



Agenda
City Council Regular Meeting
Tuesday, July 18, 2017
City Hall Council Chamber | 505 Swift Boulevard

City Council Pre-Meeting - 6:30 p.m. (Discussion Only – Annex Building)

Agenda Item:

1. Executive Session Per RCW 42.30.110 (1) (ii): Discuss Current or Potential Litigation With Legal Counsel (30 minutes)
 - Heather Kintzley, City Attorney
2. Joint Collaboration with Benton PUD (15 minutes)
 - Bob Hammond, Energy Services Director
3. Discuss Meeting Agenda Items (15 minutes)
 - City Council Members

City Council Regular Meeting - 7:30 p.m. (City Hall Council Chamber)

Welcome and Roll Call

Pledge of Allegiance

Approval of Agenda: (Approved by Motion)

Presentations:

4. Community Development Second Quarter Update (10 Minutes)
 - Kerwin Jensen, Community Development Director

Public Hearing: (Please Limit Public Hearing Comments to 3 Minutes)

5. Consideration of the Jericho Road Annexation Request - Ordinance No. 25-17, Approving the Annexation of Approximately 13.2 Acres Located South of Columbia Park Trail
 - Kerwin Jensen, Community Development Director

Public Comments: (Please Limit Public Comments to 2 Minutes)

Consent Calendar: (Approved by single vote or Council may pull items and transfer to Items of Business)

Minutes:

6. Approve the Minutes of the Council Meeting Held July 5, 2017
 - Heather Kintzley, City Attorney

Ordinances - First Reading:

7. Ordinance No. 25-17, Approving the Jericho Rd. Annexation of approximately 13.2 Acres Located South of Columbia Park Trail
 - Kerwin Jensen, Community Development Director

Ordinances - Second Reading/Passage:

8. Ordinance No. 21-17, Amending the 2017 Budget to Increase Appropriations to the Equipment Replacement Fund
- Pete Rogalsky, Public Works Director
9. Ordinance No. 22-17, Amending Title 2 of the Richland Municipal Code to Authorize Benefits for Certain Temporary Employees
- Heather Kintzley, City Attorney

Resolutions – Adoption:

10. Resolution No. 120-17, Authorizing Agreement with Commonwealth Associates, Inc. for Utility Engineering and Construction Inspection Services
- Bob Hammond, Energy Services Director
11. Resolution No. 121-17, Authorizing a Petition Proposing Annexation of Approximately 17.2 Acres Located South of Keene Road and West of Brantingham Road
- Kerwin Jensen, Community Development Director
12. Resolution No. 123-17, Authorizing Execution of a Ground Lease Agreement with United States Cellular Operating Company of Richland (USCOC) for a Communication Tower Site
- Joe Schiessl, Parks and Public Facilities Director
13. Resolution No. 124-17, Awarding Bid to Big D's Construction for Wright Avenue Reconstruction Project
- Pete Rogalsky, Public Works Director
14. Resolution No. 129-17, Setting a Public Hearing Date for Railroad Street Right-of-Way Vacation
- Pete Rogalsky, Public Works Director
15. Resolution No. 126-17, Authorizing a Grant Funding Agreement with Washington State Department of Transportation for the Duportail Bridge Project
- Pete Rogalsky, Public Works Director
16. Resolution No. 127-17, Approving a Substantial Amendment to the Community Development Block Grant (CDBG) 2017 Annual Action Plan allocating additional funding to the Columbia Playfield Playground 2017 CDBG Activity
- Kerwin Jensen, Community Development Director
17. Resolution No. 128-17, Approving the Final Plat of Grayhawk, Phase 2
- Kerwin Jensen, Community Development Director

Expenditures - Approval:

18. Expenditures from June 26, 2017 - July 7, 2017 for \$7,519,205.54 including Check Nos. 246417-246890, Wire Nos. 6497-6507, Payroll Check Nos. 121026-121854, and Payroll Wire/ACH Nos. 9989-9999
- Cathleen Koch, Administrative Services Director

Tabled Business:

19. Resolution No. 119-17, Authorizing a Finance Agreement for the Emergency Services Brush Truck from the Office of State Treasurer LOCAL Program
- Cathleen Koch, Administrative Services Director

Items of Business:

20. Resolution No. 115-17, Approving the Preliminary Plat of Westcliffe Heights (Closed Record)
- Kerwin Jensen, Community Development Director
21. Resolution No. 125-17, Approving the Proposed Alignment of Rachel Road
- Pete Rogalsky, Public Works Director

Reports and Comments:

1. City Manager
2. City Council
3. Mayor

Adjournment

City Council Meetings are broadcast live on CityView Channel 192 and online at CI.RICHLAND.WA.US/CITYVIEWTV

Richland City Hall is ADA accessible. Council Chamber parking and access is available at the entrance facing George Washington Way. Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the City Council Meeting by calling the City Clerk's Office at 942-7388.



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Agenda Item

Key Element:

Subject:

Executive Session Per RCW 42.30.110 (1) (ii): Discuss Current or Potential Litigation With Legal Counsel (30 minutes)

Department:
City Attorney

Ordinance/Resolution Number:

Document Type:
Executive Session Item

Recommended Motion:

Summary:

Fiscal Impact:

Attachments:



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Agenda Item

Key Element:

Subject:

Joint Collaboration with Benton PUD (15 minutes)

Department:
Energy Services

Ordinance/Resolution Number:

Document Type:
Presentation

Recommended Motion:

Summary:

Fiscal Impact:

Attachments:



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Agenda Item

Key Element:

Subject:

Discuss Meeting Agenda Items (15 minutes)

Department:

City Manager

Ordinance/Resolution Number:

Document Type:

Presentation

Recommended Motion:

Summary:

Fiscal Impact:

Attachments:



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Presentations

Key Element: Key 3 - Economic Vitality

Subject:

Community Development Second Quarter Update (10 Minutes)

Department:

Community & Development Services

Ordinance/Resolution Number:

Document Type:

Presentation

Recommended Motion:

Summary:

An overview of building and economic development activity in Richland during the second quarter.

Fiscal Impact:

None

Attachments:



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Public Hearing

Key Element: Key 3 - Economic Vitality

Subject:

Consideration of the Jericho Road Annexation Request - Ordinance No. 25-17, Approving the Annexation of Approximately 13.2 Acres Located South of Columbia Park Trail

Department:

Community & Development Services

Ordinance/Resolution Number:

Document Type:

Public Hearing Item

Recommended Motion:

No action required at this time.

Summary:

This public hearing has been scheduled to provide Council with an opportunity to hear from the public concerning the proposed annexation of 13.2 acres located at the eastern terminus of Jericho Road, south of Columbia Park Trail. The annexation petitioners, Randy and Abbey Aust and Kevin and Karen Tucker represent 90% of the assessed valuation of the proposed annexation area, far in excess of the 60% requirement established in state law.

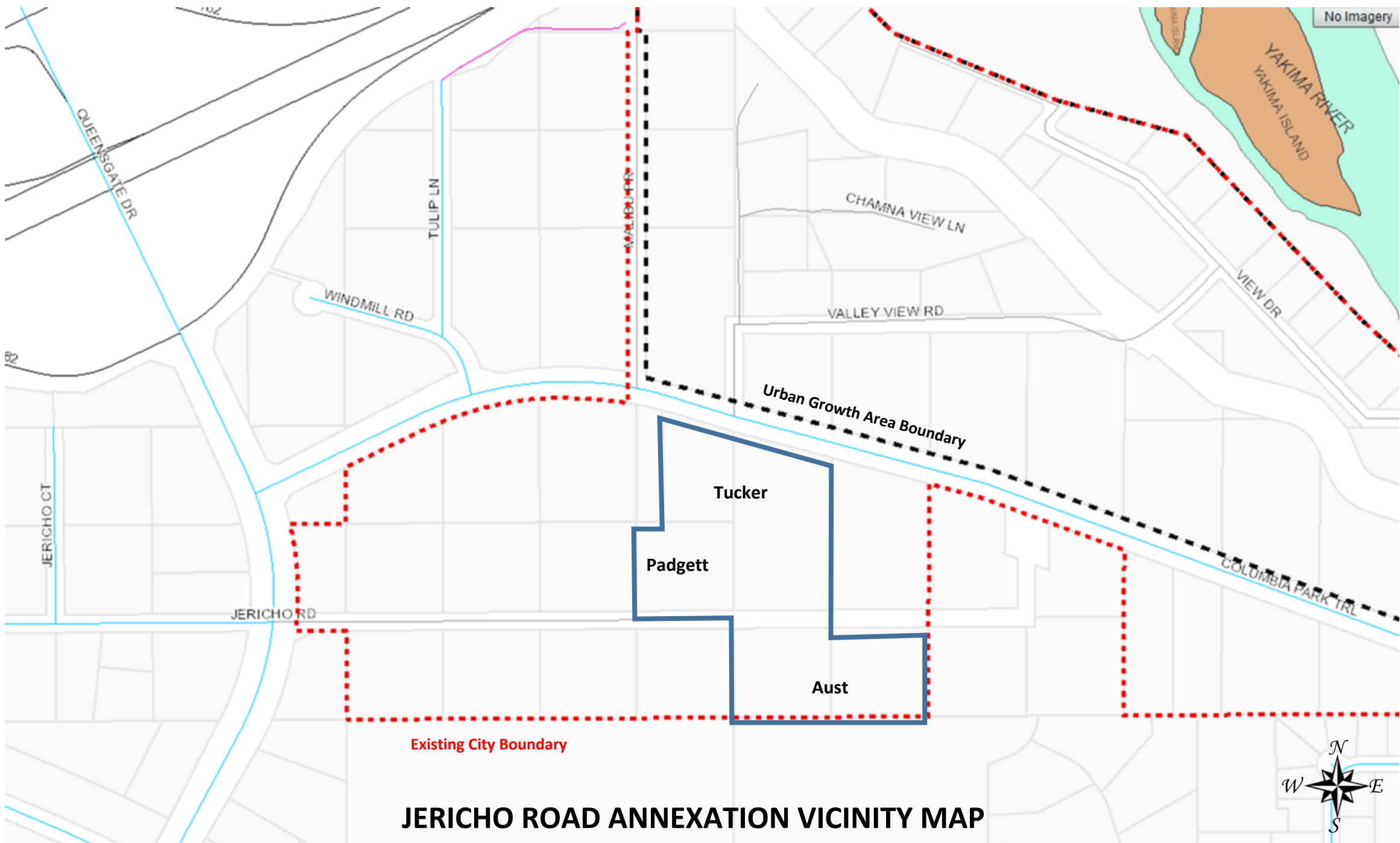
Council previously took action to authorize the commencement of annexation proceeding through the adoption of Resolution No. 227-16 and further approved the circulation of a formal petition through adoption of Resolution No 64-17. The Planning Commission has determined zoning for the property and the Benton County Boundary Review Board has completed its review. Beyond the public hearing, the last step in the annexation process is the adoption of an ordinance. Staff has drafted an ordinance for Council consideration that is on tonight's consent calendar.

Fiscal Impact:

The proposed annexation is anticipated to have minor positive fiscal impacts to the City, both initially and when full build-out of the property would be achieved in the future. A copy of staff's analysis is attached.

Attachments:

1. Vicinity Map
2. Fiscal Impact Report
3. Signed Annexation Petition



JERICO ROAD ANNEXATION VICINITY MAP

FISCAL IMPACT – PROPOSED JERICHO ROAD ANNEXATION

INTRODUCTION

This fiscal analysis has been prepared by staff to identify the impacts of the proposed Jericho Road annexation to the City. The following is a summary of the analysis that was completed and an explanation of the assumptions used in this analysis.

The analysis included in this report focuses on the potential impacts of the annexation to the City's General Fund. Enterprise funds such as medical services, electrical, water, sewer and storm drainage are, by their nature, self-sustaining and, as such, should have neither a significant positive or negative fiscal impact on the City.

REVENUES

The revenue that would be generated by the proposed annexation is largely dependent on the amount of development that occurs in the area over time. Table I provides an estimate of the revenues that would be produced from the annexation area based only on the existing level of development. Table II provides a revenue estimate at full build-out of the annexation area. This full build-out scenario is based on the likely maximum level of development allowed under the zoning regulations applied to the proposed annexation area.

**TABLE I –Jericho Road Annexation Proposal
Projected Revenue – Year 2017**

<u>Revenue Source</u>	<u>Rate</u>	<u>Basis</u>	<u>Annual Amount</u>
Property Tax	\$2.98492709/assessed valuation	\$805,690 assessed value	\$2,405
Permit Fees ¹	\$47/person	2 persons	\$94
Utility Taxes ²	0	No present utility connections	0
Sales Taxes ³	\$243/person	2 persons	\$486
Total			2,985

**TABLE II – Jericho Road Annexation Proposal
Projected Revenue – Full Build-Out**

<u>Revenue Source</u>	<u>Rate</u>	<u>Basis</u>	<u>Amount</u>
Property Tax	\$2.98492709/assessed valuation	\$8,023,325 total assessed value	\$23,949
Permit Fees ¹	\$47/person	52 persons	\$2,444
Utility Taxes ²	\$240/person	52 persons	\$12,480
Sales Taxes ³	\$243/person	52 persons	\$12,636
Total			\$51,509

Table I & II Notes:

- ¹ Permit fees are based on the total 2017 adopted budget figures for licenses and permits, (\$2,551,425) divided by the current population (54,150).
- ² Utility taxes based on adopted budget figures for total utility tax revenue (\$13,018,600) divided by estimated number of current population (54,150).
- ³ Sales tax determined by total sales and use tax revenue (\$13,140,474) divided by current population (54,150).

Table II Assumptions:

- Assumes site would be developed at a density of approximately 2 units/gross acre, which is a typical density for South Richland sloping properties zoned R-1-10.
- Average value of new construction for a single-family residence is \$320,933 according to 2016 year building permit activity records.
- Assumes 2.6 persons/household (2017 OFM Estimate).
- Assumes all new development will be served by City utilities.

No estimate has been provided on the length of time it would take to achieve full build-out of the proposed annexation area. This would be dependent upon any number of factors, including the desires of the property owner and market conditions. Rather, the two tables are offered as a comparison of revenues that would be generated from the area based on its existing and maximum potential levels of development.

PUBLIC ASSETS

Existing Infrastructure

There is no infrastructure in the area that the City would inherit as a result of this annexation, except for an unimproved section of Jericho Road of approximately 650 feet in length that runs across the site from east to west. Also included in the annexation is approximately 1,000 feet of frontage of Columbia Park Trail, which forms the northern boundary of the annexation area.

DEMANDS FOR NEW/EXPANDED INFRASTRUCTURE

As development would occur within the area, water, sewer and electrical services would be extended to serve new development. Depending upon the number of lots created within the annexation area, additional roadways may need to be constructed within the site and additional traffic created by new development would add to existing traffic volumes on City streets. New development would also trigger requirements for installation of storm drainage facilities and street lighting. Additional demands would be placed on the City's parks and open spaces. The developer would be responsible for the extension of City utilities, access roads, storm drainage facilities, street lighting, park dedication and/or payment of park fees.

The City's present system of development regulation/permitting ensures that, to a large degree, new residents are paying for the costs associated with the extension/expansion of City infrastructure. It also ensures that new development will not occur unless appropriate infrastructure improvements are put in place.

EXISTING SERVICES

Presently, the proposed annexation area is served by the following entities:

<u>Service</u>	<u>Service Provider</u>
Fire & Emergency Service	Benton County Fire District #4
Police Services	Benton County Sheriff's Department
Electrical Service	Benton County PUD #1
Water Service	Private Well
Sewer Service	On-Site Septic Systems
Solid Waste Disposal	No Service Currently Provided

FUTURE DEMAND FOR SERVICES

As development of the proposed annexation area occurs, future demands would be placed on City services. Some of these services would not be greatly impacted. Emergency fire/medical protection would be provided from the new South Richland Station #74. As population increases, there would be more calls for service within the area.

City utility services, including power, water, sewer, and storm drainage would see increased usage. Present capacity of the City systems could accommodate this increased demand as the growth was anticipated and planned for in the City Comprehensive Plan. The fees charged for the connection to City utility services and the monthly user charges are designed to recover the costs associated with the provision of those services. Consequently, development within the proposed annexation area should not have fiscal impacts on those services.

Other services, including parks and recreation and library services, would likely see some increase in use. Table III demonstrates the effects of annexation, both initially and at full build-out, given the assumption that service levels and cost of service per capita will remain constant.

**TABLE III – Jericho Road Annexation Proposal
Expense of Providing City Services**

Service	Annual Cost of Service	Level of Service ¹	Cost of Annexation ²	
			Initial	Full Build-Out
Fire & Emergency Service ³	\$151/person ³	5 minute emergency response time	\$302	\$7,852
Police ⁴	\$247/person ⁴	1.24 police/1,000 population	\$494	\$12,844
Parks ⁵	\$131/person ⁵	2.8 acres/1,000 population	\$262	\$6,812
Street ⁶ Maintenance	\$56/person	None established	\$112	\$2,860
Library ⁷	\$39/person	None established	\$78	\$2,028
Administrative Services ⁸	\$178/person	None established	\$296	\$9,256
Total	802		\$1,604⁹	\$41,652

Notes for Table III:

¹Level of Service reported from City of Richland Comprehensive Plan

²Cost of Annexation – Initial Impacts are based on current estimate of 2 persons residing within the proposed annexation area. Full build-out figures are based on projected population of 52 persons in 20 residences.

³Represents total current expense '17 budget for fire and emergency services (\$8,170,338) divided by current city population (54,150).

⁴Represents total current expense '17 budget for police (\$13,397,779) divided by current city population (54,150).

⁵Represents total current expense '17 budget for parks and facilities and recreation (\$7,119,605) divided by current city population (54,150).

⁶Represents streets capital construction fund '17 budget (\$3,061,814) divided by current city population (54,150).

⁷Library costs were derived by dividing 2017 total library budget (\$2,134,328) by total number of persons in the City (54,150).

⁸Administrative service costs represents the total current expense budgets for City Manager, Assistant City Manager, City Clerk, City Attorney, Communications and Marketing, Cable Communications, Information Technology, and Hanford Communities (\$9,650,248) divided by current city population (54,150).

⁹Costs for police and fire services would not likely be zero for existing levels of development, but are difficult to accurately quantify and would vary greatly based on the number of times that emergency calls for service were made.

Service costs for Table III include those services that are directly provided to residents and also include estimates for costs associated with general administrative services. Presumably, there would be some efficiencies accrued by the City in serving a larger population that would be located in a relatively small geographical area that is

immediately adjacent to the City's existing service boundaries. Costs for actually providing services listed in Table III are somewhat overstated. The per capita listing for fire and emergency services, police services and administrative services assumes that all expenses associated with providing services are directly related to residential uses. Clearly, there are costs associated with providing services to commercial and industrial lands as well. The estimated costs of park and library services may be slightly overstated also, as some service is provided to non-City residents, which, if accounted for, would slightly decrease the per capita costs reported here. Finally, Table IV provides some comparison of the costs and revenues associated with the proposed annexation.

**TABLE IV – Jericho Road Annexation Proposal
Summary of General Fund Revenues and Expenses**

	Estimated Number of Households	Projected Revenues	Projected Expenses	Net Annual Benefit
Initial Annexation	1	\$2,985	\$1,604	\$1,381
Annexation at Max. Build-Out	20	\$51,509	\$41,652	\$9,857

CONCLUSION

Staff concludes that the proposed Jericho Road annexation would have slight positive fiscal impacts to the City both at the time of initial annexation and at the time that the area is fully developed. The City's enterprise funds would not be negatively impacted as expenses associated with providing power, water, sewer, storm drainage and solid waste disposal would necessarily equal the revenues associated with providing such services.

A general rule of thumb holds that the costs of providing services to residential neighborhoods generally exceed the revenues derived from those residential areas. This analysis presumes that additional sales tax would be generated from future development in the area at the same proportion as the rest of the City. However, to the extent that retailers performing market studies consider community growth, additional population may have the effect of stimulating new retail development. Ultimately this could increase the per capita sales tax revenue that the City receives.

There are other factors that are difficult to quantify. If the area is not annexed, and some level of development occurs, City services will still be directly impacted. The street system will be forced to handle more traffic, and park and library use may increase, along with police and fire service calls. However, without annexation the City will not receive any revenues from those unincorporated developments. In total, the drain on City services would likely be greater without annexation than with annexation.

Annexation also provides the City with some opportunity to control the development so that it conforms to City plans and standards. Street layout and design, the extension of street and utility corridors to adjacent parcels, the overall density of development, and the dedication of park and open spaces are all issues that the City would not control if annexation does not occur.

**PETITION FOR ANNEXATION
TO CITY OF RICHLAND, WASHINGTON**

Proposed Annexation Name: **Jericho Road Annexation**

The Honorable Mayor and City Council:

WE, the undersigned, who are the owners of not less than sixty percent (60%) in value, according to the assessed valuation for general taxation, of the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto, lying contiguous to the City of Richland, Washington, do hereby petition that such territory be annexed to and made a part of the City of Richland under the provisions of RCW 35.13.130 et. seq. A list of all assessors' tax parcel numbers of the parcels within the proposed annexation area, the record owner of each parcel, and the assessed value of each parcel is set forth in Attachment 3.

Prior to the circulation of this petition, a meeting was held on the sixth day of December, 2016, between the initiating parties of this annexation and the Council of the City of Richland, at which time the Council passed Resolution No. 227-16, accepting the notice of intention to commence annexation proceedings for the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto. Resolution No. 227-16 also (1) required the simultaneous adoption of the City's Comprehensive Plan to serve as the Comprehensive Plan for the proposed annexation area; (2) required the assumption of an appropriate share of all existing indebtedness of the City by the area to be annexed upon annexation authorized; (3) directed the planning commission to propose and forward a recommendation to the city council as to the most appropriate zoning designation for the area proposed to be annexed; and (4) authorized city staff to file an application with the Boundary Review Board for the proposed annexation.

On January 11, 2017, the Richland Planning Commission conducted a public hearing and recommended that R-1-10 Single Family Residential zoning was the most appropriate zoning designation for the proposed annexation area. A notice of intention to annex was duly filed with the Boundary Review Board. Jurisdiction of the Boundary Review Board was waived by the Chair of the Boundary Review Board on March 24, 2017. On April 4, 2017, the Council passed a resolution authorizing the circulation of an annexation petition for annexation of the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto.

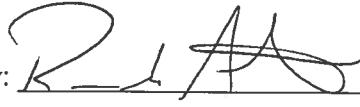
WHEREFORE, petitioners pray that the City Council of the City of Richland, Washington entertain this petition, fix a date for a public hearing hereon, and cause notice of the hearing to be published in one or more issues of a newspaper of general circulation in the City, and to post the notice in three public places within the area proposed for annexation specifying the time and place of the hearing and inviting all interested persons to appear and voice approval or disapproval of the annexation.

INSTRUCTIONS FOR SIGNING PETITION

The following conditions should be noted for those signing the petition as owners of property:

1. Each signature shall be executed in ink or indelible pencil and shall be followed by the name of the signer, the date of signing, and the property description of the property within the proposed annexation owned by the signor.
2. The signature of a record owner, as determined by the records of the county auditor, shall be sufficient without the signature of his or her spouse;
3. In the case of mortgaged property, the signature of the mortgagor shall be sufficient, without the signature of his or her spouse;
4. In the case of property purchased on contract, the signature of the contract purchaser, as shown by the records of the county auditor, shall be deemed sufficient, without the signature of his or her spouse;
5. Any officer of a corporation owning land within the area involved, who is duly authorized to execute deeds or encumbrances on behalf of the corporation, may sign under oath on behalf of such corporation, and shall attach to the petition a certified excerpt from the bylaws of such corporation showing such authority.
6. When property stands in the name of a deceased person or any person for whom a guardian has been appointed, the signature of the executor, administrator, or guardian, as the equivalent to the signature of the owner of the property; and
7. When a parcel of property is owned by multiple owners, the signature of an owner designated by the multiple owners is sufficient.

Assessor's Parcel Numbers: 1-2298-202-0005-010 & 1-2298-202-0005-011
Property Owners: Randy and Abbey Aust

Signature: By:  **Date:** 6/15/17

Name of Person Signing: Randy Aust

Signature: By:  **Date:** 6/15/17

Name of Person Signing: Abbey E. Aust

Assessor's Parcel Numbers: 1-2298-202-0005-009 & 1-2298-202-0004-013
Property Owners: Kevin and Kathy Tucker

Signature:

By:

Date:

4-18-17

Name of Person Signing:

Kevin Tucker

Signature:

By:

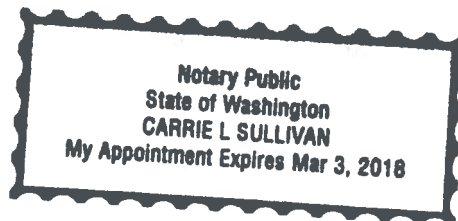
Date:

4-18-17

Name of Person Signing:

Kathy M. Tucker

notary: Carrie L Sullivan 4/18/2017





Attachment 1
Proposed Jericho Road Annexation

Attachment 2
Legal Description for Proposed Jericho Road Annexation

The Jericho Road annexation consists of the following lots location within the plat of Badger Heights:

- The portion of Block 4, Lot 4 defined as follows: Beginning at the Southeast corner of Lot 4; Thence North a distance of 152.55 feet; Thence Northwesterly along the property line a distance of 250 feet along the property line; Thence South a distance of 219.5 feet to the South line; Thence east along south property line a distance of 240.89 feet to a Point of Beginning; Together with the portion of vacated road right of way per Resolution #91-1885, recorded 2/5/91;
- Block 4, Lot 5;
- Block 5, Lot 9 subject to right of way and easements 1-6-56 Together with the portion of vacated road right of way per resolution #91-026, recorded 2/5/91;
- Block 5, Lot 10 subject to easements and restrictions of record;
- Block 5, Lot 11 subject to easements and restrictions of record.

Together with the following segments of right of way:

- That portion of Jericho Road lying easterly and adjacent to the westerly line of Block 4, Lot 5 of Badger Heights to the easterly line of Block 5, Lot 11 of Badger Heights; and
- That portion of Columbia Park Trail extending from existing City limits (the right of way adjacent to the eastern boundary of Lot 4, Block 4 of Badger Heights) extending easterly to the easterly line of Block 5, Lot 9 of the Badger Heights.

This description includes the following **County Parcel Identification Numbers**:

1-2298-202-0005-010
 1-2298-202-0005-011
 1-2298-202-0005-009

1-2209-202-0004-013
 1-2298-202-0004-005

Attachment 3
Proposed Jericho Road Annexation

Parcel ID #	Owner	Acres	Value		
			Land	Improvement	Total
122982020005010	Randy & Abbey Aust	2.3	123,000	298,540	421,540
122982020005011	Randy & Abbey Aust	2.29	92,900	0	92,900
122982020005009	Kevin Tucker	4.86	138,600	0	138,600
122982020004013	Kevin & Kathy Tucker	1.66	74,700	0	74,700
122982020004005	Mary Padgett	2.17	77,950	0	77,950
Totals		13.28	507,150	298,540	805,690



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Minutes

Key Element: Key I - Financial Stability & Operational Effectiveness

Subject:

Approve the Minutes of the Council Meeting Held July 5, 2017

Department:

City Attorney

Ordinance/Resolution Number:

Document Type:

Minutes

Recommended Motion:

Approve the minutes of the Council meeting held on July 5, 2017

Summary:

None.

Fiscal Impact:

None.

Attachments:

I. Draft 070517 Minutes



MINUTES
RICHLAND CITY COUNCIL REGULAR MEETING
Richland City Hall ~ 505 Swift Boulevard
Tuesday, July 5, 2017

Draft

Pre-Meeting:

Mayor Thompson called the pre-meeting to order at 7:00 p.m. in the City Manager's Conference Room in the City Hall Annex building.

Attendance:

Mayor Thompson, Councilmembers Rose, Lemley, Kent, Anderson and Luzzo Gilmour were present.

Also present were Assistant City Manager Amundson, City Attorney Kintzley, Fire and Emergency Services Director Huntington, Parks and Public Facilities Director Schiessl and City Clerk Hopkins.

Agenda Items:

1. Discussion of Council Meeting Agenda Items

Council and staff briefly reviewed the proposed agenda scheduled for the regular meeting.

Regular Meeting:

Mayor Thompson called the Council meeting to order at 7:30 p.m. in the Council Chamber at City Hall.

Welcome and Roll Call:

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

Mayor Thompson, Councilmembers Rose, Lemley, Kent, Anderson and Luzzo Gilmour were present.

Also present were Assistant City Manager Amundson, City Attorney Kintzley, Fire and Emergency Services Director Huntington, Community Development Director Jensen, Administrative Services Director Koch, Public Works Director Rogalsky, Parks and Public Facilities Director Schiessl, Police Services Director Skinner, Energy Services Director Hammond and City Clerk Hopkins.

COUNCILMEMBER KENT MOVED AND COUNCILMEMBER LUZZO GILMOUR SECONDED A MOTION TO EXCUSE MAYOR PRO TEM CHRISTENSEN. THE MOTION CARRIED 6-0.

Pledge of Allegiance:

Mayor Thompson led the Council and audience in the recitation of the Pledge of Allegiance.

Approval of Agenda:

COUNCILMEMBER LUZZO GILMOUR MOVED AND MAYOR THOMPSON SECONDED A MOTION TO TABLE AGENDA ITEM NO. 13. RESOLUTION NO. 119-17, AUTHORIZING THE EXECUTION OF A FINANCE AGREEMENT FOR THE EMERGENCY SERVICES BRUSH TRUCK FROM THE OFFICE OF STATE TREASURER LOCAL PROGRAM AND APPROVE THE REMAINING AGENDA ITEMS AS PUBLISHED. THE MOTION CARRIED 6-0.

Presentations:

1. New Hire/Retirements (5 minutes)
 - Rachell Parker, Human Resources Generalist

Ms. Parker introduced the following new employees and gave their backgrounds: Jeffrey Hatman, Journeyman Lineman; Charles Glasscock, Police Support Specialist; Jonathan Swanson, Engineering Technician III; Johanna Talbott, Library Technical Support Specialist; and Cassandra Lull, Librarian I. Mr. Schiessl also introduced Leslie Campbell Hime, recently promoted to Library Manager.

2. Honor Guards Day Proclamation
 - Robert Thompson, Mayor

Mayor Thompson read the Honor Guards Day Proclamation.

Public Comments:

City Clerk Hopkins read the public comments procedure.

Laura Newberry, 618 Muriel Street, Richland, WA, invited Councilmembers and the public to attend the Pride Family Fun Day, Sunday, July 16, 2017, from 2-6:00 p.m. at John Dam Plaza.

Consent Calendar:

City Clerk Hopkins read the Consent Calendar.

Minutes:

1. Approve the Minutes of the Meetings Held June 20 and 27, 2017
 - Heather Kintzley, City Attorney

Ordinances - First Reading:

2. Ordinance No. 21-17, Amending the 2017 Budget to Increase Appropriations in the Equipment Replacement Fund
 - Pete Rogalsky, Public Works Director

3. Ordinance No. 22-17, Amending Title 2 of the Richland Municipal Code to Authorize Benefits for Certain Temporary Employees
- Heather Kintzley, City Attorney

Resolutions – Adoption:

4. Resolution No. 32-17, Authorizing the Execution of an Operations and Maintenance Lease Agreement with Benton PUD for Area within Leslie Road Substation
- Bob Hammond, Energy Services Director
5. Resolution No. 75-17, Setting a Date for a Public Hearing to Consider the Proposed Annexation of Approximately 13.2 Acres Located South of Columbia Park Trail
- Kerwin Jensen, Community Development Director
6. Resolution No. 107-17, Authorizing a Purchase and Sale Agreement with Spencer Trust for the Duportail Bridge Project
- Pete Rogalsky, Public Works Director
7. Resolution No. 108-17, Authorizing a Funding Agreement with the Transportation Improvement Board for the Duportail Bridge Project
- Pete Rogalsky, Public Works Director
8. Resolution No. 111-17, Authorizing an Agreement with Benton County for the Right-of-Way Transfer along Columbia Park Trail
- Pete Rogalsky, Public Works Director
9. Resolution No. 118-17, Authorizing a First Amendment to the Purchase and Sale Agreement with SP/LLU RIVERPOINTE LLC
- Pete Rogalsky, Public Works Director

TABLED:

10. Resolution No. 119-17, Authorizing the Execution of a Finance Agreement for the Emergency Services Brush Truck from the Office of State Treasurer LOCAL Program
- Cathleen Koch, Administrative Services Director

Expenditures - Approval:

11. Expenditures from June 12, 2017 - June 23, 2017 for \$5,420,937.85 including Check Nos. 246016-246416, Wire Nos. 6478-6496, Payroll Check Nos. 120477-121025, and Payroll Wire/ACH Nos. 9969-9988
- Cathleen Koch, Administrative Services Director

COUNCILMEMBER KENT MOVED AND MAYOR THOMPSON SECONDED A MOTION TO APPROVE THE CONSENT CALENDAR AS PUBLISHED LESS ITEM NO. 10. THE MOTION CARRIED 6-0.

Reports and Comments:

1. Assistant City Manager Amundson had no comments.

2. Council:

Councilmember Luzzo Gilmour thanked Fire Chief Huntington for his department's work on the 4th of July. Chief Huntington gave a brief recap of the events on July 4. She announced the upcoming See3Slam basketball tournament and the ribbon cutting event for Paws Ability Dog Park.

Councilmember Lemley gave detail of the Camp Patriot Fun Run and of the Planning Commission's annual tour of the City's current and upcoming development.

3. Mayor Thompson said the Department of Energy is currently negotiating contracts and part of that process involves community needs, which creates partnership opportunities with community projects.

Adjournment:

Mayor Thompson adjourned the meeting at 7:48 p.m.

Respectfully Submitted,

Marcia Hopkins, City Clerk

FORM APPROVED:

Robert J. Thompson, Mayor

DATE APPROVED:

DATE PUBLISHED:



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Ordinances - First Reading

Key Element: Key 3 - Economic Vitality

Subject:

Ordinance No. 25-17, Approving the Jericho Rd. Annexation of approximately 13.2 Acres Located South of Columbia Park Trail

Department:

Community & Development Services

Ordinance/Resolution Number:

25-17

Document Type:

Ordinance

Recommended Motion:

Give first reading, by title only, to Ordinance No. 25-17, approving the proposed Jericho Road annexation.

Summary:

Ordinance No. 25-17 has been prepared for Council's consideration. If adopted, the ordinance would annex 13.2 acres located at the eastern terminus of Jericho Road, located south of Columbia Park Trail. The annexation is the subject of a public hearing that occurs earlier on tonight's council agenda.

Staff recommends approval of Ordinance No. 25-17 for first reading.

Fiscal Impact:

The proposed annexation is anticipated to have a minor positive fiscal impact to the City, both initially and when full build-out of the property would be achieved in the future. A copy of the fiscal impact report is attached.

Attachments:

1. Ordinance No. 25-17
2. Vicinity Map
3. Fiscal Impact Report

WHEN RECORDED RETURN TO:

Richland City Clerk
P.O. Box 190 MS-05
Richland, WA 99352

PID#: 1-2298-202-0005-010, 1-2298-202-0005-011, 1-2298-202-0005-009, 1-2209-202-0004-013, 1-2298-202-0004-005

ORDINANCE NO. 25-17

AN ORDINANCE of the City of Richland, Benton County Washington, annexing approximately 13.2 acres of land located at the eastern terminus of Jericho Road and south of Columbia Park Trail, providing for assumption of existing City indebtedness, and amending the Official Zoning Map.

WHEREAS, the City received a notice of intent to annex from Randy and Abbey Aust, owners of real property, the value of which exceeded ten percent (10%) of the proposed annexation area and so qualified to commence annexation proceedings for annexation into the City of Richland; and

WHEREAS, a meeting was held on December 6, 2016 between the initiating parties of this annexation and the City Council of the City of Richland, at which time the Council adopted Resolution No. 227-16, accepting the notice of intention to commence annexation proceedings for the real property legally described in Exhibit A, attached hereto, subject to simultaneous adoption of the Comprehensive Plan for the proposed annexation area, and the assumption of the appropriate share of all existing City indebtedness; and

WHEREAS, Resolution No. 227-16 further authorizes and directs the Richland Planning Commission to propose and forward a recommendation to the City Council as to the most appropriate zoning designation for the area proposed to be annexed; and

WHEREAS, the Richland Planning Commission held a public hearing on January 11, 2017 to consider an appropriate zoning designation for the proposed annexation area, and recommended adoption of Single Family Residential R-1-10 zoning for the property; and

WHEREAS, a notice of intention to annex was duly filed with the Benton County Boundary Review Board. Jurisdiction of the Boundary Review Board was not invoked within 45 days of filing, and thus, the proposed annexation was deemed approved by the Boundary Review Board on March 24, 2017; and

WHEREAS, on April 4, 2017, Richland City Council adopted Resolution No. 64-17, authorizing the circulation of an annexation petition for annexation of the real property legally described in Exhibit A, attached hereto; and

WHEREAS, a petition was circulated and signed by property owners representing ninety percent (90%) of the assessed value of the proposed annexation area, thereby exceeding the state requirement that owners representing at least sixty percent (60%) of the value of the proposed annexation area petition the City for annexation, with such value determined according to the assessed valuation for general taxation; and

WHEREAS, the Richland City Council held a public hearing to consider the annexation on July 18, 2017, which hearing was duly noticed by the City Clerk through publication in a newspaper of general circulation and through the mailing of notice to all property owners within the annexation area, specifying the time and place of the hearing and inviting interested persons to appear and voice approval or disapproval of the annexation; and

WHEREAS, the matter was duly considered by the City Council of the City of Richland, and the Council has determined that the annexation would be of general benefit to the residents of the City of Richland.

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

Section 1. The real property legally described in Exhibit A, attached hereto, is hereby annexed to the City of Richland and is hereby declared to be within the corporate limits of the City of Richland, Benton County, Washington (the "Annexed Area").

Section 2. The Richland Comprehensive Plan, adopted October 6, 1997 by passage of Ordinance No. 26-97, shall serve as the comprehensive plan for the Annexed Area. All properties within the annexation shall be designated as "low density residential" under the land use map that is part of the comprehensive plan.

Section 3. The property within the Annexed Area shall be assessed and taxed at the same rate and on the same basis as other property within the City, including assessments or taxes in payment for all or of any portion of the outstanding indebtedness of the City, approved by the voters, contracted, or incurred prior to, or existing at the date of annexation.

Section 4. Title 23 of the City of Richland Municipal Code (RMC) and the Official Zoning Map of the City, as adopted by Section 23.08.040 of said title, hereby amends Sectional Map No. 47 which is one of a series of maps constituting said Official Zoning Map, bearing the number and date of passage of this ordinance and by this reference made a part of this ordinance and of the Official Zoning Map of the City.

Section 5. It is hereby found, as an exercise of the City's police power, that the best zoning for the properties included in the Annexed Area shall be R1-10 Single Family Residential, as depicted on Exhibit B, attached hereto, when consideration is given to the interest of the general public.

Section 6. The City Clerk is directed to file a copy of this annexation with the Board of Commissioners of Benton County and the State of Washington in the manner required by law. The City Clerk is also directed to file with the Auditor of Benton County, Washington, a copy of this ordinance and shall attach the amended sectional map, as necessary, and an amended Annexation map, duly certified by the Clerk as a true copy.

Section 7. As authorized and required by RCW 35.13.280, the City shall negotiate a new franchise with the solid waste collection service provider currently serving the Annexed Area on terms that are acceptable to the City and that comply with the City's Solid Waste Management Plan.

Section 8. This ordinance shall be effective immediately following the day after its publication in the official newspaper of the City.

PASSED by the City Council of the City of Richland on this ____ day of _____, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Date Published: _____

EXHIBIT A

Legal Description for the Jericho Road Annexation

The Jericho Road annexation consists of the following lots location within the plat of Badger Heights:

- The portion of Block 4, Lot 4 defined as follows: Beginning at the Southeast corner of Lot 4; Thence North a distance of 152.55 feet; Thence Northwesterly along the property line a distance of 250 feet along the property line; Thence South a distance of 219.5 feet to the South line; Thence east along south property line a distance of 240.89 feet to a Point of Beginning; Together with the portion of vacated road right of way per Resolution #91-1885, recorded 2/5/91;
- Block 4, Lot 5;
- Block 5, Lot 9 subject to right of way and easements 1-6-56 Together with the portion of vacated road right of way per resolution #91-026, recorded 2/5/91;
- Block 5, Lot 10 subject to easements and restrictions of record;
- Block 5, Lot 11 subject to easements and restrictions of record.

Together with the following segments of right of way:

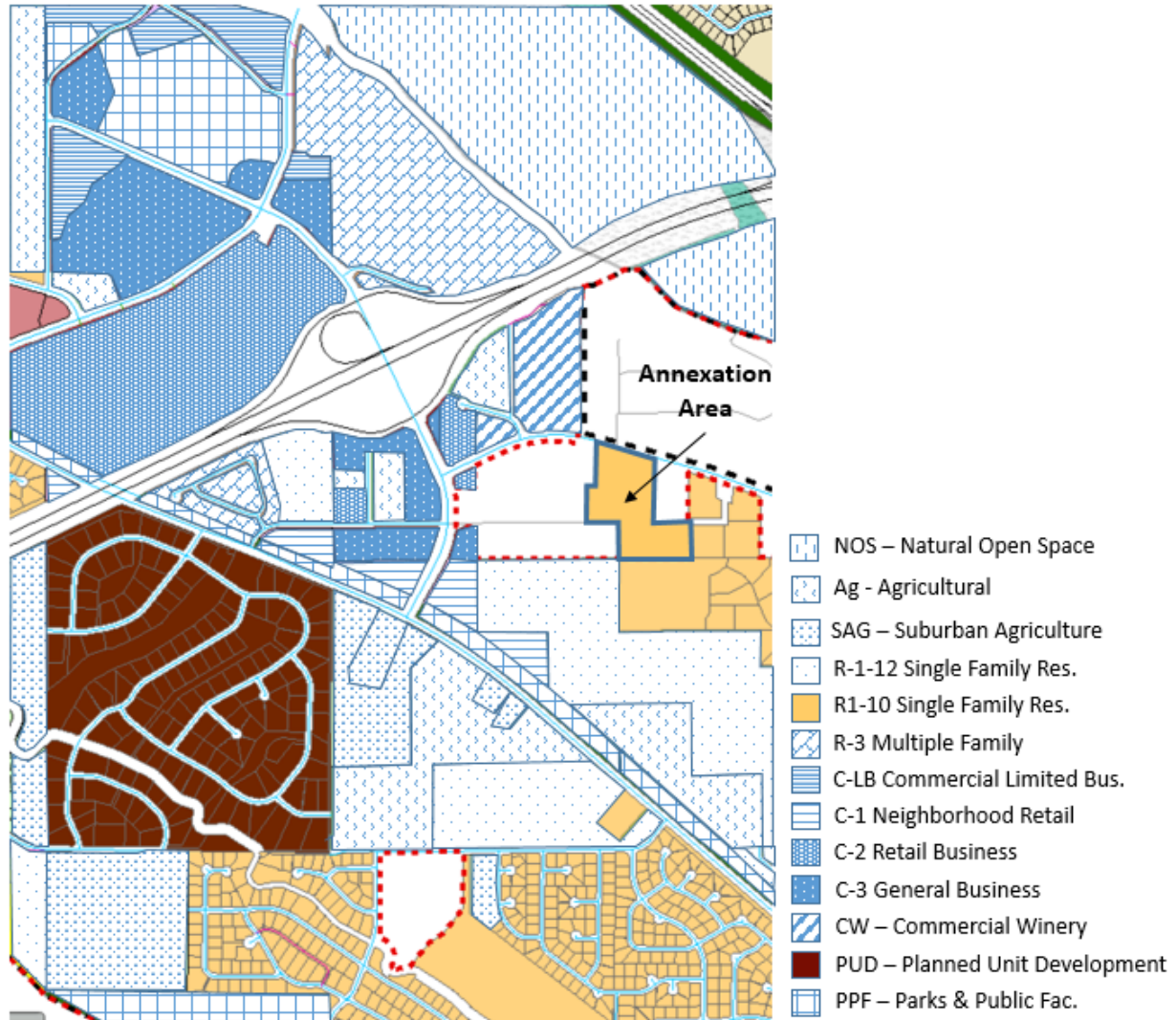
- That portion of Jericho Road lying easterly and adjacent to the westerly line of Block 4, Lot 5 of Badger Heights to the easterly line of Block 5, Lot 11 of Badger Heights; and
- That portion of Columbia Park Trail extending from existing City limits (the right of way adjacent to the eastern boundary of Lot 4, Block 4 of Badger Heights) extending easterly to the easterly line of Block 5, Lot 9 of the Badger Heights.

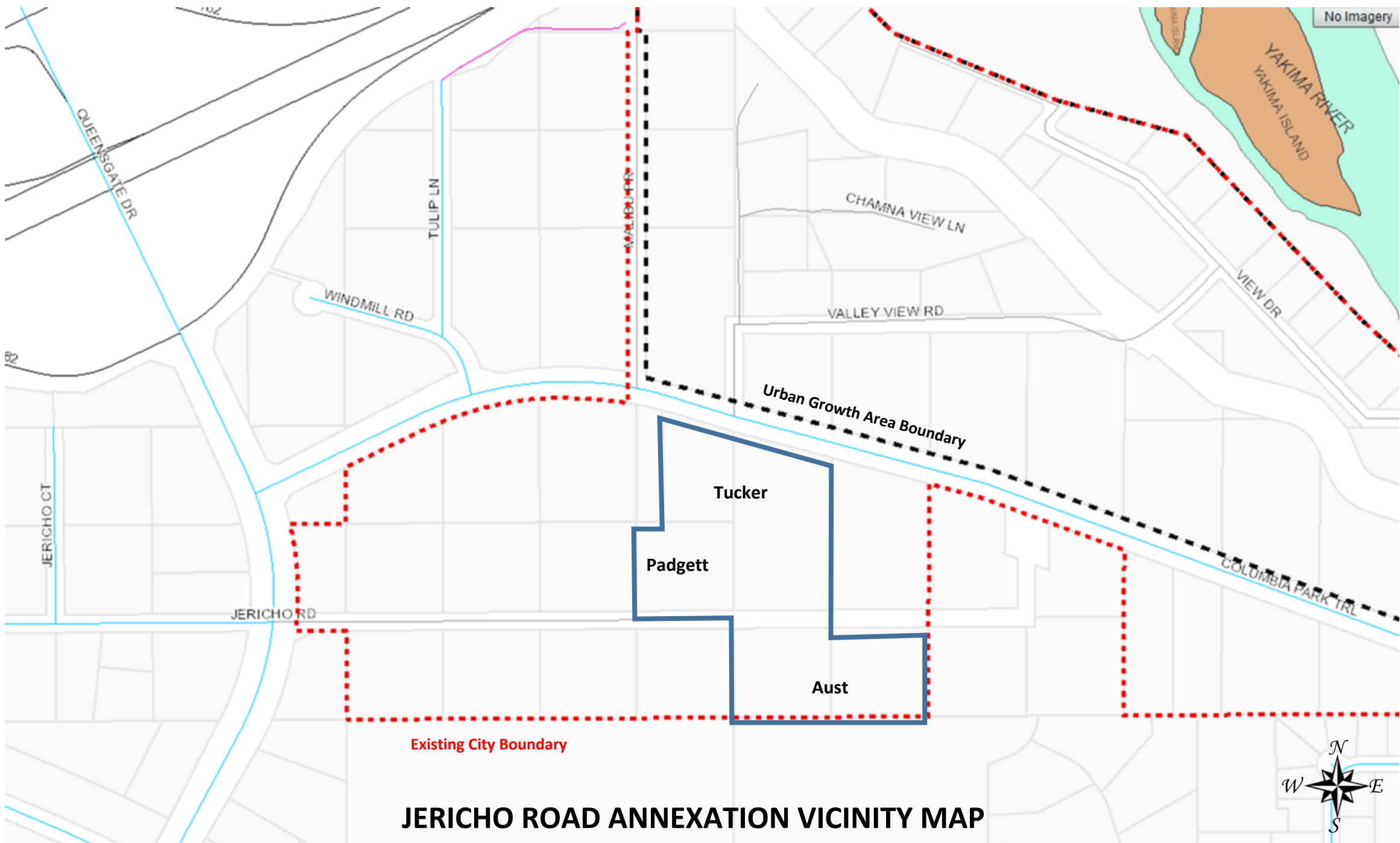
This description includes the following **County Parcel Identification Numbers**:

1-2298-202-0005-010
1-2298-202-0005-011
1-2298-202-0005-009
1-2209-202-0004-013
1-2298-202-0004-005

EXHIBIT B

ZONING FOR JERICHO ROAD ANNEXATION





JERICO ROAD ANNEXATION VICINITY MAP

FISCAL IMPACT – PROPOSED JERICHO ROAD ANNEXATION

INTRODUCTION

This fiscal analysis has been prepared by staff to identify the impacts of the proposed Jericho Road annexation to the City. The following is a summary of the analysis that was completed and an explanation of the assumptions used in this analysis.

The analysis included in this report focuses on the potential impacts of the annexation to the City's General Fund. Enterprise funds such as medical services, electrical, water, sewer and storm drainage are, by their nature, self-sustaining and, as such, should have neither a significant positive or negative fiscal impact on the City.

REVENUES

The revenue that would be generated by the proposed annexation is largely dependent on the amount of development that occurs in the area over time. Table I provides an estimate of the revenues that would be produced from the annexation area based only on the existing level of development. Table II provides a revenue estimate at full build-out of the annexation area. This full build-out scenario is based on the likely maximum level of development allowed under the zoning regulations applied to the proposed annexation area.

**TABLE I –Jericho Road Annexation Proposal
Projected Revenue – Year 2017**

<u>Revenue Source</u>	<u>Rate</u>	<u>Basis</u>	<u>Annual Amount</u>
Property Tax	\$2.98492709/assessed valuation	\$805,690 assessed value	\$2,405
Permit Fees ¹	\$47/person	2 persons	\$94
Utility Taxes ²	0	No present utility connections	0
Sales Taxes ³	\$243/person	2 persons	\$486
Total			2,985

**TABLE II – Jericho Road Annexation Proposal
Projected Revenue – Full Build-Out**

<u>Revenue Source</u>	<u>Rate</u>	<u>Basis</u>	<u>Amount</u>
Property Tax	\$2.98492709/assessed valuation	\$8,023,325 total assessed value	\$23,949
Permit Fees ¹	\$47/person	52 persons	\$2,444
Utility Taxes ²	\$240/person	52 persons	\$12,480
Sales Taxes ³	\$243/person	52 persons	\$12,636
Total			\$51,509

Table I & II Notes:

- ¹ Permit fees are based on the total 2017 adopted budget figures for licenses and permits, (\$2,551,425) divided by the current population (54,150).
- ² Utility taxes based on adopted budget figures for total utility tax revenue (\$13,018,600) divided by estimated number of current population (54,150).
- ³ Sales tax determined by total sales and use tax revenue (\$13,140,474) divided by current population (54,150).

Table II Assumptions:

- Assumes site would be developed at a density of approximately 2 units/gross acre, which is a typical density for South Richland sloping properties zoned R-1-10.
- Average value of new construction for a single-family residence is \$320,933 according to 2016 year building permit activity records.
- Assumes 2.6 persons/household (2017 OFM Estimate).
- Assumes all new development will be served by City utilities.

No estimate has been provided on the length of time it would take to achieve full build-out of the proposed annexation area. This would be dependent upon any number of factors, including the desires of the property owner and market conditions. Rather, the two tables are offered as a comparison of revenues that would be generated from the area based on its existing and maximum potential levels of development.

PUBLIC ASSETS

Existing Infrastructure

There is no infrastructure in the area that the City would inherit as a result of this annexation, except for an unimproved section of Jericho Road of approximately 650 feet in length that runs across the site from east to west. Also included in the annexation is approximately 1,000 feet of frontage of Columbia Park Trail, which forms the northern boundary of the annexation area.

DEMANDS FOR NEW/EXPANDED INFRASTRUCTURE

As development would occur within the area, water, sewer and electrical services would be extended to serve new development. Depending upon the number of lots created within the annexation area, additional roadways may need to be constructed within the site and additional traffic created by new development would add to existing traffic volumes on City streets. New development would also trigger requirements for installation of storm drainage facilities and street lighting. Additional demands would be placed on the City's parks and open spaces. The developer would be responsible for the extension of City utilities, access roads, storm drainage facilities, street lighting, park dedication and/or payment of park fees.

The City's present system of development regulation/permitting ensures that, to a large degree, new residents are paying for the costs associated with the extension/expansion of City infrastructure. It also ensures that new development will not occur unless appropriate infrastructure improvements are put in place.

EXISTING SERVICES

Presently, the proposed annexation area is served by the following entities:

<u>Service</u>	<u>Service Provider</u>
Fire & Emergency Service	Benton County Fire District #4
Police Services	Benton County Sheriff's Department
Electrical Service	Benton County PUD #1
Water Service	Private Well
Sewer Service	On-Site Septic Systems
Solid Waste Disposal	No Service Currently Provided

FUTURE DEMAND FOR SERVICES

As development of the proposed annexation area occurs, future demands would be placed on City services. Some of these services would not be greatly impacted. Emergency fire/medical protection would be provided from the new South Richland Station #74. As population increases, there would be more calls for service within the area.

City utility services, including power, water, sewer, and storm drainage would see increased usage. Present capacity of the City systems could accommodate this increased demand as the growth was anticipated and planned for in the City Comprehensive Plan. The fees charged for the connection to City utility services and the monthly user charges are designed to recover the costs associated with the provision of those services. Consequently, development within the proposed annexation area should not have fiscal impacts on those services.

