprehensive Plan should address the identification and protection of community treasures.

4/5/2017 6:23 PM

Nancy Hess

I don't feel that city of richland has informed public about changes planned for natrual open space near Columbia point

4/5/2017 4:11 PM

Heidi Hampt

I am writing regarding the city's change to zoning at Columbia Point. I am concerned that recent changes were made without real public input. My preference for this area is to continue to see it as a natural area. I do not see a need for the zoning changes and would prefer no development on that area.

4/7/2017 1:17 PM 50.35.146.23

Marcene Daines

I live in a small area of Benton County surrounded by Richland. Most of my activities are in Richland so I have

concerns about the use of land there and the environment of the area. I prefer and recommend the area designated as Columbia Point South be kept as open space. If this is not possible, then I hope that you can keep any development to a minimum and not destroy the beauty of the river delta and surrounding area with lots of permanent structures, roadways, parking lots, etc. Money cannot replace the natural open space that we need to make our daily life more pleasant and free from commercialism. Leave that to the inner city areas. Thank you.

4/7/2017 11:21 PM 107.77.205.21 Carl Baker

I would like to see the entire South Columbia Point area designated as a natural open space and that no motorized vehicles be allowed in that space.

4/7/2017 10:45 AM 71.93.12.63

Scott Woodward

4/6/2017

Re: City of Richland Comprehensive plan comments, Columbia Point South

From: Ridges to Rivers Open Space Network

The primary focus of our comments is Columbia Point South. While we applaud the city's effort to plan for growth and community needs we are opposed to the proposed uses at Columbia Point South. The proposed concepts which place commercial recreational adjacent to natural open space bodes ill for the remaining habitat and wildlife currently enjoying the area in question.

The proposed use options in the commercial recreational space appear to have no consideration for the impact on the diversity of the ecosystem that presently exists at Columbia Point South. At the very least we recommend that:

- No motor vehicles other than shuttle or service vehicles be allowed onto Columbia Point South.
- Pedestrian and bicycle traffic will be the mode of transport.
- The highest impact facilities planned for commercial recreational space need to be located on the freeway side of the property to diminish the impact on the natural open space. The list of allowable uses in commercial recreational space is very broad and should be abbreviated.
- An additional natural buffer needs to be implemented at the border of the commercial recreational space and natural open space.
- Native vegetation will be the landscaping norm in the commercial recreational space.

We have been participating as individuals in the process up to this point and appreciate the opportunity to express our concerns on this aspect of the City of Richland's Comprehensive Plan.