Other services, including parks and recreation and library services, would likely see some increase in use. Table III demonstrates the effects of annexation, both initially and at full build-out, given the assumption that service levels and cost of service per capita will remain constant.

**TABLE III – Jericho Road Annexation Proposal
Expense of Providing City Services**

Service	Annual Cost of Service	Level of Service ¹	Cost of Annexation ²	
			Initial	Full Build-Out
Fire & Emergency Service ³	\$151/person ³	5 minute emergency response time	\$302	\$7,852
Police ⁴	\$247/person ⁴	1.24 police/ 1,000 population	\$494	\$12,844
Parks ⁵	\$131/person ⁵	2.8 acres/1,000 population	\$262	\$6,812
Street ⁶ Maintenance	\$56/person	None established	\$112	\$2,860
Library ⁷	\$39/person	None established	\$78	\$2,028
Administrative Services ⁸	\$178/person	None established	\$296	\$9,256
Total	802		\$1,604⁹	\$41,652

Notes for Table III:

¹Level of Service reported from City of Richland Comprehensive Plan

²Cost of Annexation – Initial Impacts are based on current estimate of 2 persons residing within the proposed annexation area. Full build-out figures are based on projected population of 52 persons in 20 residences.

³Represents total current expense '17 budget for fire and emergency services (\$8,170,338) divided by current city population (54,150).

⁴Represents total current expense '17 budget for police (\$13,397,779) divided by current city population (54,150).

⁵Represents total current expense '17 budget for parks and facilities and recreation (\$7,119,605) divided by current city population (54,150).

⁶Represents streets capital construction fund '17 budget (\$3,061,814) divided by current city population (54,150).

⁷Library costs were derived by dividing 2017 total library budget (\$2,134,328) by total number of persons in the City (54,150).

⁸Administrative service costs represents the total current expense budgets for City Manager, Assistant City Manager, City Clerk, City Attorney, Communications and Marketing, Cable Communications, Information Technology, and Hanford Communities (\$9,650,248) divided by current city population (54,150).

⁹Costs for police and fire services would not likely be zero for existing levels of development, but are difficult to accurately quantify and would vary greatly based on the number of times that emergency calls for service were made.

Service costs for Table III include those services that are directly provided to residents and also include estimates for costs associated with general administrative services. Presumably, there would be some efficiencies accrued by the City in serving a larger population that would be located in a relatively small geographical area that is

immediately adjacent to the City's existing service boundaries. Costs for actually providing services listed in Table III are somewhat overstated. The per capita listing for fire and emergency services, police services and administrative services assumes that all expenses associated with providing services are directly related to residential uses. Clearly, there are costs associated with providing services to commercial and industrial lands as well. The estimated costs of park and library services may be slightly overstated also, as some service is provided to non-City residents, which, if accounted for, would slightly decrease the per capita costs reported here. Finally, Table IV provides some comparison of the costs and revenues associated with the proposed annexation.

**TABLE IV – Jericho Road Annexation Proposal
Summary of General Fund Revenues and Expenses**

	Estimated Number of Households	Projected Revenues	Projected Expenses	Net Annual Benefit
Initial Annexation	1	\$2,985	\$1,604	\$1,381
Annexation at Max. Build-Out	20	\$51,509	\$41,652	\$9,857

CONCLUSION

Staff concludes that the proposed Jericho Road annexation would have slight positive fiscal impacts to the City both at the time of initial annexation and at the time that the area is fully developed. The City's enterprise funds would not be negatively impacted as expenses associated with providing power, water, sewer, storm drainage and solid waste disposal would necessarily equal the revenues associated with providing such services.

A general rule of thumb holds that the costs of providing services to residential neighborhoods generally exceed the revenues derived from those residential areas. This analysis presumes that additional sales tax would be generated from future development in the area at the same proportion as the rest of the City. However, to the extent that retailers performing market studies consider community growth, additional population may have the effect of stimulating new retail development. Ultimately this could increase the per capita sales tax revenue that the City receives.

There are other factors that are difficult to quantify. If the area is not annexed, and some level of development occurs, City services will still be directly impacted. The street system will be forced to handle more traffic, and park and library use may increase, along with police and fire service calls. However, without annexation the City will not receive any revenues from those unincorporated developments. In total, the drain on City services would likely be greater without annexation than with annexation.

Annexation also provides the City with some opportunity to control the development so that it conforms to City plans and standards. Street layout and design, the extension of street and utility corridors to adjacent parcels, the overall density of development, and the dedication of park and open spaces are all issues that the City would not control if annexation does not occur.



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Ordinances - Second Reading/Passage

Key Element: Key I - Financial Stability & Operational Effectiveness

Subject:

Ordinance No. 21-17, Amending the 2017 Budget to Increase Appropriations to the Equipment Replacement Fund

Department:
Public Works

Ordinance/Resolution Number:
21-17

Document Type:
Ordinance

Recommended Motion:

Give second reading and pass Ordinance No. 21-17, amending the 2017 budget in the Equipment Replacement Fund utilizing a transfer from the Solid Waste Fund.

Summary:

The 2017 budget for the Solid Waste Fund included \$165,000 for landfill facility improvements. The budget was intended for rehabilitation of the metals handling area at the customer transfer station, and paving the container assembly area. The intended work under this budget has been completed at significant cost savings.

2017 has seen a significant increase in finished compost sales over previous years. Staff have identified an available efficiency improvement in preparation of finished compost that relies on a new piece of equipment. The new equipment is a radial stacker, a flexible conveyor system enabling stockpiling of product with minimal staff effort. Solid Waste and Wastewater Division staff who partner in the compost operation are seeking ways to extend productivity as a means of freeing staff time to address backlogged workload. The proposed stacker purchase would contribute to that goal of both divisions and reduce costs to create the finished compost.

Under City purchasing procedures, new equipment is purchased from the Equipment Replacement budget. Since this was not anticipated in the 2017 budget preparation, a budget amendment is necessary to create the budget in the Equipment Replacement Fund for this purchase. Staff recommends utilizing the existing 2017 solid waste capital budget savings to provide the necessary Equipment Replacement Fund budget.

First reading was given at the regular council meeting on July 5, 2017. No exceptions were taken. Staff recommends approval of Ordinance 21-17.

Fiscal Impact:

The Solid Waste Utility Fund - Capital Projects has a budget of \$179,148 in the Landfill Facility Improvements project. This Council action will move \$85,183 from this budget to the Equipment Replacement Fund for purchase of a radial stacker.

Attachments:

- I. Ordinance No. 21-17

ORDINANCE NO. 21-17

AN ORDINANCE of the City of Richland amending the 2017 Budget to provide for additional appropriations in the City's Equipment Replacement Fund.

WHEREAS, on November 20, 2016, the Richland City Council passed Ordinance No. 60-16 approving the 2017 Budget; and

WHEREAS, the compost facility at the Richland Landfill has been in operation since 2011; and

WHEREAS, the sale of compost has significantly increased in 2017, putting pressure on the City's operating resources of staff and equipment; and

WHEREAS, staff understands that the increased compost sales this year are sustainable because they represent connections to new larger markets for the material; and

WHEREAS, staff have evaluated the operations associated with preparing Class A compost for market and have determined that use of a radial stacker would significantly improve efficiency in the screening process; and

WHEREAS, staff have identified existing budget capacity in the Solid Waste Utility Fund for the purchase of a radial stacker, thus no increase in appropriations to the Solid Waste Fund are required; and

WHEREAS, staff is requesting to appropriate funds in the Equipment Replacement Fund, to be funded by a transfer from existing Solid Waste Fund capital appropriations for the purchase of a radial stacker.

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

Section 1. Amendment of the 2017 Budget. The 2017 Budget is hereby amended to provide additional appropriations in the Equipment Replacement Fund through an interfund transfer from the Solid Waste Fund as follows:

Equipment Replacement Fund

Current Appropriation:	\$ 4,571,202
Increase in Appropriation:	\$ <u>85,183</u>
Amended Appropriation:	\$ <u>4,656,385</u>

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

PASSED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Date Published: July 23, 2017



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Ordinances - Second Reading/Passage

Key Element: Key 1 - Financial Stability & Operational Effectiveness

Subject:

Ordinance No. 22-17, Amending Title 2 of the Richland Municipal Code to Authorize Benefits for Certain Temporary Employees

Department:
City Attorney

Ordinance/Resolution Number:
22-17

Document Type:
Ordinance

Recommended Motion:

Give second reading and pass Ordinance No. 22-17, amending Title 2 of the Richland Municipal Code to grant authority to the City Manager to authorize benefits for certain temporary employees.

Summary:

The City of Richland is embarking on a number of city-wide initiatives that require staff augmentation for the duration of the projects. Such projects include implementation of Smartgrid and the Enterprise Resource Planning (ERP) upgrade.

Because these projects are of limited duration, the most logical solution for staff augmentation is to hire Limited Term employees instead of creating and assigning additional full-time FTEs. Under the Richland Municipal Code, a "Limited Term" employee is one whose tenure is greater than eight months but no longer than 24 months, and who may occupy either a full-time or part-time position. Limited term employees have no right to steady employment, prior notice of termination or preference for regular full-time or part-time job openings.

A primary challenge in attracting qualified individuals to Limited Term positions is the fact that the work is temporary and little to no benefits are provided. To enhance recruitment and retention of qualified individuals to these roles, the City desires to offer benefits to those Limited Term employees who are hired for the specific purpose of supporting a recognized project-based initiative. Benefits would be offered on the same terms and conditions as they are made available to regular unaffiliated employees, and only when the cost of doing so falls within existing budgetary appropriations.

The City Manager, under Title 2 of the RMC, has broad authority to determine staffing levels and compensation within existing budgetary appropriations. The grant of authority found in Ordinance 22-17 is consistent with the broad authority the City Manager already possesses under RMC Title 2. Although previous City Managers have utilized existing authority under RMC Title 2 to grant such benefits in the past, Staff recommends an amendment to RMC Title 2 to clarify the conditions under which this authority will be exercised.

Staff recommends approval of Ordinance 22-17.

Fiscal Impact: The City Manager's discretion to determine when to award benefits to qualifying temporary employees shall be exercised within existing budget appropriations.

Attachments:

I. Ordinance No. 22-17

ORDINANCE NO. 22-17

AN ORDINANCE of the City of Richland Amending Title 2: Administration and Personnel of the Richland Municipal Code regarding authorization of benefits for Limited Term employees assigned to recognized project-based initiatives.

WHEREAS, the City of Richland has need, from time to time, to amend the Richland Municipal Code (RMC) to bring the code into alignment with applicable state law or to eliminate or clarify ambiguity; and

WHEREAS, the City Manager, under Title 2 of the RMC, has broad authority to determine staffing levels and compensation within existing budgetary appropriations; and

WHEREAS, the City of Richland, from time to time, pursues specific project-based initiatives that require recruitment and retention of qualified temporary employees; and

WHEREAS, the City's ability to recruit and retain qualified temporary employees will be greatly enhanced by granting the City Manager the authority to offer benefits to certain Limited Term employees in the same manner as they are made available to regular unaffiliated city employees; and

WHEREAS, this grant of authority is consistent with the broad authority the City Manager already possesses under RMC Title 2.

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

Section 1. Richland Municipal Code Title 2, Chapter 2.04, entitled Administrative Code, as originally enacted by Ordinance 125, and last amended by Ordinance 31-03, is here by amended as follows:

2.04.270 Interpretation.

A. Conflicts. In any case where the change of department or position title causes a question or conflict in the responsibility or function to be administered, the city manager shall review the matter and clarify the assignment of responsibility among the departments and officials established by this chapter.

B. Salaries. In cases of reassignment of duties or establishment of positions, the city manager shall review the responsibilities and recommend appropriate salary ranges or adjustments as a part of the annual budget process. Where individuals are assigned temporary acting responsibilities significantly different from their present responsibilities, the city manager, within existing budgetary appropriations, may make interim compensation adjustments as allowed under the personnel rules.

C. Benefits. Notwithstanding the current pay plan for unaffiliated employees, the City Manager, within existing budgetary appropriations, is authorized to approve provision of benefits as provided herein to Limited Term employees when such employees are hired for the specific purpose of supporting a recognized project-based initiative. Access to medical, dental, vision, deferred compensation, paid time off/sick leave and all other benefits for a Limited Term employee shall be on the same terms and conditions as they are made available to unaffiliated city employees. The City Manager shall determine when a city project qualifies as a recognized “project-based initiative” such that this section applies. Nothing herein shall be construed so as to require the City Manager to approve provision of such benefits to any Limited Term employee. In the event of a conflict between this section and any other section in Title 2 of the Richland Municipal Code, this section shall prevail.

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

PASSED by the City Council of the City of Richland, at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Date Published: July 23, 2017



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Resolutions – Adoption

Key Element: Key 1 - Financial Stability & Operational Effectiveness

Key 2 - Infrastructure & Facilities

Subject:

Resolution No. 120-17, Authorizing Agreement with Commonwealth Associates, Inc. for Utility Engineering and Construction Inspection Services

Department:

Energy Services

Ordinance/Resolution Number:

120-17

Document Type:

Resolution

Recommended Motion:

Adopt Resolution No. 120-17, authorizing the City Manager to sign and execute an agreement with Commonwealth Associates, Inc. for Utility Engineering and Construction Inspection Services.

Summary:

A fundamental practice in the electric utility industry is to develop and maintain up-to-date material specifications, service manuals and key performance indicator (KPI) metrics to ensure efficient operations of the electric utility systems. Material specifications and service manuals ensure material quality and applicable state and federal regulatory codes are met and help address customer questions. For the past decade, most of the electric utility material procurement and customer questions have been handled by in-house Energy Services Department (RES) employees. RES employees have used individual experience and institutional knowledge in lieu of established specifications and manuals. This has led to excessive staff time to answer service and construction questions that can be answered more effectively by using specifications and manuals. In addition, material specifications and service manuals will help staff efficiently streamline materials procurement.

Staff recommends approval of Resolution No. 120-17, which authorizes a consulting agreement with Commonwealth Associates, Inc. for the purpose of developing material specifications and service manuals in order to more efficiently operate the electric utility.

Fiscal Impact:

Consulting services for this project are included in the City's Capital Improvement Plan and Electric Utility Fund 401 - Expert Services account of the approved 2017 Budget. This time and material contract is not to exceed \$428,920.

Attachments:

1. Resolution No. 120-17
2. Contract No. 83-17

RESOLUTION NO. 120-17

A RESOLUTION of the City of Richland authorizing execution of an agreement with Commonwealth Associates, Inc. for Utility Engineering and Construction Inspection Services.

WHEREAS, the City of Richland Energy Services (RES) operates and maintains an electric utility consisting of substations, distribution equipment and infrastructure that delivers power to customers served by RES; and

WHEREAS, the City's electrical material specifications, service manuals and processes are in need of development and modification to meet current state and national codes and current industry practices; and

WHEREAS, using supplemental labor to perform the following services will be the most cost-effective and efficient use of RES resources:

1. Update material specifications for procurement and verification that the material meets current construction practices;
2. Update service manuals to meet current construction practices;
3. Create an inspection process to verify the field installations of material and equipment meet construction standards.

WHEREAS, current budgeting allows for Utility Engineering and Construction Inspection Services through the City's Capital Improvement Plan for this project; and

WHEREAS, RES has selected Commonwealth Associates, Inc. as best qualified to provide distribution design and construction standards services based on the firm's qualifications and past performance.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that City Council authorizes the City Manager to sign and execute a contract with Commonwealth Associates, Inc. for Utility Engineering and Construction Inspection Services in the amount of \$428,920.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



AGREEMENT BETWEEN CITY AND CONSULTANT

THIS AGREEMENT, entered into this _____ day of July, 2017 by and between the City of Richland, 505 Swift Blvd., Richland, Washington, (hereinafter referred to as the "City"), and Commonwealth Associates, Inc., Liberty Lake, Washington (hereinafter referred to as the "Consultant").

WITNESSETH:

1) SCOPE OF WORK

- a) The Consultant shall furnish all services, labor and related equipment necessary to conduct and complete the work as designated in this Agreement. The Consultant shall provide professional engineering services to support Energy Services' Capital Improvement Plan (CIP) projects as outlined in the attached Exhibit A – Scope of Services.
- b) The following exhibit(s) are attached hereto and made a part of this Agreement:
 - (i) Exhibit A – Scope of Services
 - (ii) Exhibit B – 2017 and 2018 Labor Rates
- c) This Agreement consists of this Agreement, the above referenced Exhibit(s) and other documents listed below. These form the entire Agreement between the parties, and are fully integrated into this Agreement as if stated or repeated herein. In the event of a conflict between documents, the order of precedence will be the order listed below. An enumeration of the Agreement documents is set forth below:
 - (i) City of Richland Agreement No. 83-17
 - (ii) Exhibit A: Scope of Work
 - (iii) Exhibit B: 2017 and 2018 Labor Rates
 - (iv) City Richland RFQ No. 17-0011
 - (v) RFQ No. 17-0011 Proposal Response submitted by Commonwealth Associates, Inc. dated February 23, 2017

2) GENERAL REQUIREMENTS

- a) The Consultant shall attend status, progress, and coordination meetings with the designated City of Richland representatives, or such federal, community, state, city or county officials, groups or individuals as may be requested by the City. If additional meetings are requested, the City will provide the Consultant sufficient notice prior to those meetings requiring Consultant participation.
- b) The Consultant shall prepare a monthly progress report if requested, in a form approved by the City, that will outline in written and/or graphical form the various phases and the order of performance of the work in sufficient details so that the progress of the work can easily be evaluated.

3) TIME FOR BEGINNING AND COMPLETION

The Consultant shall not begin any work under the terms of this Agreement until authorized in writing by the City. Consultant agrees to use best efforts to complete all work described under this Agreement by **July 31, 2018**.

4) PAYMENT

- a) For services rendered under this Agreement, the City shall pay the Consultant an amount not to exceed **Four hundred twenty-eight thousand, nine hundred and twenty dollars (\$428,920)**. Payment shall be made on a "time and materials" basis. Payment as identified in this section shall be full compensation for all work performed or services rendered, and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work specified in Exhibit A – Scope of Services.
- b) Invoices not in dispute by the City will be paid net thirty (30) days and shall reference the contract number and/or purchase order applicable to the work. The invoice shall provide sufficient detail on the work being billed and include detailed receipts for any invoices.
- c) Partial payments to cover the percentage of work completed may be requested by the Consultant. These payments shall not be more than one (1) per month.
- d) Pre-approved travel, meals and lodging will be reimbursed at cost and only when consultant travels at least 150 miles per one way trip. Reimbursable expenses are limited to the following: coach airfare, ground transportation (taxi, shuttle, car rental), hotel accommodations at the government rate, personal or company vehicle use at the then-current federal mileage rate, and meals at the current federal per-diem meal allowance or up to the current federal per-diem with detailed receipts, no alcohol, and a 20% maximum gratuity.
- e) Reimbursement for extra services/reimbursable expenses are not authorized under this Agreement unless detailed in the Scope of Work or agreed upon in writing as a modification to this Agreement.
- f) The Consultant will allow access to the City, the State of Washington, the Federal Grantor Agency, the Comptroller General of the United States, or any of their duly authorized representatives to any books, documents, papers, and records which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts, and transcriptions. Unless otherwise provided, said records must be retained for three years from the date of receipt of final payment. If any litigation, claim, or audit arising out of, in connection with, or relating to this contract is initiated before the expiration of the three-year period, the records shall be retained until such litigation, claim, or audit involving the records is completed.

5) INDEPENDENT CONTRACTOR

The Consultant, and any and all employees of the Consultant or other persons engaged in the performance of any work or services required of the Consultant under this Agreement, are independent contractors and shall not be considered employees of the City. Any and all claims that arise at any time under any Workers' Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a third party as a consequence of any act or omission on the part of the Consultant's employees or other

persons engaged in any of the work or services required to be provided herein, shall be the sole obligation and responsibility of the Consultant.

6) OWNERSHIP OF DOCUMENTS

All designs, drawings, specifications, documents, reports and other work products prepared pursuant to this Agreement shall become the property of the City upon payment to the Consultant of the fees set forth in this Agreement. The City acknowledges the Consultant's plans and specifications, including all documents on electronic media, as instruments of professional services. The plans and specifications prepared under this Agreement shall become the property of the City upon completion of the services and payment in full of all payment due to the Consultant. The City may make or permit to be made any modifications to the plans and specifications without the prior written authorization of the Consultant. The City agrees to waive any claim against the Consultant arising from any unauthorized reuse of the plans and specifications, and to indemnify and hold the Consultant harmless from any claim, liability or cost arising out of any reuse of the plans and specifications by the City or its agent not authorized by the Consultant.

7) TERMINATION

- a) This Agreement may be terminated by either party upon thirty (30) days' written notice. In the event this Agreement is terminated by the Consultant, the City shall be entitled to reimbursement of costs occasioned by such termination by the Consultant. In the event the City terminates this Agreement, the City shall pay the Consultant for the work performed, which shall be an amount equal to the percentage of completion of the work as mutually agreed between the City and the Consultant.
- b) If any work covered by this Agreement shall be suspended or abandoned by the City before the Consultant has completed the assigned work, the Consultant shall be paid an amount equal to the costs incurred up to the date of termination or suspension as mutually agreed upon between the City and the Consultant.

8) AVAILABILITY OF RECORDS FOR PUBLIC INSPECTION

- a) As a public contract, all records prepared, generated or used by Consultant or its agents, employees and subcontractors relating to this Agreement and associated work (hereinafter "public records") may be subject to disclosure under the Washington State Public Record Act, Chapter 42.56 RCW.
- b) Contractor shall maintain and retain all such public records in a manner that is readily accessible for a minimum term of no less than three (3) years following completion of the contract work. City shall have the right to timely review all such public records upon request. Contractor shall provide copies of any public records requested by City within 30 days of City's request. If City requests that copies of public records be provided to City in an electronic format, said records shall be provided at no cost to City. If paper copies are requested by City, City shall pay \$.10 per page. Payment for paper copies shall be rendered to Consultant within 20 days of receipt.
- c) All records subject to a public disclosure request will be provided to a requester unless exempted from disclosure by law. The City's decision to exempt or redact any public record shall be based only upon valid exemptions that apply to the City. City will not refrain from disclosing any record under an exemption that may be personal to Consultant. In the event Consultant objects to release of any public record under this

Agreement, Consultant may seek judicial approval to prevent such disclosure at its sole expense. City shall neither aid nor interfere with Consultant's request for an injunction to prevent disclosure of any public record under this Agreement.

- d) Consultant shall insert this provision in all contracts with subcontractors or agents providing services relating to this Agreement.

9) DISPUTE RESOLUTION

- a) The City and the Consultant agree to negotiate in good faith for a period of thirty (30) days from the date of notice of all disputes between them prior to exercising their rights under this Agreement, or under law.
- b) All disputes between the City and the Consultant not resolved by negotiation between the parties may be arbitrated only by mutual agreement of the City and the Consultant. If not mutually agreed to resolve the claim by arbitration, the claim will be resolved by legal action.

10) DEBARMENT CERTIFICATION

The Consultant certifies that neither the Consultant nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in this contract by any federal or state department or agency. Further, the Consultant agrees not to enter into any arrangements or contracts related to completion of the work contemplated under this Agreement with any party that is on the "General Service Administration List of Parties Excluded from Federal Procurement or Non-procurement Programs" which can be found at:

www.sam.gov and

<http://www.lni.wa.gov/TradesLicensing/PrevWage/AwardingAgencies/default.asp>

11) VENUE, APPLICABLE LAW AND PERSONAL JURISDICTION

In the event that either party deems it necessary to initiate a legal action to enforce any right or obligation under this Agreement, the parties agree that any such action shall be initiated in the Superior Court of the State of Washington situated in Benton County. The parties agree that all questions shall be resolved by application of Washington law, and that the parties to such action shall have the right of appeal from such decision of the Superior Court in accordance with the laws of the State of Washington. The Consultant hereby consents to the personal jurisdiction of the Superior Court of the State of Washington situated in Benton County.

12) ATTORNEY'S FEES

The parties agree that should legal action be necessary to enforce any of the provisions of this Agreement, that the substantially prevailing party will be awarded its reasonable attorney's fees and costs in action, including costs and attorney's fees on appeal if appeal is taken.

13) INSURANCE

The Consultant shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

- a) No Limitation. Consultant's maintenance of insurance as required by this Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by

such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

- b) Minimum Scope of Insurance. Consultant shall obtain insurance of the types described below:
1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage.
 2. Commercial General Liability insurance shall be as least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. The City shall be named as an insured under the Consultant's Commercial General Liability insurance policy with respect to the work performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.
 3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
 4. Professional Liability insurance appropriate to the Consultant's profession.
- c) Minimum Amounts of Insurance. Consultant shall maintain the following insurance limits:
1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
 2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
 3. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.
- d) Other Insurance Provisions. The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance with respect to the City. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.
- e) Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.
- f) Verification of Coverage. Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to, the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.
- g) Notice of Cancellation. The Consultant shall provide the City with written notice of any policy cancellation within two (2) business days of Consultant's receipt of such notice.

- h) Failure to Maintain Insurance. Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five (5) business days' notice to the Consultant to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.
- i) Public Entity Full Availability of Consultant Limits. If the Consultant maintains higher insurance limits than the minimum shown above, the City shall be insured for the full available limits of the Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this contract or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Consultant.

14) INDEMNIFICATION / HOLD HARMLESS

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

15) STANDARD OF CARE

The professional services will be furnished in accordance with the care and skill ordinarily used by members of the same profession practicing under similar conditions at the same time and in the same locality.

16) SUCCESSORS OR ASSIGNS

All of the terms, conditions and provisions hereof shall inure to the benefit of and be binding upon the parties hereto, and their respective successors and assigns; provided, however, that no assignment of the Agreement shall be made without written consent of the parties to the Agreement.

17) NOTICES

Any notices required under this Agreement will be in writing, addressed to the appropriate party at the address which appears below (as modified in writing from time to time by such party), and given by electronic submission, by facsimile personally, by registered or certified mail,

return receipt requested, or by nationally recognized overnight courier service. All notices shall be effective upon the date sent.

Purchasing Manager
City of Richland
505 Swift Blvd., MS-11
Richland, WA 99352
Email: purchasing@ci.richland.wa.us
Phone: (509) 942-7710
Fax: (509) 942-7397

Contact Name: Richard Damiano, P.E.
Name of Firm: Commonwealth Associates, Inc.
Address: 2310 Molter Road, Suite 206
Liberty Lake, WA 99019
Email:
Phone Number: (509) 892-7921
Fax Number:

18) EQUAL OPPORTUNITY AGREEMENT

The Consultant agrees that s/he will not discriminate against any employee or job applicants for work under this Agreement for reasons of race, sex, nationality, religious creed, or sexual orientation.

19) PARTIAL INVALIDITY

Any provision of this Agreement which is found to be invalid or unenforceable shall be ineffective to the extent of such invalidity or unenforceability, and the invalidity or unenforceability of such provision shall not affect the validity or enforceability of the remaining provisions hereof.

20) AMENDMENTS

All amendments must be in writing and be approved and signed by both parties.

21) CHANGE IN LAW

The parties hereto agree that in the event legislation is enacted or regulations are promulgated, or a decision of court is rendered, or any interpretive policy or opinion of any governmental agency charged with the enforcement of any such law or regulation is published that affects or may affect the legality of this Agreement or any part thereof or that materially and adversely affects the ability of either party to perform its obligations or receive the benefits intended hereunder ("Adverse Change in Law"), then within fourteen (14) days following written notice by either party to the other party of such adverse change in law, the parties shall meet to negotiate in good faith an amendment which will carry out the original intention of the parties to the extent possible. If, despite good faith attempts, the parties cannot reach agreement upon an amendment within sixty (60) days after commencing negotiation, then this Agreement may be terminated by either party as of the earlier of: (i) the effective date of the adverse change in law, or (ii) the expiration of a period of sixty (60) days following written notice of termination provided by one party to the other.

22) CONFIDENTIALITY

In the course of performing under this Agreement, Consultant, including its employees, agents or representatives, may receive, be exposed to, or acquire confidential information. Confidential information may include, but is not limited to, patient information, contract terms, sensitive employee information, or proprietary data in any form, whether written, oral, or contained in any computer database or computer readable form. Consultant shall: i) not disclose or sell confidential information except as permitted by this Agreement; (ii) only permit use of such confidential information by employees, agents and representatives having a need to know in connection with performance under this Agreement; and (iii) advise each of its employees, agents, and representatives of their obligations to keep such information confidential.

23) CHANGES OF WORK

- a) When required to do so, and without any additional compensation, the Consultant shall make such changes and revisions in the completed work of this Agreement as necessary to correct or revise any errors, omissions, or other deficiencies in the design, drawings, specifications, reports, and other similar documents which the Consultant is responsible for preparing or furnishing under this Agreement.
- b) Should the City find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof changed or revised, the Consultant shall make such revisions as directed by the City. This work shall be considered as Extra Work and will be paid for as herein provided under Section 22, Extra Work.

24) EXTRA WORK

The City may desire to have the Consultant perform work or render additional services within the general scope of this Agreement. Such work shall be considered as extra work and will be specified in a written supplement to this Agreement which will set forth the nature of the scope, schedule for additional work, additional fees and the method of payment. Work under a supplemental Agreement shall not proceed until authorized in writing by the City.

(Signature page to follow)

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

CITY OF RICHLAND, WASHINGTON

COMMONWEALTH ASSOCIATES, INC.

CYNTHIA D. REENTS, ICMA-CM
City Manager

Signature

ATTEST:

Printed Name

2310 Molter Road, Suite 206

MARCIA HOPKINS
City Clerk

Liberty Lake, WA 99019

Phone: (509) 892-7921

APPROVED AS TO FORM:

Email: _____

Fax: _____

HEATHER D. KINTZLEY
City Attorney

EXHIBIT A: Detailed Scope of Services

(See Next 30 Pages)



509-892-7921
www.cai-engr.com

2310 Molter Road, Suite 206
Liberty Lake, WA 99019

July 7, 2017
P0017.0027

City of Richland
Ms. Barb Raney
2700 Duportail St., Bldg. 200
PO Box 190, MS #11
Richland, WA 99352

Subject: RFP #17-0011 – 2017 Utility Engineering and Construction Services

Dear Ms. Raney:

Commonwealth Associates, Inc. (Commonwealth) has prepared the attached Scope of Services as requested from the City of Richland Energy Services Department (RES). Our submittal is in response to the Master Service Agreement Tasks list created by RES and sent to Commonwealth in late April with revisions and clarifications via email. This list is included with this proposal.

RES presented Commonwealth with a substantial list of tasks encompassing many different aspects of the utility, from high level planning to detailed service standards. These tasks were broadly enumerated in a document sent to Commonwealth in late April. Upon receipt of this list, we made a preliminary review and then joined RES staff on a conference call to further discuss and clarify each task. Subsequent email exchanges have further refined the scope and expectations of each task, which are listed below.

1. Update Richland Municipal Code Title 14, Electricity
2. Update RES Service Requirements Manual
3. Update and Create Material Specifications
4. Perform Facility Observations and Audits
5. Review and Recommend Joint Use Pole Attachment procedures
- ~~6. Create an Electrical Distribution Undergrounding Plan~~ Removed
7. Benchmark Construction Unit Costs
8. Recommend KPI Metrics
9. Recommend Electric Infrastructure Evaluation Criteria
10. 2017 CIP Project Design and Construction Documents

Since each of these tasks was broadly described, Commonwealth has narrowed the scope of work to indicate our understanding of the expertise and level of effort required for each one, these assumptions and clarifications along with an estimate of hours and a not-to-exceed amount are included in the project approach for each task.

Each of the ten project approaches, one for each of the tasks listed above, outlines our understanding of the task. Generally, each project approach lays out a phased approach to the work and may include any or all the following sub-tasks: Project Kick Off, 30% Review, 90% Review, 100% Document Package, Budget and Hour Estimate, expected duration from notice-to-proceed and an Organization Chart. The project team has been selected to match



Ms. Barb Raney
P0017.0027
July 7, 2017
Page 2

the expertise and skills required for each task. Where the task requires it, senior engineers with extensive knowledge and experience relevant to the scope of work will be used while junior engineers will be used where appropriate. By selecting and combining resources with different experience levels and areas of expertise we are driving toward a team which will deliver a high-quality product at a fair and reasonable cost. With further discussion between RES and Commonwealth, after RES has reviewed the attached project approaches, we may be able to further refine each approach to align our level of effort with RES's expectations.

Commonwealth has created each of the project approaches as stand-alone projects, RES will only be billed for actual labor and expenses incurred on each project. Upon approval of this work, we will coordinate with RES to schedule each project so that the right Commonwealth professionals are available, the project is completed on time and so that individual projects do not conflict with each other. We expect the work be accomplished through about twelve months following the initial notice-to-proceed.

Thank you for your selection of Commonwealth to develop this Scope of Services and we look forward to moving forward and beginning work. If you have any questions or would like additional information on Commonwealth's capabilities and experience, please call me at 509-892-7923.

Yours very truly,

A handwritten signature in blue ink that reads "Mark A. Weiss".

Mark A. Weiss, P.E.
Project Manager

Approved for submittal:

A handwritten signature in blue ink that reads "David A. Shafer".

David A. Shafer, P.E.
Vice President

Enclosures

TASK 1 - RMC TITLE 14

PROJECT APPROACH

Individual Work Plan Scope

This section contains a proposed sequence of specific work for the Project to update the Richland Municipal Code Title 14 Electric documents and review Special Conditions, L&I definitions and include current practices. Special emphasis will be included to review the Line Extension section 14.30. Include wording or documentation on the gross imbedded investment and calculation of the standard construction allowance.

Phase 1 – Individual Project Kick-off

Shortly after receiving the Notice to Proceed for an individual project, Commonwealth will review the Scope of Service provided and confirm all documents have been provided by the City associated with this project.

For the first project defined in the Scope of Services, Commonwealth's Project Manager may schedule a kick-off meeting in Richland with key team members from both organizations. The purpose of the meeting will be to make introductions of the Commonwealth staff to the City's personnel, outline the communication protocol for each project, review contract details (scope, schedule, and budget), and gain any further understanding of the City's expectations. As we provided in our RFP, for a successful project, ongoing quality communications is very important. Commonwealth's proposed Project Manager will

interface with the City's Project Manager as a single primary point of contact.

Following this meeting Commonwealth will update the scope of work and project criteria with any last-minute changes and input from the City.

Phase 2 – 30% Review and update

After completion of Phase 1 for this project, work will begin on the following specific tasks:

1. Prepare a draft update of the existing RMC Title 14, Electric Code to reflect current practices used.
 - a. Billing Section is excluded from this review.
 - b. Contact RES agreed upon list of Washington Municipalities to begin review of common and uncommon policies.
2. Review of Section 14.3 on Line Extensions for terminology and consistency within the document.
3. Document formatting for consistency and readability.

Deliverables:

- Red-line draft update of the RMC Title 14 Electric Code

Phase 3 - 90% Design

Commonwealth will incorporate the City's comments and prepare 90% documents.

The 90% deliverables include:

- 90% draft of the existing RMC Title 14, Electric Code reflecting current practices used.
- Summary of common and uncommon policies from the list of Washington Municipalities and changes included in RMC or Line Extension policy.
- 90% draft of Section 14.3 on Line Extensions for terminology and consistency within the document.
- Summary of review results of the specific classifications of customers from internal Special Conditions memo.
- Summary of review of addition of L&I definitions for Townhouses, Apartments and Condominiums.
- Wording on the gross imbedded investment and provide a framework to change the allowance calculation of the standard construction allowance.

4. Supporting documentation of changes and the reason for change.
5. Supporting reference documentation used in the review and changes.
6. Appropriate signoff documentation.

Budget Estimate

Scope of Services for this Project is estimated to not exceed:
\$11,500

The budget provides for a review of up to 8 other utilities line extension policies.

Work is estimated to be complete 10 weeks after notice to proceed provided there are no additional reviews other than the 30% and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

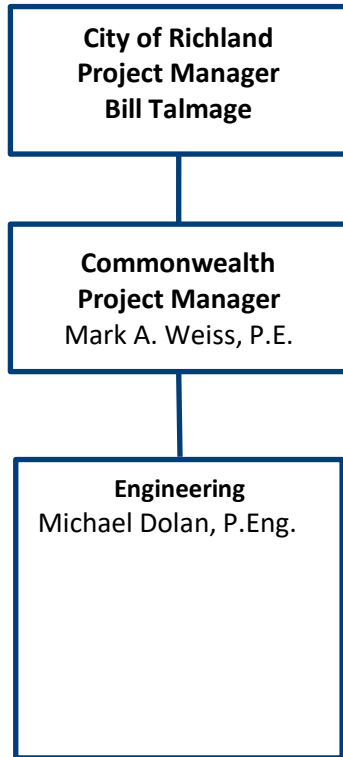
Phase 4 - 100% Document Packages

When comments are received from the City on the 90% review package, Commonwealth will incorporate those comments and move forward with the 100% final documents and submit them to the City.

The 100% document submittal will include:

1. Red line version in Word document format showing all revisions and comments.
2. Final version without revisions in Word document format.
3. Final version document in Adobe PDF format.

Team Organization



TASK 2 - SERVICE REQUIREMENTS MANUAL

PROJECT APPROACH

Individual Work Plan Scope

This section contains a proposed sequence of specific work for the Project to develop a single Service Requirements Manual. The new Manual will consolidate existing individual documents, compare to surrounding Utilities manuals, and develop a new format which will include a Table of Contents and Index for subject matter.

Phase 1 – Individual Project Kick-off

Shortly after receiving the Notice to Proceed for an individual project, Commonwealth will review the Scope of Service provided and confirm all documents have been provided associated with this project.

Following this project kick-off, Commonwealth will update the scope of work and project criteria with any last-minute changes and input from the City.

Phase 2 – 30% Review and update

After completion of Phase 1 for this project, work will begin on the following specific tasks:

1. Develop a single Service Requirements Manual to include:
 - a. Permanent Residential Service Requirements.
 - b. Plat and Land Development Service Requirements.

- c. Commercial and Industrial Service Requirements.
 - d. Temporary Service Requirements.
 - e. Miscellaneous Metering Requirements.
2. Request or pull down from websites other Utility Service Requirements documents and review for content and format.
3. Create document formatting for readability to include Table of Contents, subject matter Index, specific area topics (Residential, Commercial, Apartments, etc.).

Deliverables:

- 30% draft Service Requirements Manual including Table of Contents and Index
- Summary of up to 15 other utilities service requirements

Phase 3 - 90% Design

Commonwealth will incorporate the City's comments and prepare 90% documents.

The 90% deliverables include:

- 90% draft of the single Service Requirements Manual including:
 - Permanent Residential Service Requirements.
 - Commercial and Industrial Service Requirements.
 - Temporary Service Requirements.
 - Miscellaneous Metering Requirements.
 - Plat and Land Development Service Requirements, but

kept separate from other service requirements.

- The manual will include recommended formatting to enhance readability and include a Table of Contents, subject matter Index, specific area topics (Residential, Commercial, Apartments, etc.).

Phase 4 - 100% Document Packages

When comments are received from the City on the 90% review package, Commonwealth will incorporate those comments and move forward with the 100% final documents and submit them to the City.

The 100% document submittal will include:

1. Red line version in Word document format showing all revisions and comments. A draft is in progress by RES.
2. Final version without revisions in Word document format.
3. Final version document in Adobe PDF format.
4. Supporting documentation of changes and the reason for change.
5. Supporting reference documentation used in the review and changes.
6. Appropriate signoff documentation.

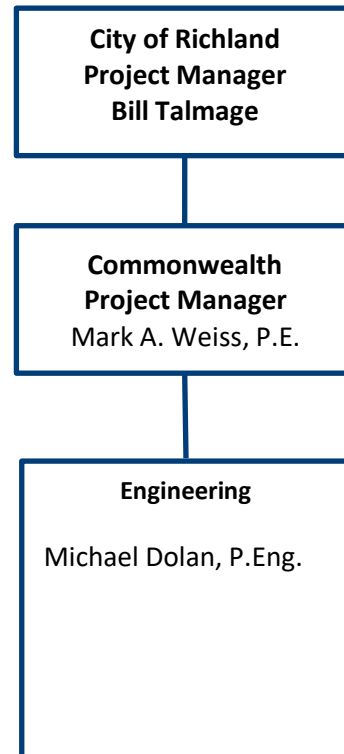
Budget Estimate

Scope of Services for Project is estimated to not exceed:
\$25,210

Work is estimated to be complete 21 weeks after notice to proceed provided there are

no additional reviews other than the 30% and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

Team Organization



TASK 3 - MATERIAL STANDARDS

PROJECT APPROACH

Individual Work Plan Scope

This section contains a proposed sequence of specific work for the Project to develop and update the City of Richland Material Specifications. The new and updated Material Specifications will be created and updated from existing individual documents, compared to Industry Standards and Manufacturer Specifications and incorporated in a standard format document.

Phase 1 – Individual Project Kick-off

Shortly after receiving the Notice to Proceed for an individual project, Commonwealth will review the Scope of Service provided and confirm all documents have been provided associated with this project.

Following this project kick-off, Commonwealth will update the scope of work and project criteria with any last-minute changes and input from the City.

Phase 2 – 30% Review and update

After completion of Phase 1 for this project, work will begin on the following specific tasks:

1. Start with a few of the in-review material specifications and work through updating the specification into a 30% draft and into the standard document format agreed upon:
 - a. Underground Primary Cable Jacketed.

- b. Underground Primary Cable Unjacketed.
- c. Underground Secondary/Service Cable.
- d. Overhead Wire, ACSR.
- e. Single Phase Padmounted Transformers.

2. Define the priority and timing for the remaining 27 material specifications
3. Use RES provided template to develop each specification. Within each document define some specific information that should be included.

Deliverables:

- 30% Draft Material Specifications as listed above
- Recommended priority and timing for the remaining material specifications.

Phase 3 - 90% Design

Commonwealth will incorporate the City's comments and prepare 90% documents.

The 90% deliverables include:

1. 90% draft document for each of the Material Specifications

Documents may be submitted over a period of time with higher priority work and materials specifications submitted first.

Phase 4 - 100% Document Packages

When comments are received from the City on the 90% review package, Commonwealth will incorporate those comments



and move forward with the 100% final documents and submit them to the City.

The 100% document submittal will include:

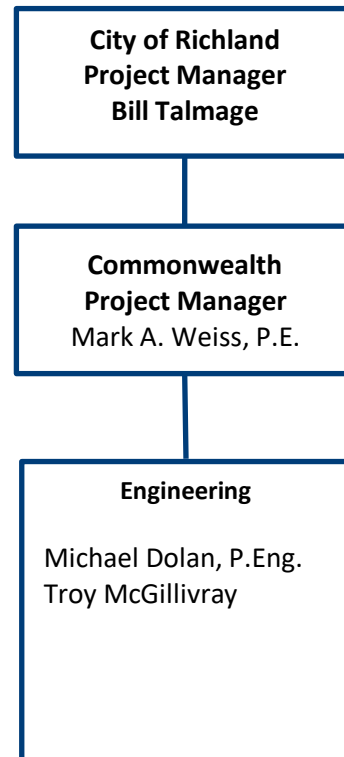
1. Red line version in Word document format showing all revisions and comments.
2. Final version without revisions in Word document format.
3. Final version document in Adobe PDF format.
4. Supporting documentation of changes and the reason for change.
5. Supporting reference documentation used in the review and changes.
6. Appropriate signoff documentation.

Budget Estimate

Scope of Services for Project is estimated to not exceed:
\$ 107,510

Work is estimated to be complete 43 weeks after notice to proceed provided there are no additional reviews other than the 30% and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

Team Organization



TASK 4 -

FACILITY INSPECTIONS AND AUDITS

PROJECT APPROACH

Individual Work Plan Scope

This section includes all work necessary to document and/or develop facility inspection and audit processes including but not limited to, inspection protocols, inspection forms, checklists and safety violation forms. Commonwealth will work with RES staff to review existing forms, current practices, and future RES plans to develop a business and/or engineering processes for preparing Work Orders, inspecting construction and completing project and maintenance inspections of existing equipment and facilities. Include recommendation on how much (percentage) should be inspected on an annual basis.

At a minimum, Commonwealth will develop or document the inspection protocols, processes, and review or develop forms and/or work instructions for the following:

1. Work Order Preparation and associated documents
2. Facility Inspection
 - a. Overhead
 - b. Underground
 - c. Substation
3. Joint Use Ditch Inspection
4. Overhead Construction and Inspection
5. Underground Construction and Inspection

Phase 1 – Individual Project Kick-off and Process Mapping

Upon receipt of the Notice to Proceed for this project, Commonwealth will meet on-site with the required RES personnel to review the Scope of Service and to four to six interviews with RES engineering staff to map the existing work order preparation process and to collect documents and work artifacts while the process is being mapped. Discuss training needs associated with the defined inspection process.

Following this project kick-off and process mapping task, Commonwealth will update the scope of work and project criteria with required changes of “discovery” and additional input from the RES.

Phase 2 – 30% Completion – Process Mapping and List of Required Documents

After completion of Phase 1 for this project, Commonwealth will complete the following specific tasks:

1. Documentation and mapping of work processes associated with Facility Inspections and Audits. Draft processes will be submitted and reviewed with RES staff.
2. Upon approval of the process documents, a list of required RES work instructions, forms and standards will be developed. The list will identify the required documents to be amended or developed, and will also include those documents that are required in the process, but which are already completed.

Deliverables:

- Process Documents for each applicable work process identified or otherwise agreed to with RES in Phase I.



- List of relevant documents required to complete each applicable work process.
- Release and Tracking schedule of relevant documents.

Phase 3 - 90% Design

Commonwealth will develop or edit documents as identified and listed in Phase 2.

The 90% deliverables include:

1. 90% draft document for each of the listed documents.

Documents shall be submitted for final review according to the release schedule as developed in Phase 2.

Phase 4 - 100% Document Packages

When comments are received from RES on each of the 90% draft documents, Commonwealth will incorporate those comments and move forward with the 100% final documents and submit them to RES.

The 100% document submittal will include:

1. Red line version in Word document format showing all revisions and comments.
2. Final version without revisions in Word document format.
3. Final version document in Adobe PDF format.
4. Supporting documentation of changes and the reason for change.
5. Supporting reference documentation used in the review and changes.

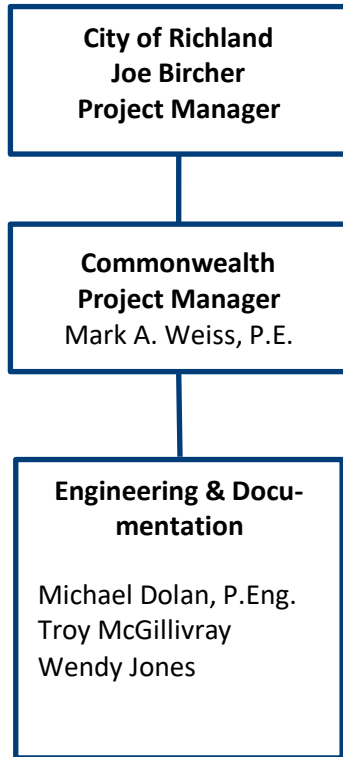
6. Supporting documentation regarding completion of project facility inspection data.
7. Appropriate signoff documentation.

Budget Estimate

Scope of Services for Project is estimated to not exceed:
\$ 73,000

Work is estimated to be complete 43 weeks after notice to proceed provided there are no additional reviews other than the 30% and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

Team Organization



TASK 5 -

JOINT USE POLE ATTACHMENTS

PROJECT APPROACH

Individual Work Plan Scope

This section includes all work necessary to review the RES Pole Attachment Policy, Joint Use Agreements, and develop a Joint Use Permit Application Process. Commonwealth will work with RES staff to review existing Joint Use Agreements, current practices, and future RES plans to develop a business/engineering process for managing and completing make-ready engineering and administrative work within mandated timelines.

Commonwealth will complete the following deliverables:

1. Review of the Pole Attachment Policy.
2. Review and report of the City's existing Joint Use Agreement(s) or a create a draft copy (if required) of a recommended Joint Use Agreement.
3. Develop process diagrams of the Joint Use Application Processes.
4. Joint Use Application forms and documents.
 - a. Joint Use Application Form
 - b. Drawings and Standards for use by Joint Users
 - c. Procedures and Work Instructions for Joint Users for the Application and Permitting process
5. Develop periodic audit and safety compliance procedures

Phase 1 – Individual Project Kick-off and Process Mapping of Joint Use Application Process

Upon receipt of the Notice to Proceed for this project, Commonwealth will meet on-site with the required RES personnel to review the Scope of Service and to conduct two to four interviews with RES engineering staff to (1) review existing pole attachment agreements and to (2) diagram the existing Joint Use make ready process and to collect documents and work artifacts while the process is being mapped.

The kick-off meeting will also include a meeting with RES staff responsible for managing the pole attachment data and a request for pole attachment data.

Following this project kick-off and process mapping task, Commonwealth will update the scope of work and project criteria with required changes of “discovery” and additional input from the RES.

Phase 2 – 30% Completion

After completion of Phase 1 for this project, Commonwealth will complete the following specific tasks:

1. Draft and submit a review report of the City's Pole Attachment Agreement(s) with recommendations for improvements required to support the internal processes and/or engineering requirements.
2. Documentation and diagraming of work associated with the Joint Use Pole Application (draft) process will be submitted and reviewed with RES staff.

3. Upon approval of the process documents, a list of required RES work instructions, forms and standards will be developed. The list will identify the required documents to be amended or developed, and will also include those documents that are required in the process, but which are already completed.

Deliverables:

- Process Documents for the Joint Use Application process identified or otherwise agreed to be amended during in Phase I.
- List of relevant documents required to complete each applicable work process.
- Updated Weekly Release schedule of relevant documents.
- Sample database of Joint Use poles

Phase 3 - 90% Design and Data Processing

Commonwealth will complete the work necessary to populate the Joint Use pole database and identify additional information or data required that was not identified in Phase 2 or which will need to be added by RES staff.

Commonwealth will develop or edit documents as identified and listed in Phase 2.

The 90% deliverables will include:

1. 90% draft document for each of the required documents on the List.

Documents shall be submitted for final review according to the Release schedule as developed in Phase 2.

Phase 4 - 100% Document Packages

When comments are received from RES on each of the 90% draft documents, Commonwealth will incorporate those comments and move forward with the 100% final documents and submit them to RES.

The 100% document submittal will include:

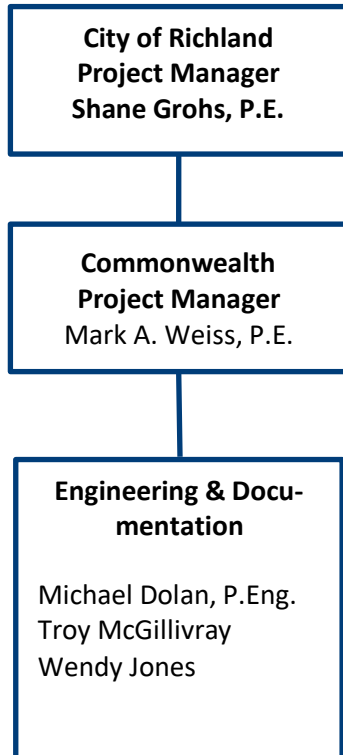
1. Red line version in Word document format showing all revisions and comments.
2. Final version without revisions in Word document format.
3. Final version document in Adobe PDF format.
4. Supporting documentation of changes and the reason for change.
5. Supporting reference documentation used in the review and changes.
6. Appropriate signoff documentation.

Budget Estimate

Scope of Services for the Project is estimated to not exceed:
\$ 49,000

Work is estimated to be complete 25 weeks after notice to proceed provided there are no additional reviews other than the 30% and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

Team Organization



TASK 7 -

BENCHMARKING UNIT COSTS

PROJECT APPROACH

Individual Work Plan Scope

This section includes all work necessary to verify and benchmark unit costs to ensure more reliable cost estimates. Commonwealth will work with RES staff to review existing costs, current practices, and obtain other costs for benchmarking and comparison so that the unit costs can be verified. As part of this work, Commonwealth will develop “energized” (Hot Work) and “non-energized” unit costs.

The purpose of this project is to verify and provide confidence in the RES cost estimation system.

Tasks will be required to develop a report of Richland Energy Services (RES) electrical distribution system unit costs with benchmarking to comparable utilities.

The results of this project are expected to be input for the Electrical Distribution Undergrounding Task. Benchmarking will include:

- A comparison of RES units and two local and two regional utilities of comparable size.
- A recommendation and rationale for developing or managing de-energized and energized installation costs of RES Geodigital Stakeout assemblies.
- Development of installed costs, per mile, with typical labor and materials for various underground and overhead construction types.

Deliverables will include:

1. A comparison report or table showing RES unit costs in relation to 4 other utilities.
2. A procedure or process for developing energized and non-energized unit costs.
3. Development of installed costs, per mile, for the labor and material required, and for the following types of underground and overhead construction:
 - 1-1/0 JAL in 3” (new installation and rebuild)
 - 3-1/0 JAL in 4” (new installation and rebuild)
 - 3-750 kcmil in 6” (new installation and rebuild)
 - 1-1/0 ACSR (new installation and rebuild)
 - 3-1/0 ACSR (new installation and rebuild)
 - 3-336.4 ACSR (new installation and rebuild)

Phase 1 – Project Kick-off and information gathering

Upon receipt of the Notice to Proceed for this project, Commonwealth will meet on-site with the required RES personnel to review the Scope of Service and to gather the data and documentation necessary to outline the lists and categories of unit costs to be benchmarked.

Deliverables will be in the form of a listing of all unit costs to be benchmarked and developed for energized and non-energized costing.

Following this project kick-off and data collection task, Commonwealth will update the scope of work and project criteria with

required changes of “discovery” and additional input from the RES.

Phase 2 – 30% Completion – Process Mapping and List of Required Documents

After completion of Phase 1 for this project, Commonwealth will complete the following specific tasks:

1. Contact local utilities and other comparable utilities to initiate discussion of unit cost sharing.
2. Research and develop a standard method for estimating “energized” unit costs.
3. Develop “per mile” cost metrics for the underground and overhead construction types described earlier.
4. Complete a Progress schedule

Deliverables:

- Cost comparison table with RES unit costs and 4 other utility costs.
- Unit cost categories showing RES energized and non-energized costs.
- Summary of “per mile” costs for three underground and three overhead construction types.
- Progress schedule on a weekly basis.

Phase 3 - 90% Design

Commonwealth will develop or adjust unit costs as identified and listed in Phase 2.

1. Complete the unit cost comparison table with any changes provided by RES during the review process.
2. Complete the unit cost categories for energized and non-energized unit cost categories.

3. Complete a “per mile” cost table for the three underground and three overhead construction types.
4. Complete a Progress schedule

The 90% deliverables include:

- Unit Cost table with cost comparisons, including energized and non-energized costs.
- Summary of “per mile” costs for three underground and three overhead construction types.
- Progress schedule on a weekly basis.

Phase 4 - 100% Document Packages

When comments are received from RES on each of the 90% deliverables, Commonwealth will incorporate those comments and move forward with the 100% final documents and submit them to RES.

The 100% deliverables will include:

- Unit Cost table with cost comparisons, including energized and non-energized costs.
- Summary of “per mile” costs for three underground and three overhead construction types.
- Progress schedule on a weekly basis.

Budget Estimate

Scope of Services for Project is estimated to not exceed:

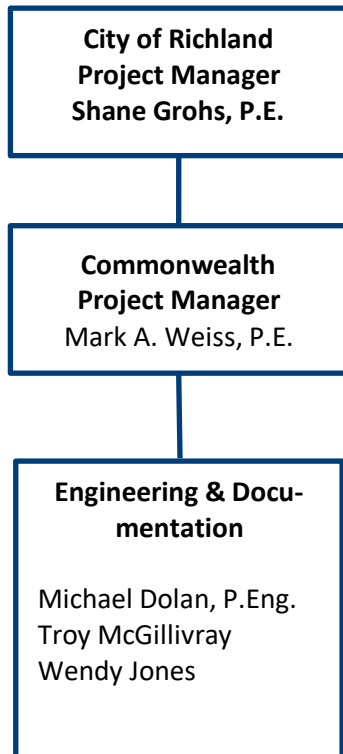
\$ 57,000

Work is estimated to be complete 24 weeks after notice to proceed provided there are no additional reviews other than the 30%



and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

Team Organization



TASK 8 -

KPI METRICS

PROJECT APPROACH

Individual Work Plan Scope

This section contains a proposed sequence of specific work for the Project to review, develop and examine key performance indicators(KPI) for the City of Richland. KPI's should provide leading/lagging indication of overall operational, engineering, and financial performance. To be included are recommendations on traditional KPI's, along with other KPI's that are not traditionally looked at. Include wording or documentation on the overall benefit of non-traditional indicators.

Phase 1 – Individual Project Kick-off

Shortly after receiving the Notice to Proceed for an individual project, Commonwealth will review the Scope of Service provided and confirm all documents have been provided by the City associated with this project.

For the first project defined in the Scope of Services, Commonwealth's Project Manager may schedule a kick-off meeting in Richland with key team members from both organizations. The purpose of the meeting will be to make introductions of the Commonwealth staff to the City's personnel, outline the communication protocol for each project, review contract details (scope, schedule, and budget), and gain any further understanding of the City's expectations. As we provided in our RFP, for a successful project, ongoing quality communications is very important. Commonwealth's proposed Project Manager will

interface with the City's Project Manager as a single primary point of contact.

Following this meeting Commonwealth will update the scope of work and project criteria with any last-minute changes and input from the City.

Phase 2 – 30% Review and update

After completion of Phase 1 for this project, work will begin on the following specific tasks:

1. Review existing KPI's used by RES and suggest additions or modifications.
2. Begin initial examination of AMI/MDMS systems by other utilities and KPI's used.
3. Prepare a draft report outlining report format.

Deliverables:

- Draft discussion paper about KPI's and existing and or new KPI's.
- Rough draft report outlining report format.

Phase 3 - 90% Design

Commonwealth will incorporate the City's comments and prepare 90% documents.

The 90% deliverables include:

- 90% draft to include findings on AMI/MDMS system indicators.
- Near final draft of report on overall KPI's including review of a few utilities.

Phase 4 - 100% Document Packages

When comments are received from the City on the 90% review package, Commonwealth will incorporate those comments and move forward with the 100% final documents and submit them to the City.

The 100% report document submittal will include:

1. Red line version in Word document format showing all revisions and comments.
2. Final version without revisions in Word document format.
3. Final version document in Adobe PDF format.
4. Supporting documentation of changes and the reason for change.
5. Supporting reference documentation used in the review and changes.
6. Appropriate signoff documentation.

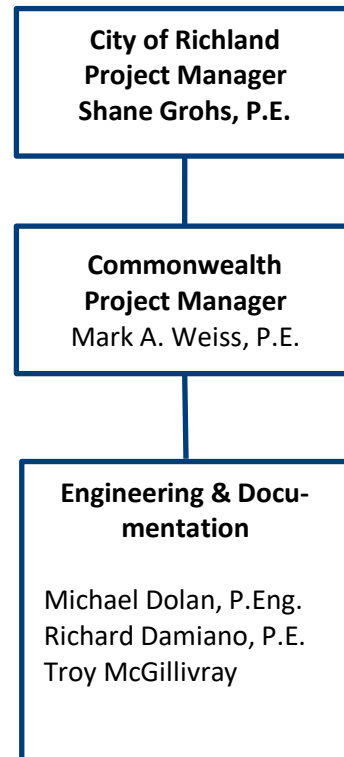
Budget Estimate

Scope of Services for this Project is estimated to not exceed:
\$15,700

The budget provides for a review of up to 3 to 4 other utilities line KPI's.

Work is estimated to be complete 13 weeks after notice to proceed provided there are no additional reviews other than the 30% and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

Team Organization



TASK 9 -

ELECTRIC INFRASTRUCTURE EVALUATION CRITERIA

PROJECT APPROACH

Individual Work Plan Scope

This section includes all work necessary to develop an Infrastructure Evaluation Criteria and apply it to the RES infrastructure. The purpose of this task is to evaluate, develop and recommend replacement criteria that balances cost and reliability for RES infrastructure. This work also includes the development of a database of critical infrastructure facilities and equipment and a list of minimum spare parts. Commonwealth will work with RES staff to review existing reports, data, and documents and develop a database from which to manage and apply the infrastructure criteria.

Tasks shall include the following:

1. Developing and recommending a criteria for replacing infrastructure using RES requirements, industry practice, and cost considerations.
2. Developing a database or spreadsheet of critical infrastructure facilities and equipment with major categories of relevant data for evaluation and review.
3. Recommend inventory of infrastructure critical spare parts recognizing RES distribution system design philosophy (see Long Range Plan completed by HDR dated 12/10/2014), equipment lead times, and industry practices.
4. Evaluation of RES electrical distribution infrastructure.

Commonwealth will complete the following deliverables:

1. Critical Infrastructure Evaluation Criteria (document).
2. A simple Excel spreadsheet or database for managing critical infrastructure and evaluating relational data to better manage maintenance costs.
3. A listing of minimum spare parts
4. An evaluation of critical infrastructure with a listing or report of work to be done.

Phase 1 – Project Kick-off

Upon receipt of the Notice to Proceed for this project, Commonwealth will meet on-site with the required RES personnel to review the Scope of Service, collect relevant documents and to conduct an interview with RES maintenance and engineering staff to understand the maintenance philosophy and domain knowledge regarding the RES infrastructure.

Following this project kick-off meeting and information gathering, Commonwealth will update the scope of work and project criteria with required changes of “discovery” and additional input from the RES.

Phase 2 – 30% Completion

After completion of Phase 1 for this project, Commonwealth will complete the following specific tasks:

1. Submit an initial draft of a Critical Infrastructure Evaluation Criteria Document, along with a list of associated documents that need to be developed and/or created.
2. Develop a sample Evaluation Criteria database for review and/or approval.

The database shall include the proposed categories and relationships necessary to manage the RES equipment and critical infrastructure.

Deliverables:

- Sample database of RES equipment and critical infrastructure.
- Draft Evaluation Criteria
- List of relevant documents required to develop the infrastructure data and manage the evaluation process.
- Updated Weekly Release schedule of relevant documents.

Phase 3 - 90% Document Package, Data Population and Evaluation

Commonwealth will complete the work necessary to populate the equipment and critical infrastructure database and identify additional information or data required that was not identified in Phase 2 or which will need to be augmented or added by RES staff.

Commonwealth will develop or edit documents as identified and listed in Phase 2.

The 90% deliverables will include:

1. 90% draft document for each of the required documents on the List.

Documents shall be submitted for final review according to the Release schedule as developed in Phase 2.

Phase 4 - 100% Documents and Deliverables

Commonwealth will work with RES to complete the Database and use the information to assist in the evaluation of the infrastructure and make recommendations. The database will also be used to assist in creating a list of minimum spare parts. A summary report of results (if not included in the database) will also be drafted and submitted.

When comments are received from RES on each of the 90% draft documents, Commonwealth will incorporate those comments and move forward with the 100% final documents and submit them to RES.

Deliverables:

Completed database of RES equipment and critical infrastructure with evaluations and spare parts included (or included as supplemental summary report).

100% Evaluation Criteria document and other required documents (document package) deliverables will include:

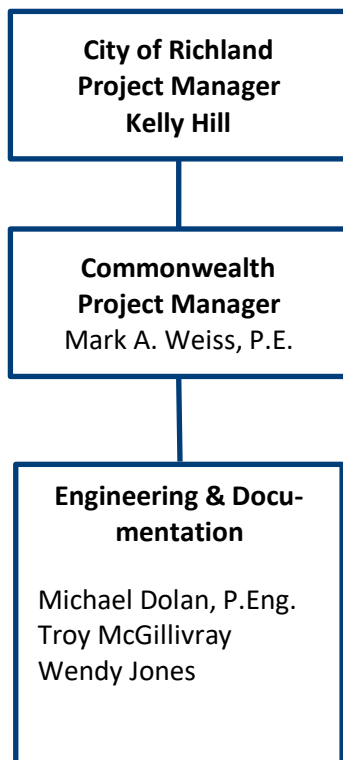
1. Red line version in Word document format showing all revisions and comments.
2. Final version without revisions in Word document format.
3. Final version document in Adobe PDF format.
4. Supporting documentation of changes and the reason for change.
5. Supporting reference documentation used in the review and changes.
6. Appropriate signoff documentation.

Budget Estimate

Scope of Services for the Project is estimated to not exceed:
\$ 54,000

Work is estimated to be complete 26 weeks after notice to proceed provided there are no additional reviews other than the 30% and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

Team Organization



TASK 10 -

CIP PROJECT DESIGN

PROJECT APPROACH

Individual Work Plan Scope

This section includes all work necessary to prepare design and construction documents necessary to complete Capital Improvement Projects. For this Scope of Work, there is only one CIP identified as the Leslie Rd feeder 142. Each additional CIP will require a Scope of Work to be completed.

Task deliverable will include:

- Plan view with callouts of work to be done.
- Staking sheet showing relevant construction installation and assemblies required for facility installation and retirements.
- Bill of Material
- Associated permit drawings and applications, if necessary.

Phase 1 – Individual Project Kick-Off, Field Review and Information Gathering

Upon receipt of the Notice to Proceed for this project, Commonwealth will meet on-site with the required RES personnel to conduct a field review of the CIP and to obtain documents and information related to the project(s).

Following this project kick-off and meetings, Commonwealth will update the scope of work, (if required) with required changes of “discovery” and additional input from the RES.

Phase 2 – 30% Completion

After completion of Phase 1 for this project, Commonwealth will complete the following specific tasks:

1. Develop and Submit a project status report and an RFI (request for information) tracking table.
2. Develop a design criteria.
3. Draft and submit a preliminary design (plan & callouts).
4. Joint Field Review of the preliminary design with Commonwealth designer and RES representative.
5. Identify any Right of Way or permit requirements.
6. Create a construction work project.

Deliverables:

- One or two-page Design Criteria document.
- Preliminary plan and callouts for the design
- Tracking and RFI status report

Phase 3 - 60% Design and Data Processing

Upon completion of Phase 2, Commonwealth will complete the following tasks:

1. Providing Tracking and RFI status reports on a weekly basis.
2. Updating design plan and callouts.
3. Creating the staking sheet
4. Create the Bill of material
5. Complete the required RES design documents
6. Complete associated permit drawings
7. Support the RES Right of Way effort.

8. Construction Work Plan

\$ 36,000

The 60% deliverables will include:

1. Tracking and Status Reports
2. Design Plan and Callouts
3. Engineering Calculations (if required)
4. Staking Sheet
5. Bill of Material
6. RES specific design documents

Work is estimated to be complete 12 weeks after notice to proceed provided there are no additional reviews other than the 30%, 60% and 90% as indicated above and the City provides comments within five days of receiving the deliverables.

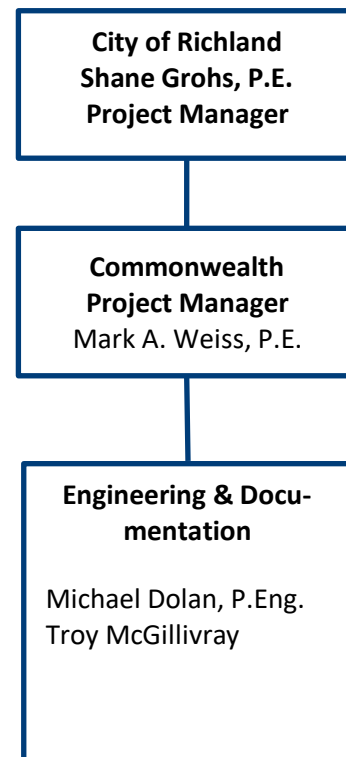
Phase 4 - 100% Document and Database Delivery

When comments are received from RES on each of the 60% design drawings and documents, Commonwealth will incorporate those comments and move forward with the 100% (Issue for Construction) package and submit it to RES.

The 100% package submittal will include:

1. Tracking and Status Reports
2. Design Plan and Callouts
3. Engineering Calculations (if required)
4. Staking Sheet
5. Bill of Material
6. RES specific design documents

Team Organization



Phase 5 – Construction Report

This work includes the necessary time and expense to process contractor submittals and/or provide construction support via phone or on site.

Budget Estimate

Scope of Services for Project is estimated to not exceed:

PROJECT SUMMARY AND COSTS BY TASK		
Task No.	Description	Estimated Costs
1	RMC Title 14	\$ 11,500
2	Service Requirements Manual	\$ 25,210
3	Material Specifications	\$ 107,510
4	Facility Inspections and Audits	\$ 73,000
5	Joint Use Pole Attachments	\$ 49,000
6	<i>This task was intentionally removed</i>	0
7	Benchmarking Unit Costs	\$ 57,000
8	KPI Metrics	\$ 15,700
9	Electric Infrastructure Evaluation Criteria	\$ 54,000
10	CIP Project Design	\$ 36,000
Total All Tasks – Not to Exceed Amount		\$ 428,920

City of Richland**COMMONWEALTH ASSOCIATES, INC.
CATEGORY LABOR RATE SUMMARY****BUSINESS YEAR 2017**

BILLING CATEGORY	TITLE	LABOR BILLING RATE PER HOUR
EXEMPT EMPLOYEES		
42	ENGINEER X	265
40	ENGINEER IX, LAND SERVICE SPECIALIST IX, PROJECT MANAGER IX, FIELD PROJECT REPRESENTATIVE IX	212
38	ENGINEER VIII, ENGINEERING SPECIALIST VIII, CONSULTANT VIII, LAND SERVICES SPECIALIST VIII, PROJECT MANAGER VIII, FIELD PROJECT REPRESENTATIVE VIII	186
36	ENGINEER VII, ENGINEERING SPECIALIST VII, ENVIRONMENTAL SPECIALIST VII, LAND SERVICES SPECIALIST VII, ADMINISTRATIVE SPECIALIST VII, PROJECT MANAGER VII, FIELD PROJECT REPRESENTATIVE VII	164
32	ENGINEER VI, ENGINEERING SPECIALIST VI, ENVIRONMENTAL SPECIALIST VI, LAND SERVICES SPECIALIST VI, ADMINISTRATIVE SPECIALIST VI, PROJECT MANAGER VI, FIELD PROJECT REPRESENTATIVE VI	147
30	ENGINEER V, ENGINEERING SPECIALIST V, ENVIRONMENTAL SPECIALIST V, LAND SERVICES SPECIALIST V, LAND SERVICES SUPERVISOR, PURCHASING AGENT V, ADMINISTRATIVE SPECIALIST V, PROJECT MANAGER V, FIELD PROJECT REPRESENTATIVE V	133
28	ENGINEER IV, ENGINEERING SPECIALIST IV, ENVIRONMENTAL SPECIALIST IV, LAND SERVICES SPECIALIST IV, TECHNICAL EDITOR IV, PURCHASING AGENT IV, ADMINISTRATIVE SPECIALIST IV, PROJECT MANAGER IV, FIELD PROJECT REPRESENTATIVE IV	125
26	ENGINEER III, ENGINEERING SPECIALIST III, ENVIRONMENTAL SPECIALIST III, LAND SERVICES SPECIALIST III, CARTOGRAPHER III, PROGRAMMER III, TECHNICAL EDITOR III, PURCHASING AGENT III, ADMINISTRATIVE SPECIALIST III, PROJECT MANAGER III, FIELD PROJECT REPRESENTATIVE III	112
25	ENGINEER II, ENGINEERING SPECIALIST II, ENVIRONMENTAL SPECIALIST II, LAND SERVICES SPECIALIST II, CARTOGRAPHER II, PROGRAMMER II, TECHNICAL EDITOR II, PURCHASING AGENT II, ADMINISTRATIVE SPECIALIST II, PROJECT MANAGER II, FIELD PROJECT REPRESENTATIVE II	102
21	ENGINEER I, ENGINEERING SPECIALIST I, ENVIRONMENTAL SPECIALIST I, LAND SERVICES SPECIALIST I, CARTOGRAPHER I, PROGRAMMER I, TECHNICAL EDITOR I, PURCHASING AGENT I, ADMINISTRATIVE SPECIALIST I, PROJECT MANAGER I, FIELD PROJECT REPRESENTATIVE I	92
NONEXEMPT EMPLOYEES		
19	ADMINISTRATIVE ASSISTANT V, CADD OPERATOR V, DESIGNER V, TECHNICIAN V, ENGR AIDE V	103
17	ADMINISTRATIVE ASSISTANT IV, CADD OPERATOR IV, DESIGNER IV, TECHNICIAN IV, ENGR AIDE IV	88
16	ADMINISTRATIVE ASSISTANT III, CADD OPERATOR III, DESIGNER III, TECHNICIAN III, ENGR AIDE III	78
15	ADMINISTRATIVE ASSISTANT II, CADD OPERATOR II, DESIGNER II, TECHNICIAN II, ENGR AIDE II	65
11	ADMINISTRATIVE ASSISTANT , CADD OPERATOR , DESIGNER , TECHNICIAN, ENGR AIDE	53

- Notes:**
- ¹ Individuals may move between categories at time of promotion
 - ² Rates are based on Net 30. Invoices paid after Net 30 may be assessed a 1.5% late fee per month.
 - ³ If any government entity takes a legislative action that imposes new taxes, fees or charges on services provided by Commonwealth or its subcontractors, then Commonwealth may invoice such new taxes, fees or charges at actual cost incurred without an additional markup.

CITY OF RICHLAND

**COMMONWEALTH ASSOCIATES, INC.
EXPENSE BILLING RATE SUMMARY**

EFFECTIVE BUSINESS MONTH January 4, 2017 THROUGH December 29, 2017

PRODUCTION COPIES (NOTE 1)	8-1/2" x 11" 11" x 17" Large format drawings	\$0.10/sht. \$0.16/sht. \$1.00/sq. ft.
OUTSIDE REPRODUCTION	---	At cost
EPRI SOFTWARE	---	EPRI royalty fee for non EPRI members (if use requested by client)
ENGINEERING SOFTWARE (NOTE 2)	Such as ASPEN, CAPE, CAPTOR, CDEGS, EMTP, ETAP, TLCADD, T2000, WinIGS	\$10.00/hour
POWER GENERATION ANALYSIS PROGRAMS	---	\$100.00 Per Run
CADD WORK STATIONS	---	\$20.00/hour
TECHNOLOGY FEE	Engineering business systems, including hardware, software; third-party contracting sites	\$3.00/hour
VEHICLE USAGE	---	Mileage at GSA rates
TRAVEL, LODGING AND MEALS	---	At cost or specified per diem
MAIL DELIVERY SERVICES	Fed-Ex, UPS, USPS, etc.	At cost
SUBCONTRACTORS	---	Cost plus 10%
OTHER MISC. CLIENT OR PROJECT REQUIRED EXPENSES	---	At cost

Notes:

1. No charge for reproduction unless the total number of reproduced sheets is greater than 100.
2. Engineering software: The engineering software fee is a charge for high-end, speciality software and also covers the expense of maintaining expertise in systems analysis.

City of Richland
COMMONWEALTH ASSOCIATES, INC.
CATEGORY LABOR RATE SUMMARY
BUSINESS YEAR 2018

BILLING CATEGORY	TITLE	LABOR BILLING RATE PER HOUR
EXEMPT EMPLOYEES		
42	ENGINEER X	278
40	ENGINEER IX, LAND SERVICE SPECIALIST IX, PROJECT MANAGER IX, FIELD PROJECT REPRESENTATIVE IX	223
38	ENGINEER VIII, ENGINEERING SPECIALIST VIII, CONSULTANT VIII, LAND SERVICES SPECIALIST VIII, PROJECT MANAGER VIII, FIELD PROJECT REPRESENTATIVE VIII	195
36	ENGINEER VII, ENGINEERING SPECIALIST VII, ENVIRONMENTAL SPECIALIST VII, LAND SERVICES SPECIALIST VII, ADMINISTRATIVE SPECIALIST VII, PROJECT MANAGER VII, FIELD PROJECT REPRESENTATIVE VII	172
32	ENGINEER VI, ENGINEERING SPECIALIST VI, ENVIRONMENTAL SPECIALIST VI, LAND SERVICES SPECIALIST VI, ADMINISTRATIVE SPECIALIST VI, PROJECT MANAGER VI, FIELD PROJECT REPRESENTATIVE VI	154
30	ENGINEER V, ENGINEERING SPECIALIST V, ENVIRONMENTAL SPECIALIST V, LAND SERVICES SPECIALIST V, LAND SERVICES SUPERVISOR, PURCHASING AGENT V, ADMINISTRATIVE SPECIALIST V, PROJECT MANAGER V, FIELD PROJECT REPRESENTATIVE V	140
28	ENGINEER IV, ENGINEERING SPECIALIST IV, ENVIRONMENTAL SPECIALIST IV, LAND SERVICES SPECIALIST IV, TECHNICAL EDITOR IV, PURCHASING AGENT IV, ADMINISTRATIVE SPECIALIST IV, PROJECT MANAGER IV, FIELD PROJECT REPRESENTATIVE IV	131
26	ENGINEER III, ENGINEERING SPECIALIST III, ENVIRONMENTAL SPECIALIST III, LAND SERVICES SPECIALIST III, CARTOGRAPHER III, PROGRAMMER III, TECHNICAL EDITOR III, PURCHASING AGENT III, ADMINISTRATIVE SPECIALIST III, PROJECT MANAGER III, FIELD PROJECT REPRESENTATIVE III	118
25	ENGINEER II, ENGINEERING SPECIALIST II, ENVIRONMENTAL SPECIALIST II, LAND SERVICES SPECIALIST II, CARTOGRAPHER II, PROGRAMMER II, TECHNICAL EDITOR II, PURCHASING AGENT II, ADMINISTRATIVE SPECIALIST II, PROJECT MANAGER II, FIELD PROJECT REPRESENTATIVE II	107
21	ENGINEER I, ENGINEERING SPECIALIST I, ENVIRONMENTAL SPECIALIST I, LAND SERVICES SPECIALIST I, CARTOGRAPHER I, PROGRAMMER I, TECHNICAL EDITOR I, PURCHASING AGENT I, ADMINISTRATIVE SPECIALIST I, PROJECT MANAGER I, FIELD PROJECT REPRESENTATIVE I	97
NONEXEMPT EMPLOYEES		
19	ADMINISTRATIVE ASSISTANT V, CADD OPERATOR V, DESIGNER V, TECHNICIAN V, ENGR AIDE V	108
17	ADMINISTRATIVE ASSISTANT IV, CADD OPERATOR IV, DESIGNER IV, TECHNICIAN IV, ENGR AIDE IV	92
16	ADMINISTRATIVE ASSISTANT III, CADD OPERATOR III, DESIGNER III, TECHNICIAN III, ENGR AIDE III	82
15	ADMINISTRATIVE ASSISTANT II, CADD OPERATOR II, DESIGNER II, TECHNICIAN II, ENGR AIDE II	68
11	ADMINISTRATIVE ASSISTANT , CADD OPERATOR , DESIGNER , TECHNICIAN. ENGR AIDE	56

Notes: ¹ Individuals may move between categories at time of promotion
² Rates are based on Net 30. Invoices paid after Net 30 may be assessed a 1.5% late fee per month.
³ If any government entity takes a legislative action that imposes new taxes, fees or charges on services provided by Commonwealth or its subcontractors, then Commonwealth may invoice such new taxes, fees or charges at actual cost incurred without an additional markup.

City of Richland

**COMMONWEALTH ASSOCIATES, INC.
EXPENSE BILLING RATE SUMMARY**

EFFECTIVE BUSINESS MONTH January 4, 2018 THROUGH December 29, 2018

PRODUCTION COPIES (NOTE 1)	8-1/2" x 11" 11" x 17" Large format drawings	\$0.10/sht. \$0.16/sht. \$1.00/sq. ft.
OUTSIDE REPRODUCTION	---	At cost
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ENGINEERING SOFTWARE (NOTE 2)	Such as ASPEN, CAPE, CAPTOR, CDEGS, EMTP, ETAP, TLCADD, T2000, WinIGS	\$10.00/hour
POWER GENERATION ANALYSIS PROGRAMS	---	\$100.00 Per Run
CADD WORK STATIONS	---	\$20.00/hour
TECHNOLOGY FEE	Engineering business systems, including hardware, software; third-party contracting sites	\$3.00/hour
VEHICLE USAGE	---	Mileage at GSA rates
TRAVEL, LODGING AND MEALS	---	At cost or specified per diem
MAIL DELIVERY SERVICES	Fed-Ex, UPS, USPS, etc.	At cost
SUBCONTRACTORS	---	Cost plus 10%
OTHER MISC. CLIENT OR PROJECT REQUIRED EXPENSES	---	At cost

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COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Resolutions – Adoption

Key Element: Key 3 - Economic Vitality

Subject:

Resolution No. 121-17, Authorizing a Petition Proposing Annexation of Approximately 17.2 Acres Located South of Keene Road and West of Brantingham Road

Department:

Community & Development Services

Ordinance/Resolution Number:

121-17

Document Type:

Resolution

Recommended Motion:

Adopt Resolution No. 121-17, authorizing the circulation of a petition proposing annexation of approximately 17.2 acres located south of Keene Road and west of Brantingham Road.

Summary:

Edward Shaw has requested annexation into the City. Mr. Shaw is the owner of a 17.2 acre parcel located south of Keene Road and east of Brantingham Road. Council accepted the annexation proposal through the adoption of Resolution No. 54-17 on March 17, 2017, with instructions to staff to complete an application with the Boundary Review Board, and for the Planning Commission to consider appropriate zoning for the proposed annexation area. Both of these steps have now been completed.

The next step is for Council to authorize the circulation of a formal petition, which Resolution No. 121-17 would accomplish. Once the formal petition has been signed and returned to the City, the annexation request would be brought forward to Council for a formal hearing.

Fiscal Impact:

A report will be prepared to analyze the fiscal impacts of the proposed annexation at the time that a formal annexation hearing is held.

Attachments:

1. Resolution No. 121-17
2. Annexation Petition
3. Vicinity Map

RESOLUTION NO. 121-17

A RESOLUTION of the City of Richland authorizing the circulation of a petition proposing annexation of approximately 17.2 acres located south of Keene Road and west of Brantingham Road in Section 26, Township 9 North, Range 28 East W.M., Benton County, Washington.

WHEREAS, the Richland City Council has, through its adoption of Resolution No. 54-17 on March 21, 2017, called for the annexation process of the 17.2 acre annexation of an area south of Keene Road and west of Brantingham Road; and

WHEREAS, City staff submitted an application to the Benton County Boundary Review Board for the annexation. The Chairman of the Boundary Review Board waived jurisdiction, thus approving the application on July 6, 2017; and

WHEREAS, the Richland Planning Commission held a public hearing on April 26, 2017 to consider appropriate zoning designations for the proposed annexation area, thus fulfilling the directives included in Council's Resolution No. 54-17.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that circulation of the attached petition calling for the annexation of the 17.2 acre area located south of Keene Road and west of Brantingham Road is hereby authorized.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

**PETITION FOR ANNEXATION
TO CITY OF RICHLAND, WASHINGTON**

Proposed Annexation Name: **Keene Road Annexation**

The Honorable Mayor and City Council:

WE, the undersigned, who are the owners of not less than sixty percent (60%) in value, according to the assessed valuation for general taxation, of the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto, lying contiguous to the City of Richland, Washington, do hereby petition that such territory be annexed to and made a part of the City of Richland under the provisions of RCW 35.13.130 et. seq. A list of all assessors' tax parcel numbers of the parcels within the proposed annexation area, the record owner of each parcel, and the assessed value of each parcel is set forth in Attachment 3.

Prior to the circulation of this petition, a meeting was held on the twenty-first day of March, 2017, between the initiating parties of this annexation and the Council of the City of Richland, at which time the Council passed Resolution No. 54-17, accepting the notice of intention to commence annexation proceedings for the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto. Resolution No. 54-17 also (1) required the simultaneous adoption of the City's Comprehensive Plan to serve as the Comprehensive Plan for the proposed annexation area; (2) required the assumption of an appropriate share of all existing indebtedness of the City by the area to be annexed upon annexation authorized; (3) directed the planning commission to propose and forward a recommendation to the city council as to the most appropriate zoning designation for the area proposed to be annexed; and (4) authorized city staff to file an application with the Boundary Review Board for the proposed annexation.

On April 26, 2017, the Richland Planning Commission conducted a public hearing and recommended that R-1-10 Single Family Residential zoning was the most appropriate zoning designation for the proposed annexation area. A notice of intention to annex was duly filed with the Boundary Review Board. Jurisdiction of the Boundary Review Board was waived by the Chair of the Boundary Review Board on July 7, 2017. On July 18, 2017, the Council passed a resolution authorizing the circulation of an annexation petition for annexation of the real property geographically depicted on the map attached hereto as Attachment 1 and legally described in Attachment 2 attached hereto.

WHEREFORE, petitioners pray that the City Council of the City of Richland, Washington entertain this petition, fix a date for a public hearing hereon, and cause notice of the hearing to be published in one or more issues of a newspaper of general circulation in the City, and to post the notice in three public places within the area proposed for annexation specifying the time and place of the hearing and inviting all interested persons to appear and voice approval or disapproval of the annexation.

INSTRUCTIONS FOR SIGNING PETITION

The following conditions should be noted for those signing the petition as owners of property:

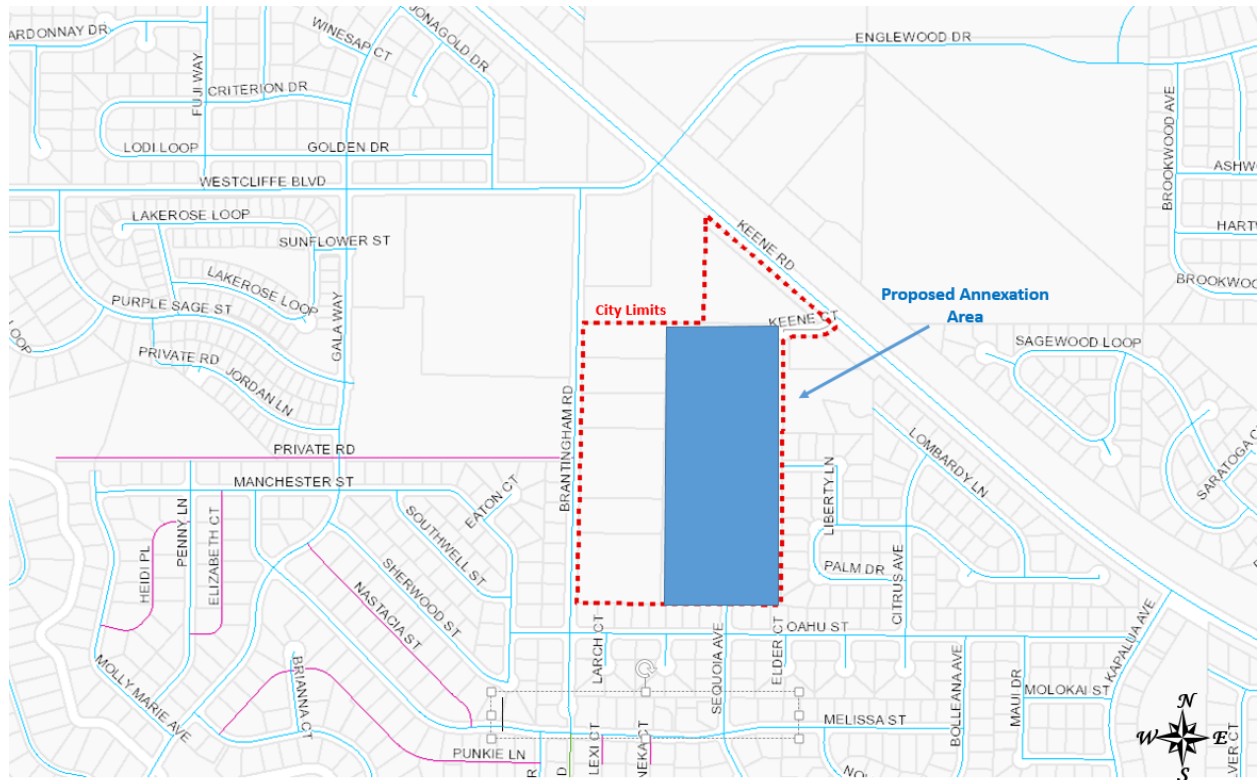
1. Each signature shall be executed in ink or indelible pencil and shall be followed by the name of the signer, the date of signing, and the property description of the property within the proposed annexation owned by the signor.
2. The signature of a record owner, as determined by the records of the county auditor, shall be sufficient without the signature of his or her spouse;
3. In the case of mortgaged property, the signature of the mortgagor shall be sufficient, without the signature of his or her spouse;
4. In the case of property purchased on contract, the signature of the contract purchaser, as shown by the records of the county auditor, shall be deemed sufficient, without the signature of his or her spouse;
5. Any officer of a corporation owning land within the area involved, who is duly authorized to execute deeds or encumbrances on behalf of the corporation, may sign under oath on behalf of such corporation, and shall attach to the petition a certified excerpt from the bylaws of such corporation showing such authority.
6. When property stands in the name of a deceased person or any person for whom a guardian has been appointed, the signature of the executor, administrator, or guardian, as the equivalent to the signature of the owner of the property; and
7. When a parcel of property is owned by multiple owners, the signature of an owner designated by the multiple owners is sufficient.

Assessor's Parcel Numbers: 1-26983020000018

Property Owners: Edward Shaw

Signature: _____ **By:** _____ **Date:** _____

Name of Person Signing: _____



Attachment 1 Proposed Keene Road Annexation

Attachment 2

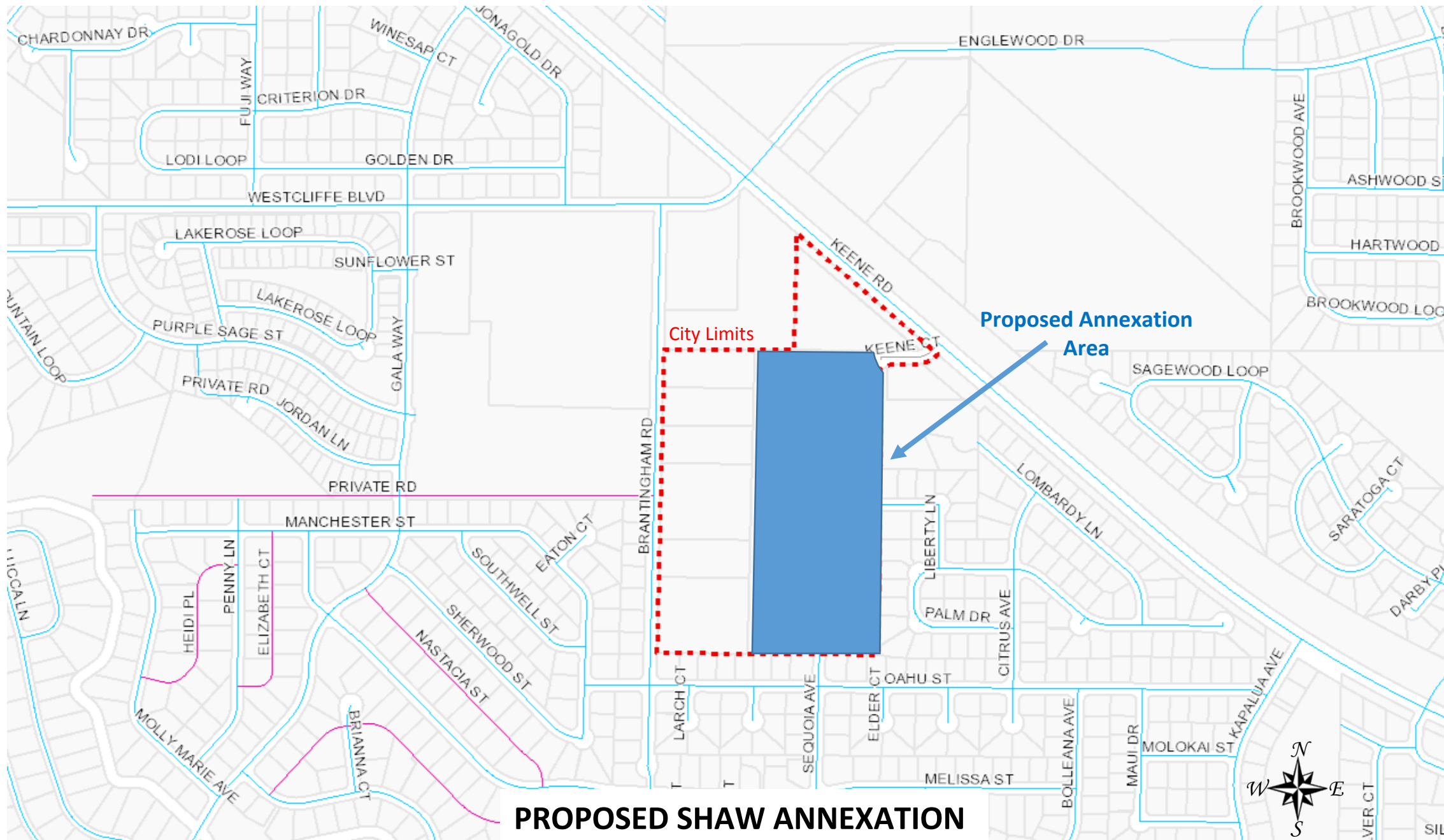
Legal Description for Proposed Keene Road Annexation

Lot 9 of the Plat of Badger Mountain Estates plus the Keene Court right-of-way.

Attachment 3

Proposed Keene Road Annexation

Parcel ID #	Owner	Acres	Value		
			Land	Improvement	Total
1-26983020000018	Shaw	17.2	544,270	199,340	743,610





COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Resolutions – Adoption

Key Element: Key 2 - Infrastructure & Facilities Key 6 - Community Amenities

Subject:

Resolution No. 123-17, Authorizing Execution of a Ground Lease Agreement with United States Cellular Operating Company of Richland (USCOC) for a Communication Tower Site

Department:

Parks & Public Facilities

Ordinance/Resolution Number:

123-17

Document Type:

Resolution

Recommended Motion:

Adopt Resolution No. 123-17, authorizing the City Manager to sign and execute a lease agreement with United States Cellular Company of Richland (USCOC) for a communication tower, and to designate the lease revenue to the Park Reserve Fund.

Summary:

On September 19, 1996, the City of Richland entered into a License Agreement (Contract C60-96) with United States Cellular Operating Company of Richland (USCOC of Richland) to construct and maintain a communications tower and associated appurtenances at 3121 Twin Bridges Road (located nearby and west of the entrance to the Richland Landfill site).

The original agreement term was ten (10) years with two (2) five-year options to extend, bringing termination to September 30, 2016. USCOC of Richland initiated new lease negotiations with the City prior to the final term expiration.

City staff and USCOC of Richland have reached an agreement on a new lease encompassing the same 3,600 square feet of City-owned property affected by the original agreement. The proposed term is five (5) years with four (4) additional optional terms of five (5) years each, for a total of 25 years.

The rent rate negotiated by staff reflects fair market value. Staff recommends approval of Resolution 123-17.

Fiscal Impact:

The proposed lease agreement establishes a lease rate of \$1,200 per month for the first term with a 12% increase for each renewal term. Lease income shall be deposited in the Park Reserve Fund.

Attachments:

1. Resolution No. 123-17
2. Proposed Lease with USCOC of Richland

RESOLUTION NO. 123-17

A RESOLUTION of the City of Richland authorizing a Ground Lease Agreement with United States Cellular Operating Company of Richland, doing business as USCOC of Richland, Inc.

WHEREAS, on September 19, 1996, the City of Richland entered into a License Agreement (Contract NO. C60-96) with United States Cellular Operating Company of Richland, doing business as USCOC of Richland, Inc., to construct and maintain a communications antenna tower, an access road, one or more equipment buildings and a security fence, together with all necessary lines, anchors, connections, devices and equipment for the transmission, reception, encryption and voice and data signals by means of radio frequency energy and landline carriage; and

WHEREAS, the License Agreement expired on September 17, 2016; and

WHEREAS, the City of Richland and USCOC of Richland, Inc. have negotiated a new ground lease for the same purposes and property described above; and

WHEREAS, revenue from the ground lease will be deposited in the Park Reserve Fund.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute a ground lease agreement with USCOC of Richland, Inc.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

GROUND LEASE

This Ground Lease ("Lease") is made and entered into by and between **City of Richland**, a Washington municipal corporation located at 505 Swift Blvd., Richland, WA 99352, hereinafter referred to as "Landlord," and **USCOC of Richland Inc.**, a Washington corporation having an address at Attention: Real Estate Lease Administration, 8410 West Bryn Mawr Avenue, Chicago, Illinois 60631, hereinafter referred to as "Tenant."

WHEREAS, Landlord is the fee owner of property with an address of 3121 Twin Bridges Road, City of Richland, located in the County of Benton, State of Washington, and legally described in **Exhibit A** attached hereto and incorporated by reference (the "Landlord's Parcel").

WHEREAS, Tenant desires to occupy, and Landlord is willing to lease to Tenant such Premises (as hereinafter defined) on the Landlord's Parcel for Tenant's use, as set forth in this Lease.

NOW THEREFORE, in consideration of the mutual promises, conditions, and other good and valuable consideration of the parties hereto, it is covenanted and agreed as follows:

1. Demise of Leasehold Parcel. Landlord hereby lets and demises unto Tenant, and Tenant hereby receives and accepts from Landlord, the following described Leasehold Parcel:

Approximate dimensions: 60' x 60'

Approximate square footage: 3,600

Legal descriptions of the Landlord's Parcel and the Tenant's Premises are attached hereto as **Exhibit A**, and a Site Plan of the Leasehold Parcel is attached to the Lease as **Exhibit B**.

- a. During the Initial Term (as hereinafter defined) and any Renewal Term (as hereinafter defined) of this Lease, Tenant and its agents, engineers, surveyors and other representatives will have the right to enter upon the Leasehold Parcel to inspect, examine, conduct soil borings, drainage testing, material sampling, and other geological or engineering tests or studies of the Leasehold Parcel (collectively the "Tests"), to apply for and obtain licenses, permits, approvals, or other relief required of or deemed necessary or appropriate at Tenant's sole discretion for its use of the Premises (as hereinafter defined), to include without limitation applications for zoning variances, zoning ordinances, amendments, special use permits, and construction permits (collectively referred to as "Governmental Approvals"), and otherwise to do those things on or off the Leasehold Parcel that, in the opinion of Tenant, are necessary in Tenant's sole discretion to determine the physical condition of the Leasehold Parcel, the environmental history of the Leasehold Parcel, Landlord's title

to the Leasehold Parcel, and the feasibility or suitability of the Leasehold Parcel for Tenant's Permitted Use (as hereinafter defined), all at Tenant's expense. Tenant will not be liable to Landlord or any third party on account of any pre-existing defect or condition on or with respect to the Leasehold Parcel, whether or not such defect or condition is disclosed by Tenant's inspection. At Tenant's sole expense, Tenant agrees to repair any portion of the Premises (as hereinafter defined) damaged by any such Tests

2. Grant of Easements. Landlord hereby grants to Tenant an access and utility easement sixty (60) feet in width from the Leasehold Parcel to the nearest accessible public right-of-way and to the nearest suitable utility company-approved service connection points (the "Easement"); the land underlying the Easement is referred to herein as the "Easement Parcel," which Easement Parcel is further described in **Exhibits A and B** attached hereto and incorporated herein). The Easement granted herein shall include, but not be limited to:
 - a. The right to clear vegetation, cut timber, and move earthen materials upon the Easement Parcel;
 - b. The right to improve an access road within the Easement Parcel;
 - c. The right to place use, repair, replace, modify and upgrade utility lines and related infrastructure and equipment within the Easement Parcel;
 - d. The right to enter and temporarily rest upon Landlord's adjacent lands for the purposes of:
 - (i) Installing, repairing, replacing and removing the Improvements (as defined below) and any other personal property of Tenant from the Leasehold Parcel, and;
 - (ii) Improving the Easement Parcel, including the right to bring in and use all necessary tools and machinery.
 - e. The right of pedestrian and vehicular ingress and egress to and from the Leasehold Parcel at any time over and upon the Easement Parcel. The Leasehold Parcel and the Easement Parcel are collectively referred to herein as the "Premises." Landlord agrees to make such additional direct grants of easement, such grants not to be unreasonably withheld, conditioned or delayed, as Tenant may request in order to further the purposes for which Tenant has been granted the easements set forth in this Section 2.
3. Use of the Premises. Tenant shall be entitled to use the Premises to construct, operate, modify as necessary, and maintain thereon a communications antenna tower (including aviation hazard lights when required), an access road, one or more equipment buildings, back-up power devices and a security fence, together with all necessary lines, anchors, connections, devices, legally required signage and equipment for the transmission, reception, encryption, and translation of voice and data signals by means of radio frequency

energy and landline carriage (collectively, the "Improvements"); Tenant's use described in this Section 3 is hereinafter referred to as the ("Permitted Use"). Tenant shall have unlimited access to the Premises 24 hours per day, 7 days a week for the duration of this Lease.

4. Term of Lease. The initial Lease term will be five (5) years (the "Initial Term"), commencing upon the Commencement Date (as hereinafter defined) and terminating at midnight on the day in which the fifth (5th) anniversary of the Commencement Date falls.
5. Option to Renew. The Initial Term of this Lease shall automatically extend for up to four (4) additional terms of five (5) years each (each, a "Renewal Term"), upon a continuation of all the same provisions hereof, unless Tenant gives Landlord written notice of Tenant's intention to terminate the Lease at least sixty (60) days before the expiration of the Initial Term or any Renewal Term.
6. Option to Terminate. Tenant shall have the unilateral right to terminate this Lease at any time by giving Landlord written notice of the date of such termination ("Termination Date") and the payment of One Thousand Five Hundred Dollars (\$1,500) at the time of termination. The Indemnification obligations of each party contained in Section 12 and Tenant's requirement to remove improvements as provided in Section 20 shall survive termination of the Lease.
7. Base Rent. Commencing on July 1, 2017 (the "Commencement Date"), Tenant shall pay Base Rent to Landlord in the amount of One Thousand Two Hundred Dollars (\$1,200) per month, the first payment of which shall be due within thirty (30) days of the Commencement Date, and installments thereafter on the first day of each calendar month, provided that Landlord shall submit to Tenant a complete and accurate IRS form W9 prior to Tenant's first payment of Rent. Landlord shall specify the name, address, and taxpayer identification number of a sole payee (or maximum two joint payees) who shall receive Rent on behalf of the Landlord. Rent will be prorated for any partial month. Any change to the Payee must be requested in accordance with the Notice provision herein, and a new IRS form W9 must be supplied prior to payment by Tenant to the new Payee.

During the Renewal Term(s), should Tenant fail to make a Rent payment within fifteen (15) business days after receipt of written notice from Landlord, in addition to said rent obligation, Tenant shall pay Landlord a late fee of \$150.00, \$170.00, \$192.00 or \$217.00 for Renewal Terms 1, 2, 3, and 4, respectively.

8. Adjusted Rent. At the beginning of each Renewal Term throughout the duration of the Lease as renewed and extended, the Rent shall be increased by twelve (12%) percent over the previous term's Rent.
9. Utilities. Tenant shall solely and independently be responsible for all costs of providing utilities to the Premises, including the separate metering, billing, and payment of utility services consumed by Tenant's operations. The word "utilities" shall mean any service that is necessary for the Tenant to conduct its operations on the Premises, and "utility services"

shall mean any provider who provides utility services or utility related infrastructure so that the Tenant can conduct its Permitted Use on the Premises.

10. Property Taxes. Landlord shall pay prior to delinquency any real estate taxes attributable to Landlord's Parcel. Tenant shall pay prior to delinquency any personal property taxes levied against Tenant's Improvements. Tenant shall pay to Landlord upon Landlord's demand, any increase in real property taxes levied against Landlord's Parcel which is attributable to Tenant's use or Improvements, provided that Landlord agrees to furnish reasonable documentation of such increase to Tenant. Furthermore, Landlord agrees to give timely notice to Tenant in the event it is notified of an assessment valuation change, or a change in property status. Landlord agrees that Tenant shall have the right to appeal any such change in status or any increase in real estate assessment for the Leasehold Parcel or Tenant's Improvements, and Landlord will reasonably cooperate, but at no cost to Landlord, with any such appeal by Tenant. Tenant shall only be responsible for property tax reimbursements requested by Landlord within one (1) year of payment of such property taxes by Landlord. Landlord's requests to Tenant for reimbursement of such property taxes should be addressed to:

U. S. Cellular
P.O. Box 31369
Chicago, IL 60631-0369

In order to ensure that Tenant's leasehold interest is not extinguished in the event that the real property taxes related to Landlord's Parcel become delinquent, Tenant shall have the right, but not the obligation, to pay delinquent real property taxes related to Landlord's Parcel. Tenant shall be entitled to take a credit against the Rent under this lease for any such taxes paid by Tenant that exceed Tenant's proportionate share thereof.

11. Repairs and Maintenance. Tenant shall be responsible for all repairs and maintenance of the Improvements, including, if applicable, snow removal if Tenant has exclusive control over its access road, and may at its own expense alter or modify the Improvements to suit its needs consistent with the intended use of the Premises. Tenant shall obtain landlord's written approval of Tenant's plans for alteration or modification. Landlord's approval must not be unreasonably withheld, conditioned or delayed. Tenant's replacement of equipment of substantially the same or smaller size in the course of repairs or upgrading the Premises is not deemed an alteration or modification.

Any maintenance of the areas surrounding Tenant's Premises shall be the responsibility of Landlord. Landlord's maintenance shall include, but is not limited to, if applicable, snow removal if all of or part of the Easement is shared between the parties.

12. Mutual Indemnification.

- a. To the extent permitted by law, Tenant agrees to defend, indemnify and save harmless Landlord, its officers, officials, and employees from and against all claims, losses, costs, expenses, or damages from a third party, arising from:

- (i) The negligence or willful misconduct of Tenant, or its agents, employees, or contractors; or
 - (ii) Any material breach by Tenant of any provision of this Lease. This indemnity and hold harmless agreement will include indemnity against all reasonable costs, expenses, and liabilities incurred in or in connection with any such claim, and the defense thereof. Notwithstanding the foregoing, Tenant will have no liability to Landlord to the extent any claims, losses, costs, expenses, or damages arise out of or result from any act, omission, or negligence of Landlord, or of Landlord's agents, employees or contractors.
- b. To the extent permitted by law, Landlord agrees to defend, indemnify and save harmless Tenant from and against all claims, losses, costs, expenses, or damages from a third party, arising from
 - (i) The negligence or willful misconduct of Landlord or its agents, employees, or contractors; or
 - (ii) Any material breach by Landlord of any provision of this Lease. This indemnity and hold harmless agreement will include indemnity against all reasonable costs, expenses, and liabilities incurred in or in connection with any such claim, and the defense thereof. Notwithstanding the foregoing, Landlord will have no liability to Tenant to the extent any claims, losses, costs, expenses, or damages arise out of or result from any act, omission, or negligence of Tenant, or of Tenant's, agents, employees or contractors.