Scott Woodward - President, Ridges to Rivers of Space Network

4/10/2017 9:01 AM 50.35.136.91	Dartanya Helgeson	I have reviewed the current draft of Richland's Comprehensive Plan, and I see that part of Columbia Point South is designated as natural open space and part is designated as commercial recreation. This area is a great habitat for native birds and migrating waterfowl and I would ask that all of Columbia Point South be designated as a natural open space. With the growth this area is experiencing, open spaces are quickly being gobbled up, so it is vital to have oasis of open, natural areas to provide a buffer for other land uses. Please keep this area closed to motorized vehicles to allow wildlife and people have a "breath of fresh air". Thank you!!
4/10/2017 8:21 AM 71.93.14.164	Lower Columbia Basin Audubon Society	Dear Council Members and City Staff, From the current (2008) Comprehensive Plan (P. CF2-13): Natural Open Space consists of land intended to remain largely undeveloped over the long term with limited public access, including Bateman Island, Chamna Natural Preserve, South Columbia Point, and Badger Mountain. With this letter we are reminding you of a promise the city made in 2013 to the Lower Columbia Basin Audubon Society at a Parks & Rec Commission meeting when we protested the change of South Columbia Point from a natural open space park to a special use park. We were promised that the city would hold open public meetings when considering changes to South Columbia Point. Now, with this Comprehensive Plan update, the city has changed part of what was a 230 acre natural open space park to a commercial recreation area, not even a park any more - and again, without a public discussion. We are one of a number of organizations that prefer to see all of CPS remain as a natural open space park where citizens can have a sense of isolation in a natural area, all within our growing urban setting. Having CPS as a natural open space park would make it an extension of the well-used Chamna Natural Area just west of CPS. We can support the idea of a Native American trading post with the rest of the area restored with native plant species appropriate to the area. We do not support many of the other uses that are allowed in the commercial recreation zoning. Any building should be close to the bridge access point to minimize damage to the rest of the area. We can also support shuttle service to the trading post, but no private motor vehicle access. Before motor vehicle traffic was restricted at South Columbia Point, the area was badly damaged by ATVs/ORVs. Since then, it has had a chance to heal to some extent. Pedestrian and bicycle traffic are encouraged, as they are now. Thank you for considering our request made on behalf of our local Audubon chapter (of over 200 members) and also the requests of other organizations and citizens who support having South Columbia Point as a natural open space area for the region. Kathy Criddle, President, Lower Columbia Basin Audubon Society
4/8/2017 9:47 AM 96.41.192.45	Kathleen Megow	My husband, Louis Boliou, and I wish to see Columbia Point South designated as a natural open space with no commercial development whatsoever. We live in West Pasco, across the river from Richland; however, we have both worked and shopped in Richland for many years. Columbia Point South is a Tri-City natural area, a place where residents of the Tri-Cities can go to hike, jog, walk their dogs, bike, bird watch, and generally enjoy nature. Just steps away, near Anthony's, are hotels, condos, more hotels, and restaurants. By opening Columbia Point South to commercial development, you deprive Tri-City residents of a lovely natural open area in favor of real estate moguls. I'm sure the existing hotels near Anthony's would not enjoy all the new competition. Enough public land has been turned over to commercial development in the Tri-Cities as it is, with hoteliers competing with other hoteliers. What we don't have are enough natural, open spaces. Destroy that, and it is gone forever.
4/7/2017 3:43 PM 71.84.180.30	George Hagen	I wish to say that the area identified as the South Columbia Point should stay as open space. First the egress to that area does not support any businesses such as hotels, casinos, trading post, etc. Also I for one would not want to see those types of businesses I that area as I drive by from and to Pasco or Kennewick. We need open space over financial gain. That is a wonderful area to walk and the wild life is abundant. Please leave South Columbia Point as open space.
4/12/2017 71.93.4.81	Robert Rosselli, President Friends of Badger Mountain Board	We, the Friends of Badger Mountain Board, appreciate the opportunity to comment on the City of Richland's Ten (10) Year Comprehensive Plan Update. Our mission is to preserve and protect our local ridges which provide natural open space, scenic views, educational walks and recreational opportunities for local residents. Upon reviewing the plan, it turns out that our mission is completely in sync with the views expressed by Richland residents in response to the two latest community based surveys conducted by the City. The first community survey, taken in 2015, was summarized in the following manner: "protecting open space was the main message reiterated throughout the comments received. Unlike previous surveys most comments discouraged development." The second relevant survey was completed in October, 2016. This survey was specifically meant to gather resident input to assist in the development of the updated 10 year comprehensive plan. Again, the message was clear: protecting and preserving natural open space was a recurring theme and one of the top three conclusions specified when residents were asked to rate-how would you like to see Richland in the next 20 years?; what do you like most in the City?; identify the things that need improvement?; and finally, what do you like most within the city? Given the priority of the responses, it appears to us that the citizens of Richland want and expect to see more natural open space in any future land use plan. However, the present January, 2017 map with land use designations is not congruent with the desires of your citizens as stated in the above mentioned community surveys. If you examine the map the availability of existing natural open space is further diminished in areas where large swaths of natural open space currently exists. Here are two examples of this situation: the natural open space of Columbia Point South is diminished by designating some of the land available for commercial development; and the natural open space of Little Badger Mountain and the area surrounding the mountain is further constrained by more residential development without providing for an open space corridor for soft surface trail development. Given the disparity between the survey results and the draft plan, the open question is: are you truly listening to the feedback provided by your residents as you update this plan? Over the past 10 years there has been significant commercial and residential development throughout Richland. The citizens are now saying enough is enough. They and we now need and want a more sustainable balance in the community by preserving all of the remaining natural open space within Richland's boundaries. There are, among others, two great opportunities to fulfill the wishes of residents and this organization and provide more natural open space. These opportunities are: preserving the areas not currently developed on Little Badger Mountain as well as the connectivity space through the saddle to Badger Mountain and leaving Columbia Point South exactly like it is today. We are available to answer any questions or to discuss our concerns further.

4/14/2017 69.166.41.253 Tapteal Greenway
From: Tapteal Greenway
Date: April 14, 2017
RE: Comments on Columbia Point South

Since its inception, the Tapteal Greenway has held as a goal the preservation of Columbia Point South for its habitat, cultural, and passive recreational values. We believe the highest and best use of this land is as natural open space, protected in perpetuity for all generations. We are not alone in this belief. Originating as an outcome of a broad public process, Ridges to Rivers Open Space Network recognized the importance of Columbia Point South and established the following goal in its Vision Plan: Recommendation OS8.6: Set aside the area known as Columbia Point South, Richland as Natural Open Space not subject to future development. From the RROSN Plan: Located on the south side of Interstate 182 near the Columbia River Bridge, this parcel buffers, and helps to protect, the 813-acre Yakima Delta Habitat Management Unit (HMU), managed by the Army Corps of Engineers. The HMU contains a great diversity of habitat and wildlife, including resident and migratory birds, mule deer, and other animal species. The adjacent Columbia and Yakima Rivers support salmon and other fish passage. Historic use of the Columbia Point South area includes Native American cultural sites as well as early settlement locations. The cultural value is significant enough that the site is eligible for listing on the National Register for Historic Places. Columbia Point South is a node – a place where trails, cultures, and wildlife have historically met and, if protected, will continue to meet as they always have. The habitats of Columbia Point and the Yakima Delta have remarkably high value, especially in our arid climate. While the upland habitats of Columbia Point South are somewhat degraded (but do contain native species and are suitable for restoration), other habitats rare in our part of the state, such as the open waters, wetlands, mud flats, shallow areas, gravelly and sandy shorelines, riparian areas, and grasses, are critically important to numerous species. The importance is magnified by the location along the Pacific Flyway bird migration route. As a result, this area has been given the national designation of Important Bird Area by the National Audubon Society. A variety of migratory and resident fish species, including threatened and endangered salmonid species, also use the Delta. The combination of both warm water and cold water river systems provides an unusually rich food source for both fish and birds. In addition to the habitats on and directly adjacent to this area, Columbia Point South is important to wildlife as a buffer to urban impacts. Sensitive species are negatively impacted by the close presence of human development activity. Retaining Columbia Point South as natural open space is one step that can be taken to benefit wildlife. All trails of the Tri-Cities and Greater Mid-Columbia Region meet at Columbia Point. Trails parallel the journeys of the earliest residents, Native Americans; explorers, such as Lewis and Clark; and early settlers of the Northwest, such as members of the Longmire wagon train. Today, land trails north lead to Howard Amon and Leslie Groves Parks. Trails south and east comprise the Sacagawea Heritage Trail, connecting to Columbia Park, the Columbia river shore in Pasco, and the Snake River at Sacagawea State Park. Trails to the west of Columbia Point consist of the Tapteal Greenway Trail, connecting Columbia Point and Bateman Island to the Chamna Natural Preserve, W.E. Johnson Park, Horn Rapids County Park, and eventually Benton City. Columbia Point South is the nexus of three major water trails connecting Canada, Idaho, and the Mid-Columbia region to the Pacific Ocean.