13. Insurance.

- a. Insurance Term. Tenant shall procure and maintain for the duration of the Lease, insurance against claims for injuries to persons or damage to property which may arise from or in connection with Tenant's operation and use of the leased Premises.
- b. No Limitation. Tenant's maintenance of insurance as required by this Lease shall not be construed to limit the liability of the Tenant to the coverage provided by such insurance, or otherwise limit Landlord's recourse to any remedy available at law or in equity.
- c. Minimum Scope of Insurance. Tenant shall obtain insurance of the types and coverage described below:
 - (i) Commercial General Liability insurance shall be at least as broad as Insurance Services Office (ISO) occurrence form CG 00 01 and shall cover premises and contractual liability. Landlord shall be named as an additional insured on Tenant's Commercial General Liability insurance policy using ISO Additional Insured-

Managers or Lessors of Premises Form CG 20 11 or a substitute endorsement providing at least as broad coverage.

- (ii) Property insurance shall be written on an all risk basis.
- d. Minimum Amounts of Insurance. Tenant shall maintain the following insurance limits:
 - (i) Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$5,000,000 general aggregate.
 - (ii) Property insurance shall be written covering the full value of Lessee's property and improvements with no coinsurance provisions.
 - (iii) Worker's compensation in statutory amounts.
 - (iv) Employer's liability insurance with a minimum combined single limit of One Million and No/100 Dollars (\$1,000,000).
 - (v) Automobile insurance with a minimum combined single limit for bodily injury and property damage of One Million and No/100 Dollars (\$1,000,000) per accident.
- e. Other Insurance Provisions. Tenant's Commercial General Liability insurance policy or policies are to contain, or be endorsed to contain that they shall be primary insurance as respect to Tenant's indemnity obligations under this Lease.
- f. Limitations of City Insurance. Any insurance, self-insurance, or self-insured pool coverage maintained by Landlord shall be excess of the Tenant's insurance and shall not contribute with it, but only as respects Tenants indemnity obligations under this Lease..
- g. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.
- h. Verification of Coverage. Tenant shall furnish Landlord with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of Tenant.
- i. Waiver of Subrogation. Tenant and Landlord hereby release and discharge each other from all claims, losses and liabilities arising from or caused by any hazard covered by property insurance on or in connection with the Premises. This release shall apply only to the extent that such claim, loss or liability is covered by insurance.
- j. Notice of Cancellation. Tenant shall provide Landlord with written notice of any policy cancellation within thirty (30) business days of their receipt of such notice.

- k. Failure to Maintain Insurance. Failure on the part of Tenant to maintain the insurance as required shall constitute a material breach of Lease, upon which Landlord may, after giving thirty (30) business days' notice to Tenant to correct the breach, terminate the Lease or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to Landlord on demand.
 - l. Landlord shall maintain general liability insurance insuring against liability for bodily injury, death or damage to personal property with combined single limits of One Million and No/100 Dollars (\$1,000,000). In addition, to the extent required by law, Landlord shall maintain worker's compensation in statutory amounts and employer's liability insurance with combined single limits of One Million and No/100 Dollars (\$1,000,000). Landlord shall provide Tenant with evidence of such insurance in the form of a letter from Landlord's Risk Pool prior to Tenant obtaining occupancy and throughout the term of this Lease or any Renewal Term.
14. Security of the Premises. Landlord makes no representations related to the security of the Premises. Tenant waives all claims against Landlord, its officers, officials, and employees arising from theft, vandalism, criminal acts or lack of security. Tenant acknowledges that it is solely responsible for its own security, and that Landlord is not providing any security equipment, devices or services.
15. Default. Tenant shall be in default of this Lease if Tenant fails to make a payment of rent when due and such failure continues for fifteen (15) days after Landlord notifies Tenant in writing of such failure. If Landlord or Tenant fails to comply with any non-monetary provision of this Lease, the other party shall serve written notice of such failure upon the defaulting party, whereupon a grace period of thirty (30) days shall commence to run during which the defaulting party shall undertake and diligently pursue a cure of such failure at its sole cost and expense. Such grace period shall automatically be extended for an additional thirty (30) days, provided the defaulting party makes a good faith showing that efforts toward a cure are continuing.
16. Compliance with Laws. Tenant shall, at Tenant's cost and expense, comply with all federal, state, county or local laws, rules, regulations and ordinances now or hereafter enacted by any governmental authority or administrative agency having jurisdiction over the Premises and Tenant's operations thereupon.
17. Assignment of Lease by Tenant. This Lease shall be freely assignable by the Tenant to any other party without the necessity of obtaining Landlord's consent. Tenant's right to effect an outright transfer of the Lease, and the right of any collateral assignee to seize the Premises as defaulted security, is subject only to the limitation that the Premises shall be used for the purposes permitted herein. Tenant shall notify Landlord in writing of the name and address of any assignee or collateral assignee.

18. Subleasing. Tenant shall have the unreserved and unqualified right to sublet or license all or any portion of the Premises to subtenants without the necessity of obtaining Landlord's consent.
18. Right of First Refusal. Tenant (or its successor in interest, assignee or designee) shall have a right of first refusal ("Right of First Refusal") to purchase (a) all or any part of the fee ownership of the Premises; (b) any easement rights in or over all or any part of the Premises; (c) all or any part of Landlord's interest in or rights under this Lease, including, without limitation, the right to collect rents, or (d) any other legally recognizable interest in the Premises that Landlord may seek to transfer (each, "Landlord's Interest") whenever Landlord receives a bona fide offer from an unrelated third party to purchase, directly or indirectly, all or any part of Landlord's Interest that Landlord desires to accept ("Offer"). If the Offer is part of a larger transaction, including, without limitation, involving Landlord's Parcel, equity of Landlord or a larger package of assets which includes the Landlord's Interest, Landlord shall make a good faith estimate of the portion of such larger offer price attributable to the Landlord's Interest and provide that price to Tenant. Prior to accepting such Offer, Landlord shall give Tenant a copy of the Offer and other relevant documents, including the price and the terms and conditions upon which Landlord proposes to transfer Landlord's Interest (collectively, the "Right of First Refusal Notice"). Tenant shall have forty-five (45) days from the receipt of such notice to agree to purchase Landlord's Interest for the price and upon the terms and conditions specified in the Offer ("Tenant Approval Period").

If Tenant elects to so purchase Landlord's Interest, Tenant shall give to Landlord written notice thereof within said Tenant Approval Period ("Acceptance Notice"). If Tenant delivers an Acceptance Notice as provided herein, then Landlord and Tenant shall enter into a mutually acceptable purchase and sale agreement pertaining to such Landlord's Interest (the "Purchase and Sale Agreement"), reflecting the terms of the Offer, as well as other customary covenants, representations and warranties contained in purchase and sale agreements for similar acquisitions in the metropolitan area in which the Premises is located. The parties agree to act reasonably and cooperatively in negotiating, executing and delivering the Purchase and Sale Agreement. Except as otherwise specified in the Offer, at the closing for the sale of all or any part of the Premises, Landlord shall deliver to Tenant a special warranty deed (or local equivalent), sufficient to convey to Tenant fee simple title. In the case of an assignment of the Lease or the grant of an easement, Landlord shall instead deliver to Tenant a customary assignment of the Lease or a customary easement.

If Tenant does not exercise the Right of First Refusal during the Tenant Approval Period, then Landlord may proceed to transfer Landlord's Interest upon the same terms and conditions set forth in the Offer; provided such transfer occurs within three (3) months following the end of the Tenant Approval Period, the transfer is made in accordance with all the other terms and conditions of this Lease, and such purchaser assumes the obligations of Landlord under this Lease including, without limitation, this Right of First Refusal which shall be an ongoing Right of First Refusal during the lease term. If Landlord has not transferred Landlord's Interest within such three (3) month period, or in the event any terms

or conditions of the proposed deal change from the terms and conditions provided in the initial Right of First Refusal Notice, then Landlord shall not thereafter transfer Landlord's Interest to an unrelated third party without first renewing the Right of First Refusal Notice to Tenant in the manner provided above. Tenant's failure to exercise its Right of First Refusal or its express waiver of its Right of First Refusal in any instance shall not be deemed a waiver of Tenant's Right of First Refusal for subsequent instances when Landlord proposes to transfer Landlord's Interest to an unrelated third party during the lease term. Notwithstanding the foregoing, Landlord's right to sell all or any part of the Premises to a third party shall not be encumbered or restricted, except to the extent set forth in this Section.

19. Execution of Other Instruments. Landlord agrees to execute, acknowledge, and deliver to Tenant such other instruments respecting the Premises as Tenant or Tenant's lender may reasonably request from time to time. Such instruments may include, but are not limited to, a memorandum of lease that may be recorded in the appropriate local land records. Landlord also agrees to reasonably cooperate, in Landlord's discretion and so long as such cooperation is at no cost to Landlord, with Tenant's efforts to obtain all private and public consents related to Tenant's use of the Premises. Landlord's discretion shall be exercised consistent with principles of good faith and fair dealing.
20. Removal of Improvements. The Improvements are agreed to be Tenant's personal property and shall never be considered fixtures to the Premises. Tenant shall at all times be authorized to remove the Improvements from the Premises. Upon the expiration or earlier termination of this Lease, Tenant shall remove the above ground improvements from the Premises. Tenant shall be entitled to abandon, in place, all footings, foundations and other below ground improvements.
21. Quiet Enjoyment. Landlord covenants that Tenant shall have quiet and peaceable possession of the Premises throughout the Initial Lease Term and any Renewal Term, if any, as the case may be, and that Landlord will not intentionally disturb Tenant's enjoyment thereof as long as Tenant is not in default under this Lease.
22. Subordination and Non-Disturbance. Tenant agrees to subordinate this Lease to any mortgage or trust deed which may hereafter be placed on the Premises, provided the mortgagee or trustee thereunder shall ensure to Tenant the right to possession of the Premises and other rights granted to Tenant herein so long as Tenant is not in default beyond any applicable grace or cure period, such assurance to be in writing and otherwise in form and substance reasonably satisfactory to Tenant. If requested by Tenant, Landlord agrees to use Landlord's best efforts to assist Tenant in obtaining from any holder of a security interest in Landlord's Parcel a non-disturbance agreement in form and substance reasonably satisfactory to Tenant.
23. Environmental Warranty. Landlord hereby represents and warrants to Tenant that Landlord has never generated, stored, handled, or disposed of any hazardous waste or hazardous substance upon the Premises, and that Landlord has no knowledge of such uses historically having been made of the Premises or such substances historically having been introduced

thereon. The Landlord operates a solid waste landfill within the immediate area of the Premises which has impacted groundwater quality.

24. Notices. Any notice, request or demand required or permitted to be given pursuant to this Lease shall be in writing and shall be deemed sufficiently given if delivered by messenger at the address of the intended recipient, sent prepaid by Federal Express (or a comparable guaranteed overnight delivery service), or deposited in the United States first class mail (registered or certified, postage prepaid, with return receipt requested), addressed to the intended recipient at the address set forth below or at such other address as the intended recipient may have specified by written notice to the sender in accordance with the requirements of this paragraph. Any such notice, request, or demand so given shall be deemed given on the day it is delivered by messenger at the specified address, on the day after deposit with Federal Express (or a comparable overnight delivery service), or on the day that is five (5) days after deposit in the United States mail, as the case may be.

TENANT: USCOC of Richland Inc.
Attention: Real Estate Lease Administration
8410 West Bryn Mawr Avenue
Chicago, Illinois 60631
Phone: 1-866-573-4544

LANDLORD: City of Richland
Parks & Public Facilities
P. O. Box 190
Richland, WA 99352
Phone: 509-942-7463

25. Contingencies. Tenant shall have the right to terminate this Lease upon written notice to Landlord, relieving both parties of all further obligations hereunder, if Tenant, acting reasonably and in good faith, shall be unable to obtain any or all licenses or permits required to construct its intended improvements upon the Premises or conduct Tenant's business at the Premises at any time during the Term; if Tenant's technical reports fails to establish to Tenant's satisfaction that the Premises are capable of being suitably engineered to accomplish Tenant's intended use of the Premises; if the Premises are taken by eminent domain by a governmental entity or a title commitment or report obtained by Tenant with respect to the Premises shows as exceptions any encumbrances or restrictions which would, in Tenant's opinion, interfere with Tenant's intended use of the Premises.
26. Attorneys' Fees. In any action on this Lease at law or in equity, the prevailing party shall be entitled to recover from the other party the reasonable costs incurred by such party in such action, including reasonable attorneys' fees and costs of appeal.

27. Governing Law; Venue; Personal Jurisdiction. This Lease will be governed by and construed in accordance with the laws of the State of Washington. In the event that either party deems it necessary to institute legal action arising from this Lease, such action shall be instituted in Benton County Superior Court. The parties each consent to the personal jurisdiction of such court.
28. Binding Effect. All of the covenants, conditions, and provisions of this Lease shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns. Also, that Landlord and Tenant are each duly authorized and empowered to enter into this Lease; and that the persons executing this Lease on behalf of the Landlord and Tenant warrant themselves to be duly authorized to bind the parties hereto.
29. Entire Agreement; Waiver. This Lease constitutes the entire agreement of the parties, and may not be modified except in writing signed by the party against whom such modification is sought to be enforced. No waiver at any time of any of the provisions of the Lease will be effective unless in writing. A waiver on one occasion will not be deemed to be a waiver at any subsequent time.
30. Modifications. This Lease may not be modified, except in writing signed by both parties.
31. Recording. Each party, on request of the other, agrees to execute a short form lease in recordable form and complying with applicable laws and reasonably satisfactory to both parties, which will be recorded in the appropriate public records.
32. Headings. The section headings throughout this instrument are for convenience and reference only, and are not to be used to explain, modify, amplify or aid in the interpretation, construction or meaning of the provisions of this Lease.
33. Invalidity of Particular Provision. If any term or provision of this Lease, or the application of such term or provision to any person or circumstance, to any extent, is invalid or unenforceable, the remainder of this Lease, or the application of such term or provision to persons or circumstances other than those as to which it is invalid or unenforceable, will not be affected and each term and provision of this Lease will be valid and be enforced to the fullest extent permitted by law.
34. Remedies. The parties shall be entitled to the application of all appropriate remedies available to them under state and federal law in the enforcement of this Lease.
35. Errors and Omissions. Landlord and Tenant agree as part of the basis of their bargain for this Ground Lease to cooperate fully in executing any and all documents (including amendments to this Ground Lease) necessary to correct any factual or legal errors, omissions, or mistakes, and to take any and all additional action that may be necessary or appropriate to give full force and effect to the terms and intent of this Ground Lease.
36. Non-Binding Until Full Execution. Both parties agree that this Lease is not binding on either party until both parties execute the Lease.

37. Electronic Reproductions. The Parties agree that a scanned or electronically reproduced copy of image of this Lease, as executed, shall be deemed an original and may be introduced or submitted in any action or proceeding as competent evidence of such agreement, notwithstanding the failure or inability of either party to produce or tender an original executed counterpart.

[END OF LEASE - SIGNATURE PAGE FOLLOWS]

Site Name: West Richland
Contract No. 60-96

Site Number: 347314

SIGNATURE PAGE

IN WITNESS WHEREOF, the parties hereto bind themselves to this Ground Lease as of the date of full execution of this Ground Lease.

LANDLORD:
City of Richland

TENANT:
USCOC OF RICHLAND INC.

By: _____

By: _____

Printed: Cynthia D. Reents, ICMA-CM

Printed: _____

Title: Richland City Manager

Title: Vice President

Date: _____

Date: _____

ATTEST:

MARCIA HOPKINS
City Clerk

APPROVED AS TO FORM:

HEATHER KINTZLEY
City Attorney

STATE OF WASHINGTON)
)
COUNTY OF BENTON)

I, the undersigned, a notary public in and for the State and County aforesaid, do hereby certify that that **CYNTHIA D. REENTS, CITY MANAGER** for the City of Richland, known to me to be the same person whose name is subscribed to the foregoing Ground Lease, appeared before me this day in person and acknowledged that, pursuant to her authority, she signed the said Lease as her free and voluntary act on behalf of the named Landlord, for the uses and purposes therein stated.

Given under my hand and seal this ____ day of _____, 2017.

Notary Public

My commission expires _____

STATE OF ILLINOIS)
)
COUNTY OF COOK)

I, the undersigned, a notary public in and for the State and County aforesaid, do hereby certify that _____, Vice President for USCOC OF RICHLAND INC., known to me to be the same person whose name is subscribed to the foregoing Ground Lease, appeared before me this day in person and acknowledged that, pursuant to his authority, he signed the said Lease as his free and voluntary act on behalf of the named Tenant, for the uses and purposes therein stated.

Given under my hand and seal this ____ day of _____, 2017.

Notary Public

My commission expires _____

Exhibit A

Legal Descriptions

"Landlord's Parcel"

For APN/Parcel ID(s): 1-1808-100-0002-001

That portion of the Southeast quarter of the Southeast quarter of Section 18, Township 10 North, Range 28 East, W.M., city of Richland, Benton County, Washington, described as follows:
Commencing at the Southeast corner of said Section 18; thence North 0°57'05" East along the East line of said Section 18 for 349.44 feet; thence North 89°02'55" West 101.31 feet to the True Point of Beginning; thence continuing North 89°02'55" West 60 feet; thence North 0°57'05" East 60.00 feet; thence South 89°02'55" East 60.00 feet; thence South 0°57'05" West 60.00 feet to the said True Point of Beginning. Together with an access easement over abutting property to the public road, as delineated on Survey No. 2173, recorded June 5, 1996 under Recording No. 96-14003.

Leasehold Parcel Description:

DESCRIPTION

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., CITY OF RICHLAND, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 18; THENCE NORTH 0° 57' 05" EAST ALONG THE EAST LINE OF SAID SECTION 18 FOR 349.44 FEET; THENCE NORTH 89° 02' 55" WEST 101.31 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 89° 02' 55" WEST 60.00 FEET; THENCE NORTH 0° 57' 05" EAST 60.00 FEET; THENCE SOUTH 89° 02' 55" EAST 60.00 FEET; THENCE SOUTH 0° 57' 05" WEST 60.00 FEET TO THE SAID TRUE POINT OF BEGINNING.

CONTAINING 3,600 SQ. FT.

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Easement Parcel Description:

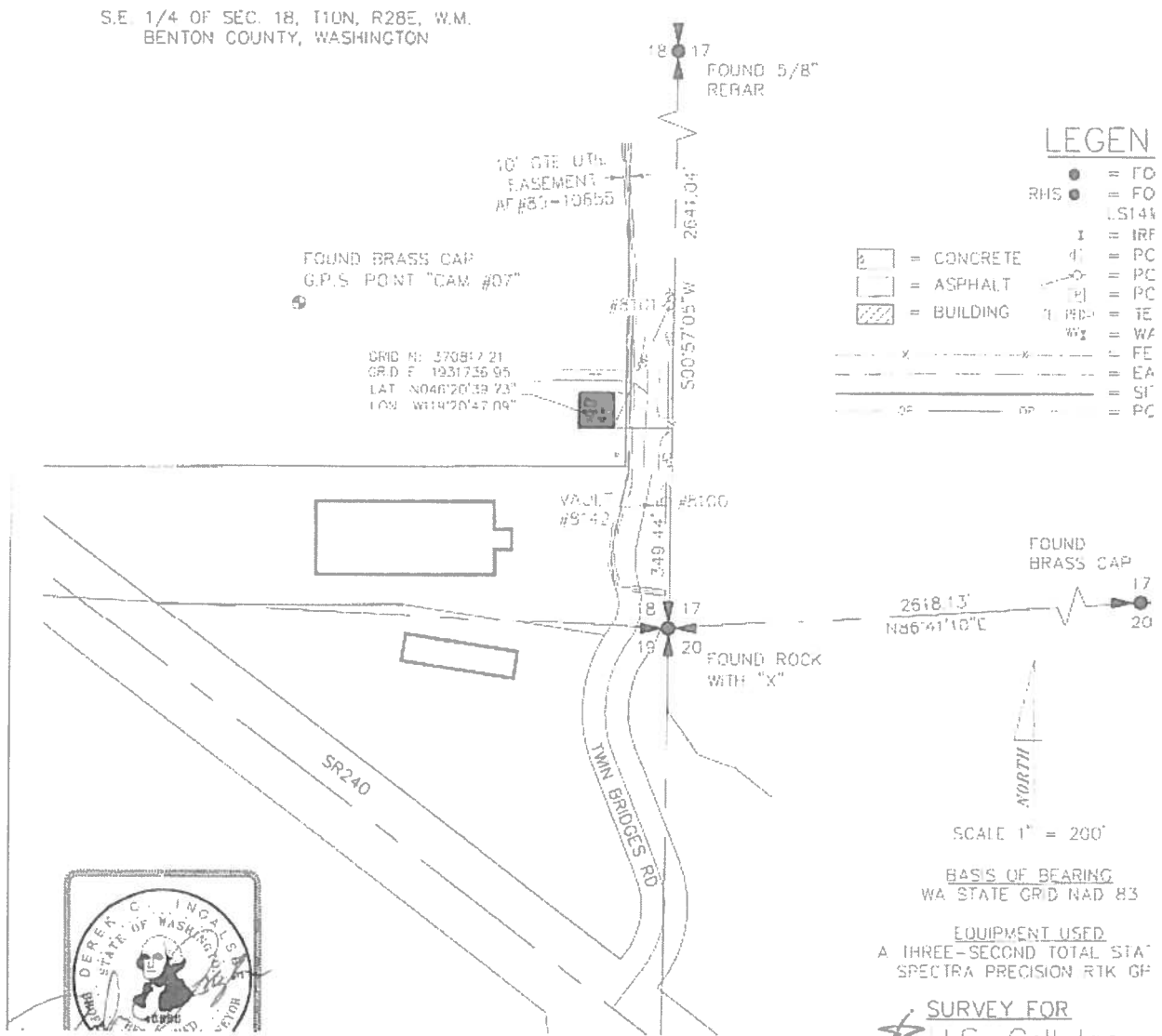
TOGETHER WITH AN EASEMENT FOR ACCESS AND UTILITIES BEGINNING AT THE SOUTHEAST CORNER OF ABOVE SAID SITE THENCE SOUTH 89°02'55" EAST 21.31 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF TWIN BRIDGES ROAD, THENCE NORTH 00°57'05" EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE 60.00 FEET; THENCE NORTH 89°02'55" WEST 21.31 FEET TO THE NORTHEAST CORNER OF SAID SITE, THENCE SOUTH 00°57'05" WEST ALONG THE EASTERLY LINE OF SAID SITE 60.00 FEET TO THE SAID POINT OF BEGINNING.

Site Name: West Richland
Contract No. 60-96

Site Number: 347314

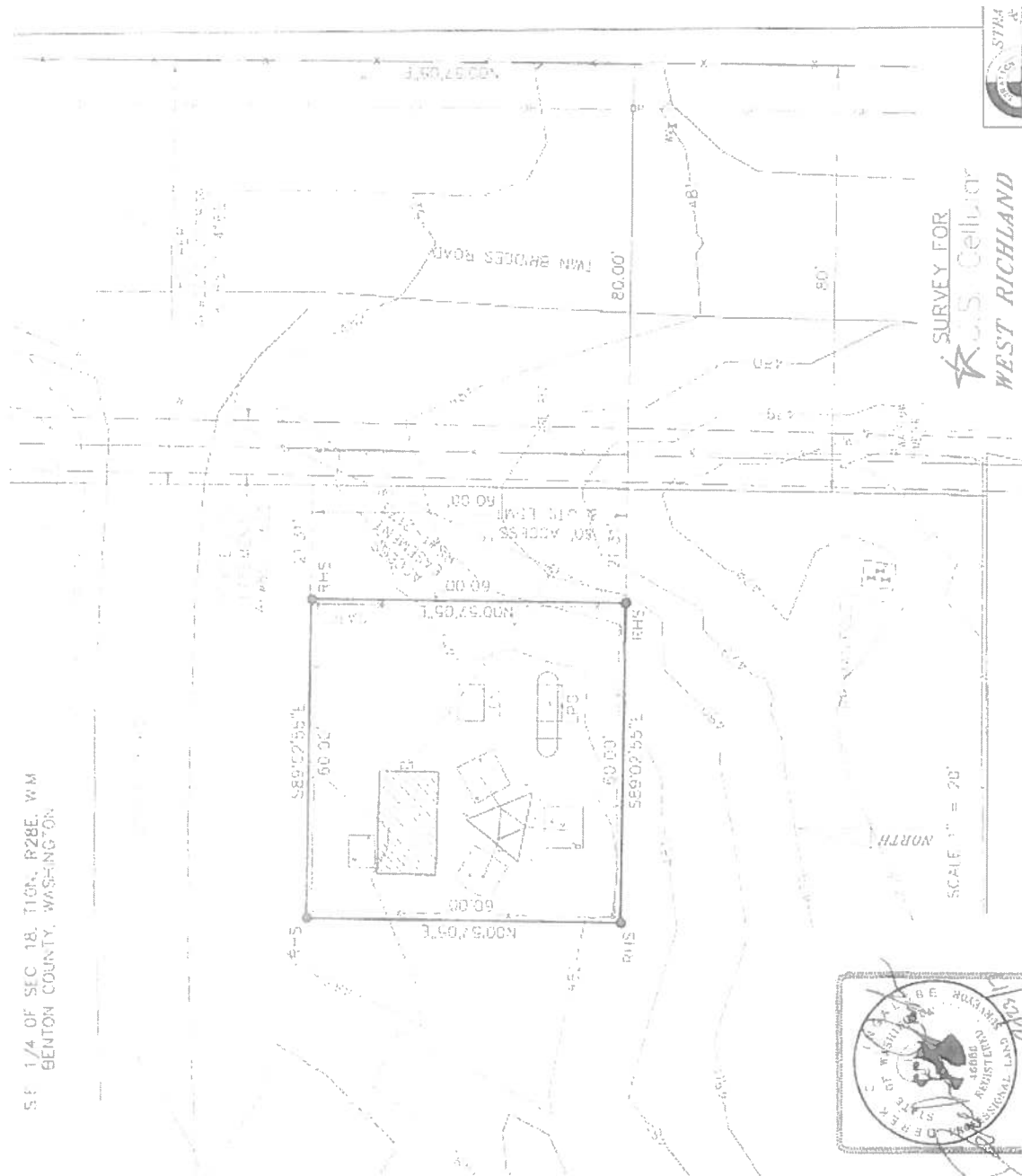
Exhibit B

Site Plan



Site Name: West Richland
Contract No. 60-96

Site Number: 347314





COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Resolutions – Adoption

Key Element: Key 2 - Infrastructure & Facilities

Subject:

Resolution No. 124-17, Awarding Bid to Big D's Construction for Wright Avenue Reconstruction Project

Department:
Public Works

Ordinance/Resolution Number:
124-17

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 124-17, authorizing the City Manager to sign and execute an agreement with Big D's Construction of Tri-Cities for the Wright Avenue Reconstruction project.

Summary:

Since 2013, the City has used a Pavement Management tool to guide its street resurfacing program. Full street reconstructions are one of the several treatments the City will use to preserve the roadways, along with slurry seal seals, micro surfacing and overlay projects. A full reconstruction is the most extensive and expensive treatment, but also the longest lasting of all the pavement treatments.

Wright Avenue between the Duportail round-about and Thayer Drive was built in the late 1950s, and minimal pavement treatment has been done since that time. Existing asphalt on the street has been measured to a depth of only 1 inch with little to no sub-base rock present. This is far below the City's current pavement section standard, and does not present an opportunity for lower cost surface treatments.

On July 10, 2017, three (3) bids were received. The low bid was \$308,473.66 and the high bid was \$387,399.17. Engineer's estimate was \$298,821.84. Included in the project are 18 water service lines that will be replaced.

Work on the reconstruction project will most likely begin in late August and continue into October. City street crews will be installing new ADA ramps as part of a HUD grant. This work will take place prior to the reconstruction project. Public outreach will include direct mail materials, web site content and timely notices by the contractor.

Staff recommends approval of Resolution No. 124-17.

Fiscal Impact:

Funding for this project was previously approved by Council with the 2017 Capital Improvement Plan under Pavement Preservation Program in the Transportation section and Distribution System Renewal & Replacement in the Water section. There is currently \$463,800 available in the Pavement Preservation Program budget to cover the roadway section of the contract which totals \$263,952 plus contingency of \$40,000. There is currently \$54,623 available in the Distribution System budget to cover the water section of the contract which totals \$44,521.66 plus \$10,000 in contingency.

Attachments:

1. Resolution No. 124-17
2. Wright Ave Reconstruction - Bid Tab
3. Wright Ave Reconstruction - Vicinity Map

RESOLUTION NO. 124-17

A RESOLUTION of the City of Richland authorizing the award of bid and execution of a contract to Big D's Construction for the 2017 Wright Avenue Reconstruction Project.

WHEREAS, the 2017–2031 Capital Improvement Plan includes a fully-funded project titled Pavement Management Program; and

WHEREAS, City staff have completed all project development and design work required to advance the project to construction; and

WHEREAS, City staff solicited bids in accordance with the City's purchasing policies, receiving and opening three (3) bids on July 10, 2017; and

WHEREAS, Big D's Construction submitted the lowest responsible bid of the three (3) received; and

WHEREAS, the project budget is adequate to complete the project using the lowest responsible bid; and

WHEREAS, it is in the City's best interest to complete the project in accordance with the Capital Improvement Plan, project design and the lowest responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute a contract with Big D's Construction in the amount of \$308,473.66 and execute change orders up to the amount of \$50,000 to fulfill the project's design intent.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

City of Richland

DATE BIDS OPENED: July 10, 2017	ITB # 17-0049
2017 WRIGHT AVENUE RECONSTRUCTION	

				ENGINEER'S ESTIMATE		BIG D'S CONSTRUCTION OF TRI-CITIES PASCO, WA		C & E TRENCHING LLC PASCO, WA	
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	SCHEDULE A - ROADWAY								
A-1	Mobilization.	1.00	LS	\$15,000.00	15,000.00	7,500.00	7,500.00	15,018.14	15,018.16
A-2	SPCC / ESC lead / Erosion control.	1.00	LS	2,500.00	2,500.00	1,000.00	1,000.00	670.76	670.76
A-3	Removal of structures & obstructions.	1.00	LS	10,000.00	10,000.00	15,000.00	15,000.00	4,976.44	4,976.44
A-4	Roadway excavation, including haul.	2,850.00	CY	12.00	34,200.00	11.00	31,350.00	14.13	40,270.44
A-5	HMA CI 1/2" PG 64-28 (3" thick).	1,225.00	TON	68.00	83,300.00	80.00	98,000.00	88.21	108,057.25
A-6	Job mix compliance price adjustment.	1.00	CALC	1.00	1.00	1.00	1.00	1.00	1.00
A-7	Compaction price adjustment.	1.00	CALC	1.00	1.00	1.00	1.00	1.00	1.00
A-8	Soil residual herbicide.	10,250.00	SY	0.15	1,537.50	0.10	1,025.00	0.12	1,230.00
A-9	CSTC (2" thick).	570.00	CY	32.00	18,240.00	27.00	15,390.00	41.97	23,922.90
A-10	CSBC (6" thick).	1,710.00	CY	22.00	37,620.00	27.00	46,170.00	41.41	70,811.10
A-11	Cement concrete curb & gutter (rolled curb).	85.00	LF	40.00	3,400.00	25.00	2,125.00	55.03	4,677.55
A-12	Cement concrete curb & gutter (standard curb).	15.00	LF	45.00	675.00	25.00	375.00	81.42	1,221.30
A-13	Monument, case & cover.	14.00	EA	300.00	4,200.00	300.00	4,200.00	264.00	3,696.00
A-14	Adjust valve box.	15.00	EA	350.00	5,250.00	200.00	3,000.00	233.48	3,502.20
A-15	New manhole frame & cover.	8.00	EA	600.00	4,800.00	400.00	3,200.00	422.95	3,383.60
A-16	Adjust SS cleanout rim & casting.	3.00	EA	400.00	1,200.00	200.00	600.00	129.35	388.05
A-17	New catch basin frame & grate.	5.00	EA	300.00	1,500.00	400.00	2,000.00	339.73	1,698.65
A-18	Project temporary traffic control.	1.00	LS	10,000.00	10,000.00	11,000.00	11,000.00	3,859.03	3,859.03
A-19	Flaggers & spotters.	200.00	HR	60.00	12,000.00	52.00	10,400.00	52.92	10,584.00
A-20	Site restoration.	1.00	LS	5,500.00	5,500.00	2,500.00	2,500.00	6,930.48	6,930.48
A-21	Cement concrete sidewalk (4" concrete).	207.00	SY	45.00	9,315.00	36.00	7,452.00	67.80	14,034.60
A-22	Cement concrete driveway (6" concrete).	28.00	SY	70.00	1,960.00	46.00	1,288.00	96.08	2,690.24
A-23	Saw cutting (curb) for new driveway only.	25.00	LF	25.00	625.00	15.00	375.00	17.46	436.50
SCHEDULE A - ROADWAY SUBTOTAL					\$262,824.50		\$263,952.00		\$322,061.25
0% SALES TAX					-		-		-
SCHEDULE A - ROADWAY TOTAL					\$262,824.50		\$263,952.00		\$322,061.25

SCHEDULE B - WATER SERVICES									
B-1	1" street service assembly.	17.00	EA	\$550.00	9,350.00	800.00	13,600.00	564.71	9,600.07
B-2	1" street service line (Type K Copper).	415.00	LF	16.00	6,640.00	8.00	3,320.00	27.27	11,317.05
B-3	1" meter assembly.	17.00	EA	235.00	3,995.00	380.00	6,460.00	407.89	6,934.13
B-4	1" house service line (Type K Copper).	255.00	LF	16.00	4,080.00	8.00	2,040.00	20.27	5,168.85
B-5	1" or 1.25" house service assembly.	17.00	EA	175.00	2,975.00	430.00	7,310.00	163.64	2,781.88
B-6	Irrigation reconnection.	3.00	EA	250.00	750.00	1,000.00	3,000.00	163.35	490.05

Item	Description	Qty	Unit	ENGINEER'S ESTIMATE		BIG D'S CONSTRUCTION OF TRI-CITIES PASCO, WA		C & E TRENCHING LLC PASCO, WA	
				Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
B-7	Reducer 4" x 2".	1.00	EA	200.00	200.00	500.00	500.00	209.17	209.17
B-8	2" street service line (HDPE).	40.00	LF	20.00	800.00	10.00	400.00	29.54	1,181.60
B-9	Connect to existing 2" meter setter.	1.00	EA	200.00	200.00	500.00	500.00	425.04	425.04
B-10	Underground utility crossings - marked & unmarked.	8.00	EA	200.00	1,600.00	250.00	2,000.00	228.33	1,826.64
B-11	Misc. cement concrete 4" thick (water service installs).	48.00	SY	50.00	2,400.00	36.00	1,728.00	104.92	5,036.16
B-12	Cement concrete driveway (6" concrete).	3.00	SY	60.00	180.00	46.00	138.00	168.27	504.81
SCHEDULE B - WATER SERVICES SUBTOTAL					\$33,170.00		\$40,996.00		\$45,475.45
8.6% SALES TAX					2,852.62		3,525.66		3,910.89
SCHEDULE B - WATER SERVICES TOTAL					\$36,022.62		\$44,521.66		\$49,386.34
SCHEDULE A - ROADWAY					\$262,824.50		\$263,952.00		\$322,061.25
SCHEDULE B - WATER SERVICES					36,022.62		44,521.66		49,386.34
GRAND TOTAL					\$298,847.12		\$308,473.66		\$371,447.59

City of Richland

DATE BIDS OPENED: July 10, 2017	ITB # 17-0049
2017 WRIGHT AVENUE RECONSTRUCTION	

WHEELER EXCAVATION LLC BENTON CITY, WA	PASCO, WA	
Unit Price	Total Price	Unit Price
Total Price	Unit Price	Total Price

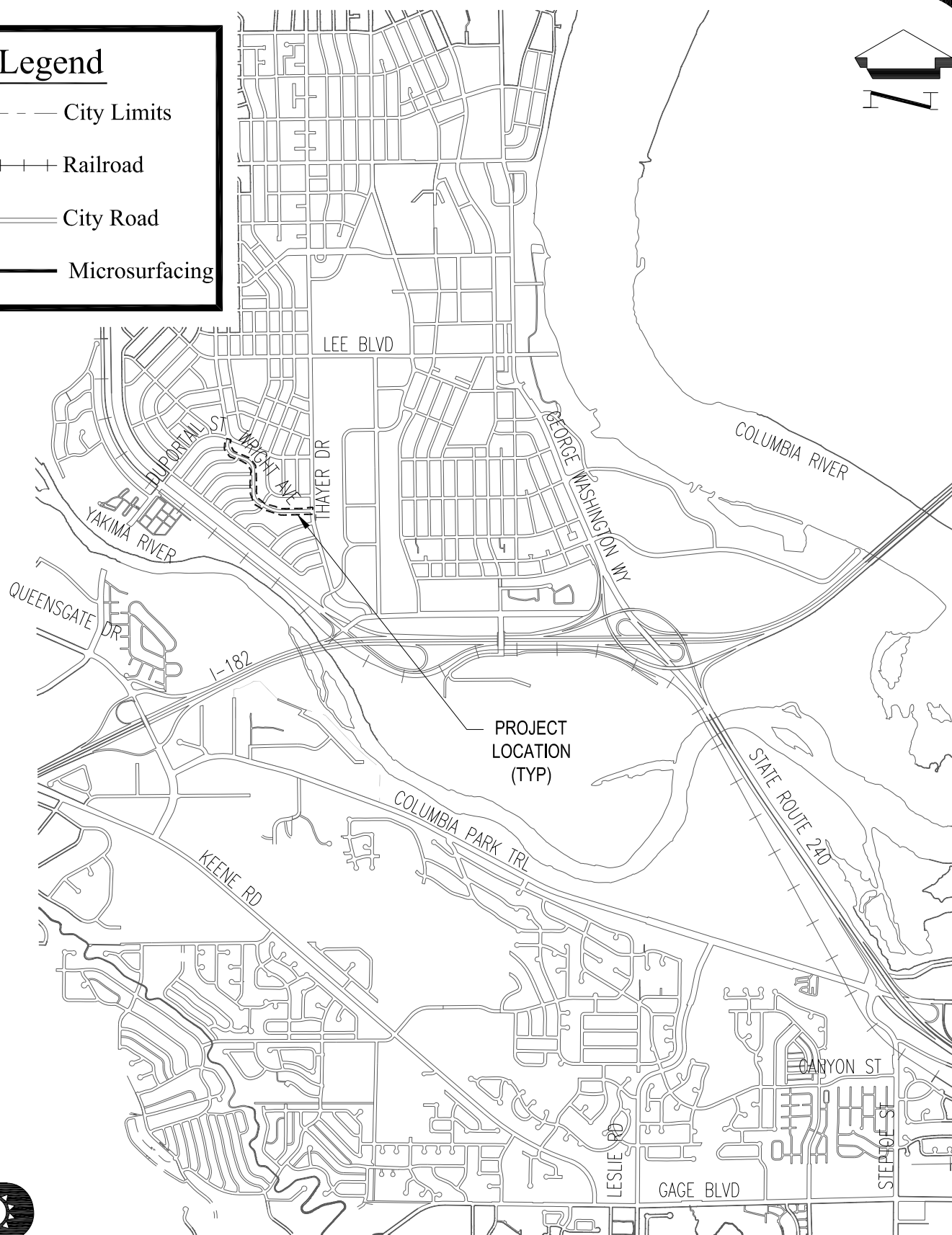
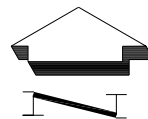
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
SCHEDULE A - ROADWAY									
A-1	Mobilization.	1.00	LS	9,800.00	9,800.00		-		-
A-2	SPCC / ESC lead / Erosion control.	1.00	LS	400.00	400.00		-		-
A-3	Removal of structures & obstructions.	1.00	LS	17,600.00	17,600.00		-		-
A-4	Roadway excavation, including haul.	2,850.00	CY	15.50	44,175.00		-		-
A-5	HMA CI 1/2" PG 64-28 (3" thick).	1,225.00	TON	88.00	107,800.00		-		-
A-6	Job mix compliance price adjustment.	1.00	CALC	1.00	1.00		-		-
A-7	Compaction price adjustment.	1.00	CALC	1.00	1.00		-		-
A-8	Soil residual herbicide.	10,250.00	SY	0.20	2,050.00		-		-
A-9	CSTC (2" thick).	570.00	CY	43.00	24,510.00		-		-
A-10	CSBC (6" thick).	1,710.00	CY	41.00	70,110.00		-		-
A-11	Cement concrete curb & gutter (rolled curb).	85.00	LF	32.00	2,720.00		-		-
A-12	Cement concrete curb & gutter (standard curb).	15.00	LF	32.00	480.00		-		-
A-13	Monument, case & cover.	14.00	EA	650.00	9,100.00		-		-
A-14	Adjust valve box.	15.00	EA	475.00	7,125.00		-		-
A-15	New manhole frame & cover.	8.00	EA	600.00	4,800.00		-		-
A-16	Adjust SS cleanout rim & casting.	3.00	EA	575.00	1,725.00		-		-
A-17	New catch basin frame & grate.	5.00	EA	565.00	2,825.00		-		-
A-18	Project temporary traffic control.	1.00	LS	9,800.00	9,800.00		-		-
A-19	Flaggers & spotters.	200.00	HR	50.00	10,000.00		-		-
A-20	Site restoration.	1.00	LS	6,400.00	6,400.00		-		-
A-21	Cement concrete sidewalk (4" concrete).	207.00	SY	54.00	11,178.00		-		-
A-22	Cement concrete driveway (6" concrete).	28.00	SY	56.00	1,568.00		-		-
A-23	Saw cutting (curb) for new driveway only.	25.00	LF	35.00	875.00		-		-
SCHEDULE A - ROADWAY SUBTOTAL					\$345,043.00		\$0.00		\$0.00
0% SALES TAX					-		-		-
SCHEDULE A - ROADWAY TOTAL					\$345,043.00		\$0.00		\$0.00

SCHEDULE B - WATER SERVICES									
B-1	1" street service assembly.	17.00	EA	400.00	6,800.00		-		-
B-2	1" street service line (Type K Copper).	415.00	LF	34.00	14,110.00		-		-
B-3	1" meter assembly.	17.00	EA	227.00	3,859.00		-		-
B-4	1" house service line (Type K Copper).	255.00	LF	14.00	3,570.00		-		-
B-5	1" or 1.25" house service assembly.	17.00	EA	81.00	1,377.00		-		-
B-6	Irrigation reconnection.	3.00	EA	215.00	645.00		-		-

				WHEELER EXCAVATION LLC BENTON CITY, WA		PASCO, WA			
Item	Description	Qty	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
B-7	Reducer 4" x 2".	1.00	EA	430.00	430.00		-		-
B-8	2" street service line (HDPE).	40.00	LF	16.00	640.00		-		-
B-9	Connect to existing 2" meter setter.	1.00	EA	320.00	320.00		-		-
B-10	Underground utility crossings - marked & unmarked.	8.00	EA	300.00	2,400.00		-		-
B-11	Misc. cement concrete 4" thick (water service installs).	48.00	SY	95.00	4,560.00		-		-
B-12	Cement concrete driveway (6" concrete).	3.00	SY	97.00	291.00		-		-
SCHEDULE B - WATER SERVICES SUBTOTAL					\$39,002.00		\$0.00		\$0.00
8.6% SALES TAX					3,354.17		-		-
SCHEDULE B - WATER SERVICES TOTAL					<u>\$42,356.17</u>		<u>\$0.00</u>		<u>\$0.00</u>
SCHEDULE A - ROADWAY					\$345,043.00		\$0.00		\$0.00
SCHEDULE B - WATER SERVICES					<u>42,356.17</u>		<u>0.00</u>		<u>0.00</u>
GRAND TOTAL					<u><u>\$387,399.17</u></u>		<u><u>\$0.00</u></u>		<u><u>\$0.00</u></u>

Legend

- City Limits
- ++++ Railroad
- == City Road
- Microsurfacing



CITY OF RICHLAND

2017 Wright Avenue Reconstruction (Duportail Street to Thayer Drive) 17-0049

DATE: 06-09-2017
DRAWN BY: LD
SCALE: NOT TO SCALE
CAD DWG: o:\civil_projects - civil 3d\2017 wright street reconstruction_saw_cp170004\01_engineering\6.0_drawings\2017 wright street reconstruction_cover.dwg



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Resolutions – Adoption

Key Element: Key 2 - Infrastructure & Facilities

Subject:

Resolution No. 129-17, Setting a Public Hearing Date for Railroad Street Right-of-Way Vacation

Department:
Public Works

Ordinance/Resolution Number:
129-17

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 129-17, setting the public hearing date for the proposed vacation of Railroad Street for August 15, 2017.

Summary:

The City has received a request from Mr. Jack Grigsby, the owner of a parcel at the northwest corner of Stevens Drive and Railroad Street, to vacate Railroad Street. Mr. Grigsby is developing his property, and vacating Railroad Street would allow expansion of his development to include improved parking and access.

Staff believes that the public street network will function adequately without Railroad Street, and that all adjacent properties can retain adequate access without Railroad Street. Railroad Street has existing utility infrastructure within the current right-of-way, and the City would retain a utility easement for existing and future utilities.

Per the requirements of Chapter 35.79 RCW, a public hearing is required when a street vacation has been requested.

Resolution 129-17 sets the public hearing date on August 15, 2017 during the regularly scheduled council meeting.

Fiscal Impact:

There is no direct impact to the vacation action. Removing a public street segment from the City's street network will reduce maintenance costs.

Attachments:

1. Resolution No. 129-17
2. Railroad Street ROW Vacation Request

RESOLUTION NO. 129-17

A RESOLUTION of the City of Richland setting a public hearing date to receive public comments on the proposed vacation of Railroad Street.

WHEREAS, the Plat of Richland established a public street right-of-way named Railroad Street extending from Lee Boulevard to Wellsian Way; and

WHEREAS, in January 2014, the City passed Ordinance No. 02-14 vacating a portion of Railroad Street as part of the preparation to extend Stevens Drive between Lee Boulevard and Wellsian Way; and

WHEREAS, the Stevens Drive South Extension project was completed in the fall of 2015, establishing a new street and access to parcels in the area; and

WHEREAS, Mr. Jack Grigsby is the owner of a parcel at the northwest corner of Stevens Drive and Railroad Street; and

WHEREAS, Mr. Grigsby has proposed development of his property and requested that the City vacate Railroad Street to allow expansion of his development; and

WHEREAS, City staff have evaluated the access needs of parcels in this area and have determined that adequate access can be secured without preservation of Railroad Street as a public right-of-way; and

WHEREAS, City staff have confirmed that City utility infrastructure is located in Railroad Street and the City will retain an easement for existing and future utilities located within the existing Railroad Street right-of-way; and

WHEREAS, Chapter 35.79 of the Revised Code of Washington provides the authority for a city to initiate a vacation action by resolution; and

WHEREAS, State law requires that a public hearing be held to allow public consideration of this proposal.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that a public hearing date is hereby set for August 15, 2017 at the City Council meeting at 505 Swift Boulevard, Richland, Washington, at 7:30 p.m. to receive public comments regarding the vacation of Railroad Street.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

Grigsby Properties LLC
Jack Grigsby
Jack Grigsby Jr.
PO Box 947
Richland, WA 993352
(509) 943-9372 fax (509) 943-8570
grigsbypropertiesllc@aol.com
www.grigsbypropertiesllc.com

6/23/2017

City of Richland
840 Northgate Drive
Richland, WA 99352

Attn: Jason Reathafor
Development Services

Jason,

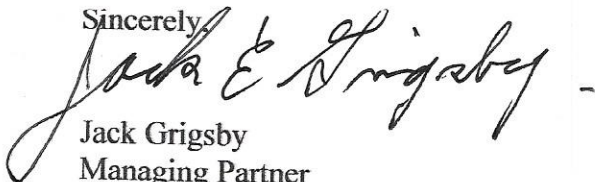
Reference: 585 Stevens Drive Richland WA

As previously discussed, Grigsby Properties, LLC formally petitions the City of Richland to vacate the Railroad Street Right-of-Way (ROW) as it pertains to the referenced property we are in the process of developing.

Upon ROW vacation approval by the City of Richland, we will resubmit new civil drawings.

Thank you in advance for your attention to this matter on our behalf. Please don't hesitate to contact our office should you have any questions and/or need further information.

Sincerely,



Jack Grigsby
Managing Partner
Grigsby Properties LLC
PO Box 947
Richland, WA 99352
grigsbypropertiesllc@aol.com
www.grigsbypropertiesllc.com



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Resolutions – Adoption

Key Element: Key I - Financial Stability & Operational Effectiveness

Subject:

Resolution No. 126-17, Authorizing a Grant Funding Agreement with Washington State Department of Transportation for the Duportail Bridge Project

Department:
Public Works

Ordinance/Resolution Number:
126-17

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 126-17, authorizing the City Manager to sign and execute the necessary grant funding documents with Washington State Department of Transportation for the Duportail Bridge project.

Summary:

In 2015, Governor Jay Inslee and the Washington State Legislature approved the Connecting Washington transportation investment package which dedicated \$20 million to the City's Duportail Bridge project.

The Washington State Department of Transportation (WSDOT) will administer the Connecting Washington grant funds using the standard Local Agency Agreement contract forms that are required by WSDOT in administering Federal Highway Administration funding.

Since the City already has a Local Agency Agreement in place due to the federal money that has been used on the Duportail Bridge project to date, a Local Agency Agreement Supplement form will be used to authorize the expenditure of the Connecting Washington grant funds.

Staff recommends approval of Resolution 126-17, authorizing the City Manager to execute the necessary grant funding documents.

Fiscal Impact: This grant is a key financial component for the completion of the Duportail Bridge project and provides \$20,000,000 of the \$37,461,561 needed.

Attachments:

1. Resolution No. 126-17
2. Duportail Bridge - Original WSDOT Agreement
3. Local Agency Agreement Supplement Form

RESOLUTION NO. 126-17

A RESOLUTION of the City of Richland authorizing execution of a grant funding agreement with the Washington State Department of Transportation for the Duportail Bridge project.

WHEREAS, the 2017-2022 Transportation Improvement Program and the 2017-2030 Capital Improvement Plan include the Duportail Bridge as a key transportation system improvement; and

WHEREAS, the City is highly dependent on grant funds to complete street system improvements other than the Pavement Preservation Program, which is funded entirely with local funds; and

WHEREAS, in 2015, Governor Jay Inslee and the Washington State legislature approved the Connecting Washington transportation investment package; and

WHEREAS, the Connecting Washington package dedicated \$20 million to the City's Duportail Bridge project in the 2017–2019 biennial budget; and

WHEREAS, the Washington State Department of Transportation will administer the Connecting Washington grant funds using the standard Local Agency Agreement contract form used regularly by the City to apply federal transportation funds to its transportation projects; and

WHEREAS, the City and the Washington State Department of Transportation are currently developing the Duportail Bridge project under Local Agency Agreement number LA-6480 executed September 4, 2007, to administer federal funds; and

WHEREAS, a supplement to the existing agreement will be used to administer the remaining federal funds and the Connecting Washington funds for project construction; and

WHEREAS, it is in the City's interest to supplement the existing agreement as it provides access to the Connecting Washington funds on terms familiar to the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to execute a Local Agency Agreement Supplement to administer Connecting Washington funding for the Duportail Bridge project.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 10, 2007

Mr. Pete Rogalsky, P.E.
Public Works Director
City of Richland
P. O. Box 190
Richland, WA 99352-0190

**City of Richland
Duportail Bridge
STPUS-3440(001)
FUND AUTHORIZATION**

Dear Mr. Rogalsky:

We have received FHWA fund authorization, effective September 6, 2007, for this project as follows:

PHASE	TOTAL	FEDERAL SHARE
Preliminary Engineering	\$346,821	\$300,000

Enclosed for your information and file is a fully executed copy of Local Agency Agreement LA-6480 between the state and your agency. All costs exceeding those shown on this agreement are the sole responsibility of your agency.

WSDOT authorization to proceed with right of way and/or construction is contingent upon receipt and approval of your environmental documents.

WSDOT authorization to proceed with construction is contingent upon receipt of your Right of Way Certification.

You may proceed with the administration of this project in accordance with your WSDOT approved Certification Acceptance agreement.

Sincerely,

For: Stephanie Tax
Manager, Program Management
Highways & Local Programs Division

ST:dc:ac
Enclosure

cc: Roger Arms, South Central Region Local Programs Engineer



Washington State
Department of Transportation

REGION COPY

Local Agency Agreement

Agency City of Richland
Address Public Works Department
840 Northgate Drive
Richland, WA 99352

CFDA No. 20.205
(Catalog of Federal Domestic Assistance)
Project No. STPUS-3440(001)
Agreement No. LA 6480
For OSC WSDOT Use Only

The Local Agency having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code Highways, (2) the regulations issued pursuant thereto, (3) Office of Management and Budget Circulars A-102, A-87 and A-133, (4) the policies and procedures promulgated by the Washington State Department of Transportation, and (5) the federal aid project agreement entered into between the State and Federal Government, relative to the above project, the Washington State Department of Transportation will authorize the Local Agency to proceed on the project by a separate notification. Federal funds which are to be obligated for the project may not exceed the amount shown herein on line r, column 3, without written authority by the State, subject to the approval of the Federal Highway Administration. All project costs not reimbursed by the Federal Government shall be the responsibility of the Local Agency.

Project Description

Name Duportail Bridge Length 0.75
Termini Queensgate Drive to SR-240

Description of Work

Construct a 4-lane bridge with bike and pedestrian facilities across the Yakima River. Construct roadway approaches to the bridge with curb, gutter, sidewalks, storm drainage and illumination. Reconstruct SR-240 / Duportail intersection profile and add turn lanes and modify the traffic signal as needed.

Type of Work		Estimate of Funding		
		(1) Estimated Total Project Funds	(2) Estimated Agency Funds	(3) Estimated Federal Funds
PE	a. Agency	15,000.00	2,025.00	12,975.00
86.5 %	b. Other Consultant	328,821 329,000.00	44,391 44,570.00	284,430.00
	c. Other			
Federal Aid Participation Ratio for PE	d. State	3,000.00	405.00	2,595.00
	e. Total PE Cost Estimate (a+b+c+d)	346,821 347,000.00	46,821 47,000.00	300,000.00
Right of Way	f. Agency			
%	g. Other			
	h. Other			
Federal Aid Participation Ratio for RW	i. State			
	j. Total RW Cost Estimate (f+g+h+i)			
Construction	k. Contract			
	l. Other			
	m. Other			
	n. Other			
%	o. Agency			
Federal Aid Participation Ratio for CN	p. State			
	q. Total CN Cost Estimate (k+l+m+n+o+p)			
	r. Total Project Cost Estimate (e+j+q)	346,821 347,000.00	46,821 47,000.00	300,000.00

Agency Official

By Cynthia D. Johnson

Title Cynthia D. Johnson

City Manager

Washington State Department of Transportation

By Stephanie L. L...

Assistant Secretary for Highways and Local Programs

Date Executed SEP 04 2007



Agency		Supplement Number
Federal Aid Project Number	Agreement Number	CFDA No. 20.205 (Catalog of Federal Domestic Assistance)

The Local Agency requests to supplement the agreement entered into and executed on
 All provisions in the basic agreement remain in effect except as modified by this supplement.
 The change to the agreement are as follows:

Project Description

Name _____ Length _____

Termini _____

Description of Work ☐ No Change

Reason for Supplement

Are you claiming indirect cost rate? ☐ Yes ☐ No Project Agreement End Date _____

Does this change require additional Right of Way or Easements? ☐ Yes ☐ No Advertisement Date: _____

Type of Work		Estimate of Funding				
		(1) Previous Agreement/Suppl.	(2) Supplement	(3) Estimated Total Project Funds	(4) Estimated Agency Funds	(5) Estimated Federal Funds
PE % Federal Aid Participation Ratio for PE	a. Agency			0.00		
	b. Other			0.00		
	c. Other			0.00		
	d. State			0.00		
	e. Total PE Cost Estimate (a+b+c+d)	0.00	0.00	0.00	0.00	0.00
Right of Way % Federal Aid Participation Ratio for RW	f. Agency			0.00		
	g. Other			0.00		
	h. Other			0.00		
	i. State			0.00		
	j. Total R/W Cost Estimate (f+g+h+i)	0.00	0.00	0.00	0.00	0.00
Construction % Federal Aid Participation Ratio for CN	k. Contract			0.00		
	l. Other			0.00		
	m. Other			0.00		
	n. Other			0.00		
	o. Agency			0.00		
	p. State			0.00		
	q. Total CN Cost Estimate (k+l+m+n+o+p)	0.00	0.00	0.00	0.00	0.00
	r. Total Project Cost Estimate (e+j+q)	0.00	0.00	0.00	0.00	0.00

The Local Agency further stipulates that pursuant to said Title 23, regulations and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions.

Agency Official

Washington State Department of Transportation

By _____

By _____

Title _____

Director, Local Program

Date Executed _____

Agency		Supplement Number
Federal Aid Project Number	Agreement Number	CFDA No. 20.205 (Catalog of Federal Domestic Assistance)

VI. Payment and Partial Reimbursement

The total cost of the project, including all review and engineering costs and other expenses of the State, is to be paid by the Agency and by the Federal Government. Federal funding shall be in accordance with the Federal Transportation Act, as amended, 2 CFR Part 200. The State shall not be ultimately responsible for any of the costs of the project. The Agency shall be ultimately responsible for all costs associated with the project which are not reimbursed by the Federal Government. Nothing in this agreement shall be construed as a promise by the State as to the amount or nature of federal participation in this project.

The Agency shall bill the state for federal aid project costs incurred in conformity with applicable federal and state laws. The agency shall minimize the time elapsed between receipt of federal aid funds and subsequent payment of incurred costs. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for federal participation unless a current indirect cost plan has been prepared in accordance with the regulations outlined in 2 CFR Part 200 - Uniform Admin. Requirements, Cost Principles and Audit Requirements for Federal Awards, and retained for audit.

The State will pay for State incurred costs on the project. Following payment, the State shall bill the Federal Government for reimbursement of those costs eligible for federal participation to the extent that such costs are attributable and properly allocable to this project. The State shall bill the Agency for that portion of State costs which were not reimbursed by the Federal Government (see Section IX).

VII. Audit of Federal Consultant Contracts

The Agency, if services of a consultant are required, shall be responsible for audit of the consultant's records to determine eligible federal aid costs on the project. The report of said audit shall be in the Agency's files and made available to the State and the Federal Government.

An audit shall be conducted by the WSDOT Internal Audit Office in accordance with generally accepted governmental auditing standards as issued by the United States General Accounting Office by the Comptroller General of the United States; WSDOT Manual M 27-50, Consultant Authorization, Selection, and Agreement Administration; memoranda of understanding between WSDOT and FHWA; and 2 CFR Part 200.501 - Audit Requirements.

If upon audit it is found that overpayment or participation of federal money in ineligible items of cost has occurred, the Agency shall reimburse the State for the amount of such overpayment or excess participation.

IX. Payment of Billing

The Agency agrees that if payment or arrangement for payment of any of the State's billing relative to the project (e.g., State force work, project cancellation, overpayment, cost ineligible for federal participation, etc.) is not made to the State within 45 days after the Agency has been billed, the State shall effect reimbursement of the total sum due from the regular monthly fuel tax allotments to the Agency from the Motor Vehicle Fund. No additional Federal project funding will be approved until full payment is received unless otherwise directed by the Director, Local Programs.

Project Agreement End Date - This date is based on your projects Period of Performance (2 CFR Part 200.309).

Any costs incurred after the Project Agreement End Date are NOT eligible for federal reimbursement. All eligible costs incurred prior to the Project Agreement End Date must be submitted for reimbursement within 90 days after the Project Agreement End Date or they become ineligible for federal reimbursement.

VIII. Single Audit Act

The Agency, as a subrecipient of federal funds, shall adhere to the federal regulations outlined in 2 CFR Part 200.501 as well as all applicable federal and state statutes and regulations. A subrecipient who expends \$750,000 or more in federal awards from all sources during a given fiscal year shall have a single or program-specific audit performed for that year in accordance with the provisions of 2 CFR Part 200.501. Upon conclusion of the audit, the Agency shall be responsible for ensuring that a copy of the report is transmitted promptly to the State.

XVII. Assurances

Local Agencies receiving Federal funding from the USDOT or its operating administrations (i.e., Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration) are required to submit a written policy statement, signed by the Agency Executive and addressed to the State, documenting that all programs, activities and services will be conducted in compliance with Section 504 and the Americans with Disabilities Act (ADA).



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Resolutions – Adoption

Key Element: Key 7- Neighborhoods and Community Safety

Subject:

Resolution No. 127-17, Approving a Substantial Amendment to the Community Development Block Grant (CDBG) 2017 Annual Action Plan allocating additional funding to the Columbia Playfield Playground 2017 CDBG Activity

Department:

Community & Development Services

Ordinance/Resolution Number:

127-17

Document Type:

Resolution

Recommended Motion:

Adopt Resolution No. 127-17, authorizing the City Manager to execute and transmit all necessary documents to the U.S. Department of Housing and Urban Development (HUD) allowing for the Substantial Amendment to the Community Development Block Grant 2017 Annual Action Plan to allocate additional funding to the Columbia Playfield playground safety surfacing 2017 CDBG activity.

Summary:

To maximize the utilization of available Community Development Block Grant (CDBG) funds, a Substantial Amendment is required to reallocate \$58,604 in funding from the cancelled Wye Park fence replacement 2017 CDBG activity to the Columbia Playfield playground safety surfacing 2017 CDBG activity.

Notice of public comment was duly advertised and no comments were received during the 30-day comment period.

Staff recommends approval of Resolution 127-17.

Fiscal Impact:

This Substantial Amendment to the Community Development Block Grant Action Plan will reallocate \$58,604 currently in the CDBG Program budget to the Columbia Playfield Playground activity.

Attachments:

- I. Resolution No. 127-17

RESOLUTION NO. 127-17

A RESOLUTION of the City of Richland approving a Substantial Amendment to the Community Development Block Grant 2017 Annual Action Plan, allowing for necessary budget adjustments related to the Amendment and authorizing the City Manager to transmit necessary documents to the U.S. Department of Housing and Urban Development.

WHEREAS, to maximize the utilization of available Community Development Block Grant (CDBG) funds, a Substantial Amendment is required to reallocate funding from the 2017 Annual Action Plan; and

WHEREAS, reallocation of funding in the amount of \$58,604 from the cancelled 2017 Wye Park fence replacement project to the Columbia Playfield playground project is being requested; and

WHEREAS, the reallocation of funds will increase the Columbia Playfield playground project budget from \$63,000 to \$121,604 for safety resurfacing, a 2017 approved project; and

WHEREAS, the Citizen Participation Plan for the City of Richland requires that a Substantial Amendment be made to the Annual Action Plan to allow for said funding adjustments; and

WHEREAS, a notice of public comment was duly advertised and no comments were received during the 30-day comment period.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Richland approves a Substantial Amendment to the 2017 Annual Action Plan allowing for a reallocation of funding, and that the City Manager is authorized to execute and transmit the necessary documents to the U.S. Department of Housing and Urban Development (HUD).

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Resolutions – Adoption

Key Element: Key 3 - Economic Vitality

Subject:

Resolution No. 128-17, Approving the Final Plat of Grayhawk, Phase 2

Department:

Community & Development Services

Ordinance/Resolution Number:

128-17

Document Type:

Resolution

Recommended Motion:

Adopt Resolution No. 128-17, approving the final Plat of Grayhawk, Phase 2, subject to the conditions of approval of the Technical Advisory Committee Report, and adopting the findings of the Richland Planning Commission as the findings of the City Council.

Summary:

North Stone Richland, LLC, the developer of the Grayhawk plat, a subdivision located in the Horn Rapids Golf Course Community, is requesting approval of the second phase of the Grayhawk plat. Phase 2 consists of 43 lots and 3 open space tracts on 14.1 acres. The open space tracts would be owned and maintained by the Homeowners Association. The plat is located at the west end of the Horn Rapids community and results in the extension of River Park Drive further westward. Construction of the second entrance into the Horn Rapids community is a requirement of this project and is scheduled to be built upon approval of construction plans by the Washington State Department of Transportation.

Staff has reviewed the project to ensure compliance with the original conditions of approval attached to the plat and recommends approval through the adoption of Resolution No. 128-17.

Fiscal Impact:

Future construction of the lots within the plat will raise both land values and property taxes. With residential development, demands placed on City services will also be increased.

Attachments:

1. Resolution No. 128-17
2. Plat of Grayhawk, Phase 2
3. Grayhawk Plat Conditions
4. Vicinity Map

RESOLUTION NO. 128-17

A RESOLUTION of the City of Richland approving the final plat of Phase 2 of the Plat of Grayhawk subject to the conditions of approval of the Technical Advisory Committee Report and adopting the findings of the Richland Planning Commission as the findings of the City Council.

WHEREAS, on January 24, 2007, the Planning Commission held an open record public hearing to consider the preliminary plat application of Grayhawk (also known as the plat of the Highlands) as submitted by North Stone Richland LLC; and

WHEREAS, the Planning Commission recommended to the City Council approval of the preliminary plat of Grayhawk; and

WHEREAS, Phase 2 of the Grayhawk plat, consisting of 43 lots on 14.19 acres, is being constructed in accordance with the conditions attached to the approved preliminary plat.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Richland hereby approves the final plat of Grayhawk, Phase 2, attached hereto as Exhibit A, subject to the conditions of approval as contained in the Technical Advisory Committee Report S2006-009, dated September 18, 2015.

BE IT FUTHER RESOLVED that the findings of the Planning Commission's January 24, 2007 public hearing are hereby adopted as the findings of the Richland City Council.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

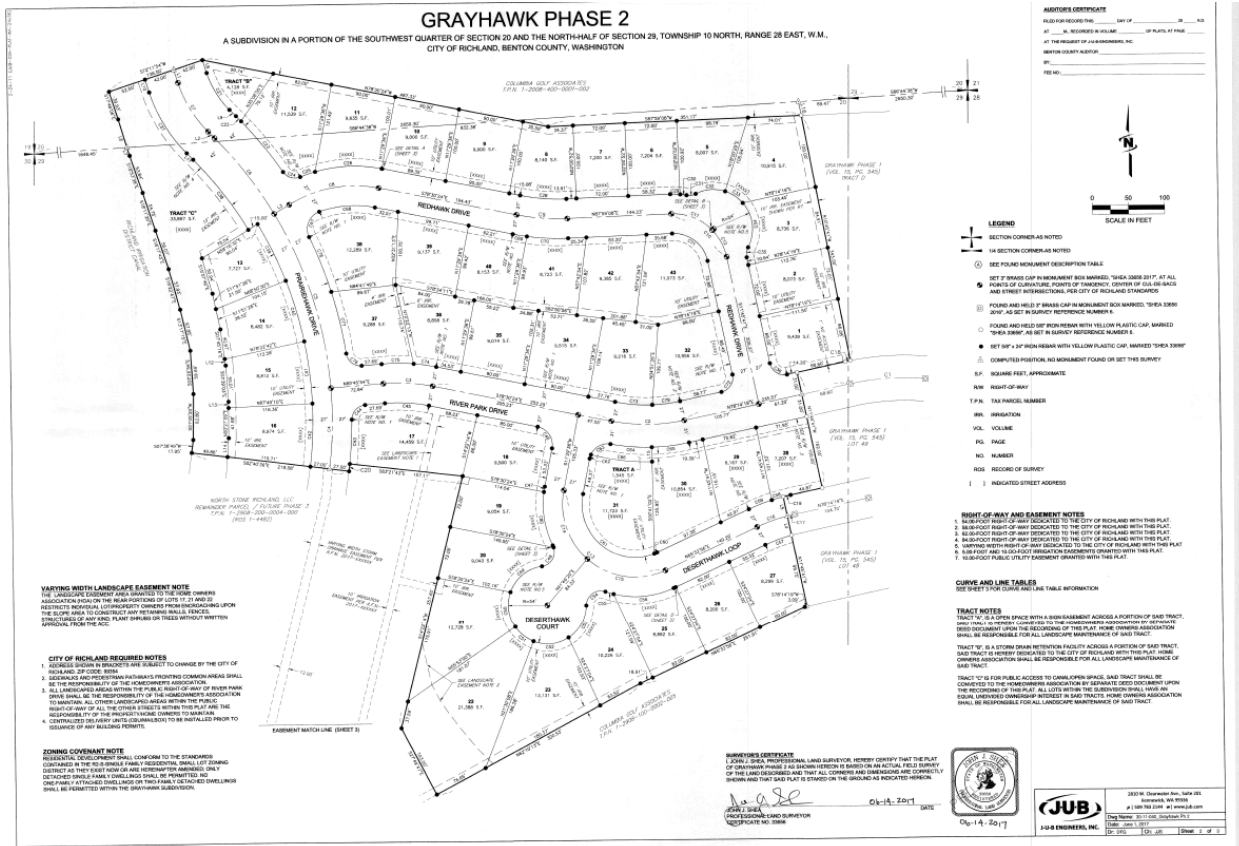
ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

EXHIBIT A



GRAYHAWK PHASE 2

A SUBDIVISION IN A PORTION OF THE SOUTHWEST QUARTER OF SECTION 20 AND THE NORTH-HALF OF SECTION 29, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., CITY OF RICHLAND, BENTON COUNTY, WASHINGTON

PERIMETER LEGAL DESCRIPTION

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 20 AND A PORTION OF THE NORTH-HALF OF SECTION 29, TOWNSHIP 10 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:

BEGINNING AT A 3" BRASS CAP MARKING THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 29;

THENCE SOUTH 86°44'38" WEST ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 29 FOR A DISTANCE OF 2650.30 FEET TO THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 29;

THENCE SOUTH 86°44'38" WEST ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 29 FOR A DISTANCE OF 69.47 FEET;

THENCE LEAVING THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 29, SOUTH 10°45'41" EAST, 19.39 FEET THE TRUE POINT OF BEGINNING OF THE PARCEL TO BE DESCRIBED, SAID POINT ALSO BEING THE NORTHWEST CORNER OF TRACT A, GRAYHAWK PHASE 1 ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 15 OF PLATS, PAGE 545, RECORDS OF BENTON COUNTY, WASHINGTON;

THENCE SOUTH 87°59'08" WEST, 351.17 FEET;

THENCE NORTH 78°30'24" WEST, 487.33 FEET;

THENCE SOUTH 72°11'54" WEST, 136.50 FEET TO THE EASTERLY LINE OF THAT CERTAIN 100.00-FOOT WIDE CANAL EASEMENT AS DESCRIBED UNDER BENTON COUNTY AUDITORS FILE NUMBER 87-4710, RECORDS OF BENTON COUNTY, WASHINGTON;

THENCE ALONG THE EASTERLY LINE OF SAID 100.00-FOOT WIDE CANAL EASEMENT THE FOLLOWING COURSES;

THENCE SOUTH 17°48'06" EAST, 39.93 FEET;

THENCE SOUTH 16°50'19" EAST, 40.65 FEET TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 29;

THENCE LEAVING THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 29 AND CONTINUING SOUTH 16°50'19" EAST, 11.92 FEET;

THENCE SOUTH 18°53'38" EAST, 53.84 FEET;

THENCE SOUTH 18°11'20" EAST, 54.75 FEET;

THENCE SOUTH 18°17'43" EAST, 56.07 FEET;

THENCE SOUTH 15°22'47" EAST, 57.93 FEET;

THENCE SOUTH 13°17'15" EAST, 57.95 FEET;

THENCE SOUTH 03°26'56" EAST, 59.69 FEET;

THENCE SOUTH 01°05'20" WEST, 62.80 FEET;

THENCE SOUTH 07°38'49" WEST, 17.95 FEET;

THENCE LEAVING THE EASTERLY LINE OF SAID 100.00-FOOT WIDE CANAL EASEMENT, SOUTH 82°40'36" EAST, 219.58;

THENCE NORTHWESTERLY, ALONG THE ARC OF A 577.00-FOOT RADIUS, NON-TANGENT CURVE TO THE LEFT (THE RADIUS OF WHICH BEARS NORTH 82°40'36" WEST) THROUGH A CENTRAL ANGLE OF 01°00'05" FOR AN ARC LENGTH OF 34.05 FEET WITH A LONG CHORD WHICH BEARS SOUTH 62°54'30" EAST A CHORD DISTANCE OF 10.08 FEET, THE LONG CHORD OF WHICH BEARS NORTH 06°49'21" EAST A CHORD DISTANCE OF 10.08 FEET;

THENCE SOUTH 83°21'43" EAST, 157.11 FEET;

THENCE SOUTH 14°22'14" WEST, 357.60 FEET;

THENCE SOUTH 27°49'47" EAST, 103.00 FEET;

THENCE NORTH 62°10'13" EAST, 320.53 FEET;

THENCE NORTH 65°32'56" EAST, 251.91 FEET;

THENCE NORTH 78°14'19" EAST, 3.09 FEET TO THE SOUTHWEST CORNER OF LOT 8, GRAYHAWK PHASE 1;

THENCE ALONG THE PLAT BOUNDARY OF SAID GRAYHAWK PHASE 1 THE FOLLOWING COURSES;

THENCE NORTH 11°45'41" WEST, 153.80 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF DESERTHAWK LOOP, SAID POINT BEING 27.00 FEET NORTHERLY OF THE CENTER LINE THEREOF, WHEN MEASURED RADIALY;

THENCE NORTHEASTERLY ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID DESERTHAWK LOOP, ALONG THE ARC OF A 277.00-FOOT RADIUS, NON-TANGENT CURVE TO THE RIGHT (THE RADIUS OF WHICH BEARS SOUTH 13°57'10" EAST) THROUGH A CENTRAL ANGLE OF 02°11'29" FOR AN ARC LENGTH OF 10.59 FEET THE LONG CHORD WHICH BEARS NORTH 77°08'35" EAST A CHORD DISTANCE OF 10.59 FEET;

THENCE NORTH 78°14'19" EAST, 44.87 FEET TO THE SOUTHWEST CORNER OF LOT 49, GRAYHAWK PHASE 1;

THENCE LEAVING THE NORTHERLY RIGHT-OF-WAY LINE OF SAID DESERTHAWK LOOP, NORTH 11°45'41" WEST, 162.00 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF RIVER PARK DRIVE, SAID POINT BEING 31.00 FEET NORTHERLY OF THE CENTER LINE THEREOF, WHEN MEASURED AT RIGHT ANGLES OR RADIALY;

THENCE NORTH 78°14'19" EAST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID RIVER PARK DRIVE FOR A DISTANCE OF 68.60 FEET;

THENCE NORTHEASTERLY ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID RIVER PARK DRIVE, ALONG THE ARC OF A 381.00-FOOT RADIUS, TANGENT CURVE TO THE RIGHT (THE RADIUS OF WHICH BEARS SOUTH 11°45'41" EAST) THROUGH A CENTRAL ANGLE OF 01°04'55" FOR AN ARC LENGTH OF 7.19 FEET THE LONG CHORD WHICH BEARS NORTH 78°46'46" EAST A CHORD DISTANCE OF 7.19 FEET TO THE SOUTHWEST CORNER OF TRACT A, GRAYHAWK PHASE 1;

THENCE NORTH 10°45'41" WEST, 343.00 FEET TO THE NORTHWEST CORNER OF SAID TRACT A AND THE TRUE POINT OF BEGINNING AND THE END OF THIS LEGAL DESCRIPTION.

CONTAINING: 14.19 ACRES, MORE OR LESS.

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS AND RESTRICTIONS APPARENT OR OF RECORD.

OWNER'S CERTIFICATE

WE, THE UNDERSIGNED, NORTH STONE RICHLAND, LLC. HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE TRACT OF LAND DESCRIBED HEREON AND THAT WE HAVE CAUSED SAID LAND TO BE SURVEYED AND PLATTED INTO LOTS AS SHOWN HEREON AND THAT ALL STREETS, ROAD RIGHT-OF-WAY AND UTILITY EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED TO THE PUBLIC AND THAT THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED BY THE NAME "GRAYHAWK PHASE 2".

RONALD R. BOCHSLER
MANAGING MEMBER FOR NORTH STONE RICHLAND, LLC

DATE

ACKNOWLEDGEMENT

STATE OF OREGON

COUNTY OF LINN

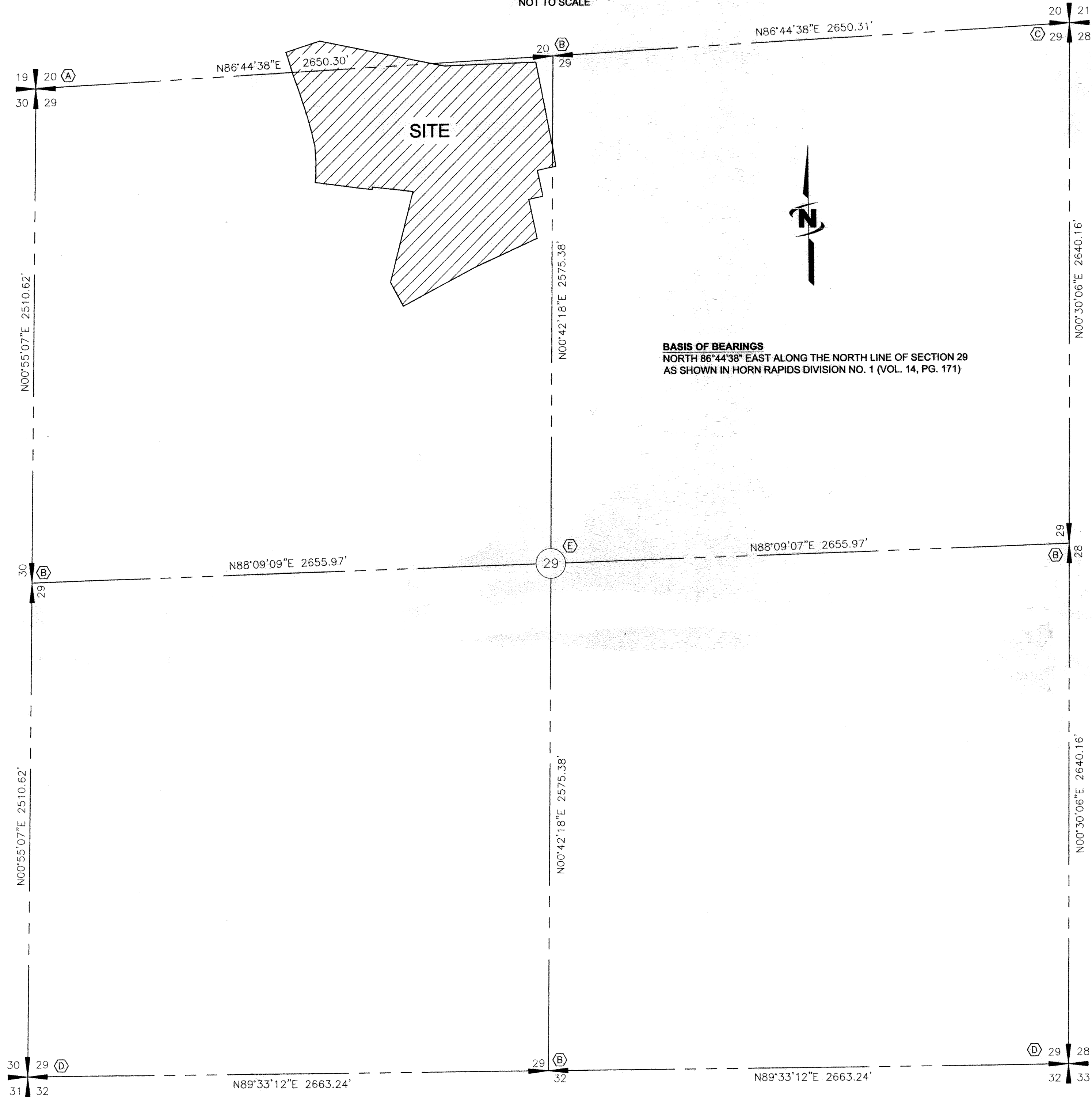
I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT RONALD R. BOCHSLER HAS SIGNED THIS INSTRUMENT, ON OATH STATED THAT HE IS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE MANAGING MEMBER FOR NORTH STONE RICHLAND, LLC. TO BE FREE AND VOLUNTARY ACT OF SUCH PARTIES FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

NOTARY PUBLIC DATE

MY APPOINTMENT EXPIRES

RESIDING

SECTION SUBDIVISION
NOT TO SCALE



BASIS OF BEARINGS
NORTH 86°44'38" EAST ALONG THE NORTH LINE OF SECTION 29
AS SHOWN IN HORN RAPIDS DIVISION NO. 1 (VOL. 14, PG. 171)

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS DAY OF 20 A.D.

AT M., RECORDED IN VOLUME OF PLATS, AT PAGE

AT THE REQUEST OF J-U-B-ENGINEERS, INC.

BENTON COUNTY AUDITOR

BY:

FEE NO.:

TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND INCLUDING THE YEAR

1-2908-200-0004-000

TAX PARCEL NUMBER

BENTON COUNTY TREASURER DATE

BENTON COUNTY ASSESSOR DATE

BY:

APPROVALS

THE ANNEXED PLAT IS HEREBY APPROVED BY AND FOR THE CITY OF RICHLAND, BENTON COUNTY, WASHINGTON.

CITY MANAGER DATE

CITY CLERK DATE

CITY ENGINEER DATE

CHAIRMAN, CITY PLANNING COMMISSION DATE

GEORGE KYRIAZIS DATE

PRESIDENT OF HORN RAPIDS HOME OWNERS ASSOCIATION
2600 CLUBHOUSE LANE, RICHLAND, WA 99354

MONUMENT DESCRIPTION TABLE

- | | |
|-----|---|
| (A) | HELD POSITION OF STONE AS SHOWN IN SURVEY REFERENCE NUMBER 5. (SEARCHED FOR AND NOT FOUND) |
| (B) | HELD CALCULATED SINGLE PROPORTION POSITION AS SHOWN IN SURVEY REFERENCE NUMBER 5. |
| (C) | FOUND AND HELD 3" BRASS CAP IN CONCRETE AS SHOWN IN SURVEY REFERENCES NUMBER 5. VISITED 03-11-2016. |
| (D) | HELD POSITION OF IRON PIPE AS SHOWN IN SURVEY REFERENCE NUMBER 5. (SEARCHED FOR AND NOT FOUND) |
| (E) | HELD CALCULATED POSITION. |

SURVEY REFERENCES

- RECORD OF SURVEY NO. 3935 BY JOHN J. SHEA, DATED OCTOBER 14, 2008, RECORDED IN BOOK 1 OF SURVEYS, PAGE 3935, RECORDS OF BENTON COUNTY, WA.
- RECORD OF SURVEY NO. 3664 BY JOHN J. SHEA, DATED OCTOBER 10, 2006, RECORDED IN BOOK 1 OF SURVEYS, PAGE 3664, RECORDS OF BENTON COUNTY, WA.
- RECORD OF SURVEY NO. 4482 BY CHRISTOPHER AMMANN, DATED MARCH 14, 2014, RECORDED IN VOLUME 1 OF SURVEYS, PAGE 4482, RECORDS OF BENTON COUNTY, WA.
- PLAT OF MAIDSTONE AT HORN RAPIDS BY HUGH G. GOLDSMITH, DATED OCTOBER 25, 1995, RECORDED IN VOLUME 15 OF PLATS, PAGE 36, RECORDS OF BENTON COUNTY, WA.
- PLAT OF HORN RAPIDS DIVISION NO. 1, BY HUGH G. GOLDSMITH, DATED NOVEMBER 09, 1993, RECORDED IN VOLUME 14 OF PLATS, PAGE 171, RECORDS OF BENTON COUNTY, WA.
- PLAT OF GRAYHAWK PHASE 1, BY JOHN J. SHEA, DATED SEPTEMBER 21, 2016, RECORDED IN VOLUME 15 OF PLATS, PAGE 545, RECORDS OF BENTON COUNTY, WA.

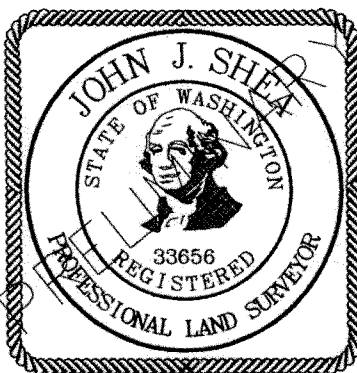
SURVEYOR'S CERTIFICATE

I, JOHN J. SHEA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT THE PLAT OF GRAYHAWK PHASE 2 AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL CORNERS AND DIMENSIONS ARE CORRECTLY SHOWN AND THAT SAID PLAT IS STAKED ON THE GROUND AS INDICATED HEREON.

JOHN J. SHEA
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 33856

06-14-2017

DATE



06-14-2017

JUB
J-U-B ENGINEERS, INC.

2810 W. Clearwater Ave., Suite 201

Kennewick, WA 99336

p | 509 783 2144 w | www.jub.com

Dwg Name: 30-11-040_Grayhawk Ph 2

Date: June 1, 2017

Dr: DFG

Ch: JJS

Sheet 1 of 3

GRAYHAWK PHASE 2

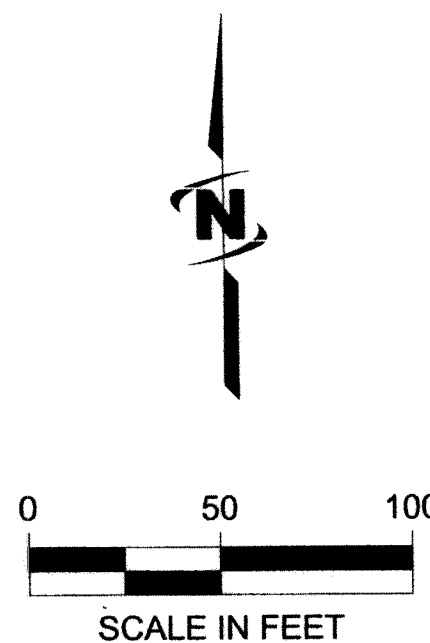
A SUBDIVISION IN A PORTION OF THE SOUTHWEST QUARTER OF SECTION 20 AND THE NORTH-HALF OF SECTION 29, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M.,
CITY OF RICHLAND, BENTON COUNTY, WASHINGTON

COLUMBIA GOLF ASSOCIATES
T.P.N. 1-2908-400-0001-002



AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS _____ DAY OF _____ 20 ____ A.D.
AT _____ M., RECORDED IN VOLUME _____ OF PLATS, AT PAGE _____
AT THE REQUEST OF J-U-B-ENGINEERS, INC.
BENTON COUNTY AUDITOR _____
BY: _____
FEE NO.: _____



LEGEND



SECTION CORNER-AS NOTED

1/4 SECTION CORNER-AS NOTED



SEE FOUND MONUMENT DESCRIPTION TABLE



SET 3" BRASS CAP IN MONUMENT BOX MARKED, "SHEA 33656 2017", AT ALL POINTS OF CURVATURE, POINTS OF TANGENCY, CENTER OF CUL-DE-SACS AND STREET INTERSECTIONS, PER CITY OF RICHLAND STANDARDS



FOUND AND HELD 3" BRASS CAP IN MONUMENT BOX MARKED, "SHEA 33656 2016", AS SET IN SURVEY REFERENCE NUMBER 6.



FOUND AND HELD 5/8" IRON REBAR WITH YELLOW PLASTIC CAP, MARKED "SHEA 33656", AS SET IN SURVEY REFERENCE NUMBER 6.



COMPUTED POSITION, NO MONUMENT FOUND OR SET THIS SURVEY

S.F. SQUARE FEET, APPROXIMATE

R/W RIGHT-OF-WAY

T.P.N. TAX PARCEL NUMBER

IRR. IRRIGATION

VOL. VOLUME

PG. PAGE

NO. NUMBER

ROS RECORD OF SURVEY

[] INDICATED STREET ADDRESS

RIGHT-OF-WAY AND EASEMENT NOTES

- 54.00-FOOT RIGHT-OF-WAY DEDICATED TO THE CITY OF RICHLAND WITH THIS PLAT.
- 58.00-FOOT RIGHT-OF-WAY DEDICATED TO THE CITY OF RICHLAND WITH THIS PLAT.
- 62.00-FOOT RIGHT-OF-WAY DEDICATED TO THE CITY OF RICHLAND WITH THIS PLAT.
- 84.00-FOOT RIGHT-OF-WAY DEDICATED TO THE CITY OF RICHLAND WITH THIS PLAT.
- VARYING WIDTH RIGHT-OF-WAY DEDICATED TO THE CITY OF RICHLAND WITH THIS PLAT.
- 5.00-FOOT AND 10.00-FOOT IRRIGATION EASEMENTS GRANTED WITH THIS PLAT.
- 10.00-FOOT PUBLIC UTILITY EASEMENT GRANTED WITH THIS PLAT.

CURVE AND LINE TABLES

SEE SHEET 3 FOR CURVE AND LINE TABLE INFORMATION

TRACT NOTES

TRACT "A", IS A OPEN SPACE WITH A SIGN EASEMENT ACROSS A PORTION OF SAID TRACT, SAID TRACT IS HEREBY CONVEYED TO THE HOMEOWNERS ASSOCIATION BY SEPARATE DEED DOCUMENT UPON THE RECORDING OF THIS PLAT. HOME OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR ALL LANDSCAPE MAINTENANCE OF SAID TRACT.

TRACT "B", IS A STORM DRAIN RETENTION FACILITY ACROSS A PORTION OF SAID TRACT, SAID TRACT IS HEREBY DEDICATED TO THE CITY OF RICHLAND WITH THIS PLAT. HOME OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR ALL LANDSCAPE MAINTENANCE OF SAID TRACT.

TRACT "C" IS FOR PUBLIC ACCESS TO CANAL/OPEN SPACE, SAID TRACT SHALL BE CONVEYED TO THE HOMEOWNERS ASSOCIATION BY SEPARATE DEED DOCUMENT UPON THE RECORDING OF THIS PLAT. ALL LOTS WITHIN THE SUBDIVISION SHALL HAVE AN EQUAL UNDIVIDED OWNERSHIP INTEREST IN SAID TRACTS. HOME OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR ALL LANDSCAPE MAINTENANCE OF SAID TRACT.

VARYING WIDTH LANDSCAPE EASEMENT NOTE

THE LANDSCAPE EASEMENT AREA GRANTED TO THE HOME OWNERS ASSOCIATION (HOA) ON THE REAR PORTIONS OF LOTS 17, 21 AND 22 RESTRICTS INDIVIDUAL LOT/PROPERTY OWNERS FROM ENCROACHING UPON THE SLOPE AREA TO CONSTRUCT ANY RETAINING WALLS, FENCES, STRUCTURES OF ANY KIND, PLANT SHRUBS OR TREES WITHOUT WRITTEN APPROVAL FROM THE ACC.

CITY OF RICHLAND REQUIRED NOTES

- ADDRESS SHOWN IN BRACKETS ARE SUBJECT TO CHANGE BY THE CITY OF RICHLAND, ZIP CODE: 99354
- SIDEWALKS AND PEDESTRIAN PATHWAYS FRONTING COMMON AREAS SHALL BE THE RESPONSIBILITY OF THE HOMEOWNER'S ASSOCIATION.
- ALL LANDSCAPED AREAS WITHIN THE PUBLIC RIGHT-OF-WAY OF RIVER PARK DRIVE SHALL BE THE RESPONSIBILITY OF THE HOMEOWNER'S ASSOCIATION TO MAINTAIN. ALL OTHER LANDSCAPED AREAS WITHIN THE PUBLIC RIGHT-OF-WAY OF ALL THE OTHER STREETS WITHIN THIS PLAT ARE THE RESPONSIBILITY OF THE PROPERTY/HOME OWNERS TO MAINTAIN.
- CENTRALIZED DELIVERY UNITS (CUBMAILBOX) TO BE INSTALLED PRIOR TO ISSUANCE OF ANY BUILDING PERMITS.

ZONING COVENANT NOTE

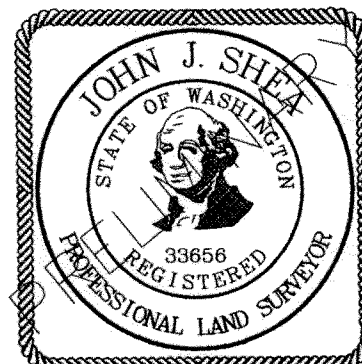
RESIDENTIAL DEVELOPMENT SHALL CONFORM TO THE STANDARDS CONTAINED IN THE R2-S SINGLE FAMILY RESIDENTIAL SMALL LOT ZONING DISTRICT AS THEY EXIST NOW OR ARE HEREINAFTER AMENDED; ONLY DETACHED SINGLE FAMILY DWELLINGS SHALL BE PERMITTED. NO ONE-FAMILY ATTACHED DWELLINGS OR TWO-FAMILY DETACHED DWELLINGS SHALL BE PERMITTED WITHIN THE GRAYHAWK SUBDIVISION.

SURVEYOR'S CERTIFICATE

I, JOHN J. SHEA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT THE PLAT OF GRAYHAWK PHASE 2 AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL CORNERS AND DIMENSIONS ARE CORRECTLY SHOWN AND THAT SAID PLAT IS STAKED ON THE GROUND AS INDICATED HEREON.

John J. Shea
JOHN J. SHEA
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 33656

06-14-2017
DATE



JUB
J-U-B ENGINEERS, INC.

2810 W. Clearwater Ave., Suite 201
Kennewick, WA 99336
p | 509 783 2144 w | www.jub.com
Dwg Name: 30-11-040_Grayhawk Ph 2
Date: June 1, 2017
Dr: DFG Ch: JUS Sheet 2 of 3

2-24-11 (JUB-GDA-PLAT-WA-24x36)

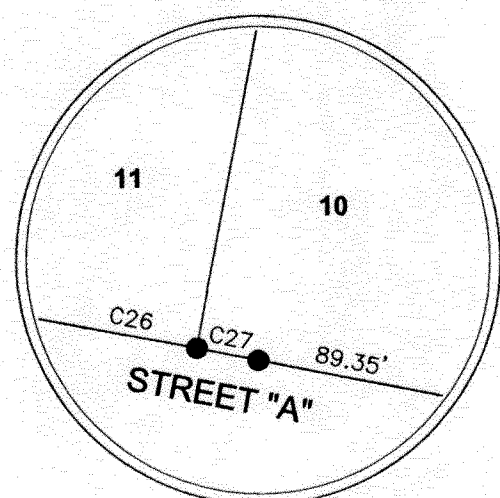
GRAYHAWK PHASE 2

A SUBDIVISION IN A PORTION OF THE SOUTHWEST QUARTER OF SECTION 20 AND THE NORTH-HALF OF SECTION 29, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M.,
CITY OF RICHLAND, BENTON COUNTY, WASHINGTON

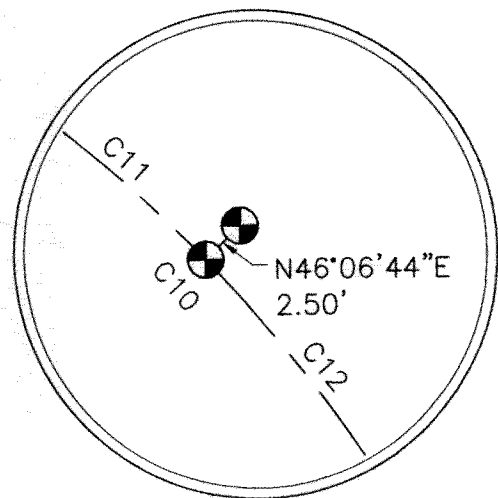
CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	105.02'	350.00'	17°11'32"	N86°50'05"E	104.63'
C2	101.47'	250.00'	23°15'17"	N89°51'58"E	100.77'
C3	68.63'	250.00'	15°43'42"	S86°22'15"E	68.41'
C4	110.95'	550.00'	11°33'30"	S01°32'39"W	110.76'
C5	254.28'	550.00'	26°29'22"	S17°28'47"E	252.02'
C6	133.23'	550.00'	13°52'45"	S37°39'51"E	132.90'
C7	79.55'	170.00'	26°48'45"	S31°11'50"E	78.83'
C8	128.95'	175.00'	42°13'04"	N80°23'04"E	126.05'
C9	70.73'	300.00'	13°30'28"	S85°15'38"E	70.56'
C10	105.05'	75.00'	80°15'11"	N51°53'16"W	96.67'
C11	63.00'	75.00'	48°07'36"	S67°57'04"E	61.16'
C12	42.05'	75.00'	32°07'36"	S27°49'29"E	41.50'
C13	219.81'	100.00'	125°56'40"	S51°28'44"E	178.16'
C14	219.81'	100.00'	125°56'40"	S51°28'44"E	178.16'
C15	219.81'	100.00'	125°56'40"	S51°28'44"E	178.16'
C16	44.77'	250.00'	10°15'42"	N70°40'47"E	44.71'
C17	10.60'	250.00'	2°25'42"	N77°01'28"E	10.59'
C18	7.19'	381.00'	1°04'55"	N78°46'46"E	7.19'
C19	10.59'	277.00'	2°11'29"	N77°08'35"E	10.59'
C20	10.08'	577.00'	1°00'05"	N06°49'21"E	10.08'
C21	59.90'	128.00'	26°48'45"	S31°11'50"E	59.35'
C22	10.00'	592.00'	0°58'04"	S44°07'11"E	10.00'
C23	90.79'	592.00'	8°47'12"	S39°14'33"E	90.70'
C24	26.69'	20.00'	76°28'27"	S73°05'10"E	24.76'
C25	21.69'	202.00'	6°09'03"	N71°45'08"E	21.67'
C26	93.36'	202.00'	26°28'48"	N88°04'04"E	92.53'
C27	0.65'	202.00'	0°11'08"	N78°35'58"W	0.65'
C28	64.36'	273.00'	13°30'28"	S85°15'38"E	64.21'
C29	13.72'	102.00'	7°42'32"	S88°09'36"E	13.71'
C30	8.93'	102.00'	5°01'07"	S81°47'47"E	8.93'
C31	13.04'	20.00'	37°20'56"	N82°02'19"E	12.81'
C32	42.08'	54.00'	44°38'37"	N85°41'10"E	41.02'
C33	29.28'	54.00'	31°03'58"	S56°27'32"E	28.92'
C34	65.55'	54.00'	69°32'55"	S06°09'08"E	61.60'
C35	14.10'	20.00'	40°23'03"	S08°25'51"W	13.81'
C36	31.42'	20.00'	90°00'00"	S56°45'41"E	28.28'
C37	99.21'	212.00'	26°48'45"	S31°11'50"E	98.31'
C38	123.06'	508.00'	13°52'45"	S37°39'51"E	122.75'
C39	87.32'	523.00'	9°33'58"	S25°56'29"E	87.22'
C40	87.05'	523.00'	9°32'12"	S16°23'24"E	86.95'
C41	86.18'	523.00'	9°26'28"	S06°54'04"E	86.08'
C42	86.75'	523.00'	9°30'14"	S02°34'17"W	86.65'
C43	60.84'	577.00'	6°02'30"	N03°18'04"E	60.81'
C44	29.84'	20.00'	85°29'05"	N43°01'21"E	27.15'
C45	61.22'	223.00'	15°43'42"	S86°22'15"E	61.02'
C46	39.27'	25.00'	90°00'00"	S33°30'24"E	35.36'
C47	7.57'	127.00'	3°24'48"	S09°47'12"W	7.56'
C48	34.95'	20.00'	100°06'57"	S32°34'04"W	30.67'
C49	59.30'	54.00'	62°55'06"	S51°09'59"W	56.36'
C50	50.73'	54.00'	53°49'28"	S07°12'17"E	48.88'
C51	32.40'	54.00'	34°22'52"	S51°18'26"E	31.92'
C52	50.68'	54.00'	53°46'06"	N84°37'05"E	48.84'
C53	53.55'	54.00'	56°48'54"	N29°19'35"E	51.38'
C54	37.86'	20.00'	108°28'20"	N55°09'18"E	32.46'
C55	11.88'	127.00'	5°21'27"	S73°17'15"E	11.87'
C56	85.30'	127.00'	38°29'05"	N84°47'28"E	83.71'
C57	38.79'	223.00'	9°58'03"	N70°31'57"E	38.75'
C58	16.53'	277.00'	3°25'12"	N74°20'14"E	16.53'
C59	34.22'	277.00'	7°04'43"	N69°05'17"E	34.20'
C60	4.35'	73.00'	3°24'49"	N67°15'20"E	4.35'
C61	156.12'	73.00'	122°31'51"	S49°46'20"E	128.02'
C62	5.63'	25.00'	12°54'51"	S17°57'01"W	5.62'
C63	33.23'	25.00'	76°09'35"	N62°29'14"E	30.84'
C64	57.37'	281.00'	11°41'54"	S85°16'55"E	57.27'
C65	52.13'	281.00'	10°37'49"	N83°33'13"E	52.06'

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C66	85.60'	301.00'	16°17'39"	S82°57'16"E	85.31'
C67	42.19'	25.00'	96°41'32"	N22°49'46"E	37.36'
C68	78.31'	148.00'	30°19'04"	N86°20'04"E	77.40'
C69	19.81'	327.00'	3°28'13"	S80°14'31"E	19.80'
C70	57.29'	327.00'	10°02'15"	S86°59'45"E	57.21'
C71	67.23'	48.00'	80°15'11"	S51°53'16"E	61.87'
C72	31.42'	20.00'	90°00'00"	S33°14'19"W	28.28'
C73	51.70'	223.00'	13°17'03"	N85°08'56"W	51.59'
C74	31.52'	277.00'	6°31'11"	N81°46'00"W	31.50'
C75	44.52'	277.00'	9°12'31"	N89°37'51"W	44.47'
C76	29.84'	20.00'	85°29'05"	N51°29'34"W	27.15'
C77	87.08'	577.00'	8°38'49"	N13°04'28"W	87.00'
C78	81.76'	577.00'	8°07'09"	N21°27'25"W	81.70'
C79	38.81'	223.00'	9°58'14"	S83°13'28"W	38.76'
C80	75.20'	127.00'	33°55'36"	S08°53'00"E	74.11'
C81	2.92'	20.00'	8°21'23"	N21°40'06"W	2.91'

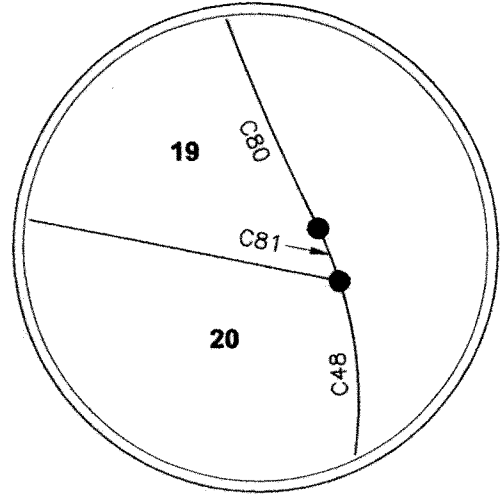
LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S17°47'28"E	18.55'
L2	S44°36'13"E	12.62'
L3	N59°16'32"E	24.15'
L4	N11°45'41"W	27.03'
L5	N11°45'41"W	27.02'
L6	S16°50'19"E	40.65'
L7	S16°50'19"E	11.92'
L8	S17°47'28"E	18.56'
L9	S44°36'13"E	12.62'
L10	S17°47'28"E	18.54'
L11	S44°36'13"E	12.62'
L12	S07°45'16"E	9.04'
L13	S00°27'09"W	8.33'
L14	S04°33'22"W	25.79'
L15	S00°41'02"E	20.00'
L16	S10°45'41"E	19.39'



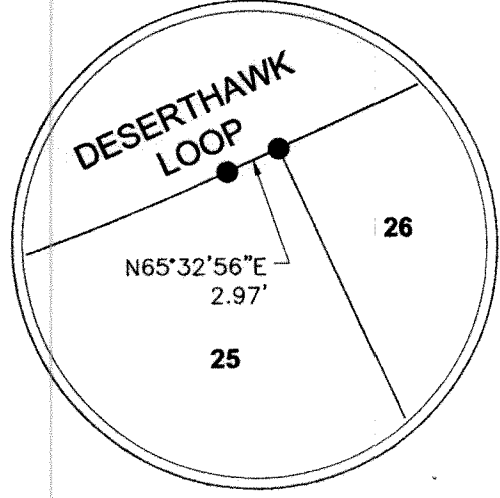
DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE



DETAIL C
NOT TO SCALE



DETAIL D
NOT TO SCALE

PLAT CLOSURE REPORT

NORTH: 366939.18' EAST: 1933780.56'
LINE COURSE: S10°45'41"E LENGTH: 343.00'
NORTH: 366602.21' EAST: 1933844.61'
CURVE SEGMENT: LENGTH: 7.19' RADIUS: 381.00'
DELTA: 1°04'54.55" TANGENT: 3.60'
CHORD: 7.19' COURSE: S78°46'46"W
COURSE IN: S10°40'46"E COURSE OUT: N11°45'41"W
RP NORTH: 366227.81' EAST: 1933915.21'
END NORTH: 366600.81' EAST: 1933837.55'
LINE COURSE: S78°14'19"W LENGTH: 68.60'
NORTH: 366586.83' EAST: 1933770.39'
LINE COURSE: S11°45'41"E LENGTH: 162.00'
NORTH: 366428.23' EAST: 1933803.42'
LINE COURSE: S78°14'19"W LENGTH: 44.87'
NORTH: 366419.08' EAST: 1933759.45'
CURVE SEGMENT: LENGTH: 10.59' RADIUS: 277.00'
DELTA: 2°11'29.02" TANGENT: 5.30'
CHORD: 10.59' COURSE: S77°08'35"W
COURSE IN: S11°45'41"E COURSE OUT: N13°57'10"W
RP NORTH: 366147.90' EAST: 1933815.95'
END NORTH: 366416.73' EAST: 1933749.16'
LINE COURSE: S11°45'41"E LENGTH: 153.80'
NORTH: 366266.16' EAST: 1933780.51'
LINE COURSE: S78°14'19"W LENGTH: 3.09'
NORTH: 366265.53' EAST: 1933777.49'
LINE COURSE: S65°32'56"W LENGTH: 251.91'
NORTH: 366161.26' EAST: 1933548.17'
LINE COURSE: S82°10'13"W LENGTH: 320.53'
NORTH: 366011.62' EAST: 1933264.71'
LINE COURSE: N27°49'47"W LENGTH: 103.00'
NORTH: 366102.70' EAST: 1933216.63'
LINE COURSE: N14°22'14"E LENGTH: 357.60'
NORTH: 366449.12' EAST: 1933305.38'
LINE COURSE: N83°21'43"W LENGTH: 157.11'
NORTH: 366467.28' EAST: 1933149.33'
CURVE SEGMENT: LENGTH: 10.08' RADIUS: 577.00'
DELTA: 1°00'04.93" TANGENT: 5.04'
CHORD: 10.08' COURSE: S06°49'21"W
COURSE IN: N83°40'41"W COURSE OUT: S82°40'36"E
RP NORTH: 366530.81' EAST: 1932575.83'
END NORTH: 366457.27' EAST: 1933148.13'
LINE COURSE: N82°40'36"W LENGTH: 219.58'
NORTH: 366485.26' EAST: 1932930.34'
LINE COURSE: N07°38'49"E LENGTH: 17.95'
NORTH: 366503.05' EAST: 1932932.73'
LINE COURSE: N01°05'20"E LENGTH: 62.80'
NORTH: 366565.84' EAST: 1932933.92'
LINE COURSE: N03°26'56"W LENGTH: 59.69'
NORTH: 366625.42' EAST: 1932930.33'
LINE COURSE: N13°17'15"W LENGTH: 57.95'
NORTH: 366681.82' EAST: 1932917.01'
LINE COURSE: N15°22'47"W LENGTH: 57.93'
NORTH: 366737.67' EAST: 1932901.65'
LINE COURSE: N18°17'43"W LENGTH: 56.07'
NORTH: 366790.91' EAST: 1932884.05'
LINE COURSE: N18°11'20"W LENGTH: 54.75'
NORTH: 366842.92' EAST: 1932866.96'
LINE COURSE: N18°53'38"W LENGTH: 53.84'
NORTH: 366893.86' EAST: 1932849.52'
LINE COURSE: N16°50'19"W LENGTH: 52.58'
NORTH: 366944.19' EAST: 1932834.29'
LINE COURSE: N17°48'06"W LENGTH: 39.93'
NORTH: 366982.21' EAST: 1932822.08'
LINE COURSE: N72°11'54"E LENGTH: 136.50'
NORTH: 367023.94' EAST: 1932852.05'
LINE COURSE: S78°30'24"E LENGTH: 487.33'
NORTH: 366926.83' EAST: 1933429.61'
LINE COURSE: N87°59'08"E LENGTH: 351.17'
NORTH: 366939.18' EAST: 1933780.56'

PERIMETER: 3701.45' AREA: 617951.18 SQ. FT. (14.186 AC)
ERROR CLOSURE: 0.00 COURSE: N72°21'44"W
ERROR NORTH: 0.001 EAST: -0.004

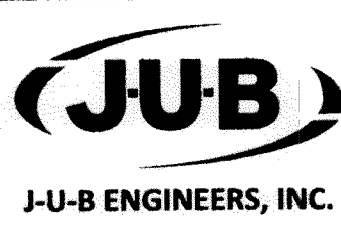
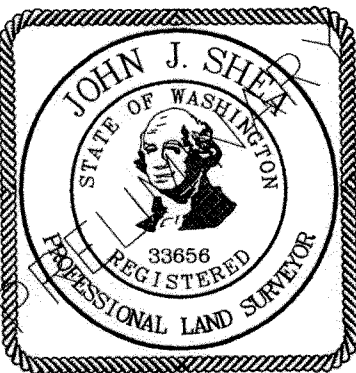
PRECISION 1: 3701440000.00

SURVEYOR'S CERTIFICATE

I, JOHN J. SHEA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT THE PLAT
OF GRAYHAWK PHASE 2 AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY
OF THE LAND DESCRIBED AND THAT ALL CORNERS AND DIMENSIONS ARE CORRECTLY
SHOWN AND THAT SAID PLAT IS STAKED ON THE GROUND AS INDICATED HEREON.