The Greater Columbia Water Trail connects the Canadian border with Columbia Point and Bateman Island. The Northwest Discovery Trail – including the Bateman spur which links Columbia Point and Bateman Island (believed to be the furthest point upriver travelled by Lewis and Clark) to Sacagawea State Park along the Columbia River – connects the Clearwater River in Idaho via the Snake River to the Columbia River Gorge at Bonneville Dam. Columbia Point is the downstream terminus of the Tapteal Water Trail that originates at Benton City. Columbia Point South is a node where cultures have long met. Native American tribes and bands lived and died there. They fished, traded, and camped there. It's the site of the historic St. Rose of Chemna, an oblate mission where white cultures met native cultures. It's the site of the Timmerman Ferry used by early settlers. The cultural and historic importance of Columbia Point South has been acknowledged by its nomination to the National Register of Historic Places, a designation reserved for only the most significant sites in the United States. We ask that you also recognize its significance and take steps to protect Columbia Point South in perpetuity. We ask that the status of the entire park be changed back to "natural open space", which is the designation in a previous Parks Master Plan and that you recommend that the Comprehensive Plan be amended to change the designation of the entire area to "natural open space." In addition, the Capital Facilities section of a previous Comp Plan states "Natural Open Space consists of land intended to remain largely undeveloped over the long term with limited public access, including Bateman Island, Chamna Natural Preserve, South Columbia Point, and Badger Mountain." Designation as commercial recreation is inconsistent with preservation of the significant historic, cultural, recreational, and wildlife values of this area. We also ask that the area continue to be closed to motorized vehicles. As privately owned open lands continue to be developed and the associated habitats and recreational opportunities continue to be lost, publically owned open spaces become increasingly important. We encourage you to re-designate this publically owned land as natural open space. Sincerely, Mike Lilga - Board Member

4/20/2017 68.113.8.631 Janet Davis

Please add something to the Comprehensive Plan Update that will protect the land adjacent to Willowbrook on the east (property currently owned by Duane Smith). This property borders the Amon Creek Natural Preserve and contains wetlands determined by the Washington Department of Ecology to be "high value wetlands". This unique area desperately needs protection. An ideal approach would be for the City of Richland to purchase the property from Duane Smith. (He might be a willing seller after realizing he cannot build an apartment complex there without writing an Environmental Impact Statement.) The property could then be added to the Preserve with Tapteal Greenway continuing their current role of caring for it accordingly. If we want Richland to be the best it can be and fulfill its goal of protecting natural habitat within the city limits, we need to protect this property as well as other sensitive and critical areas.

One of the goals identified for the Parks and Rec Dept is to protect natural habitat within the city limits whenever possible. I believe the city has a once-in-a-lifetime opportunity to preserve just such an area within the city limits. It would provide opportunities for young and old alike to enjoy native habitat and wild life they may not be able to enjoy in other areas of our city. The area is located between the Amon Creek Nature Preserve and Claybill Park - a perfect area to link these two recreation areas. The 14 acres is currently owned by Duane Smith, but I think the city could purchase the land with the intent of preserving its natural habitat. Yes, I understand that money is tight. However, the city could make the down payment on the property and citizens can create a nonprofit agency (like "Friends of Badger") to solicit funds from local businesses, people, and clubs. If we want to make Richland a "livable" place to attract business and their employees, we need to take every opportunity to preserve what is essentially a gem of natural habitat in our city. The housing developers nearby have already confirmed the benefit of such an approach when they agreed to allow land by the Amon Creek Nature Preserve to be put aside for the benefit of the residents surrounding the area. Please include this recommendation in our new Comprehensive Plan.