JOHN J. SHEA
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 35656

06-14-2017 DATE



2810 W. Clearwater Ave., Suite 201
Kennewick, WA 99336
p | 509 783 2144 w | www.jub.com
Dwg Name: 30-11-040_Grayhawk Ph 2
Date: June 1, 2017
Dr: DFG Ch: JJS Sheet 3 of 3

**RICHLAND PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE REPORT
JANUARY 17, 2007**

APPLICANT: NORTH STONE RICHLAND, LLC

REQUEST: PRELIMINARY PLAT APPROVAL TO SUBDIVIDE A 39.83-ACRE PARCEL INTO 109 RESIDENTIAL LOTS AND 9 TRACTS (THE HIGHLANDS AT HORN RAPIDS).

LOCATION: WITHIN THE HORN RAPIDS RESIDENTIAL COMMUNITY, GENERALLY WEST THE PLAT OF MAIDSTONE AT HORN RAPIDS AND NORTH OF THE PLAT OF SEDONA II AT HORN RAPIDS.

ENGINEER: SCM CONSULTANTS, INC.

TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

The Technical Advisory Committee conducted a review of the subject request and recommends that if the preliminary plat is approved, approval be subject to the following conditions:

1. Prior to final plat approval, complete engineering plans indicating street design and grading, utility plans including water and sewer, electrical, street lighting, telephone, television cable, natural gas, and irrigation system shall be approved by the Richland Civil and Utility Engineering Division and shall be consistent with the requirements of the responsible departments or companies.
2. Prior to final plat approval all improvements required by Richland Municipal Code (RMC) Title 24 Plats and Subdivisions shall be installed and accepted by the City or the developer shall provide bonding or other sufficient security acceptable to the City ensuring their installation.
3. Prior to final plat approval, cluster mail boxes as required by the United States Postal Service shall be installed.
4. Street naming and addresses shall be finalized at time of final plat submittal and review. Street naming and addressing shall be in conformance with RMC Chapter 12.01.
5. The following note shall be placed on the final plat(s): **"ADDRESS NUMBERS [NOTED IN BRACKETS] ARE SUBJECT TO CHANGE BY THE CITY OF RICHLAND AT TIME OF BUILDING PERMIT ISSUANCE."**

6. Secondary emergency vehicle access (SEVA) as required and approved by the Richland Fire and Emergency Services Department shall be provided prior to final plat approval for all phases of development. Due to the length of the SEVA road, it may be reduced to 12-feet in width with provisions made for vehicle turnouts every 400 linear feet. The road must be constructed of an all weather surface with a minimum two inches of compacted gravel.
7. Fire hydrants capable of supplying the required fire flow shall be provided prior to combustible construction. Hydrants and blue reflective hydrant markers shall be installed at locations approved by the Fire and Emergency Services Department.

Shrubs and similar landscape material shall not be installed within 3 feet of any hydrant, nor shall any plant that grows higher than 12 inches be installed within 5 feet. Trees shall be located at least 10 feet from any hydrant.
8. Approval is subject to compliance with provisions of RMC Section 9.16.046 pertaining to dust control during construction.
9. Consistent with the trail plan in the approved Horn Rapids Master Plan, walkways shall be provided between the street and the golf course in the general vicinity of "E" Court and also between "A" Loop and the golf course in the general vicinity of proposed Tract E.
10. The final plat shall include a note identifying the intended use of any non-residential tract(s) within the plat boundaries. The note shall further state that all residential lots within the plat share an equal undivided ownership interest in any non-residential tract(s) that are not otherwise formally dedicated for ownership by either the City or other appropriate entity.
11. Preliminary plat approval is subject to the conditions of approval set forth in the memorandum from the Richland Building Official related to required grading permits and plans, dated December 21, 2006 and from the Civil and Utility Engineering Division dated January 17, 2007.



505 Swift Boulevard, P.O. Box 190, Richland, WA 99352
Telephone 509-942-7390, Fax 509-942-5666

www.ci.richland.wa.us

COMMUNITY DEVELOPMENT DEPARTMENT
Development Permitting Division
840 Northgate Drive
Richland, WA 99352
Telephone 509-942-7762
Fax 509-942-7764

December 21, 2006

To: Jeff Rolph, Senior Planner

For: TAC Meeting on 1/9/07 for Sandpiper II and Highland @ Horn Rapids

RE: GRADING PERMIT REQUIREMENTS FOR ALL NEW SUBDIVISIONS & PLATS

A grading permit issued by the City of Richland's building permit office—in addition to any and all other permits required by the City of Richland—is required prior to any grading work in a new subdivision or plat area. The grading permit CAN be issued prior to other City of Richland approvals for the subdivision, but the permit holder must understand that the grading permit is not an approval for the street grades, underground excavations for utilities, or any other portion of the proposed infrastructure work, and the grading permit is NOT an approval by the City to subdivide or plat. The applicant for a grading permit issued before the final subdivision or plat construction plans are approved accepts any and all risks and liabilities associated with commencement of grading, including the risk that the City may not approve the subdivision or plat. Even if grading does not commence until the infrastructure construction plans have been approved by the City of Richland, a grading permit is still required prior to any work being done on the site.

SUBMITTAL REQUIREMENTS

Site/Grading Plan:

A site plan showing existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work shall be submitted. The grades must also show in detail that it complies with all the requirements for slopes and setbacks in Appendix J. The site plan must also show the existing grades on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of Appendix J. The plan must be stamped by a licensed engineer and must specifically reference that all requirements of the soils report (see below) have been complied with on the plan.

Soils Report:

A soils report prepared by a registered geotechnical engineer shall be provided. It must contain the following minimum information:

1. Existing soils types and distribution of existing soils.
2. Conclusions and recommendations for grading procedures, specifically describing that all Appendix J requirements are being met.

GRADING PERMIT REQUIREMENTS FOR ALL NEW SUBDIVISIONS AND PLATS

Soils Report (cont.):

3. Soil design criteria for any structures (walls, etc.) or embankments, required to accomplish the proposed grading.
4. Slope stability studies and recommendations, specifically describing that all Appendix J requirements are being met, including recommendations and conclusions regarding site geology. Sometimes these specific types of studies are referred to as "global stability."
5. Liquefaction study (required only where mapped maximum earthquake S_s is greater than 0.5g).

Application and payment of grading plan review fees:

City of Richland fees for the review of the grading plans and reports are based upon the currently adopted schedule. Please inquire at the front permit office for a copy of these fees. The application must be filled out and the plan review fee paid at the time of submittal.

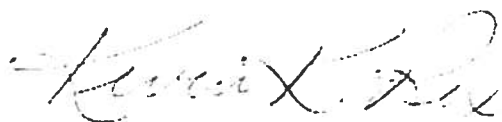
INSPECTION PROCESS AFTER PERMIT ISSUANCE

In addition to periodic inspections by the City (pre-fill placement, all buried items—such as filter fabrics, etc.—prior to burial, and at least one inspection of one layer of fill placement during compaction), the owner shall hire either a certified special inspector or a licensed professional soils engineer to inspect all work in accordance with Section 1704.7 of the 2003 IBC (site preparation, during fill placement, in-place density evaluations). Written field reports and density test reports by either the special inspector or by the licensed professional soils engineer shall be submitted to the City following each site visit. A final inspection by the City will occur when all the work is done AND all written reports have been submitted.

Please read and have your professionals read and apply each section of Appendix J of the 2003 IBC (or currently adopted grading code) concerning excavations, fills, and especially SETBACKS and drainage, terracing, and erosion. The plans and reports submitted must clearly show how each of these sections is being addressed in your proposal.

Please direct applicants for new subdivisions or plats to me should they have questions about the grading permit process.

Thank you.



Kevin K. Rex
Building Official

**CITY OF RICHLAND
CIVIL AND UTILITY ENGINEERING
DEVELOPMENT COMMENTS**

DATE: January 17, 2007

TO: JEFF ROLPH, SENIOR PLANNER

PLAT REVIEW BY: JASON REATHAFORD, ENGINEERING TECH 4
PETE ROGALSKY, PUBLIC WORKS DIRECTOR
STEVE STAIRS, TRANSPORTATION ENGINEER

PROJECT NAME: HIGHLANDS AT HORN RAPIDS (S2006-109)

PROJECT LOCATION: WEST OF THE PLAT OF MAIDSTONE

The Civil and Utility Engineering Division has reviewed preliminary plat the received in this office on January 16, 2007, for the above referenced property and has the following conditions.

General Conditions:

1. All final plans for public improvements shall be submitted on a 24" x 36" format. Addendums are not allowed, all information shall be supplied in 24 x 36 format. When construction of the infrastructure has been substantially completed, the applicant shall provide 3 mil mylar and electronic record drawings to the City. The electronic as-built record drawings shall be submitted in a AutoCAD format compatible with the City's standard CAD software. The record drawings shall be submitted and approved by the City before the final punchlist inspection will be performed. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat. Mylar record drawings of the street lights are also required prior to the final inspection.
2. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way permit prior to construction. A plan review and inspection fee in the amount equal to 5% of the construction costs of the work within the right-of-way or easement will be collected at the time the permit is issued. A stamped, itemized Engineers estimate (Opinion of probable cost) shall be submitted along with the final submittal.
3. A pre-construction conference will be required prior to the start of any work within the public right-of-way or easement. Contact the Civil and Environmental Engineering Division at 942-7500 to schedule a pre-construction conference.
4. Site plan drawings which involve the construction of public infrastructure shall be drawn on a standard 24" x 36" drawing format to a scale which shall not be less than 1"= 40'.
5. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
6. All construction plan sheets shall include the note "CALL TWO WORKING DAYS BEFORE YOU DIG 1-800-424-5555."
7. An irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development. *Construction plans will not be accepted for review until adequate and viable proof of an irrigation source is made available by the developer.* The designing Engineer shall submit plans for the proposed irrigation system to the Irrigation District with jurisdiction

over the property at the same time that they are submitted to the City for construction review. Plans shall be reviewed and accepted by said irrigation district prior to issuance of a Right-of-Way permit by the City. Easements shall be provided on the final plat for this system where needed.

8. Any and all necessary permits that may be required by jurisdictional entities outside of the City of Richland shall be the responsibility of the developer to obtain.
9. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to final platting.

Design Standards:

10. Public improvement design shall follow the following general format:
 - A. Sanitary sewer shall be aligned on the north and west side of street centerlines.
 - B. Storm sewer shall be aligned on the south and east side of street centerlines.
 - C. Any sewer or storm manholes that are installed outside of public Right of Way shall have an acceptable 12-foot wide gravel access road (minimum) provided from a public street for maintenance vehicles.
 - D. 10-foot horizontal spacing shall be maintained between domestic water and sanitary sewer mainlines and service lines.
 - E. Water lines shall be aligned on the south and east side of street centerlines.
 - F. Watermains larger than 8-inches in diameter shall be ductile iron.
 - G. Watermains installed outside of City Right of Way shall be ductile iron and may need restrained joints.
 - H. All watermains outside areas zoned R1 shall be ductile iron.
 - I. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
 - J. Sewer mains over 15-feet deep shall be constructed out of C900 PVC or ductile iron. The entire main from manhole to manhole shall be the same material. Private sewer service lines over 15-feet deep shall also be constructed of the same material, then transition to regular sewer piping above 15-feet.
 - K. All utilities shall be extended to the adjacent property (properties) at the time of construction.
 - L. The minimum centerline finish grade shall be no less than 0.30 % and the maximum centerline finish grade shall be no more than 10.0 % for local streets.
 - M. The minimum centerline radius for local streets shall be 100-feet.
 - N. Any filling of low areas that may be required within the public Right of Way shall be compacted to City standards.
 - O. A composite utility plan shall be included in the submitted plan set.
 - P. A detailed grading plan shall be included in the submitted plan set.
 - Q. For public utilities not located within public street rights-of-way the applicant shall provide maintenance access acceptable to the City and the applicant shall provide an exclusive 10-foot wide public utility easement (minimum) to be conveyed to the City of Richland.
 - R. Final design of the public improvements shall be approved at the time of the City's issuance of a Right-of-way Construction Permit for the proposed construction.
 - S. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
 - T. All cul-de-sacs shall have a minimum radius of 45 feet to the face of curb to allow for adequate turning radius of fire trucks and solid waste collection vehicles.
 - U. Curb returns at minor intersections shall have a minimum radius of 25 feet. Curb returns at major intersections should have minimum radius of 30 feet but should be evaluated on a case by case basis.
 - V. All public streets shall meet design requirements for sight distance (horizontal, vertical and intersectional).
 - W. The final engineered construction plans shall identify locations for irrigation system, street lighting, gas service, power lines, telephone lines, cable television lines, street trees and mail

- boxes. All electrical appurtenances such as transformers, vaults, conduit routes, and street lights (including their circuit) need to be shown in the plan view.
- X. Construction plans shall provide or reference all standard drawings or special details that will be necessary to construct all public improvements which will be owned, operated, maintained by the City or used by the general public (Commercial Driveway, Curb, Gutter, Sidewalk, Water, Sewer, Storm, Street and Street lighting etc.).
 - Y. The contractor shall be responsible for any and all public infrastructure construction deficiencies for a period of one year from the date of the letter of acceptance by the City of Richland.
11. If the project will be built in phases the applicant shall submit a master plan for the sanitary sewer, domestic water, storm drainage, electrical, street lighting and irrigation system for the entire project prior to submitting plans for the first phase to assure constructability of the entire project. This includes the location and size of any storm retention ponds that may be required to handle runoff.
12. If the City Fire Marshal requires a secondary emergency vehicle access, it shall be included in the construction plan set and be designed to the following standards:
- A. 2-inches compacted gravel, minimum (temp. SEVA only).
 - B. 2% cross-slope, maximum.
 - C. 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal.
 - D. Be 20-feet in width.
 - E. Have radii that are accommodating with those needed for City Fire apparatus.

Secondary emergency vehicles accesses (SEVA's) shall be 20-feet wide, as noted. Longer secondary accesses can be built to 12-feet wide with the approval of the City of Richland Fire Marshal, however turn-outs are required at a spacing acceptable to the Fire Dept. Temporary SEVA's shall be constructed with 2-inches of compacted gravel, at a minimum. Permanent SEVA's shall be paved with 2-inches of asphalt over 4-inches of gravel, at a minimum.

13. **SURVEY MONUMENT DESTRUCTION:**

All permanent survey monuments existing on the project site shall be protected. If any monuments are destroyed by the proposed construction, the applicant shall retain a professional land surveyor to replace the monuments and file a copy of the record survey with the City.

- A. No survey monument shall be removed or destroyed (*the physical disturbance or covering of a monument such that the survey point is no longer visible or readily accessible*) before a permit is obtained from the Department of Natural Resources (DNR). WAC 332-120-030(2) states "It shall be the responsibility of the governmental agency or others performing construction work or other activity (including road or street resurfacing projects) to adequately search the records and the physical area of the proposed construction work or other activity for the purpose of locating and referencing any known or existing survey monuments." (RCW 58.09.130).
- B. Any person, corporation, association, department, or subdivision of the state, county or municipality responsible for an activity that may cause a survey monument to be removed or destroyed shall be responsible for ensuring that the original survey point is perpetuated. (WAC 332-120-030(2)).
- C. Survey monuments are those monuments marking local control points, geodetic control points, and land boundary survey corners. (WAC 332-120-030(3)).

When a monument must be removed during an activity that might disturb or destroy it, a licensed Engineer or Land Surveyor must complete, sign, seal and file a permit with the DNR.

It shall be the responsibility of the designing Engineer to identify the affected monuments on the project plans and include a construction note directing them to the DNR permit.

Traffic & Streets:

14. The Horn Rapids Development Transportation Impact Study determined that 600 lots may be built before a second access onto SR240 is required. The plans for the second entrance have been submitted, reviewed and approved by the City of Richland and the Washington State Dept. of Transportation. If not already built at the time of construction plan submittal, this preliminary plat shall construct the second entrance off of SR240, and the remainder of Village Parkway from it's terminus to the SR240 entrance (full width asphalt and 8-foot pathways) when this plat is built. This work will be considered part of the plat construction, and the plat will not be signed or released until the improvements are accepted.
If the State does not authorize construction of the second entrance, or is delaying the project, the developer shall contribute \$800 per lot per lot as their "pay-as-you-go" mitigation towards construction of needed traffic improvements to SR240. However, Staff can adjust this amount based on approved security for construction of needed improvements. This impact mitigation is due at the time of final plat for the phase which was constructed. This proposal is consistent with the other preliminary plats approved in Horn Rapids in the last 2 years.
15. The road section proposed on this preliminary plat for River Park Drive is a deviation from the approved Horn Rapids master plan for the "Collector Road" specified for this area, and also a deviation from the collector roads previously constructed. Due to the proposed design of the preliminary plat and the location of this road in relation to the two proposed entrances into Horn Rapids, this Department supports this deviation and the proposed road section, given the following comments and conditions;
 - ❑ River Park Drive from the east boundary of the plat to the intersection with "C" Street shall have a 62-foot Right of Way. It shall be a 36-foot wide street with a 4.5-foot landscape strip and an 8-foot paved pathway (similar to other collector streets in Horn Rapids).
 - ❑ River Park Drive from "C" Street to the intersection with "E" Street shall have a 58-foot Right of Way (31' and 27') with an 8-foot path on the south side, and a 5-foot concrete sidewalk on the north side. The street shall remain 36-feet wide.
 - ❑ River Park Drive from "E" Street to "D" Blvd. and "D" Blvd. from River Park Drive to the intersection with "C" street shall have a 54-foot wide Right of Way with a 36-foot street and 5-foot sidewalks on both sides (City standard residential street).
 - ❑ "D" Blvd. from "C" Street to the plat boundary shall return to the Horn Rapids collector standard (84-foot Right of Way with landscape strips and 8-foot asphalt paths on both sides).
16. A note will be shown on the face of the final plat stating that River Park Drive and "D Blvd." north of the intersection of River Park Drive are classified as "Neighborhood Collector streets". Subsequently, no driveways accessing single family lots will be allowed onto them. Exceptions will be made for the few lots that will be allowed driveway access (lots 1-3 and 19-23).
17. The "D" Blvd. cul-de-sac as proposed for this pre-plat is longer than the maximum length allowed by municipal code. The developer of the property has requested a deviation from the code, given that the number of lots it serves is fewer than the number required for a secondary emergency access. It is this department's opinion to allow a deviation and approve the road design as submitted.
18. The intersection of the east end of "E" Loop and River Park Drive shall be designed to City standards.
19. Sidewalks shall be installed along all public Right of Way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, tracts, etc.).
20. If the project is to be constructed in phases, all dead-end streets longer than 150-feet that will be continued later need to have temporary turn-arounds built at the end of them. The radius of these

turn-arounds shall be 45-feet minimum, and shall be constructed of 2-inches of compacted top course gravel for slopes less than 5%, or of 2-inches of asphalt atop 2-inches of gravel for slopes greater than 5%. If the temporary turn around is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water:

21. The Horn Rapids domestic water master plan shows a water connection between this preliminary plat and the plat of Sedona 2 to the south, and the undeveloped property to the north (tentatively called "Horseshoe Canyon"). These connections shall be made as needed to provide necessary fire flows and redundant water supplies, and shall all be constructed prior to acceptance of the various phases.
22. The developer will be required to demonstrate that all phases are capable of delivering adequate fire flows prior to construction plans being accepted for review. This may require looping of the watermain from off-site locations.
23. All building lots within this plat will be required to install pressure regulating valves on their water services due to possible water pressure fluctuations and high pressures.

Sanitary Sewer:

24. The closest gravity flow sanitary sewer available for this development is located in the plat of Gleneagle to the east. The sanitary sewer system in the plat of Maidstone is not at the correct elevation to serve this property. The plans for the off-site sewer extension have been submitted, reviewed and approved by the City of Richland and the Washington State Dept. of Transportation. It shall be the responsibility of the developer to extend a sewer main to this property to serve sanitary sewer at the time of plat construction.

Storm Water:

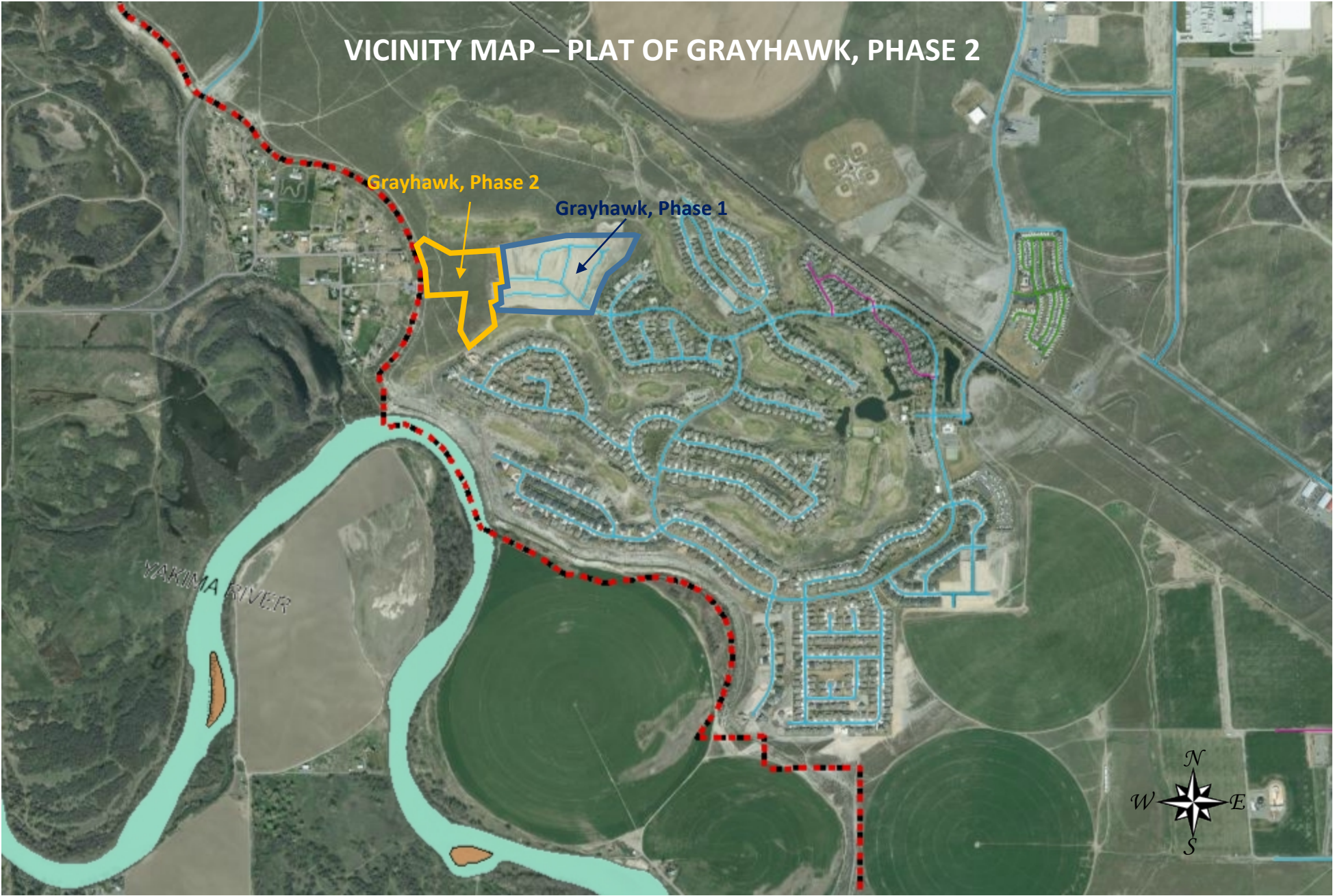
25. A storm sewer system shall be designed to contain or pass a 25-year storm. The applicant shall provide storm drainage calculations based on a 25-year storm using the Benton County Hydrology Manual. Calculations shall be stamped by a professional Civil Engineer licensed in the State of Washington. Prior to discharging any storm drainage waters from paved surfaces into drainage ditches, groundwater or a public system, an oil/water separator must be installed. The applicant's design shall provide runoff protection to downstream property owners. The project will require detailed erosion control plans.
 - A. Prior to or concurrent with the submittal of the first phase the developer shall provide a Geotechnical report including the percolation rate of the soils in the area of any storm retention ponds.
 - B. As per RMC chapter 24.20.070 and the City of Richland's Comprehensive Stormwater Management Plan, the storm drainage system installed as part of this plat may need to be oversized in order to handle the additional flow from future developments in the vicinity.
26. If any existing storm drainage or ground water seepage empties onto the proposed site, said storm drainage shall be considered an existing condition, and it shall be the responsibility of the property developer to design a system to contain or treat and release the off-site storm drainage.
27. If the storm drain ponds slopes are greater than 25% or deeper than 4-feet, then a 6-foot fence will be required around the perimeter of the pond with a minimum 12-foot wide gate for maintenance vehicles. A maintenance road from the public Right of Way to the bottom of the pond is also needed (2-inches of compacted gravel, minimum). The city's maintenance of the pond in the future will consist of trimming weeds to keep them below 6-inches, and maintaining

the pond for functionality. If the developer wishes for the pond to be landscaped and visually appealing, then the homeowners association should be considered for maintenance responsibilities. This will require an irrigation meter and sprinkler system (including a power source), and responsibility for maintaining the landscaping.

Final Platting Requirements:

28. Any public access and utility easements, such as water, sewer, electrical etc., must be provided prior to final acceptance by the City.
29. Any off-site easements necessary for this project shall be obtained and secured by the applicant and supplied to the City at the time of plat construction and prior to final plat acceptance by the City.
30. Ten foot wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.
31. A note shall be placed on the face of the final plat stating: *"All lots within this plat are required to install pressure regulating valves on their water services due to possible water pressure fluctuations and high pressures."*
32. A note shall be placed on the face of the plat that states: *"All landscaped tracts and areas within the plat of Sandpiper 2 that are in the public Right of Way shall be the responsibility of the homeowners to maintain."*
33. A note shall be placed on the face of the plat that states: *"The City of Richland's standard for storm pond maintenance consists of semi-annual vegetation abatement and specifically does not include irrigation, landscaping or other aesthetic improvements"*
34. A note shall be placed on the face of the plat that states: *"River Park Drive and "D" Blvd. north of River Park Drive are classified as "Neighborhood Collector" roads, no driveway access is allowed directly onto them."* Exceptions will be made for the few lots that will be allowed driveway access (lots 1-3 and 19-23). The actual name of "D" Blvd. will be noted on the final plat.
35. A one-foot "No access / screening easement" will be required along:
 - ☐ The River Park Drive Right of Way from the east end of the preliminary plat to "C" Street
 - ☐ The south side of River Park Drive from "C" Street to "D" Blvd.
 - ☐ The east side of "D" Blvd. from River Park Drive to the north plat boundary
36. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
37. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.

VICINITY MAP – PLAT OF GRAYHAWK, PHASE 2





COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Expenditures - Approval

Key Element: Key I - Financial Stability & Operational Effectiveness

Subject:

Expenditures from June 26, 2017 - July 7, 2017 for \$7,519,205.54 including Check Nos. 246417-246890, Wire Nos. 6497-6507, Payroll Check Nos. 121026-121854, and Payroll Wire/ACH Nos. 9989-9999

Department:

Administrative Services

Ordinance/Resolution Number:

Document Type:

Expenditures

Recommended Motion:

Approve the expenditures from June 26, 2017, to July 7, 2017 in the amount of \$7,519,205.54.

Summary:

Breakdown of Expenditures:

Check Nos.	246417-246890	2,342,988.04
Wire Nos.	6497-6507	3,223,898.70
Payroll Check Nos.	121026--121854	25,373.85
Payroll Wires/ACH	9989-9999	1,926,944.95
TOTAL		\$7,519,205.54

Fiscal Impact:

Yes

Total Disbursements: \$7,519,205.54. Disbursements (wire transfers) include \$2,637,592.00 for purchase power.

Attachments:

1. Wire Transfers
2. Voucher Listing Report

VOUCHER LISTING REPORT
SUMMARY OF WIRE TRANSFERS
JUNE 26 - JULY 7, 2017

Payee	Wire Description	Amount
Claim Wires - Wire No. 6497 to 6507		
AW Rehn Insurance	Fire Health Reimbursement Account	20,625.00
Bonneville Power Administration	Purchase Power	2,637,592.00
CIGNA Health/Matrix/QBE/VSP	Insurance Claims	290,035.36
Conover	Section 125	2,875.14
Global Processing, Inc.	Landfill Merchant Service Fees	1,789.30
LEOFF Trust	Fire Health Premiums	75,026.22
NOR AM Investment	Line Easement	187,350.00
Zenith Administrators	Insurance Claims	8,605.68
	Total Claim Wire Transfers	\$ 3,223,898.70
Payroll Wires & Direct Deposits (ACH) - Wire No. 9989 to 9999		
Payroll Wires *see description below	Total Payroll Wire Transfers & Deposits	\$ 1,926,944.95
Total Claim & Payroll Wires/ACH		\$ 5,150,843.65

*Payroll Wires - transactions represent; employee payroll, payment of benefits, payroll taxes and other related payroll benefits.



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
FUND 001 GENERAL FUND					
Division: 000 UNASSIGNED					
BARKER, JOHN SPENCER		061217-135607	246431	REFUND STATE/CITY CPL SHARE	\$18.00
				REFUND STATE/CITY CPL SHARE	\$18.00
BERGER, KEVIN		17-264 BERGER	246793	17-264 IABTI CONFERENCE	\$751.75
CITY OF RICHLAND		061517	246451	CASHIER SHORTAGE- LUCHI	\$0.09
				CASHIER SHORTAGE- GOMEZ	\$5.00
				CASHIER SHORTAGE-BLASDEL	\$100.00
		062017		CASHIER SHORTAGE-HANE	\$40.00
		062317	246717	CASHIER SHORTAGE-IZAGUIRRE	\$10.00
HAMILTON, CRAIG		17-094 HAMILTON	246491	17-094 HEXAGON 2017 CONFERE	\$1,206.00
HUSA, E. IVAR		17-093 HUSA	246496	17-093 HEXAGON 2017 CONFERE	\$1,206.00
MANZO, ELENA		17-262 MANZO	246751	17-262 EUCI MEETING	\$1,568.44
PERMIT REFUND		2017-001356	246727	DUPLICATE PERMIT REFUND	\$68.75
		2017-001527		DUPLICATE PERMIT REFUND	\$48.85
		2017-001629	246704	DUPLICATE PERMIT REFUND	\$48.85
RECWARE REFUND		052417	246592	REFUND DAMAGE DEPOSIT	\$200.00
			246639	REFUND DAMAGE DEPOSIT	\$200.00
			246653	REFUND DAMAGE DEPOSIT	\$200.00
			246685	REFUND DAMAGE DEPOSIT	\$200.00
			246695	REFUND DAMAGE DEPOSIT	\$200.00
		052617	246661	REFUND ROOM CANCELLATION	\$31.50
		053017	246580	REFUND CLASS WITHDRAW	\$25.00
				REFUND CLASS WITHDRAW	\$12.50
				REFUND CLASS CANCELLATION	\$30.00
				REFUND GARDEN PLOT	\$37.50
				REFUND DAMAGE DEPOSIT	\$500.00
			246585	REFUND CLASS WITHDRAW	\$12.50
				REFUND CLASS WITHDRAW	\$25.00
				REFUND CLASS CANCELLATION	\$30.00
				REFUND GARDEN PLOT	\$37.50
				REFUND DAMAGE DEPOSIT	\$500.00
			246617	REFUND DAMAGE DEPOSIT	\$500.00
				REFUND GARDEN PLOT	\$37.50
				REFUND CLASS CANCELLATION	\$30.00
				REFUND CLASS WITHDRAW	\$12.50
				REFUND CLASS WITHDRAW	\$25.00
			246641	REFUND CLASS CANCELLATION	\$30.00
				REFUND CLASS WITHDRAW	\$12.50
				REFUND GARDEN PLOT	\$37.50



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
REWARE REFUND	053017		246641	REFUND DAMAGE DEPOSIT	\$500.00
				REFUND CLASS WITHDRAW	\$25.00
			246651	REFUND CLASS WITHDRAW	\$12.50
				REFUND GARDEN PLOT	\$37.50
				REFUND CLASS CANCELLATION	\$30.00
				REFUND DAMAGE DEPOSIT	\$500.00
				REFUND CLASS WITHDRAW	\$25.00
			246676	REFUND CLASS CANCELLATION	\$30.00
				REFUND GARDEN PLOT	\$37.50
				REFUND DAMAGE DEPOSIT	\$500.00
				REFUND CLASS WITHDRAW	\$25.00
				REFUND CLASS WITHDRAW	\$12.50
	053117		246591	REFUND PICNIC CANCELLED	\$55.00
	060117		246644	REFUND DAMAGE DEPOSIT	\$200.00
	061217		246581	REFUND DAMAGE DEPOSIT	\$500.00
				REFUND DAMAGE DEPOSIT	\$200.00
				REFUND DAMAGE DEPOSIT	\$150.00
			246615	REFUND DAMAGE DEPOSIT	\$200.00
				REFUND DAMAGE DEPOSIT	\$500.00
				REFUND DAMAGE DEPOSIT	\$150.00
			246657	REFUND DAMAGE DEPOSIT	\$500.00
				REFUND DAMAGE DEPOSIT	\$150.00
				REFUND DAMAGE DEPOSIT	\$200.00
			246663	REFUND DAMAGE DEPOSIT	\$200.00
				REFUND DAMAGE DEPOSIT	\$150.00
				REFUND DAMAGE DEPOSIT	\$500.00
			246697	REFUND DAMAGE DEPOSIT	\$200.00
				REFUND DAMAGE DEPOSIT	\$150.00
				REFUND DAMAGE DEPOSIT	\$500.00
	061317		246684	REFUND DAMAGE DEPOSIT	\$500.00
	061917		246579	REFUND CLASS CANCELLATION	\$26.50
				REFUND DAMAGE DEPOSIT	\$425.00
				REFUND DAMAGE DEPOSIT	\$500.00
			246637	REFUND DAMAGE DEPOSIT	\$425.00
				REFUND CLASS CANCELLATION	\$26.50
				REFUND DAMAGE DEPOSIT	\$500.00
			246642	REFUND CLASS CANCELLATION	\$26.50
				REFUND DAMAGE DEPOSIT	\$425.00
				REFUND DAMAGE DEPOSIT	\$500.00
			246683	REFUND CLASS CANCELLATION	\$26.50
				REFUND DAMAGE DEPOSIT	\$425.00



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
RECWARE REFUND		061917	246683	REFUND DAMAGE DEPOSIT	\$500.00
		062017	246599	REFUND DAMAGE DEPOSIT	\$425.00
				REFUND DAMAGE DEPOSIT	\$150.00
				REFUND DAMAGE DEPOSIT	\$200.00
			246614	REFUND DAMAGE DEPOSIT	\$425.00
				REFUND DAMAGE DEPOSIT	\$150.00
				REFUND DAMAGE DEPOSIT	\$200.00
			246693	REFUND DAMAGE DEPOSIT	\$425.00
				REFUND DAMAGE DEPOSIT	\$150.00
				REFUND DAMAGE DEPOSIT	\$200.00
				REFUND DAMAGE DEPOSIT	\$425.00
			246664	REFUND DAMAGE DEPOSIT	\$425.00
			246626	REFUND RENTAL CANCELLATION	\$60.00
			246867	17-310 NWPPA ELEC UTILITY O	\$885.41
SWANSON, JON		17-310 SWANSON			
WASHINGTON STATE PATROL		I17008329	246568	BACKGROUND CHECKS-MAY 2017	\$360.00
UNASSIGNED TOTAL ****					\$22,617.64
Division:	001	CITY COUNCIL			
ENERGY COMMUNITIES ALLIANCE		2017-2018 DUES	246475	ECA 7/2017-6/2018 MEMBER DUES	\$2,500.00
LEMLEY, PHILLIP		17-316 LEMLEY	246749	17-316 ASSOC. OF WA CITIES	\$684.54
THOMPSON, ROBERT		17-314 THOMPSON	246772	17-314 ECA STRATEGIC PLANNI	\$1,761.18
CITY COUNCIL TOTAL ****					\$4,945.72
Division:	101	CITY CLERK			
TRI CITY HERALD	S017473	3062109	246560	ORD 01-17 TBD RAN ON 5/7/17	\$29.66
	S017473	3062129		ORD 15-17 CDS RAN ON 5/7/17	\$24.72
	S017473	3062160		ORD 16-17 CDS RAN ON 5/7/17	\$27.19
	S017473	3072070		PHN 051617 COUNCIL RAN ON 5/14	\$64.27
	S017473	3082296		ORD 18-17 PW RAN ON 5/21/17	\$42.02
	S017473	3082336		ORD 08-17 AS RAN ON 5/21/17	\$74.15
	S017473	3082373		ORD 09-17 AS RAN ON 5/21/17	\$93.93
CITY CLERK TOTAL ****					\$355.94
Division:	102	CITY ATTORNEY			
BELL BROWN & RIO PLLC		877	246710	PROSECUTION SRVCS-JULY	\$22,143.88
KENYON DISEND PLLC		185623	246501	SALES TAX REVIEW	\$1,007.50
MENKE JACKSON BEYER LLP	05/2017-065		246513	GENERAL (CITY ATTY)	\$921.69
	05/2017-068			SIGN CODE REVIEW	\$1,715.93
OGDEN MURPHY WALLACE, PLLC	734607		246519	MOBILITIE CONSORTIUM-MAY	\$781.77
SUMMIT LAW GROUP PLLC	85415		246769	LABOR & EMPLOYMENT SRVCS-MAY	\$147.50
THOMSON REUTERS-WEST	836219322		246554	INFORMATION CHARGES-MAY 2017	\$2,171.87
CITY ATTORNEY TOTAL ****					\$28,890.14
Division:	110	ASSISTANT CITY MANAGER			
CITY OF RICHLAND		17-213 AMUNDSON	246718	17-213 AWC ANNUAL CONFERENC	\$305.63



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
ASSISTANT CITY MANAGER TOTAL ****					\$305.63
Division:	111	COMMUNICATIONS & MARKETING			
ACCENT SIGNS INC		16069	246422	NO FIREWORKS SIGNS	\$526.71
MACHART, KELLY		MAY-JUN MILEAGE	246646	MILEAGE 5/23 - 6/22/2017	\$34.24
WEST COAST PAPER COMPANY		10187070	246883	PAPER 20# 8.5 X 11 WHITE	\$466.98
COMMUNICATIONS & MARKETING TOTAL ****					\$1,027.93
Division:	112	CABLE COMMUNICATIONS			
RICHLAND SCHOOL DISTRICT #400		178-16	246762	CABLE TV ACCESS GRANT-PEG-RSD	\$25,000.00
WASHINGTON STATE UNIVERSITY			246776	CABLE TV ACCESS GRANT-PEG-WSU	\$25,000.00
CABLE COMMUNICATIONS TOTAL ****					\$50,000.00
Division:	113	HANFORD COMMUNITIES			
LARSEN, PAM BROWN		17-290 LARSEN	246502	17-290 ECA MEETING	\$847.22
LUNDGREN, REGINA E		RCH-HCN-515	246509	SPEAKERS BUREAU - JUNE	\$1,700.00
HANFORD COMMUNITIES TOTAL ****					\$2,547.22
Division:	120	FIRE			
BENTON PUD		430	246436	QTRLY RACK LEASE JAN-MAR 2017	\$389.80
DAY WIRELESS SYSTEMS	P057814	591523	246602	Tablet installation-16 Vehicle	\$4,566.41
	P057814			INSTALLAITON ASSY KIT	\$434.40
	P057814			SHIPPING	\$27.15
	P057814			ADJUST FOR TAX	\$0.01
EMERGENCY REPORTING		2017_3677	246472	ERS SUBSCRIPTION-JULY	\$208.92
EMERICK, MIKE		17-315 EMERICK	246732	17-315 SPROMBERG CANYON FIR	\$103.29
FARMERS EXCHANGE		189984	246479	CHAINSAW REPAIR	\$146.41
FRONTIER		06/17 2530045365	246484	SILVER CLOUD PHONE LINE	\$66.64
PORTABLE COMPUTER SYSTEMS, INC	P057813	52511/C52686	246528	ADJUST FOR TAX	(\$0.03)
	P057813			GETAC F110 KIT: TRI RF VEH DOC	\$10,617.43
	P057813			GPS CABLE, 6M/20',SMA(m)	\$12.46
	P057813			CS23 CABLE 5M FME (f) TO PL259	\$14.17
	P057813			AMPHENOL TNC(F)-SMA(M) ADAPTER	\$130.32
	P057813			CS29 CABLE 5m SMA PLG TO SMA J	\$16.15
	P057813			ANTENNA FLEXIBLE 149-159MHz	\$21.88
	P057813			Wi-Fi/WLAN CABLE ITEM #C32SP-5	\$24.44
	P057813			PULSE/LARSEN CORAXIAL ANTENNA	\$36.45
	P057813			GAMBER JOHNSON - 9" LOWER POLE	\$64.62
	P057813			PART #BMLPVDB800/1900HD BI LOW	\$71.24
	P057813			KIT-INDEPENDENT TABLET DISPLAY	\$4,109.77
	P057813			7" CENTER UPPER POLE	\$92.14
	P057813			86-KEY FUNCTION, FN KEY FOR SE	\$5,115.69
	P057813			PANORAMA ANTENNA ITEM #GPSB	\$133.31
	P057813			FORD EXP (11-17), TRURUS (08-1	\$165.42



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
PORTABLE COMPUTER SYSTEMS, INC	P057813	52511/C52686	246528	TABLET DISPLAY MOUNT - TALL	\$174.28
	P057813	52639		KIT-INDEPENDENT TABLET DISPLAY	\$684.96
	P057813			SHIPPING	\$153.85
	P057813			ADJUST FOR TAX	\$0.02
	P057813	52687		SHIPPING	\$282.36
RICHLAND NAPA		389674	246536	ENGINE FUSES	\$9.84
TESSCO INC	P057978	256760	246872	ANTENNA, TESSCO #42801,	\$692.87
UNITED PARCEL SERVICE	S017487	000986641267	246879	GROUND PKG TO ICOM AMERICA REP	\$9.95
FIRE TOTAL ****					\$28,576.62
Division:	130	POLICE			
101 CLEANERS		03/17-9427360	246417	UNIFORM LAUNDRY SRVCS-MARCH	\$561.74
		4-5/17-9427360		UNIFORM LAUNDRY SRVCS-APR-MAY	\$445.70
911 SUPPLY LLC	P057879	50999	246419	LOE700 BLACK LARGE OGIO ENDURA	\$65.14
	P057879			SHIPPING	\$10.86
	P057879			EMBROIDERY FOR JACKET	\$8.69
BENTON COUNTY SHERIFF'S OFFICE		2/17-MEDICAL	246435	MEDICAL SUPPLIES/SRVCS-FEB	\$338.52
BERGER, KEVIN		17-264 BERGER	246793	17-264 IABTI CONFERENCE	\$59.91
BUSH CAR WASH		4197	246443	RPD VEH WASHES-MAY (135)	\$843.75
CASCADE NATURAL GAS CORP		06/17-75997100005	246447	NAT GAS 871 GW WAY 05/19-06/19	\$142.37
CITY OF PASCO		2017-00000019	246450	COP-ANIMAL CONTROL SERV-JUNE	\$20,806.38
CITY OF RICHLAND		17-176 FLOHR	246718	17-176 CHILD ABUSE INTERVIE	\$1,219.55
		17-228 GROW	246810	17-228 NORCAN CONFERENCE	\$162.00
		17-264 BERGER		17-264 IABTI CONFERENCE	\$751.75
		17-265 CROUCH		17-265 IABTI CONFERENCE	\$702.25
		17-267 MILLER	246718	17-267 NTOA ACTIVE SHOOTER	\$640.38
CLARK, ATHENA		17-283 CLARK	246720	17-283 VICTIM TRANSPORT	\$38.62
DESERTGREEN LAWN & TREE CARE LLC		173248	246467	LAWN SERVICE FOR RPD RANGE	\$114.03
DOMESTIC VIOLENCE SERVICES		23879	246469	DOMESTIC VIOLENCE SRVCS-MAY 17	\$888.50
DOOLEY ENTERPRISES INC	P057411	54018	246730	RA223R2 223 64GR POWER-POINT K	\$3,551.22
DUBOIS, WAYNE K		17-211 DUBOIS	246731	17-211 WASTOA CONFERENCE	\$94.00
FLORENCE, ANDREW C		17-284 FLORENCE	246737	CJTC-LEA REVIEW	\$38.00
GRAINGER	S017488	9477654876	246829	CANISTER ITEM #4DA82	\$288.01
HANSON, DANETTE		17-239 HANSON	246740	17-239 PUBLIC DISCLOSURE BE	\$34.00
HOGUE, ERIN		17-238 HOGUE	246743	17-238 PUBLIC DISCLOSURE AD	\$34.00
LIVEVIEW GPS INC		300371	246508	PT10SUB SERVICE7/1/17-12/31/17	\$502.80
MATHENY, RODNEY C		17-278 MATHENY	246752	17-278 WASTOA CONFERENCE	\$48.00
MILLER, JULIE		17-242 MILLER	246755	17-242 WAPRO PUBLIC RECORDS	\$14.00
MOON SECURITY SERVICES INC		879538	246756	RPD RANGE MONITORING	\$59.90
OXARC INC		60011614	246520	CYLINDER RENTAL- MAY	\$8.34
RIVER CITY TOWING INC		15548	246538	TOW CHARGE	\$65.16
		15549		TOW CHARGE	\$48.87



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
RIVER CITY TOWING INC		15562	246538	TOW CHARGE	\$48.87
		15566		TOW CHARGE	\$48.87
		15568		TOW CHARGE	\$48.87
ROE, DEBORAH K		17-240 ROE	246764	17-240 PUBLIC DISCLOSURE BE	\$34.00
TREASURE VALLEY COFFEE CO		109205	246557	RPD COFFEE DELIVERY	\$121.31
WA STATE CRIMINAL JUSTICE TRAINING		201128515	246565	DT LEVEL 1 INSTRUCTOR- KOE	\$600.00
WALKER, DEBBIE		17-237 WALKER	246775	17-237 PUBLIC DISCLOSURE AD	\$54.15
WASHINGTON STATE PATROL		I17008329	246568	BACKGROUND CHECKS-MAY 2017	\$64.00
WOODHOUSE, TODD		17-279 WOODHOUSE	246782	17-279 WASTOA CONFERENCE	\$48.00
		17-285 WOODHOUSE		17-285 CJTC-LEA REVIEW	\$38.00
POLICE TOTAL ****					\$33,692.51
Division:	211	FINANCE			
ALLIED ENVELOPE	S017484	179564	246707	WINDOW ENVELOPE, REVERSE FLAP,	\$620.92
	S017484			INSIDE DELIVERY & STACKING OF	\$68.68
	S017484			ADJUST TAX	\$0.01
FEDERAL EXPRESS CORP		5-837-37061	246480	SHIPPING CHARGES	\$4.81
FINANCE TOTAL ****					\$694.42
Division:	213	INFORMATION TECHNOLOGY			
360 TRAINING.COM	P057797	41594-VPA	246418	Master Subscription Training	\$7,200.00
DELL COMPUTER CORPORATION	P058037	10174754817	246605	Dell USB Soundbar-AC511	\$569.93
SP MARKETPLACE	P058070	5338	246680	Intranet Replacement Package-S	\$6,091.00
TECHSMITH CORPORATION	P057992	I479368	246686	SnagIt Upgrade 13.1 TO 14.1	\$438.26
	P057992			SnagIt Mntnc	\$249.75
UNITED PARCEL SERVICE	S017479	000986641257	246699	GROUND PKG TO RICARDO CEOLHO F	\$2.55
	S017479			CORRECTION ON GROUND PKG TO	\$3.65
VISION TECHNOLOGY SOLUTIONS LLC DBA	P058027	34381	246564	Vision Live Subscription	\$16,380.00
INFORMATION TECHNOLOGY TOTAL ****					\$30,935.14
Division:	300	COMMUNITY &DEVELOPMENT SERVICE			
CITY OF RICHLAND		17-271 JENSEN	246718	17-271 PAW TRAINING	\$372.17
COMMUNITY &DEVELOPMENT SERVICE TOTAL ****					\$372.17
Division:	301	DEVELOPMENT SERVICES			
CITY OF RICHLAND		17-299 SIMON	246718	17-299 PAW TRAINING	\$321.86
DEVELOPMENT SERVICES TOTAL ****					\$321.86
Division:	302	REDEVELOPMENT			
DEPARTMENT OF COMMERCE		062917-NW ED CORS	246729	NW ED COURSE REG-THOMAS	\$950.00
SHANNON & WILSON INC		8270	246542	CITY SHOPS-DRNDWTR MONITOR	\$2,287.51
REDEVELOPMENT TOTAL ****					\$3,237.51
Division:	303	LIBRARY			
MP CONSTRUCTION INC	P057523	1701-02-03	246517	CONSTRUCT LIBRARY MAKER SPACE	\$777.00



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
WASHINGTON STATE PATROL		I17008302	246568	VOLUNTEER BACKGROUND CHECKS	\$24.00
LIBRARY TOTAL ****					\$801.00
Division:	331	PARKS & REC - RECREATION			
ALLIED MUSIC SERVICES LLC		051917	246424	KEYBOARD RENTAL FOR CLASS	\$216.60
CAMARENA LATIN RHYTHMS		MAY 2017	246445	SALSA INSTRUCTOR-MAY	\$1,389.51
CITY OF RICHLAND CO-OP PRESCHOOL		SUMMER 2017	246454	PRESCHOOL CO-OP 3/9/16-5/25/17	\$378.00
COLUMBIA GEOTECHNICAL ASSOCIATES		SPRING 2017	246456	PRE-SCHOOL CLASS 6021	\$824.73
DALLAS LIGHTING SERVICE		1082	246600	SOUND FOR RAGE @ THE STAGE	\$651.60
EWING IRRIGATION PRODUCTS INC		3411283	246477	PVC PARTS	\$72.58
HEALTHY FEET LLC		JUNE 2017	246831	FOOT CARE CLASSES-JUNE	\$1,048.80
ROLLARENA SKATING CENTER			246862	SUMMER CLASSES 6164/6163	\$548.80
SZENDRE, JOLENE		MAY 2017	246551	YOGA CLASS #6099-MAY 2017	\$64.58
PARKS & REC - RECREATION TOTAL ****					\$5,195.20
Division:	335	PARKS & REC - PARKS&FACILITIES			
ABM JANITORIAL NORTHWEST		10479429	246421	JANITORIAL SRVCS-JANUARY	\$2,342.86
				JANITORIAL SRVCS-JANUARY	\$2,667.25
				JANITORIAL SRVCS-JANUARY	\$978.44
				JANITORIAL SRVCS-JANUARY	\$527.01
				JANITORIAL SRVCS-JANUARY	\$3,128.45
				JANITORIAL SRVCS-JANUARY	\$903.54
		10788765		FLOOR CARE- RCC	\$698.10
		11033013		POOL FLOOR CLEANING	\$1,933.33
		11042475		CARPET CLEANING-955 NORTHGATE	\$192.75
AIREFCO INC		3796702	246706	CONTACTOR	\$69.07
		3796703		COMFORT AIR	\$866.63
		3797597		SUPERSEAL	\$116.90
BEAVER BARK & ROCK		816312	246709	SOD	\$77.93
		822397		SAND	\$65.12
		822411		SAND	\$65.12
		822498		SOD	\$12.99
		822844		SOD	\$12.99
		823978	246432	GRAVEL	\$16.28
		824028		GRAVEL	\$39.07
BENTON COUNTY SHERIFF'S OFFICE		04/17-WORKCREW II	246435	WORKCREW II-APRIL 2017	\$21,103.33
		05/17-WORKCREW II		WORKCREW II-MAY 2017	\$7,418.33
CASCADE NATURAL GAS CORP		06/17 61897100006	246714	NAT GAS 955 NRTHGT 05/18-06/17	\$68.33
		06/17 73638100005		NAT GAS 500 AMON 05/19-6/19	\$91.17
		06/17-51897100007		NAT GAS 1005 SWIFT 05/19-06/19	\$10.85
		06/17-80577100003		NAT GAS 200 BLDG 05/17-06/15	\$10.85
		06/17-96738100005		NAT GAS 505 SWIFT 05/19-6/19	\$12.43



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
CENTRAL HOSE & FITTINGS INC		458828	246448	PLUMBING PARTS	\$91.05
		459595		POLY TUBING	\$14.77
CONTINENTAL DOOR CO, LLC		15429	246460	DOOR INSTALL	\$1,238.04
EWING IRRIGATION PRODUCTS INC		3321559	246477	WILKINS PRES VAC	\$92.97
		3344034		IRRIGATION PARTS	\$537.80
		3472773		HUNTER ULTRA/RAINBIRD ROTOR	\$1,161.41
		3508271		IRRIGATION TRUCK SUPPLIES	\$312.15
		185535	246479	SHARPEN HEDGE TRIMMER	\$60.50
FARMERS EXCHANGE		185537		SHARPEN HEDGE TRIMMER	\$60.50
		185540		INSPECT TRIMMER	\$45.61
		185542		SHARPEN HEDGE TRIMMER	\$60.50
		188977		INSPECT TRIMMER	\$121.61
		189440		SPEED FEED	\$76.00
		189917		SPEED FEED	\$76.00
		52933		BID ASSIST	\$625.51
		5225239	246481	RETAINING CLIP	\$29.38
FERGUSON ENTERPRISES INC		5239833	246736	PLUMBING MATERIALS	\$24.78
		5290330	246481	CLOSET SENSOR KIT	\$534.27
		5307637		METERING PILLAR	\$138.52
G-A-P SUPPLY CORP DBA		20346468-00	246486	REFRIGERANT/MOTOR BLOWER	\$395.38
		20346470-00		MOTOR BLOWER	\$156.01
GENSCO INC		847036641	246738	FILTERBOX GRABBER	\$60.35
		847041703		FILTER GRABBER	\$120.70
GRAINGER	S017478	9466359008	246489	OIL FILTER ELEMENT ITEM #4ZJ99	\$147.78
	S017478	9466359016		FILTER ELEMENT ITEM #40AY60	\$388.33
	S017478	9473243526		RADIAL BALL BEARING ITEM #5U5	\$26.41
	S017488	9485235866	246829	PUMP, SUMP 1/6HP ITEM #2P352	\$270.19
KENNEWICK INDUSTRIAL & ELECTRICAL SUPPLY		212555	246500	IRRIGATION FOR NEW DOG PARK	\$495.73
MILLER PAINT COMPANY INC		30120646	246754	ACRILITE SATIN WHITE	\$610.06
		30131590		FIELD MARKING	\$160.51
		30159718		AQUAPON GLOSS	\$234.25
MONARCH MACHINE & TOOL CO INC		F190466	246515	STEEL	\$368.43
MOON SECURITY SERVICES INC		879220	246756	LIBRARY FIRE MONITORING-JUL	\$36.00
		880101		ST#74 CELL GSM FIRE B/U	\$50.00
		880465		BASIC FIRE MONITORING CREST	\$59.00
		881899		BASIC FIRE MONITORING	\$33.00
				BASIC FIRE MONITORING	\$36.00
OXARC INC		30041072	246520	CO2	\$209.60
		30054885		CO2	\$244.35
		30062511		CO2	\$222.63
		30065307		CO2	\$236.21



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
OXARC INC		60013093	246520	CYLINDER RENTAL-MAY	\$143.81
		60013096		CYLINDER RENTAL-MAY	\$105.79
PALLIS POOL & PATIO		6172	246522	LIGHT GASKET/LUBE	\$112.87
POOL CARE PRODUCTS INC		129476	246527	TABS/SODA ASH/RAINBOW 300	\$374.67
		130766		TABA/LEAF NET	\$78.08
		130775		50LB TABS	\$173.76
		130968	246759	50 TABS	\$143.35
RICHLAND ACE HARDWARE		213293	246533	PVC PIPE	\$1.40
		213411		CHARGER	\$10.85
		213418		TOOLS	\$377.87
		213490		POLY TARP	\$5.42
		213491		RUBBER STRAP	\$7.80
		213525		SEED/DAWN	\$143.29
		213526		FILTER	\$2.33
		213578		HIP WADER	\$65.15
		213587		CLEANERS	\$19.53
		213592		FASTENERS	\$5.29
		5659		PUTTY KNIFE	\$18.44
		56621		DRAIN CLEANER	\$20.61
		56633		AUGER/HOSE ADAPTER	\$28.30
		56684		PLASTIC BUCKET	\$4.33
		56719		GRASS SEED	\$169.86
		56724		PVC PARTS	\$17.69
		56736		HYDRAULIC CEMENT	\$21.70
		56755		RUBBER HIP WADER	\$65.15
		56764	246861	SPLYFCT	\$10.31
		56791	246533	HIP WADER	(\$65.15)
		56797		GRAFITTI REMOVER	\$21.70
		56820		SUNBLOCK	\$21.70
		56832		CLAMPS	\$16.44
		56840		MARKING PAINT	\$8.24
		56845		COMFORT GEL	\$32.57
		56860		WRENCH/BOLT CUTTERS	\$41.24
		56866		LOPPER	\$59.69
		56869		WIRE ROPE CLIP	\$4.30
		56877		SPRAY PAINT-GRAFITTI REMOVAL	\$26.02
		56882		SLEDGE HAMMER	\$28.23
		56894		HITCHBALL	\$10.85
		56969		SPRAY PAINT	\$8.68
SPRAGUE PEST SOLUTIONS		3188358	246768	PERIMETER SERVICE-FS #72	\$179.19
		3188525	246544	SPRAY FOR ANTS	\$179.19



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
SPRAGUE PEST SOLUTIONS		3188725	246544	PERIMTER SVC FOR EARWIGS	\$179.19
STEEBER'S LOCK SERVICE		268577	246546	DEADBOLT	\$102.08
STONEMAN ELECTRIC SUPPLY		S102045164.001	246547	MINI CIRCUIT BREAKER	\$60.15
SUNBELT RENTALS INC		69435945-001	246550	RENTAL OF LIFT BED TRAILER	\$256.68
		69607649-001		EXCAVATOR & TRAILER RENTAL	\$339.49
SWEENEY, DARRIN		17-288 SWEENEY	246868	17-288 DBIA MEETING	\$94.00
TACOMA SCREW PRODUCTS INC		22179525	246552	GLOVES	\$15.40
		22180848	246770	BRONZE SWIVEL BOLT SNAP	\$16.89
TRAFFIC SAFETY SUPPLY CO INC	S017486	130129	246876	PAVEMENT TAPE, TEMP CONS GR,	\$1,045.28
	S017486			FREIGHT	\$95.71
	S017486			ADJUST FOR TAX	(\$0.01)
TRI CITIES BATTERY & AUTO REPAIR		119117	246558	12V BATTERY	\$75.03
PARKS & REC - PARKS&FACILITIES TOTAL ****					\$58,271.84
Division:	338	PARKS & REC - PROJECT ADMIN			
CITY OF RICHLAND		17-147 JANOSKY	246718	17-147 WRPA ANNUAL CONFEREN	\$187.78
PARKS & REC - PROJECT ADMIN TOTAL ****					\$187.78
Division:	900	NON-DEPARTMENTAL			
WASHINGTON CITIES INSURANCE AUTHORITY		JUNE 2017	246881	WCIA CLAIMS PAID-JUNE 2017	\$7,525.68
NON-DEPARTMENTAL TOTAL ****					\$7,525.68
GENERAL FUND Total ***					\$280,501.95
FUND 101	CITY STREETS				
Division:	401	STREETS MAINTENANCE			
ADVANCED SIGNAL & CONTRACTING LLC	P057465	2568	246423	C/O #2 - SIGNAL MALFUCTION REP	\$576.44
	P057465			2017 RAILROAD XING INSPECTIONS	\$320.00
FARMERS EXCHANGE		52882	246479	SAW/CASE/CHAPS	\$1,047.95
RICHLAND ACE HARDWARE		213629	246533	GAS CANS	\$61.87
		57044		GAS CANS	\$41.25
TRAFFIC SAFETY SUPPLY CO INC	S017386	127264	246876	PEDESTRIAN WALK FLAG, 18" X 18	\$127.71
	S017386			FREIGHT	\$20.35
	S017411	128037		FREIGHT	\$58.77
	S017411			FREIGHT	\$58.78
	S017411			STOP SIGN, 18" X 18", .080 ALU	\$205.25
	S017411			SURFACE MOUNT BASE FOR SQ TUBE	\$293.22
	S017411			HAND PADDLE, 24" STOP/SLOW,	\$305.93
	S017128	129444 119995		CREDIT FOR RETURNED CAPS.TEES	(\$2,074.26)
STREETS MAINTENANCE TOTAL ****					\$1,043.26
CITY STREETS Total ***					\$1,043.26
FUND 112	INDUSTRIAL DEVELOPMENT FUND				



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
Division: 305	ECONOMIC DEVELOPMENT				
RGW ENTERPRISES PC	P057815	05/17-ENG/DRFT HR	246532	2017 ENGINEERING AND DRAFTING	\$6,165.00
	P057809	05/17-PM HOURS		2017 PROJECT MANAGEMENT SERVIC	\$700.00
WA STATE DEPT OF TRANSPORTATION		RE 31C RRB1070 #2	246566	HR FREIGHT RAIL ASSIST LOAN	\$39,998.17
ECONOMIC DEVELOPMENT TOTAL ****					\$46,863.17
INDUSTRIAL DEVELOPMENT FUND Total ***					\$46,863.17
FUND 117	CRIMINAL JUSTICE SALES TAX				
Division: 131	CJST POLICE ACTIVITY				
CITY OF RICHLAND		17-268 BICKFORD	246810	17-268 UNDERSTANDING SEX OF	\$370.00
		17-269 JUDGE		17-269 UNDERSTANDING SEX OF	\$370.00
CROSKREY, TOM		17-280 CROSKREY	246724	17-280 WASTOA CONFERENCE	\$48.00
DAY WIRELESS SYSTEMS	P057412	590603	246726	HEAVY DUTY COMPUTER MONITOR &	\$2,508.66
	P057412			HAVIS DOCKING STATION WITH TRI	\$15,638.40
	P057412			UNIVERSAL TABLET/MONITOR ASSY,	\$4,181.10
	P057412			HAVIS IN-VEHICLE KEYBOARD AND	\$8,253.60
	P057412			TABLET INSTALLATION	\$3,258.00
	P057412			SHARKEE- MULTIBAND GPS	\$2,090.55
	P057412			EQUIPMENT SHIPPING	\$271.50
	P057412			INSTALLATION ASSY KITS	\$190.05
	P057412			CONNECTOR, SMA MALE CRIMP #374	\$27.15
	P057412			ADJUST FOR TAX	\$0.01
MENKE JACKSON BEYER LLP		05/2017-446	246513	CODE ENFORCE-EL PEDRAGAL	\$1,692.82
CJST POLICE ACTIVITY TOTAL ****					\$38,899.84
CRIMINAL JUSTICE SALES TAX Total ***					\$38,899.84
FUND 150	HOTEL/MOTEL FUND				
Division: 307	HOTEL/MOTEL TAX				
WASHINGTON STATE UNIVERSITY		5077552	246882	LEGACIES MANHATTAN 75YEARS	\$3,000.00
HOTEL/MOTEL TAX TOTAL ****					\$3,000.00
HOTEL/MOTEL FUND Total ***					\$3,000.00
FUND 154	HOME FUND				
Division: 309	HOME PROGRAM				
TRI CITY HERALD	S017473	3062667	246560	NOTICE OF FINDING / RELEASE OF	\$264.48
HOME PROGRAM TOTAL ****					\$264.48
HOME FUND Total ***					\$264.48
FUND 301	STREETS CAPITAL CONSTRUCTION				
Division: 402	ARTERIAL STREETS				



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
ARROW CONSTRUCTION SUPPLY INC		193429	246427	CRAFCO DETACK 5 GAL PAIL	\$477.41
BERGER ABAM ENGINEERS INC	S054546	318978	246437	CO #1 FINAL DESIGN & BID DOCUM	\$192,282.95
DAVID EVANS & ASSOCIATES INC	P057508	399310	246463	CENTER PARKWAY - SIDING RELOCA	\$2,557.06
DCI ENGINEERS	P057530	107119	246728	DUPORTAIL BRIDGE - RELOCATION	\$1,600.00
F & AO, USAED, WALLA WALLA	P058057	REF #927981	246478	DUPORTAIL BRIDGE-FINAL REAL ES	\$25,666.95
HERC RENTALS INC		29363081-001	246493	LIQUID PROPANE	\$105.73
		29368391-001		LIQUID PROPANE	\$113.10
MENKE JACKSON BEYER LLP	P058056	05/2017-077	246513	DUPORTAIL BRIDGE-Legal Service	\$1,658.48
TRI CITY HERALD	S017473	3047353	246560	NOTICE OF LANNED FINAL ACTION	\$94.20
WA STATE DEPT OF TRANSPORTATION	P057759	RE-313ATB70613037	246566	I-182/QUEENSGATE ROUNDABOUT -	\$68,651.40
ARTERIAL STREETS TOTAL ****					\$293,207.28
STREETS CAPITAL CONSTRUCTION Total ***					\$293,207.28

FUND 380 PARK PROJECT CONSTRUCTION

Division: 337 PARKS & REC PROJECTS

BEDROCK SPECIALTY STONE PRODUCTS	P057543	47714	246433	FURNISH, ENGRAVE AND DELIVER 5	\$18,766.08
BOYD'S TREE SERVICE LLC		5340	246442	TREE REMOVAL	\$2,915.88
		5399	246713	TREE REPLACEMENT	\$1,430.42
EWING IRRIGATION PRODUCTS INC		3490923	246477	IRRIGATION SUPPLIES	\$3,665.90
		3490924		IRRIGATION SUPPLIES	\$3,413.53
		3499610		IRRIGATION SUPPLIES	\$1,404.78
		3548534		HUNTER ULTRA	\$3,177.64
		3548535		PVC PARTS	\$505.96
		3557164		GREEN BOX	\$19.15
		3570181		PAWS-ABILITIES	(\$486.22)
		3587607	246733	RAKES-DOG PARK	\$122.23
PARAMOUNT COMMUNICATIONS INC	P058025	32191	246758	SALES TAX	\$716.55
	P058025			Extend Fiber Service to Goetha	\$4,166.00
RICHLAND ACE HARDWARE		213543	246533	CONCRETE MIX	\$35.77
PARKS & REC PROJECTS TOTAL ****					\$39,853.67
PARK PROJECT CONSTRUCTION Total ***					\$39,853.67

FUND 385 GENERAL GOVT CONSTRUCTION

Division: 900 NON-DEPARTMENTAL

HILL INTERNATIONAL INC	P056666	0000012	246494	DESIGN-BUILD OVERSIGHT SERVICE	\$283.50
LEONE & KEEBLE INC	P057361	16-292 #4	246503	NEW CITY HALL DESIGN BUILD	\$343,926.43
NON-DEPARTMENTAL TOTAL ****					\$344,209.93
GENERAL GOVT CONSTRUCTION Total ***					\$344,209.93

FUND 401 ELECTRIC UTILITY FUND



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
Division: 000					
ANIXTER INC	P057521	3486487-01	246582	XFMR, POLE 50 KVA 120/240 1PH	\$1,498.68
	P057955	3586243-00		CABLE, SEC,OH TRIPLEX, #6 AL,	\$2,623.34
	P057928	3587415-00		GUY POLE PLATE CHANCE 0501	\$52.29
	P057928			WIRE, GUY 3/8" UTILITY GRADE,	\$684.18
	P057893	3590079-00		CONN,,DIST. #2-4/0 AL TO AL	\$730.12
	P057893			CONN, GRD XFMR, 3 SOL -4/0 STR	\$2,443.50
	P057893			CONN,VISE #4/0 CU, BRONZE	\$1,114.24
	P057968	3593643-01		REDUCER/ADAPTER, UTILCO PTF	\$92.53
CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	S017465	3627-578184	246722	LAMP, LED 175W EQUIVALENT, MED	\$1,132.81
GENERAL PACIFIC INC	P057877	1284216	246487	HANDHOLE PLASTIC, 10X15 W/LID,	\$1,434.17
REESE CONCRETE PRODUCTS MFG	P057960	004379	246665	VAULT COVER, V3, 24X36 STEEL	\$4,778.40
	P057960			VAULT EXTENSION, 6", V11/V13	\$684.18
	P057960			VAULT EXTENSION, 6 INCH, V3,	\$635.31
	P057960			VAULT COVER V11/V13, 36 X 36	\$6,841.80
	P057960			VAULT RISER/EXTENSION V3, 12"	\$456.12
	P057960	004397		VAULT EXTENSION, 6", V11/V13	\$195.48
TOTAL ****					\$25,397.15
Division: 501 BUSINESS SERVICES					
BADGER DEVELOPERS LLC		121-17 051917	246430	TX LINE EASEMENT	\$6,050.00
CITY OF RICHLAND		17-262 MANZO	246718	17-262 EUCI MEETING	\$1,568.44
		17-310 SWANSON	246810	17-310 NWPPA ELECTRIC UTILI	\$885.41
CONE, TERRY A.		122-17 051617	246457	TX LINE EASEMENT	\$13,900.00
FEDERAL EXPRESS CORP		5-843-55655	246735	SHIPPING CHARGES JUNE 2017	\$57.90
MANZO, ELENA		17-262 MANZO	246751	17-262 EUCI MEETING	\$110.01
PUBLIC POWER COUNCIL INC		2017-M6	246530	PUBLIC POWER CHRONICLE	\$150.00
SWANSON, JON		17-310 SWANSON	246867	17-310 NWPPA ELECTRIC UTILI	\$37.00
UNITED PARCEL SERVICE	S017487	000986641267	246879	CORRECTION ON GROUND PKG TO	\$0.20
	S017487			GROUND PKG TO SCHNEIDER ELECTR	\$3.65
	S017487			FOUR GROUND PKGS TO UTILCO FOR	\$38.77
BUSINESS SERVICES TOTAL ****					\$22,801.38
Division: 502 ELECTRICAL ENGINEERING					
STANLEY CONSULTANTS, INC	P057429	0196668	246545	Electrical Distribution & Desi	\$37,483.50
WA STATE DEPT OF TRANSPORTATION		RE-45JE5719L013	246567	PLANS REVIEW-FR50454	\$195.38
ELECTRICAL ENGINEERING TOTAL ****					\$37,678.88
Division: 503 POWER OPERATIONS					
BOYD'S TREE SERVICE LLC	P057573	5386	246442	TREE TRIMMING & VEGETATION CON	\$7,639.52
	P057573	5398		TREE TRIMMING & VEGETATION CON	\$7,247.26
	P057573	5423	246713	TREE TRIMMING & VEGETATION CON	\$7,496.81
GRAINGER	S017478	9466135135	246489	DIGGING BARS ITEM #21YM26	\$119.37



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From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
HJ ARNETT INDUSTRIES LLC	S017366	INV49663	246616	ANDERSON PRESS IS NOT PRESSING	\$1,257.72
M & L CONSTRUCTION INC	P057387	1064	246510	CO #4 - ADD FEE FOR DIFFERING	\$16,002.16
PACIFIC POLE INSPECTION LLC	P057620	1034	246521	WOOD POLE INSPECTION & TREATME	\$28,899.32
WOOD'S NURSERY INC		20519	246574	2405 DUPORTAIL ST	\$120.00
POWER OPERATIONS TOTAL ****					\$68,782.16
Division: 504	SYSTEMS DIVISION				
ELR CONSULTING INC	P057428	3034	246471	SCADA System integration suppo	\$4,210.00
GRAINGER	S017478	9466135143	246489	CHARGE TTI TOOL ITEM #4AND9	\$178.97
	S017488	9477216999	246829	LABEL CARTRIDGE ITEM #1VMK2	\$54.10
SCHWEITZER ENGINEERING LABORATORIES INC	P057897	INV-000175850	246766	FREIGHT	\$84.38
	P057897			UNMANAGED 24-PORT ETHERNET SWI	\$2,812.74
SYSTEMS DIVISION TOTAL ****					\$7,340.19
Division: 505	ENERGY POLICY MGMT				
APOLLO SHEET METAL INC		17050124	246426	534 SATUS-REBATE-HP	\$1,000.00
BENTON COUNTY AUDITOR/WEATHERWISE	P058075	111260 RELEASE	246711	RELEASE LIEN: LEMKE, 619 SANFO	\$73.00
	P058050	112180 LIEN	246589	RECORD LIEN: SCHUG, 624 SNOW;	\$73.00
	P058064	120280 RELEASE		RELEASE LIEN: PARIS, 509	\$73.00
	P058050	1224280 LIEN		RECORD LIEN: BIGGER, 1626	\$73.00
	P058050	13620 LIEN		RECORD LIEN: EDMONDWON, 218	\$73.00
	P058050	151040 LIEN		RECORD LIEN: CORTEZ, 914 WINSL	\$73.00
	P058073	171960 LIEN	246711	RELEASE LIEN: EVANS, 2410 RICH	\$73.00
	P058064	202020 RELEASE	246589	RELEASE LIEN: BAILEY, 2405	\$73.00
	P058064	202080 RELEASE		RELEASE LIEN; MONTGOMERY, 1114	\$73.00
	P058050	20240 LIEN		RECORD LIEN: KELLEHER, 308 BEN	\$73.00
	P058050	340920 LIEN		RECORD LIEN: CRAWFORD, 1506	\$73.00
	P058050	370760		RECORD LIEN: BRUGGEMAN, 1413	\$73.00
	P058064	391400 RELEASE		RELEASE LIEN: BOONE, 503 NEWCO	\$73.00
	P058064	402420		RELEASE LIEN: BANG, 705 COAST;	\$73.00
	P058050	41720 LIEN		RECORD LIEN: JENSEN, 607	\$73.00
	P058075	421240 RELEASE	246711	RELEASE LIEN: STAHL, 561 SAINT	\$73.00
	P058073	423220 LIEN		RELEASE LIEN: KEMPKA, 2119 SHA	\$73.00
	P058074	431700 LIEN		RECORD LIEN: ABDOLMAJID, 2252	\$73.00
	P058050	52700 LIEN	246589	RECORD LIEN: KINSEY, 1012 ADAM	\$73.00
	P058050	531500 LIEN		RECORD LIEN: REVELL, 300 COLUM	\$73.00
	P058050	593320 LIEN		RECORD LIEN: SMITH, 560 SPENGL	\$73.00
	P058074	620480 LIEN	246711	RECORD LIEN: CASEBERE, 2127	\$73.00
	P058050	620540 LIEN	246589	RECORD LIEN: JOHNSON, 2109	\$73.00
	P058064	722340 RELEASE		RELEASE LIEN: HOLMBERG, 2368	\$73.00
	P058050	742120 LIEN		RECORD LIEN: PEACH-ATKINS, 160	\$73.00
	P058064	764280 RELEASE		RELEASE LIEN: GREENFIELD, 2017	\$73.00



City Of Richland

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From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
BENTON COUNTY AUDITOR/WEATHERWISE	P058064	770660 RELEASE	246589	RELEASE LIEN: MCMURPHY, 512	\$73.00
	P058074	782480 LIEN	246711	RECORD LIEN: BIGGS, 513 GREENB	\$73.00
	P058050	802860 LIEN	246589	RECORD LIEN: RUSSELL, 188	\$73.00
	P058050	80520 LIEN		RECORD LIEN: HARRISON, 329	\$73.00
	P058050	80560 LIEN		RECORD LIEN: WICKENHAGEN, 325	\$73.00
	P058050	812220 LIEN		RECORD LIEN: DOMINA, 106 HILLV	\$73.00
	P058050	852800 LIEN		RECORD LIEN: MOSS, 4269	\$73.00
	P058074	890640 LIEN	246711	RECORD LIEN: ZAUGG, 53 BREMMER	\$73.00
BENTON PUD		06/17- 1065	246436	ELECTRIC SRVCS 05/21-06/21/17	\$482.99
BOB RHODES HEATING & A/C INC		088595	246593	2507 DAWN-REBATE-HP	\$1,000.00
		089278		2507 DAWN-REBATE-HP	\$1,000.00
CITY OF RICHLAND		1224280	246453	1626 SARATOGA CT-REBATE-HP	\$1,000.00
		13620	246719	218 ARMISTEAD-REBATE-HP	\$1,000.00
		151040	246453	914 WINSLOW-REBATE-HP	\$1,000.00
		41720	246719	607 DAVENPORT ST-REBATE-HP	\$800.00
		531500	246453	300 COLUMBIA POINT-REBATE-HP	\$1,000.00
DAYCO HEATING & AIR	P057962	008293-1	246603	WEATHERWISE LOAN: EDMONDSON, 2	\$10,529.86
	P057964	008333-1	246464	WEATHERWISE LOAN: CORTEZ, 914	\$11,888.44
	P057946	008334-1		WEATHERWISE LOAN: BIGGER, 1626	\$10,106.32
	P058023	008404-1		WEATHERWISE LOAN: REVELL, 300	\$9,775.09
		57174		584 CHARBONNEAU-REBATE-HP	\$1,000.00
		57175		114 BEBB-REBATE-HP	\$1,000.00
		57179		601 LINDA CT-REBATE-HP	\$1,000.00
		57199		357 SPRING-REBATE-HP	\$1,000.00
		57211		218 TIMMERMAN-REBATE-HP	\$1,000.00
		57957	246603	2014 ORCHARD-REBATE-HP	\$1,000.00
		57986	246464	4170 FRENCH-REBATE-HP	\$1,000.00
		58012	246603	925 SIRRON-REBATE-HP	\$1,000.00
DELTA HEATING & COOLING INC		24922	246466	1017 THAYER-REBATE-HP	\$800.00
		24923		414 SCOT-REBATE-HP	\$1,000.00
		24985		411 HARTFORD-REBATE-HP	\$800.00
	P057937	24987	246606	WEATHERWISE LOAN: JENSEN, 607	\$8,036.40
ENERGY INCENTIVES INC	P057388	CORMAY2017	246476	RESIDENTIAL ENERGY EFFICIENCY	\$1,570.63
FINANCIAL CONSULTING SOLUTION GROUP	P057201	2614-21706031	246483	COSA, Rate Design Support, and	\$4,713.75
GLASS NOOK INC		76041	246488	1519 MARSHALL-REBATE-WINDOWS	\$556.17
HUMINSKYS HEATING & COOLING		001499	246495	1837 STEVENS-REBATE-HP	\$1,000.00
IWI INC		94529	246498	2036 GWW-REBATE-DUCT SEAL	\$250.00
JACOBS & RHODES INC		37802	246621	416 SATUS-REBATE-HP	\$1,000.00
M CAMPBELL & COMPANY INC		119609	246645	1533 RIMROCK-REBATE-HP	\$1,000.00
		122735	246511	219 WINDWOOD-REBATE-HP	\$1,000.00
PERFECTION GLASS		9993657082	246660	118 FAIRWOOD-REBATE-WINDOWS	\$118.41



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
PERFECTION GLASS		9993657084	246660	303 GAGE #136-REBATE-WINDOWS	\$118.65
		9993657086		2539 DAVISON-REBATE-WINDOWS	\$235.53
		9993657088		2601 APPALOOSA-REBATE-WINDOWS	\$162.15
SMITH INSULATION INC		13917-COFR	246678	1605 MCPHERSON-REBATE-WINDOWS	\$97.50
		13926-COFR		604 GIGI CT-REBATE-WINDOWS	\$534.00
TOTAL ENERGY MANAGEMENT INC		56915WWR	246556	207 KRANICHWOOD-REBATE-HP	\$1,000.00
		57038WWR	246694	1962 SHERIDAN-REBATE-HP	\$1,000.00
TRI CITY GLASS INC		530588	246559	518 FAIRWAY-REBATE-WINDOWS	\$427.86
WOOD'S NURSERY INC		09ES-11128-FY2017	246781	2615 VAN GIESEN-COMM LIGHTING	\$2,300.00
ENERGY POLICY MGMT TOTAL ****					\$88,785.75
ELECTRIC UTILITY FUND Total ***					\$250,785.51
FUND 402	WATER UTILITY FUND				
Division:	000				
BIG D'S CONSTRUCTION OF TRI CITIES LLC	P057629	C74-17/PMT 1	246712	RETAINAGE	(\$20,401.25)
C & E TRENCHING LLC		17-00776	246444	HYDRANT METER REFUND #322	\$750.00
		17-00906		HYDRANT METER REFUND #369	\$750.00
DEATELY CRUISING SERVICE		17-00101	246465	HYDRANT METER REFUND #309	\$750.00
				MONTHLY RENTAL	(\$30.00)
HD FOWLER COMPANY INC	P058013	I4543732	246741	ADJUST FOR TAX	(\$0.01)
	P058013			TEE, BRASS 2 INCH, FIPT	\$346.65
	P058013			PLUG, BRASS 1" IP THREAD X 5/8	\$31.84
	P058013			BRASS BUSHING 1-1/2" X 1" PIPE	\$106.08
HD SUPPLY WATERWORKS LTD	P057967	H311071	246742	COUP CTS X GALV PACK JOINT, 1"	\$223.17
	P057967			COUP FIP X CTS PACK JOINT, 2"	\$365.74
	P057967			COUP MIP X GALV PACK JNT, 3/4"	\$297.78
	P057967			VALVE CURB STOP, 1" CTS QUICK	\$327.75
	P057967			VALVE CURB STOP, 2 " FIPT	\$788.57
	P057967			COUP MIP X CTS QUICK JNT, 1"	\$204.49
	P057967			ADJUST FOR TAX	\$0.02
	P057967			COUP FIP X CTS QUICK JNT, 1"	\$17.61
	P057967			INSERT FOR 2" CTS PE TUBING,	\$71.24
	P057967			COUP MIP X GALV PKJNT, 2"	\$179.55
	P057967	H368623		COUP FIP X CTS PACK JT, 1-1/4"	\$64.31
	P057967			ANGLE BALL METER VALVE 1",	\$3,310.29
	P057967			COUP CTS X GALV PKJNT 1 X 3/4"	\$112.21
	P057967			COUP MIP X CTS PACK JNT 1-1/2"	\$320.07
	P057967			ELBOW MIP X CTS PK JNT, 1-1/2"	\$261.12
PRATER ELECTRIC INC		17-00253	246529	HYDRANT METER REFUND #358	\$750.00
RAY POLAND & SONS INC		16-02935	246531	WATER USAGE	(\$9.50)
				MONTHLY RENTAL	(\$30.00)



City Of Richland

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From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
RAY POLAND & SONS INC		16-02935	246531	HYDRANT METER REFUND #362	\$750.00
STRIPE RITE INC		17-01183	246548	HYDRANT METER REFUND	\$750.00
UNASSIGNED TOTAL ****					(\$8,942.27)
Division:	410	WATER CAPITAL PROJECTS			
BERGER ABAM ENGINEERS INC	S054546	318978	246437	CO #2 WATER LINE DESIGN	\$14,388.57
BIG D'S CONSTRUCTION OF TRI CITIES LLC	P057629	C74-17/PMT 1	246712	DUPORTAIL STREET WATER	\$443,115.15
WATER CAPITAL PROJECTS TOTAL ****					\$457,503.72
Division:	412	WATER OPERATIONS			
CORRECT EQUIPMENT INC	S017459	35299	246461	FREIGHT- ESTIMATED	\$292.00
	S017459			CHLORINATION TABLETS, 55LB PAI	\$5,755.20
GRAINGER	S017478	9471735184	246489	PUMP, MAGNETIC DRIVE ITEM #2P0	\$199.62
	S017488	9479083397	246829	CPVC BALL VALVE ITEM #3EMA3	\$854.35
	S017488	9486531453		BRASS BALL VALVE ITEM #1PZB4	\$227.73
STEP SAVER INC	P058065	T404182	246681	FREIGHT/SHIPPING CHARGE	\$740.63
	P058065			PTO AND/OR DELIVERY	\$159.72
	P058065			BULK, SODIUM CHLORIDE (NACL)	\$841.20
	P058065			STOP OFF/RE-DIRECT FEE	\$100.00
UNITED PARCEL SERVICE	S017479	000986641257	246699	NEXT DAY AIR TO LAB/COR, INC F	\$10.67
UV DOCTOR LAMPS LLC	S017430	10638	246561	AMALGAM LAMP, PART #UVDRX-1614	\$13,032.00
WATER OPERATIONS TOTAL ****					\$22,213.12
Division:	413	WATER MAINTENANCE			
DUNCAN, GARY		061317	246470	REIMB CDL RENEWAL	\$102.00
GRAINGER	S017478	9462779597	246489	STD CAP FILTER ITEM #4E505	\$121.99
HD FOWLER COMPANY INC		I4536281	246492	1" SPADE BITS	\$406.43
KELLEY'S TELE-COMMUNICATIONS INC		276307012017	246746	ANSWERING SRVC CHARGES JULY	\$57.03
PATRIOT DIAMOND INC	S017462	A07425	246524	COMBINATION BLADE, SUPERPRO FO	\$290.00
RICHLAND ACE HARDWARE		57016	246533	FASTENERS	\$2.82
		57049		FITTINGS/BUSHINGS	\$119.25
WATER MAINTENANCE TOTAL ****					\$1,099.52
WATER UTILITY FUND Total ***					\$471,874.09
FUND	403	WASTEWATER UTILITY FUND			
Division:	000				
BIG D'S CONSTRUCTION OF TRI CITIES LLC	P057629	C74-17/PMT 1	246712	RETAINAGE	(\$316.25)
UNASSIGNED TOTAL ****					(\$316.25)
Division:	420	SEWER ADMINISTRATION			
FINANCIAL CONSULTING SOLUTION GROUP	P056958	2574-21706029	246483	AMENDMENT #1 - ADDITIONAL ANAL	\$2,625.00
	P056958			WWTF CAPACITY & COSTS ANALYSIS	\$446.25
SEWER ADMINISTRATION TOTAL ****					\$3,071.25



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From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
Division: 421 SEWER CAPITAL PROJECTS					
BIG D'S CONSTRUCTION OF TRI CITIES LLC	P057629	C74-17/PMT 1	246712	DUPORTAIL WATER TRANS - SEWER	\$6,868.95
GRAY & OSBORNE INC	P057512	5	246490	WWTF INFLUENT UPGRADES - DESIG	\$10,873.57
SEWER CAPITAL PROJECTS TOTAL ****					\$17,742.52
Division: 422 SEWER OPERATIONS					
BENTON COUNTY SHERIFF'S OFFICE		04/17-WORKCREW II	246435	WORKCREW II-APRIL 2017	\$340.36
		05/17-WORKCREW II		WORKCREW II-MAY 2017	\$511.60
ENDRESS HAUSER INC	P057974	6001888582	246473	ADJUST FOR TAX	(\$0.01)
	P057974			SHIPPING	\$71.37
	P057974			TAX	\$294.94
	P057974			TOTAL CHLORINE SENSOR CCS120 F	\$3,615.44
GRAINGER	S017478	9465343862	246489	HIGH CAP FILTER ITEM #6B950	\$487.40
IRRIGATION SPECIALISTS INC		12139353-01	246497	PVC ADAPTERS	\$1.56
		1214109-01		POP UP SPRINKLERS	\$119.64
MOON SECURITY SERVICES INC		879912	246756	WASTERWATER FIRE MONITORING	\$54.87
SOLENIS LLC	P057981	131174994	246679	TAX ADJUSTMENT	\$0.01
	P057981			POLYMER, PRAESTOL K260FL, IN 1	\$2,735.63
	P057981			POLYMER, PRAESTOL K295FL, IN 1	\$2,735.63
STEP SAVER INC	P058065	T404182	246681	PTO AND/OR DELIVERY	\$159.72
	P058065			FREIGHT/SHIPPING CHARGE	\$740.62
	P058065			BULK, SODIUM CHLORIDE (NACL)	\$356.81
	P058065			STOP OFF/RE-DIRECT FEE	\$100.00
UNITED PARCEL SERVICE	S017479	000986641257	246699	NEXT DAY AIR TO ALS FOR WWTP	\$79.84
	S017479			CORRECTION ON NEXT DAY AIR TO	\$10.85
	S017479			GROUND PKG TO STONEAGE TOOLS F	\$44.54
WHITNEY EQUIPMENT COMPANY INC	P057984	83535	246885	TAX ADJUSTMENT	(\$0.01)
	P057984			FREIGHT - FOB FACTORY, PREPAID	\$33.67
	P057984			GLS SAMPLER WITH 2.5 GALLON (9	\$2,414.18
SEWER OPERATIONS TOTAL ****					\$14,908.66
Division: 423 SEWER MAINTENANCE					
GRAINGER	S017488	9482124576	246829	WALL RACK, HARD HAT ITEM #5LTR	\$42.86
KELLEY'S TELE-COMMUNICATIONS INC		276307012017	246746	ANSWERING SRVC CHARGES JULY	\$57.02
MOON SECURITY SERVICES INC		879912	246756	WASTERWATER FIRE MONITORING	\$54.87
WHITNEY EQUIPMENT COMPANY INC	P057655	83194	246573	OIL & ENVIRONMENTAL FEE	\$8.09
	P057655			LABOR TO REPAIR FLYGT PUMP MOD	\$436.57
	P057655			BASIC REPAIR KIT FOR FLYGT PUM	\$526.17
SEWER MAINTENANCE TOTAL ****					\$1,125.58
WASTEWATER UTILITY FUND Total ***					\$36,531.76
FUND 404	SOLID WASTE UTILITY FUND				



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From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
Division:	430	CAPITAL PROJECTS			
PARAMETRIX INC	P056302	03-40086	246757	LANDFILL CONTAMINATION ASSESSM	\$499.51
SCS ENGINEERS	P056479	0303659	246541	SOLID WASTE DISPOSAL ALTERNATI	\$4,320.37
CAPITAL PROJECTS TOTAL ****					\$4,819.88
Division:	431	SOLID WASTE ADMINISTRATION			
TRI CITY HERALD	S017473	3049809	246560	RFP HORN RAPIDS LANDFILL	\$259.04
SOLID WASTE ADMINISTRATION TOTAL ****					\$259.04
Division:	433	SOLID WASTE DISPOSAL			
BENTON COUNTY SHERIFF'S OFFICE		04/17-WORKCREW II	246435	WORKCREW II-APRIL 2017	\$3,063.24
		05/17-WORKCREW II		WORKCREW II-MAY 2017	\$1,087.15
ORRCO		399171	246658	USED OIL TESTING/PICK-UP/HAUL	\$168.75
PARAMETRIX INC	P057762	03-40083	246523	2017 LANDFILL MONITORING,SAMPL	\$8,631.83
RICHLAND ACE HARDWARE		56967	246667	2-WAY RADIO	\$45.60
TESTAMERICA LABORATORIES INC	P057822	58104967	246771	2017 LANDFILL MONITORING - LAB	\$7,764.50
WA STATE DEPARTMENT OF ECOLOGY		2018-536057	246701	GREENHOUSE GAS REPORTING	\$2,068.00
SOLID WASTE DISPOSAL TOTAL ****					\$22,829.07
SOLID WASTE UTILITY FUND Total ***					\$27,907.99
FUND 405	STORMWATER UTILITY FUND				
Division:	441	STORMWATER			
AMERICAN ROCK PRODUCTS INC	P058041	307876	246425	ENVIRONMENTAL FEE - PRODUCT NO	\$4.34
	P058041			TWO (2) SACK CDF - PRODUCT NO.	\$334.49
	P058022	309206		5/8" MINUS TOP COURSE - PRODUC	\$383.85
	P058022			ADJUST FOR TAX	(\$0.01)
	P058022	311180		RIP RAP (UNSORTED) - PRODUCT N	\$483.34
	P058022	311181		SHOULDER BALLAST 61 PU - PRODU	\$323.71
	P058022			ADJUST FOR TAX	\$0.01
	P058022	311544		ADJUST FOR TAX	(\$0.01)
	P058022			SHOULDER BALLAST 61 PU - PRODU	\$147.08
	P058022	311545		ADJUST FOR TAX	\$0.01
	P058022			RIP RAP (UNSORTED) - PRODUCT N	\$238.67
STORMWATER TOTAL ****					\$1,915.48
STORMWATER UTILITY FUND Total ***					\$1,915.48
FUND 407	MEDICAL SERVICES FUND				
Division:	000				
AMBULANCE REFUND		2016-05634	246549	REFUND PT OVERPAID	\$125.00
		2016-06330	246474	REFUND PT OVERPAID BAL	\$93.99
UNASSIGNED TOTAL ****					\$218.99



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From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
Division: 121 AMBULANCE					
BOUND TREE MEDICAL LLC		82481356	246439	DEFIB PADS/BVM'S/GLOVES/IVS	\$1,473.98
		82482479		CURAPLEX TEE/PEDS	\$28.12
		82490063		BITRAC ED MASKS	\$188.83
		82490064		SPECIMEN BAGS	\$16.30
		82491581		IV SETS/ELECTRODES/GLOVES	\$829.91
		82495821		SMART CAPNOLINE/TAPE/BANDAGES	\$137.43
		82497279		CHUX/EXAM GLOVES/IV SETS	\$511.42
		82498811		IV SETS/BP CUFFS/GLUCOSE KIT	\$400.04
		82500154		KETAMINE/MIDAZOLAM	\$373.35
		82503111		CATHETERS/SALINE/IV DRESSING	\$643.94
		82503112		GERMICIDAL/SANI-HAND WIPES	\$36.23
		82504801		BITRAC ED MASK/STRAP	\$128.24
		82504802		BITRAC ED MASK/STRAP	\$188.93
		82506388		BITRAC ED MASK/STRAP	\$125.96
		82506389		BITRAC ED MASK/STRAP	\$125.96
		82506390		INSULIN SYRINGE	\$139.20
CARDINAL HEALTH 411 INC		82511050		MEGAMOVER/SALINE/GLOVES	\$945.03
		2043927	246446	ADENOSINE/ONDANSETRON	\$66.74
		2071417		ETOMIDATE/NALOXONE	\$648.53
EMERGENCY REPORTING OXARC INC		2017_3677	246472	ERS SUBSCRIPTION-JULY	\$348.20
		30031405	246520	MEDICAL OXYGEN	\$36.03
		30038294		MEDICAL OXYGEN	\$90.39
		30044452		MEDICAL OXYGEN	\$26.59
SEA WESTERN INC		30049050		MEDICAL OXYGEN	\$67.09
	P057998	199465	246864	HAIX AIRPOWER XR1, DUAL CERTIF	\$293.22
	P057998			ESTIMATED SHIPPING	\$13.58
TESSCO INC	P057978	256760	246872	DELIVERY ESTIMATE	\$58.18
	P057978			ANTENNA, TESSCO #42801,	\$692.87
WASTE MANAGEMENT		0369173-2947-0	246569	PHARM WASTE SERVICE 05/17	\$23.27
AMBULANCE TOTAL ****					\$8,657.56
MEDICAL SERVICES FUND Total ***					\$8,876.55
FUND 408 BROADBAND FUND					
Division: 460 BROADBAND ADMINISTRATION					
CONSOLIDATED ELECTRICAL DISTRIBUTORS INC	P058029	3627-577928	246459	1-7/8D Utility Box Jon Dam Pla	\$4.11
SIERRA ELECTRIC INC	P057754	C79-17/PYMT 1	246543	Fiber Optic Backbone Extension	\$240,212.92
STONEWAY ELECTRIC SUPPLY	P058030	S102047511.001	246547	Electric Supply for Jon Dam PI	\$60.79
THE SHERWIN WILLIAMS CO	P058028	0264-5	246553	Paint Purchased for Jon Dam PI	\$6.27
BROADBAND ADMINISTRATION TOTAL ****					\$240,284.09



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
BROADBAND FUND Total ***					\$240,284.09
FUND 501	CENTRAL STORES FUND				
Division:	000				
DESIGNER DECAL INC	P057899	59243	246468	DECAL CITY WHITE VINYL, LARGE,	\$814.50
	P057899			SHIPPING & HANDLING	\$27.56
	P057899			DECAL CITY 1.25 X 1.375, SMALL	\$54.30
	P057899			DECAL CITY 2.5" X 3", MEDIUM,	\$130.32
GRAINGER	S017478	9462779589	246489	MARKING PAINT ITEM #21CJ71	\$143.09
HD FOWLER COMPANY INC	P058013	I4543732	246741	VALVE, GATE 2" THREADED BRONZE	\$443.61
	P058013			VALVE, GATE 3/4" THREAD BRONZE	\$36.49
	P058013			VALVE 3/4" BRASS, HOSE BIBB	\$18.15
INTERLINE BRANDS INC DBA	P057900	404264590	246745	CLEANER, NON-ACID DISINFECTANT	\$1,143.56
	P057900			SOAP, CARTRIDGE LOTION W/PCMX,	\$527.80
	P057900			AJUST FOR TAX	(\$0.01)
NORCO INC	P057975	21367933	246518	PAINT, MARKING, FLUORESCENT BLUE	\$380.53
	P057975			PAINT, MARKING, REGULAR WHITE	\$211.90
	P057975			PAINT, MARKING, REGULAR RED	\$211.90
	P057975			PAINT, MARKING, FLUORESCNT GREEN	\$190.27
UNASSIGNED TOTAL ****					\$4,333.97
CENTRAL STORES FUND Total ***					\$4,333.97
FUND 502	EQUIPMENT MAINTENANCE FUND				
Division:	214	EQUIPMENT MAINTENANCE			
A & E TOWING LLC		3137	246420	TOW CHARGE VEH 7146 WO 46943	\$408.88
ATOMIC AUTO BODY INC		32054	246428	BUMPER VEH 2474 WO 47072	\$1,558.86
AUTOZONE		3733018921	246429	BUSSMAN VEH 6540 WO 47036	\$4.51
BUSH CAR WASH		4196	246443	VEHICLE WASHES-JUNE	\$91.00
CENTRAL HOSE & FITTINGS INC		461988	246715	HYD ASSY VEH 3321 WO 47104	\$106.40
		462316		HYD ASSY VEH 7144 WO 47093	\$499.03
COLEMAN OIL COMPANY		0445096-IN	246721	LANDFILL DIESEL DYED	\$3,517.72
		CL00151	246455	CARD LOCK FUEL 06/19-06/25/17	\$15,653.55
		CL00866	246721	CARD LOCK FUEL 06/26-06/30/17	\$14,495.79
		CL99543	246455	CARD LOCK FUEL 06/12-06/18/17	\$13,858.33
CONNELL OIL INC		0184622-INN	246458	LUBE PRODUCTS	\$950.78
		C175152-IN		LUBE PRODUCTS	\$1,656.91
CORWIN OF PASCO LLC		400341	246462	BOX ASSY VEH 2428 WO 47052	\$343.11
		400399		COVER VEH 2428 WO 47052	\$14.01
		400425		VALVE VEH 3316 WO 46678	\$55.49
		400774	246723	MOULDING VEH 2472 WO 47074	\$523.25



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
CORWIN OF PASCO LLC		400775	246815	LINK VEH 2428 WO 47088	\$12.35
FASTENAL COMPANY		WARIC67147	246734	SKILLS TESTING	\$9.55
FINAL TOUCH UPHOLSTERY		30389	246482	TARP REPAIR VEH 3222 WO 47042	\$152.04
GENUINE AUTO GLASS OF TRI CITIES LLC		622433	246739	WS INSTALL VEH 3296 WO 47076	\$108.60
HOTSY OF SPOKANE		23033	246744	475 GAL CARBON-ATE PLUS SOAP	\$2,321.33
JIM'S PACIFIC GARAGES INC		R100010989	246499	ABS DIAG VEH 7146 WO 46943	\$118.57
		X100078091		TURBO KIT VEH 7146 WO 46943	\$1,550.18
		X100078314	246628	TURBO CHRGR VEH 7146 WO 46943	\$3,972.41
KOOL SHADES WINDOW TINTING		859386	246748	WINDOW TINT VEH 3336 WO 47115	\$244.35
		962776		WINDOW TINT VEH 2443 WO 47114	\$54.30
LES SCHWAB TIRE CENTER		33300365883	246504	ALIGNMENT VEH 2408 WO 47009	\$86.83
		33300366740		ALIGNMENT VEH 2428 WO 47052	\$108.06
LIFT TECHNOLOGIES		3011	246507	EXPERT SERVICES	\$1,893.35
MCCURLEY CHEVROLET		925569	246512	KNOB VEH 2387 WO 46971	\$6.80
		925887		RADIO VEH 2382 WO 47030	\$369.24
		926034		LAMP VEH 2363 WO 47060	\$132.54
		926194		LOCK VEH 3271 WO 46938	\$260.51
		926568	246845	PUMP VEH 1207 WO 47112	\$150.14
		926654		PIPES VEH 2409 WO 47041	\$162.72
		926727	246753	BOOSTER VEH 2409 WO 47041	\$159.25
		CM926194	246512	VEH 2382 WO 47030	(\$25.92)
MONARCH MACHINE & TOOL CO INC		A190628	246515	REKEY COUPLR VEH 7139 WO 47010	\$70.16
		F190646		SAND BLAST VEH 3286 WO 46983	\$940.48
NORCO INC		21350794	246518	SHOP SUPPLY	\$117.52
		21359930		SHOP SUPPLY	\$88.49
PLATT ELECTRIC SUPPLY		N361369	246526	NIPPLE VEH 3286 WO 46983	\$22.91
RDO EQUIPMENT CO		P47197	246760	SEAL VEH 6589 WO 47090	\$6.10
		P47368		SEAL VEH 6589 WO 47090	\$6.10
RICHLAND NAPA		388809	246668	MISC PTS VEH 6585 WO 46937	\$86.53
		388848		HOOD CATCH VEH 3301 WO 4668	\$9.07
		388886		FILTER VEH 7151 WO 46958	\$210.40
		388907		MOUNT VEH 3401 WO 46946	\$2.19
		388909		FILTER VEH 3315 WO 46886	\$115.62
		388928		FILTER VEH 1211 WO 46968	\$17.07
		388929		WIPER VEH 2320 WO 46777	\$19.53
		388931		WIPER VEH 2302 WO 46776	\$19.53
		388944		FILTER VEH 2448 WO 46981	\$20.37
		389008		PENT VEH 3292 WO 46980	\$101.56
		389086		FILTER VEH 2387 WO 46972	\$19.83
		389090		ORFICE VEH SHOP WO SUPPLIES	\$21.71
		389099		BRAKES VEH 2387 WO 46971	\$40.83



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
RICHLAND NAPA		389101	246668	BATTERY VEH SHOP WO SUPPLIE	\$49.00
		389133		FILTER VEH SHOP WO SUPPLIES	\$14.97
		389168		PAINT VEH 3402 WO 46773	\$20.08
		389274		FILTER VEH 7146 WO 46943	\$118.45
		389276		FILTER VEH 2408 WO 47008	\$17.07
		389293		WIPER VEH 3244 WO 46911	\$20.61
		389300		SOCKET VEH 7146 WO 46943	\$21.42
		389309		GSK MKR VEH 3286 WO 46999	\$7.90
		389323		MISC PTS VEH 2408 WO 47009	\$238.94
		389331		BATTERY VEH 1104 WO 46997	\$152.68
		389353		FILTER VEH 1202 WO 47026	\$19.61
		389354		SPARK PLUG VEH 2408 WO 4700	\$64.73
		389362		WIPER VEH 2408 WO 47008	\$41.25
		389377		SEALANT VEH 6477 WO 46993	\$30.54
		389390		BRAKE PADS VEH 3243 WO 4703	\$96.87
		389391		HITCH VEH 3402 WO 46773	\$160.42
		389393		HARNESS VEH 3402 WO 46773	\$47.22
		389400		DOOR GUARD VEH 3401 WO 4694	\$31.27
		389404		SPARK PLUG VEH CREDIT WO CR	(\$19.55)
		389405		WARRANTY VEH WARRANTY WO WA	(\$21.71)
		389424		FILTER VEH 7146 WO 46943	\$13.58
		389425		SWITCH VEH 2382 WO 47030	\$105.97
		389431		FILTER VEH 2409 WO 47034	\$17.07
		389432		HUB CAP VEH 3333 WO 47011	\$46.95
		389465		AB WHL VEH SHOP WO SUPPLIES	\$13.66
		389478		BRAKES/MISC VEH 2409 WO 470	\$379.95
		389485		BATTERY VEH 5036 WO 47044	\$157.62
		389486		BATTERY VEH 5036 WO 47044	\$630.49
		389556		TUBING VEH 2428 WO 47052	\$21.89
		389560		SWITCH VEH 3244 WO 46911	\$27.13
		389564		PS FLUID VEH 2403 WO 47046	\$11.69
		389566		HOSE VEH 2403 WO 47046	\$179.90
		389570		TOOL VEH SHOP WO TOOLS	\$16.82
		389575		FILTER VEH 2428 WO 47050	\$12.92
		389578		FILTER VEH 2398 WO 47048	\$16.44
		389595		FILTER VEH 2445 WO 47054	\$12.92
		389597		MISC PTS VEH 3316 WO 46678	\$466.90
		389643		CONN VEH 3334 WO 47066	\$10.63
		389650		CONN VEH 6544 WO 47065	\$11.39
		389653		FUSE VEH 6540 WO 47036	\$10.30
		389737		WIRE VEH 4145 WO 47064	\$215.56



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
RICHLAND NAPA		389745	246668	LOOM VEH 3284 WO 47068	\$27.15
		389786		LAMP VEH 1204 WO 47037	\$67.77
		389800		BATTERY VEH 4142 WO 47075	\$180.83
		389836		WIRE VEH 4142 WO 47075	\$6.80
		389868		MISC VEH SHOP WO SUPPLIES	\$54.33
		389878		MISC VEH SHOP WO SUPPLIES	\$43.97
		389882		FILTER VEH 3316 WO 47077	\$16.44
		389902		FILTERS VEH 3316 WO 47082	\$291.09
		389928		FUEL CAP VEH 2359 WO 47084	\$14.51
		389930		BRK CLN VEH 7092 WO 46936	\$19.54
		389948		SOCKETS VEH 7092 WO 46936	\$6.03
		390084		MISC VEH 3218 WO 47083	\$36.72
		390085		FILTER VEH 3218 WO 47099	\$12.93
		390111		FILTER VEH 2386 WO 46919	\$72.82
		390113		WIPERS VEH 1105 WO 47102	\$51.43
		390125		FLASHER VEH 5033 WO 47101	\$14.65
		390155		SOCKETS VEH 2386 WO 47105	\$52.68
		390156		CAP VEH 2386 WO 47105	\$8.92
		390234		BRK CLN VEH 7144 WO 47093	\$14.92
		390238		FILTER VEH 1207 WO 47112	\$59.63
		390271		ENG PTS VEH 3235 WO 47109	\$98.70
		390280		FILTER VEH 2432 WO 47121	\$20.37
RMT EQUIPMENT	T60023		246539	VEH 7137 WO 46933	\$97.34
	T61202		246763	RAKE SPRING VEH 6580 WO 47149	\$348.11
ROUTEWARE INC	98392		246540	ANTENNA VEH 3283 WO 47070	\$175.95
ROWAND MACHINERY CO	230825		246675	RETURNED ROLLER VEH 7122	(\$592.40)
	230826			PARTS VEH 7092 WO 46936	\$3,871.51
	231105			RING VEH 7092 WO 46936	\$270.66
	231683		246765	HY-GARD VEH 7092 WO 46936	\$513.44
	231797			WINDOWPANE VEH 7109 WO 46876	\$471.31
	231915			BULK HOSE VEH 7144 WO 47093	\$554.75
	0096986-IN		246767	HARNESS VEH 3333 WO 46698	\$114.28
	868205		246546	IGN KEYED VEH 2382 WO 47030	\$27.15
SOLID WASTE SYSTEMS INC	22180607		246552	SKILLS TESTING	\$148.39
STEEBER'S LOCK SERVICE	22180676			BOLT VEH 4119 WO 46901	\$4.16
TACOMA SCREW PRODUCTS INC	22180678			SHOP SUPPLY	\$83.93
	22180707			SPRING VEH 7145 WO 47053	\$2.79
	22180726			HEX SCREWS VEH 6543 WO 47078	\$9.92
	22180788			SHOP SUPPLY	\$520.47
	22180789			SHOP SUPPLY	\$20.30
	22180990			STEEL BUTTON VEH 2472 WO 47074	\$2.75



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
TACOMA SCREW PRODUCTS INC		22180992	246552	CAP SCREW VEH 7092 WO 46936	\$10.45
		22181653	246770	SCREWS VEH 3333 WO 47080	\$8.77
		22181654		SHOP SUPPLY	\$44.56
TIRE FACTORY INC		03-123146	246773	FLEET INSP VEH 6000 WO 47151	\$276.93
		03-123150	246555	TIRE VEH 3310 WO 47062	\$562.36
		03-123197		WHEEL SWITCH VEH 3279 WO 47058	\$112.40
		03-123199		TIRE FAILURE VEH 3310 WO 47062	(\$562.36)
		03-123200		TIRE VEH 3310 WO 47062	\$643.26
		03-123212		TIRES VEH 2408 WO 47057	\$656.38
		03-123215		TIRE REPAIR VEH 2459 WO 47056	\$32.77
		03-123223	246773	FLAT REPAIR VEH 3311 WO 46990	\$38.55
		03-123321	246555	TIRES VEH 2445 WO 47055	\$671.10
		03-123326	246773	TIRES VEH 2428 WO 47138	\$350.45
		03-123371		TIRE VEH 3284 WO 47134	\$393.48
		03-123373		FLAT REPAIR VEH 1102 WO 47139	\$17.10
		03-123388		TIRES VEH 3337 WO 47129	\$3,109.96
		03-123389		LT TRK RPR VEH 3328 WO 47137	\$110.72
		03-123391		TIRES VEH 3142 WO 37128	\$3,618.03
		03-123411		TIRES VEH 4050 WO 47132	\$1,310.17
		03-123434		TIRES VEH 3251 WO 47127	\$1,932.39
		03-123435		FLAT REPAIR VEH 3311 WO 47133	\$38.55
		03-123458		LT TRK RPR VEH 5040 WO 47140	\$18.41
		03-123472		TIRES VEH 2358 WO 47131	\$530.84
		03-123473		WHEEL SWITCH VEH 1204 WO 47130	\$30.84
		03-123474		LT TRK RPR VEH 2400 WO 47141	\$18.41
		03-123498		WHEEL SWITCH VEH 3283 WO 47126	\$86.88
		03-123500		WHEEL SWITCH VEH 3285 WO 47125	\$86.88
		03-123553		FLAT REPAIR VEH 3312 WO 47142	\$74.93
		03-123588		FLAT REPAIR VEH 9500 WO 47155	\$109.41
		03-123589		WHEEL SWITCH VEH 3313 WO 47156	\$145.52
TRI CITIES BATTERY & AUTO REPAIR		019140	246558	AMP VEH 5036 WO 47044	\$1,199.55
TRI CITY HERALD	S017473	3072165	246560	CALL FOR BID SIGN TRUCK WITH M	\$111.23
UNITED PARCEL SERVICE	S017487	000986641267	246879	GROUND PKG TO ROUTEWARE RMA DE	\$3.86
WESTERN EQUIPMENT & IRRIGATION DISTRIBUTORS		8021018-00	246570	TINE SPOON VEH 4000	\$697.48
		8021450-00		TOOLBAR VEH 6606 WO 47045	\$920.06
		8022072-00		TINE SPOON VEH 4000	(\$697.48)
WESTERN INTEGRATED TECHNOLOGIES INC		1506319	246777	ELEMENT VEH 7141 WO 47144	\$240.48
		1507150		PIPE VEH 7144 WO 47093	\$30.91
WESTERN PETERBILT INC		H277710	246571	CORE CHARGE VEH 3283	\$325.80
		H278131		CORE CREDIT VEH 3283	(\$325.80)



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Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
WESTERN PETERBILT INC		H278266	246571	BRAKE KIT	\$138.14
		H278267		CORE CHARGE VEH 3292	\$78.19
		H278268		BRAKE KIT RETURN	(\$138.14)
		H278269		CORE CREDIT VEH 3292	(\$78.19)
		H278273		CORE CREDIT VEH 3292	(\$78.19)
		H278607		GLASS VEH 3296 WO 47076	\$124.88
		H278909	246778	SENDER VEH 3312 WO 47100	\$60.15
		H278910		ALARMSTAT VEH 3312 WO 47100	\$199.38
WESTERN STATES EQUIPMENT COMPANY		IN000365288	246572	COUPLING VEH 3290 WO 46885	\$50.98
		IN000365296		COUPLING VEH 3283 WO 46909	\$11.66
		IN000366519		COUPLINGS VEH 3283 WO 46964	\$138.12
		IN000368931		ELEMENT VEH 7138 WO 47024	\$478.71
		IN000370082		FILTERS VEH 7090 WO 47025	\$250.74
		IN000370087		BATTERY VEH 6592 WO 46992	\$215.68
		IN000370096		BATTERY VEH 6591 WO 46991	\$215.68
		IN000371294		PLUG KIT VEH 3240 WO 47079	\$17.86
		IN000376160	246779	COUPLINGS VEH 4145 WO 47064	\$30.52
		IN000376779		WO 47152/47153/47154	\$617.97
WESTERN SYSTEMS & FABRICATION INC		19511	246780	SWITCH VEH 3283 WO 47070	\$302.78
EQUIPMENT MAINTENANCE TOTAL ****					\$98,450.56
EQUIPMENT MAINTENANCE FUND Total ***					\$98,450.56
FUND	505	PUBLIC WORKS ADMIN & ENGINEER			
Division:	450	PW ADMIN & ENGINEERING			
ABADAN INC		ARIN074014	246576	PLOTTER PAPER	\$119.68
		ARIN074063		ASBUILTS	\$121.09
		ARIN074108		PLOTTER PAPER	\$119.68
		ARIN074142		ASBUILTS	\$4.07
		ARIN074215	246705	ASBUILTS	\$16.29
		ARIN074308		ASBUILTS	\$27.69
FEDERAL EXPRESS CORP		5-843-55655	246735	SHIPPING CHARGES JUNE 2017	\$11.39
PENWELL, DAN		062017	246525	REIMB EXCISE TAX	\$10.00
RICHLAND ACE HARDWARE		57199	246761	FAUCET TIMER OUTLET	\$36.91
PW ADMIN & ENGINEERING TOTAL ****					\$466.80
PUBLIC WORKS ADMIN & ENGINEER Total ***					\$466.80
FUND	520	HEALTH CARE/BENEFITS PLAN			
Division:	222	EMPLOYEE BENEFIT PROGRAM			
CIGNA HEALTH AND LIFE INSURANCE COMPANY		2158618	246716	JULY 2017 ASO CHARGES	\$15,066.10
LIFE INSURANCE COMPANY OF NORTH AMERICA		6/2017-FLI051384	246506	FLI051384 PREMIUMS - JUNE	\$10,092.22



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
LIFE INSURANCE COMPANY OF NORTH AMERICA		6/2017-LK030278	246506	LK030278 PREMIUMS-JUNE	\$10,840.60
		6/2017-OK807703		OK807703 PREMIUMS-JUNE	\$3,104.83
MAGELLAN BEHAVIORAL HEALTH		JULY 2017	246750	EAP PREMIUMS-JULY	\$698.81
MERCER (US) INC	P057474	102210003274	246514	PROVIDE BENEFITS CONSULTING AN	\$7,083.33
VERDE SERVICES INC		1188000	246562	2ND QTR 2017 FLEX BENEFIT PLAN	\$810.00
EMPLOYEE BENEFIT PROGRAM TOTAL ****					\$47,695.89
HEALTH CARE/BENEFITS PLAN Total ***					\$47,695.89
FUND 522	POST EMP HEALTHCARE PLAN				
Division:	224	POST EMPLOYMENT BENEFITS PRGM			
CIGNA HEALTH AND LIFE INSURANCE COMPANY		2158618	246716	JULY 2017 ASO CHARGES	\$1,265.95
POST EMPLOYMENT BENEFITS PRGM TOTAL ****					\$1,265.95
POST EMP HEALTHCARE PLAN Total ***					\$1,265.95
FUND 611	FIREMAN'S PENSION				
Division:	216	FIRE PENSION			
BAKER, MARSHALL R		JULY 2017	246790	MEDICARE PREMIUM/BAKER	\$108.00
BENTON COUNTY FIRE DIST 1		2017-29	246434	WSLEA 2017 CONF FEES-FERRELL	\$1,019.90
				FIRE PENSION MAY 2017	\$690.83
BOWLS, DAVID		JULY 2017	246796	MEDICARE PREMIUM/BOWLS	\$104.90
CANFIELD, HARRY R			246803	MEDICARE PREMIUM/CANFIELD	\$107.00
CARRICK, HENRY			246805	MEDICARE PREMIUM/CARRICK	\$104.90
CLARK, FRANK M			246811	MEDICARE PREMIUM/CLARK	\$104.90
DOWNES, DANNY			246821	MEDICARE PREMIUM/DOWNES	\$134.00
ELIASON, CURTIS			246824	MEDICARE PREMIUM/ELIASON	\$109.00
ESTY, RAYMOND J			246825	MEDICARE PREMIUM/ESTY	\$104.90
FERRIANS, ALLEN LARRY			246826	MEDICARE PREMIUM/FERRIANS	\$109.00
HOUCHIN, EARL			246833	MEDICARE PREMIUM/HOUCHIN	\$104.90
JOHNSON, NEILS E			246835	MEDICARE PREMIUM/JOHNSON	\$105.00
JONES, HAROLD			246837	MEDICARE PREMIUM/JONES	\$104.90
KEYS, JACK D			246839	MEDICARE PREMIUM/KEYS	\$134.80
LAHTI, ROGER P			246841	MEDICARE PREMIUM/LAHTI	\$104.90
MITCHELL, RAYMOND L			246849	MEDICARE PREMIUM/MITCHELL	\$107.00
MURRAY, DAVID			246851	MEDICARE PREMIUM/MURRAY	\$104.90
MYERS, EDWARD A			246852	MEDICARE PREMIUM/MYERS	\$107.00
OWEN, MICHAEL			246855	MEDICARE PREMIUM/OWEN	\$104.90
POLLARD, JAMES			246859	MEDICARE PREMIUM/POLLARD	\$104.90
RONEY, LARRY			246863	MEDICARE PREMIUM/RONEY	\$106.00
SIEMENS, DONALD			246865	MEDICARE PREMIUM/SIEMENS	\$107.00
WEST, ROYAL			246884	MEDICARE PREMIUM/WEST	\$106.00



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
WILLIAMSON, CRAIG E		JULY 2017	246886	MEDICARE PREMIUM/WILLIAMSON	\$105.00
FIRE PENSION TOTAL ****					\$4,204.53
FIREMAN'S PENSION Total ***					\$4,204.53
FUND 612		POLICEMEN'S PENSION			
Division:	217	POLICE PENSION			
ANDERS, PETER		JULY 2017	246786	MEDICARE PREMIUM/ANDERS	\$107.00
BATES, LAURIE VERN JR			246791	MEDICARE PREMIUM/BATES	\$108.00
BEDEN, LARRY			246792	MEDICARE PREMIUM/BEDEN	\$108.00
BRUNSON, DALE A			246798	MEDICARE PREMIUM/BRUNSON	\$106.00
BUSH, LEE			246799	MEDICARE PREMIUM/BUSH	\$106.00
CLEAVENGER, MICHAEL			246812	MEDICARE PREMIUM/CLEAVENGER	\$134.00
CLEAVENGER, WILL J			246813	MEDICARE PREMIUM/CLEAVENGER	\$107.00
CLEMENTS, JOHN M			246814	MEDICARE PREMIUM/CLEMENTS	\$104.90
COUCH, LARRY			246816	MEDICARE PREMIUM/COUCH	\$108.00
DEMYER, JAMES J			246820	MEDICARE PREMIUM/DEMYER	\$112.00
DRIVER, DOUGLAS D			246822	MEDICARE PREMIUM/DRIVER	\$125.00
DUCHEMIN, ROGER			246823	MEDICARE PREMIUM/DUCHEMIN	\$107.00
GANLEY, JOHN M			246828	MEDICARE PREMIUM/GANLEY	\$107.00
HIGGINS, FRED C			246832	MEDICARE PREMIUM/HIGGINS	\$106.00
LARSON, SCOTT K			246842	MEDICARE PREMIUM/LARSON	\$125.00
LEWIS, DAVID L			246843	MEDICARE PREMIUM/LEWIS	\$105.80
MOORE, ROBERT			246850	MEDICARE PREMIUM/MOORE	\$106.00
SPARKS, DAVID W			246866	MEDICARE PREMIUM/SPARKS	\$107.00
TAYLOR, RANDAL L			246870	MEDICARE PREMIUM/TAYLOR	\$134.00
THOMAS, GERALD D			246874	MEDICARE PREMIUM/THOMAS	\$107.00
TURNER, ROY			246878	MEDICARE PREMIUM/TURNER	\$108.00
WILMOTH, ROD			246887	MEDICARE PREMIUM/WILMOTH	\$108.00
ZIMMERMAN, GERALD			246890	MEDICARE PREMIUM/ZIMMERMAN	\$104.90
POLICE PENSION TOTAL ****					\$2,551.60
POLICEMEN'S PENSION Total ***					\$2,551.60
FUND 641		SOUTHEAST COMMUNICATIONS CTR			
Division:	600	SECOMM OPERATIONS GENERAL			
BMC SOFTWARE INC	P057994	1307876	246438	TRACK-IT! REMOTE CONTROL RENEW	\$264.37
CENTURYLINK		0617-509-624-3863	246596	GENERAL 06/16-07/16/17	\$7.32
DLT SOLUTIONS LLC	P058011	SI360938	246608	ARCHIVE MANAGER PER MANAGED	\$415.58
FRONTIER		06/17 5096282600	246484	LONG DISTANCE 06/10-07/9/16	\$993.90
OLLERMAN, TRACEY		17-256 OLLERMAN	246854	17-256 WCIA PERFORMANCE APP	\$37.05
VERIZON WIRELESS		9787003249	246563	CELL PHONES 05/7-06/6/16	\$502.53



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
SECOMM OPERATIONS GENERAL TOTAL ****					\$2,220.75
Division: 601	E911 OPERATIONS				
CITY OF RICHLAND		17-093 HUSA	246452	17-093 HEXAGON CONFERENCE	\$1,206.00
		17-094 HAMILTON		17-094 HEXAGON CONFERENCE	\$1,206.00
HAMILTON, CRAIG			246491	17-094 HEXAGON CONFERENCE	\$264.02
HUSA, E. IVAR		17-093 HUSA	246496	17-093 HEXAGON CONFERENCE	\$171.00
LETRICK, R. KIM		17-249 LETTRICK-	246505	17-249 ST AC MEETING	\$133.74
VERIZON WIRELESS		9787003249	246563	CELL PHONES 05/7-06/6/16	\$147.10
E911 OPERATIONS TOTAL ****					\$3,127.86
Division: 602	SECOMM AGENCY				
APOLLO SHEET METAL INC	P057640	940005479	246708	REPLACEMENT OF BLOWER MOTOR	\$1,603.75
CERIUM NETWORKS INC	P057643	062243	246449	CISCO ASA WITH FIREPOWER MIGRA	\$19,748.70
RIGGLE PLUMBING INC		35365	246537	BACKFLOW TESTS FOR IRRIGATION	\$135.75
SECOMM AGENCY TOTAL ****					\$21,488.20
SOUTHEAST COMMUNICATIONS CTR Total ***					\$26,836.81
FUND 642	800 MHZ PROJECT				
Division: 610	800 MHZ				
BENTON PUD	P058015	426	246436	2017 LEASE PAYMENT - JOE BUTTE	\$18,366.84
	P058015			2017 LEASE PAYMENT - PROSSER B	\$4,024.57
BMC SOFTWARE INC	P057994	1307876	246438	TRACK-IT! REMOTE CONTROL RENEW	\$264.37
CERIUM NETWORKS INC	P057643	062243	246449	CISCO ASA WITH FIREPOWER MIGRA	\$3,643.74
DLT SOLUTIONS LLC	P058011	SI360938	246608	ARCHIVE MANAGER PER MANAGED	\$415.58
FRONTIER COMMUNICATIONS NW INC	P058062	816-273	246485	2017 BADGER MTN RENT	\$22,466.66
MOTOROLA SOLUTIONS INC	P057954	13166150	246516	ADD: AC LINE CORD US #CA01598A	\$8.72
	P057954			ADD: ASTRO 25 MODE #U239AD	\$198.20
	P057954			ADD: KEYLOADING CABLE ADAPTER	\$32.91
	P057954			ADD: KEYLOAD CABLE FOR APX POR	\$59.46
	P057954			KVL 4000 PDA SNAP-ON #T7537B	\$990.98
	P057954			ADD: AES ENCRYPTION SOFTWARE	\$594.59
	P057954			CABLE, KEYLOAD #TKN8531C	\$87.21
800 MHZ TOTAL ****					\$51,153.83
800 MHZ PROJECT Total ***					\$51,153.83
FUND 643	EMERGENCY MANAGEMENT				
Division: 620	STATE / LOCAL ASSISTANCE				
APOLLO SHEET METAL INC	P057640	940005479	246708	REPLACEMENT OF BLOWER MOTOR	\$400.94
DAVIS, DEANNA		17-301 DAVIS	246725	17-301 ICS 400 TRAINING	\$28.00
DLT SOLUTIONS LLC	P058011	SI360938	246608	ARCHIVE MANAGER PER MANAGED	\$138.52
FRONTIER		06/17 5096282600	246484	LONG DISTANCE 06/10-07/9/16	\$248.48



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
VERIZON WIRELESS		9787003249	246563	CELL PHONES 05/7-06/6/16	\$98.85
STATE / LOCAL ASSISTANCE TOTAL ****					\$914.79
Division: 621	RADIOLOGICAL EMGCY PREPAREDNES				
APOLLO SHEET METAL INC	P057640	940005479	246708	REPLACEMENT OF BLOWER MOTOR	\$400.94
BMC SOFTWARE INC	P057994	1307876	246438	ADJUST FOR TAX	(\$0.01)
	P057994			TRACK-IT! REMOTE CONTROL RENEW	\$264.38
DLT SOLUTIONS LLC	P058011	SI360938	246608	ARCHIVE MANAGER PER MANAGED	\$138.53
FRONTIER		06/17 5096282600	246484	LONG DISTANCE 06/10-07/9/16	\$248.48
VERIZON WIRELESS		9787003249	246563	CELL PHONES 05/7-06/6/16	\$98.85
RADIOLOGICAL EMGCY PREPAREDNES TOTAL ****					\$1,151.17
Division: 622	DOE EMERGENCY PREPAREDNESS				
APOLLO SHEET METAL INC	P057640	940005479	246708	REPLACEMENT OF BLOWER MOTOR	\$400.93
DLT SOLUTIONS LLC	P058011	SI360938	246608	ARCHIVE MANAGER PER MANAGED	\$138.52
FRONTIER		06/17 5096282600	246484	LONG DISTANCE 06/10-07/9/16	\$248.47
VERIZON WIRELESS		9787003249	246563	CELL PHONES 05/7-06/6/16	\$98.85
DOE EMERGENCY PREPAREDNESS TOTAL ****					\$886.77
Division: 623	JURISIDICITION				
APOLLO SHEET METAL INC	P057640	940005479	246708	REPLACEMENT OF BLOWER MOTOR	\$400.94
FRONTIER		06/17 5096282600	246484	LONG DISTANCE 06/10-07/9/16	\$248.47
RIGGLE PLUMBING INC		35365	246537	BACKFLOW TESTS FOR IRRIGATION	\$135.75
JURISIDICITION TOTAL ****					\$785.16
EMERGENCY MANAGEMENT Total ***					\$3,737.89
FUND 644	MICRO-WAVE				
Division: 611	MICROWAVE				
BENTON PUD	P058015	426	246436	2017 LEASE PAYMENT - PROSSER B	\$447.18
	P058015			2017 LEASE PAYMENT - JOE BUTTE	\$4,591.71
	P058015			2017 LEASE PAYMENT - UMATILLA	\$1,680.80
MICROWAVE TOTAL ****					\$6,719.69
MICRO-WAVE Total ***					\$6,719.69
FUND 803	UTILITY BILL CLEARING FUND				
Division: 000					
ADVANCED UTILITY ACCOUNTS PAYABLE INVOICES	CISPAY13762		246575	Customer Refund	\$9.79
	CISPAY13763		246587	Customer Refund	\$25.77
	CISPAY13764		246583	Customer Refund	\$233.99
	CISPAY13765		246638	Customer Refund	\$5.34
	CISPAY13766		246687	Customer Refund	\$95.23



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
ADVANCED UTILITY ACCOUNTS PAYABLE INVOICES		CISPAY13767	246640	Customer Refund	\$193.83
		CISPAY13768	246691	Customer Refund	\$306.13
		CISPAY13769	246612	Customer Refund	\$701.12
		CISPAY13770	246656	Customer Refund	\$9.98
		CISPAY13771	246682	Customer Refund	\$135.09
		CISPAY13772	246647	Customer Refund	\$7.01
		CISPAY13773	246692	Customer Refund	\$18.47
		CISPAY13774	246702	Customer Refund	\$16.80
		CISPAY13775	246604	Customer Refund	\$171.92
		CISPAY13776	246586	Customer Refund	\$109.22
		CISPAY13777	246688	Customer Refund	\$12.74
		CISPAY13778	246597	Customer Refund	\$3.28
		CISPAY13779	246631	Customer Refund	\$71.86
		CISPAY13780	246630	Customer Refund	\$51.25
		CISPAY13781	246654	Customer Refund	\$136.06
		CISPAY13782	246677	Customer Refund	\$155.35
		CISPAY13783	246643	Customer Refund	\$26.83
		CISPAY13784	246595	Customer Refund	\$40.02
				Customer Refund	\$18.97
		CISPAY13785	246636	Customer Refund	\$245.71
		CISPAY13786	246652	Customer Refund	\$20.50
		CISPAY13787	246690	Customer Refund	\$55.50
		CISPAY13788	246619	Customer Refund	\$278.44
		CISPAY13789	246584	Customer Refund	\$146.68
		CISPAY13790	246629	Customer Refund	\$10.89
		CISPAY13791	246635	Customer Refund	\$13.32
		CISPAY13792	246655	Customer Refund	\$43.55
		CISPAY13793	246700	Customer Refund	\$56.12
		CISPAY13794	246611	Customer Refund	\$88.02
		CISPAY13795	246613	Customer Refund	\$9.39
		CISPAY13796	246698	Customer Refund	\$96.24
		CISPAY13797	246588	Customer Refund	\$30.39
		CISPAY13798	246696	Customer Refund	\$82.78
		CISPAY13799	246633	Customer Refund	\$22.43
		CISPAY13800	246648	Customer Refund	\$88.32
		CISPAY13801	246609	Customer Refund	\$88.18
		CISPAY13802	246594	Customer Refund	\$65.78
		CISPAY13803	246659	Customer Refund	\$84.05
		CISPAY13804	246577	Customer Refund	\$74.66
		CISPAY13805	246703	Customer Refund	\$58.82



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
ADVANCED UTILITY ACCOUNTS PAYABLE INVOICES		CISPAY13806	246620	Customer Refund	\$25.70
		CISPAY13807	246625	Customer Refund	\$111.51
		CISPAY13808	246662	Customer Refund	\$122.40
		CISPAY13810	246649	Customer Refund	\$89.39
		CISPAY13811	246623	Customer Refund	\$94.45
		CISPAY13812	246610	Customer Refund	\$160.00
		CISPAY13813	246627	Customer Refund	\$63.71
		CISPAY13814	246622	Customer Refund	\$96.79
		CISPAY13815	246601	Customer Refund	\$78.58
		CISPAY13816	246624	Customer Refund	\$95.77
		CISPAY13817	246689	Customer Refund	\$25.63
				Customer Refund	\$36.54
				Customer Refund	\$46.61
		CISPAY13818	246607	Customer Refund	\$132.18
		CISPAY13819	246674	Customer Refund	\$20.32
		CISPAY13820	246650	Customer Refund	\$46.93
		CISPAY13821	246666	Customer Refund	\$504.53
		CISPAY13822	246632	Customer Refund	\$245.66
		CISPAY13823	246598	Customer Refund	\$116.47
		CISPAY13824	246634	Customer Refund	\$119.15
		CISPAY13825	246578	Customer Refund	\$102.05
		CISPAY13826	246618	Customer Refund	\$113.74
		CISPAY13827	246858	Customer Refund	\$53.21
		CISPAY13828	246844	Customer Refund	\$91.26
		CISPAY13829	246830	Customer Refund	\$2.85
		CISPAY13830	246848	Customer Refund	\$48.13
		CISPAY13831	246880	Customer Refund	\$23.46
		CISPAY13832	246877	Customer Refund	\$130.00
		CISPAY13833	246807	Customer Refund	\$29.27
		CISPAY13834	246794	Customer Refund	\$124.36
		CISPAY13835	246856	Customer Refund	\$55.01
		CISPAY13836	246875	Customer Refund	\$32.00
		CISPAY13837	246817	Customer Refund	\$45.25
		CISPAY13838	246801	Customer Refund	\$63.21
		CISPAY13839	246784	Customer Refund	\$34.59
		CISPAY13840	246818	Customer Refund	\$67.21
		CISPAY13841	246847	Customer Refund	\$23.02
		CISPAY13842	246888	Customer Refund	\$80.43
		CISPAY13843	246785	Customer Refund	\$32.17
		CISPAY13844	246857	Customer Refund	\$57.07



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
ADVANCED UTILITY ACCOUNTS PAYABLE INVOICES		CISPAY13845	246873	Customer Refund	\$24.50
		CISPAY13846	246834	Customer Refund	\$63.22
		CISPAY13847	246860	Customer Refund	\$36.25
		CISPAY13848	246797	Customer Refund	\$80.08
		CISPAY13849	246889	Customer Refund	\$114.96
		CISPAY13850	246808	Customer Refund	\$64.73
		CISPAY13851	246795	Customer Refund	\$140.70
		CISPAY13852	246871	Customer Refund	\$114.22
		CISPAY13853	246806	Customer Refund	\$107.32
		CISPAY13854	246853	Customer Refund	\$105.89
		CISPAY13855	246846	Customer Refund	\$43.91
		CISPAY13856	246840	Customer Refund	\$51.74
		CISPAY13857	246787	Customer Refund	\$45.35
		CISPAY13858	246788	Customer Refund	\$60.34
		CISPAY13859	246804	Customer Refund	\$75.50
		CISPAY13860	246802	Customer Refund	\$70.66
		CISPAY13861	246836	Customer Refund	\$119.09
		CISPAY13862	246783	Customer Refund	\$80.00
		CISPAY13863	246869	Customer Refund	\$24.89
		CISPAY13864	246809	Customer Refund	\$46.69
		CISPAY13865	246819	Customer Refund	\$98.31
		CISPAY13866	246789	Customer Refund	\$2.23
		CISPAY13867	246838	Customer Refund	\$121.34
		CISPAY13868	246800	Customer Refund	\$64.95
		CISPAY13869	246827	CUSTOMER REFUND	\$138.17
UNASSIGNED TOTAL ****					\$9,551.47
UTILITY BILL CLEARING FUND Total ***					\$9,551.47



City Of Richland

VL-1 Voucher Listing

From: 6/26/2017 To: 7/7/2017

Vendor	P.O. Number	Invoice Number	Check #	Purpose of Purchase	Invoice Amount
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Invoice Total: ****

\$2,342,988.04

Number of Invoices

Amount

Vouchers In Richland	213	\$84,997.15
Vouchers In Tri Cities	163	\$922,547.66
Vouchers In WA	197	\$905,462.84
Vouchers Outside WA	521	\$429,980.39
Vouchers Final Total.....	1094	\$2,342,988.04

Ob ject Category	Title	Total	Percentage
2	BENEFITS	\$52,889.92	2.26%
3	SUPPLIES	\$184,087.24	7.86%
4	OTHER SERVICES & CHARGES	\$448,406.75	19.14%
5	INTERGOVERNMENTAL SERVICES	\$79,748.68	3.4%
6	CAPITAL PROJECTS	\$1,410,947.36	60.22%
	MACHINERY & EQUIPMENT	\$73,945.93	3.16%
7	DEBT SERVICE PRINCIPAL	\$39,998.17	1.71%
	REFUNDS	\$9,551.47	0.41%
9	INTERFUND SERVICES	\$103.29	0%
	INVENTORY PURCHASES	\$43,309.23	1.85%
	Total	\$2,342,988.04	



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Tabled Business

Key Element: Key I - Financial Stability & Operational Effectiveness

Subject:

Resolution No. 119-17, Authorizing a Finance Agreement for the Emergency Services Brush Truck from the Office of State Treasurer LOCAL Program

Department:

Administrative Services

Ordinance/Resolution Number:

119-17

Document Type:

Resolution

Recommended Motion:

Adopt Resolution No. 119-17, authorizing the City Manager to sign and execute a financing agreement with the Office of State Treasurer LOCAL Program for the new Emergency Services Brush truck in the amount of \$212,914.64.

Summary:

The City owns and operates a fleet of vehicles and equipment which are scheduled for replacement based upon the normal life cycle of the assets. Based on the City's equipment replacement program, an evaluation was performed on the operating and maintenance expenses of the existing brush truck that is used for emergency services. After the evaluation was completed on the brush truck, it was determined the truck should be replaced utilizing the budgeted funds from the Equipment Replacement Fund at the cost of \$212,914.64.

Due to the timing of the purchase, which occurred on May 31, 2017, the City used existing budgeted funds in the Equipment Replacement Fund for this expenditure with the intent to seek financing for the new brush truck. To finance the new purchase of the 2017 Skeeter Type 5 Wildland Brush truck, the City will enter into a financing contract with the Office of State Treasurer LOCAL Program as a Reimbursement Obligation Plan. Through the Reimbursement Obligation, the City will receive the \$212,914.64, which will be returned to the Equipment Replacement Fund, and the City will then begin making principal and interest payments according to the agreement with the State. The vehicle in question was recently destroyed in a fire. When this occurred, staff contacted the State LOCAL Program for guidance on how to proceed with financing. Staff was instructed to proceed as normal, and when a new vehicle is received, it can be included in the financing as a replacement.

Staff recommends approval of Resolution No. 119-17. This resolution is the first step of the State's requirement for the City to proceed with the Reimbursement Obligation agreement, which is anticipated to be finalized in the fall of 2017.

Fiscal Impact:

No

The 2017 Equipment Replacement Fund budget was approved for the replacement of the Emergency Services Brush Truck. Staff proposes to complete this Reimbursement Obligation to finance this purchase and begin making principal and interest payments when the agreement is finalized. Initial payments are anticipated to begin in 2018.

Attachments:

- I. Resolution No. 119-17

RESOLUTION NO. 119-17

A RESOLUTION of the City of Richland authorizing execution of a Reimbursement Obligation with the Office of the State Treasurer LOCAL Program for the financing of a new Emergency Services Brush Truck.

WHEREAS, the City of Richland owns and operates a fleet of vehicles and equipment; and

WHEREAS, City staff performed a detailed evaluation of the major wear components for the existing brush truck, equipment number 5032, that is utilized for emergency services; and

WHEREAS, after evaluating the existing truck's condition, along with operating and maintenance expenses, City staff utilized the budgeted funds from the Equipment Replacement Fund for a full replacement of equipment number 5032 on May 31, 2017 at a price of \$212,914.64; and

WHEREAS, the City of Richland (the "Local Agency") reasonably expects to reimburse the expenditures described herein with the proceeds of a financing contract to be entered into by the Local Agency (the "Reimbursement Obligation"); and

WHEREAS, the expenditures, with respect to which the Local Agency reasonably expects to be reimbursed from the proceeds of Reimbursement Obligations, are for the purchase of a 2017 Skeeter Type 5 Wildland Brush truck; and

WHEREAS, the expenditures, with respect to which the Local Agency reasonably expects to be reimbursed from the proceeds of Reimbursement Obligations, will be made from the Equipment Replacement Fund, an Internal Service Fund used to replace equipment when the useful life has expired; and

WHEREAS, the maximum principal amount of Reimbursement Obligations expected to be issued for the property described above is \$212,914.64.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute the Reimbursement Obligation with the Office of the State Treasurer LOCAL Program for the financing of a new brush truck assigned as equipment number 5048.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Items of Business

Key Element: Key 3 - Economic Vitality

Subject:

Resolution No. 115-17, Approving the Preliminary Plat of Westcliffe Heights (Closed Record)

Department:

Community & Development Services

Ordinance/Resolution Number:

115-17

Document Type:

Resolution

Recommended Motion:

Motion to Adopt Resolution No. 115-17, Approving the Preliminary Plat of Westcliffe Heights.

Summary:

Mark Bauder has submitted a request to subdivide 140 acres into 203 single family residential lots and 11 tracts, known as "Westcliffe Heights." The property is located east of Bermuda Road and west of Meadow Hills Drive, and is situated on the south (back) side of Little Badger Mountain. The application was reviewed by the Richland Hearing Examiner on May 4, 2017, and the Hearing Examiner has submitted his written report recommending approval of the project. At the hearing, there were numerous public comments made in opposition to the project. All comments received, along with the staff report and Hearing Examiner's recommendation, are attached.

Pursuant to RMC 19.70.050, the closed-record review meeting shall be on the record before the Hearing Examiner. No new evidence shall be presented before the City Council in a closed-record review meeting. Only those persons who participated in the open record hearing before the Hearing Examiner may address the Council. Comments made at the closed-record review must be in the nature of summary arguments only, based on and limited to facts in the written and oral record developed during the open-record hearing.

Fiscal Impact:

Development of the preliminary plat will increase property values and taxes of the subject site. Construction of homes will add new residents to the area, which will increase demands for City services.

Attachments:

1. Resolution No. 115-17
2. Hearing Examiner Report
3. Staff Report
4. Record Comments

RESOLUTION NO. 115-17

A RESOLUTION of the City of Richland approving the preliminary plat of Westcliffe Heights, subject to the recommended conditions of approval listed in the Hearing Examiner's Report; adopting the findings of the Hearing Examiner as the findings of the City Council and directing staff to provide notice of this decision.

WHEREAS, on May 4, 2017, the Richland Hearing Examiner held an open record public hearing to consider the preliminary plat application of Westcliffe Heights, submitted by Mark Bauder; and

WHEREAS, the Hearing Examiner recommended to the City Council that it approve the preliminary plat of Westcliffe Heights; and

WHEREAS, the City Council has reviewed the record created by the Hearing Examiner.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Richland, Washington, as follows:

1. The preliminary plat of Westcliffe Heights, attached hereto as Exhibit A, is hereby approved subject to the conditions of approval contained in the Hearing Examiner's recommended conditions of approval, attached hereto as Exhibit B.
2. The written findings and conclusions of the Hearing Examiner, as identified in his report, are incorporated herein by reference and adopted as the written findings of the City Council.
3. City staff is hereby directed to provide notice of this decision to parties of record in accordance with Title 19 of the Richland Municipal Code.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney



**BEFORE THE HEARING EXAMINER
FOR THE
CITY OF RICHLAND**

**FINDINGS, CONCLUSIONS AND
RECOMMENDATION OF APPROVAL
“WESTCLIFFE HEIGHTS” PRELIMINARY PLAT**

FILE NUMBER: S2017-101

APPLICANT: MARK BAUDER

APPLICATION: TO SUBDIVIDE 140.3 ACRES INTO 203 SINGLE FAMILY RESIDENTIAL LOTS
AND ELEVEN (11) TRACTS

LOCATION: IN THE SOUTH RICHLAND AREA, ON FOUR PARCELS THAT FORM MUCH OF
THE CREST OF LITTLE BADGER MOUNTAIN, RUNNING FOR ABOUT 1.3 MILES
IN A NORTHWEST TO SOUTHEAST ORIENTATION, GENERALLY EAST OF
BERMUDA ROAD AND WEST OF MEADOW HILLS DRIVE.

PARCEL NUMBERS: BENTON COUNTY ASSESSOR PARCEL NOS. 134981000005000
134981000006006, 135983000001044, AND 135983000001040.
NOTE: PARCEL No. 135983000001039 IS ALSO INCLUDED FOR PURPOSES OF THE SEPA DNS ISSUED
FOR SITE-GRADING ACTIVITIES ASSOCIATED WITH THE PROPOSAL. (SEE LIST ON EX. 1, PRELIMINARY PLAT SITE
PLAN, COVER SHEET, SHEET 1 OF 5; AND EX. 5, SEPA DNS FOR SITE-GRADING).

REVIEW PROCESS: TYPE III, PRELIMINARY PLAT,
HEARING EXAMINER RECOMMENDATION TO CITY COUNCIL

SUMMARY OF RECOMMENDATION: *APPROVE*, SUBJECT TO CONDITIONS

DATE OF RECOMMENDATION: JULY 6, 2017

I. PROJECT DESCRIPTION AND SUMMARY of PROCEEDINGS.

Mark Bauder, as the project applicant and owner of the property at issue in this matter, submitted the underlying application to subdivide the property on or about February 3, 2017. (*Exhibit 2, Preliminary Plat Application*).

The proposed subdivision would divide approximately 140 acres into a development site with 203 single family residential lots known as the Westcliffe Heights Preliminary Plat, which will be served by City utilities, include internal streets, and eleven (11) tracts. (*Staff Report, pages 2 and 8; Exhibit 1, Preliminary Plat Site Plan; Ex. 2, application*).

Sitting atop the hill known locally as “Little Badger Mountain”, the proposed plat site consists of arid sagebrush steppe/grassland and two municipal water tanks on a single hillcrest that is generally oriented northwest to southeast. On the north side, the hill experiences a vertical gain of approximately 510-feet – rising up from Meadow Hills Drive. The south side of the hill experiences a more gradual slope with an approximate vertical gain of 300-feet, using the orchard edge as a marker for the base. Multiple areas within the site are designated as critical areas due to high erosion potential and/or steep slopes.

Lands located east and north of the site are predominantly developed with single-family residential neighborhoods while land in the southern and western vicinities continues to be used for orchard/agricultural purposes. Some neighboring properties to the north and south contain similar orchards and natural sagebrush together with a single-family home site owned by the Wilson family.

Generally, the proposed plat is situated in an area of vacant land on the western fringe of urban South Richland, with neighborhoods to the east, north and south, and with large open expanses of orchard land generally to the west.

The proposed Westcliffe Plat borders the city limits in the southwest corner where proposed Tracts J & K are shown, and along the southerly boundary of the plat. A single-family residential neighborhood named “Reata Heights”, which was platted in 2002, lies south of the plat boundary, in unincorporated Benton County. (*Staff Report, page 7; Ex. 13, site photos; Site Visit*).

SEPA Compliance.

Exhibit 4 is the Environmental Checklist submitted by the applicant for project-related grading work on the steep site, and *Exhibit 5* is the City’s Determination of Non-Significance (DNS) for grading. The SEPA comment period for site-grading expired on December 19, 2016, with no one submitting any comments.

Exhibit 6 is the Environmental checklist submitted by the applicant for the proposed plat itself, and *Exhibit 7* is the *Mitigated Determination of Non-Significance* issued for the plat, issued on

March 7, 2017, which includes seven (7) specific SEPA mitigation measures for the project, which read as follows:

- 1) Prior to the City accepting the first phase final plat, the proponent must have performed and submit to the City the results of a site-wide geologic hazards study and technical report. Said geologic technical report shall include assurance in the form of a letter from the geologic consultant who prepared the required study and report stating that the activity creates minimal risk of danger to life or property on or off the project site.
- 2) The off-site portion of Queensgate Drive and “Primary Drive” shall be constructed to the City’s standard rural road section at the same time that phase 1 is constructed.
- 3) The Westcliffe Heights residential subdivision, or any subsequent name thereof, is subject to dedication or payment of fees for park, recreation and open space land in accordance with the provisions of Richland Municipal Code Section 22.12.
- 4) The Westcliffe Heights residential subdivision, or any subsequent name thereof, is subject to payment of traffic impact fees in accordance with the provisions of Richland Municipal Code Chapter 12.03.
- 5) Stormwater control measures shall be implemented during construction activities, utilizing best management practices in accordance with the Storm Water Control Manual for Eastern Washington and as identified by permit conditions issued by the City of Richland and or the Washington State Department of Ecology.
- 6) An erosion control plan shall be prepared by the applicant and submitted to the City of Richland for review and approval. Erosion control measures shall be maintained throughout the construction of the project.
- 7) If during grading and construction activities archeological resources are uncovered, the developer shall suspend work in that particular area and contact the Washington State Office of Archeology and Historic Preservation to determine a plan for mitigation of the disturbance to the resource.

The SEPA comment period for the MDNS expired on March 22, 2017, with only a single written SEPA comment received on March 16th from the Department of Ecology relating to stormwater NPDES permitting (erosion sediment control plan requirements), and potential soil contamination issues (based upon the historical agricultural use of the land, and the possibility the soil might contain residual concentrations of pesticides), a copy of which is included in the record as part of *Exhibit 8*.

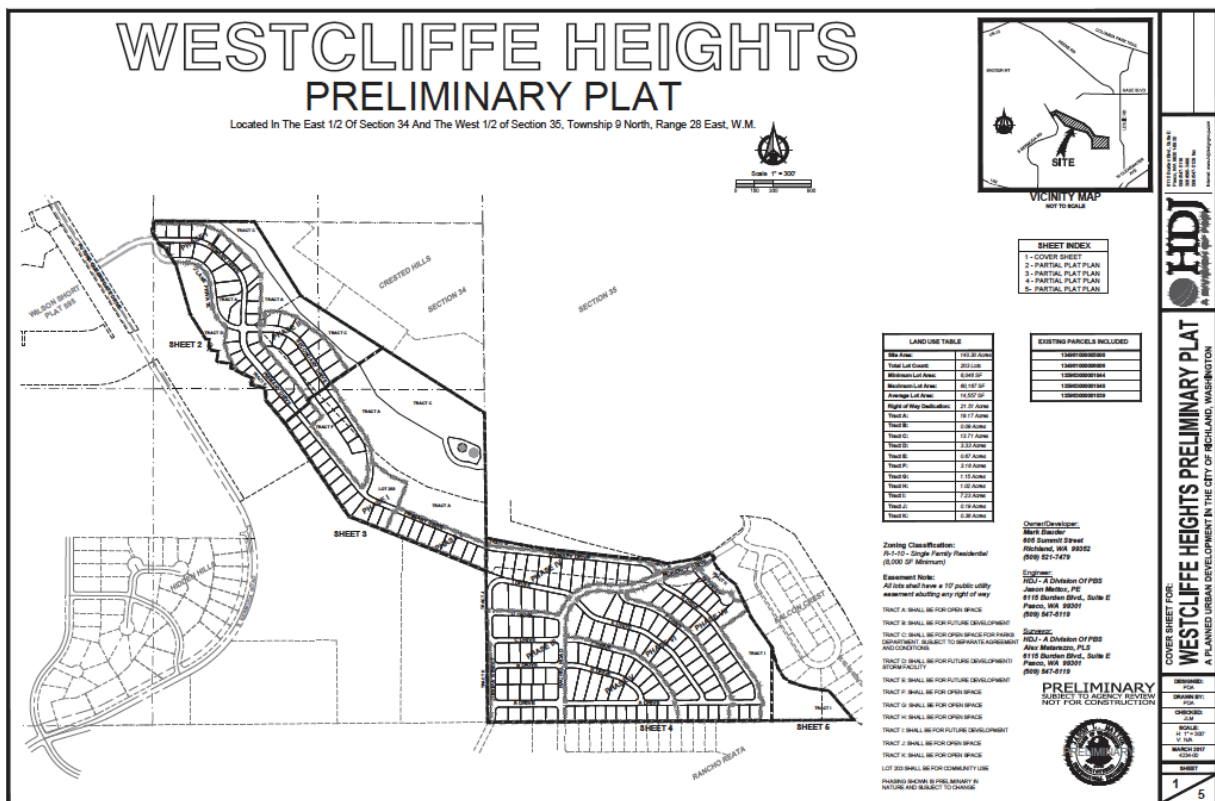
No local residents submitted any written comments regarding the DNS for grading or the MDNS for the plat before the applicable SEPA comment periods expired. Only the Department of Ecology’s Central Regional Office provided timely comments regarding the MDNS, which gives that agency standing to pursue an appeal of the environmental determination for the project. No one appealed either of the SEPA threshold determinations issued for the project. (*See WAC 197-11-545, re: failure to provide timely comment is construed as lack of objection to environmental analysis*). With such documentation and process, the pending application satisfied applicable SEPA review requirements, and stands unchallenged for purposes of this Recommendation.

Public Hearing.

The open-record public hearing for the application occurred on May 4, 2017, wherein the undersigned Examiner presided, and all persons wishing to provide comments were heard, providing testimony under oath. City staff, Applicant representatives and interested citizens appeared at the hearing or submitted written comments regarding the proposed plat. The Examiner visited the site of the proposed project, and public roads leading to and from the vicinity of the proposed plat, several weeks before the hearing, and again after the hearing.

For the reader's convenience, a copy of the Cover Page from the site plans for the proposed plat is provided below:

Exhibit 1



II. CONTENTS OF RECORD.

Exhibits: Staff Report. City of Richland Development Services Division Staff Report and recommendation of approval to the Hearing Examiner regarding “Westcliffe Heights” Preliminary Plat, File No. S2017-101, dated May 4, 2017;

1. Preliminary Plat site plan;
2. Application;
3. Public Notices and affidavits confirming same;
4. Environmental Checklist, for site-grading activities;
5. SEPA Determination of Non-Significance (DNS), for grading;
6. Environmental Checklist, for the proposed plat;
7. SEPA Mitigated Determination of Non-significance (MDNS), for the proposed plat;
8. Written Comments, including those submitted by members of the public at the hearing, and photos referenced by local residents at the hearing;
9. Technical Advisory Committee Report (as REVISED, and forwarded to the Examiner on May 12, 2017;
10. RMC 22.12 – Parks Dedication;
11. Queensgate Traffic Study;
12. Geotechnical Report;
13. Site Photos;
14. Benton County Engineer comments regarding the proposed Westcliffe Heights subdivision, provided before the hearing, in the form on an email dated April 28, 2017, to Shane O’Neill, from Jeff Liner, forwarding proposed condition requested by Benton County, issued by Matt Rasmussen, PE, County Engineer for Benton County. (In this message, the County Engineer seeks to include the following requirements:
“The connection to the current terminus of Morency /drive and the connection of “Primary Drive” from Morency Drive/Rachel Road to “Future Queensgate Drive” and the connection of “Future Queensgate Drive” to the current terminus of Queensgate Drive shall be complete prior to or concurrent with any construction of lots or roadways accessing Rachel Road and/or Jurupa Street. [And, a] Road Approach Permit is required from the office of the Benton County Engineer for connections to Rachel Road and Jurupa Street.”)

Post Hearing Exhibits:

15. City Council meeting materials re: Transportation Impact Fee Program, updates as of 2012, major South Richland transportation infrastructure

- improvements to be funded by such fees, transmitted as a large attachment to the Examiner as requested at the public hearing, from Mr. O'Neill and Mr. Simon on May 12, 2017; and
16. Transportation Impact Fee Update 2012, Excel Spreadsheet showing city's fee calculations for portions of the city, particularly the area where the proposed plat is located in South Richland, identified as "Zone 1" for fee-assessment purposes; lists projects to be funded by impact fees, and for which developers may be eligible for credits if they dedicate lands or expend funds to move such projects forward. This information was requested by the Examiner at the public hearing, and was provided to the Examiner in the form of an email transmitted on May 15, 2017.

Following receipt of the requested post-hearing materials, the Record is closed and this decision is now in order. The Recommendation is delayed due to the volume of materials reviewed to address comments, and due to an electronic transmission challenge in receiving complete copies of some exhibits that are included in the record.

Testimony/Comments: The following persons were sworn and provided testimony under oath at the open-record hearing:

1. Shane O'Neill, Senior Planner, for the City of Richland; and
2. Jason L. Mattox, PE, Senior Engineer/Operations Manager with the PBS Engineering firm, for the applicant;
3. Greg Conover, lives on SE side of proposed plat, towards winery;
4. Jeuno Choe, lives along Falcon Crest Loop, shared photos of vehicle that crashed into his house in or about 2014;
5. Roger Snyder, local resident, expressed concerns about increased traffic along Morency, speeds, safety;
6. Denise Bruce, lives along Rachel Road in unincorporated Benton County;
7. Estella Romjue, of the Badger Mountain Winery, to the south of the plat;
8. Sam Amato, since 2012, resides on Morency Drive, expressed concerns with litter, safety, speed;
9. Bill Bowen, expressed concerns with proposed connections to Jarupa and Rachel Road;
10. J. Raftovich, expressed preference that Little Badger Mountain should be a preserve, left as open space;
11. Janice Simonson, resides along Rachel Drive in the county, not opposed to project but concerned with increased traffic on county roads;
12. Marilyn Taylor, expressed concerns about Bermuda Road;
13. Marlisa Loschvie, works at Badger Mountain Winery, expressed concerns with additional traffic and other perceived impacts;
14. Tony Waldo, commented on Bermuda extension and Rachel Road;
15. Luann Ostergaard, local resident, enjoys riding horse in area, questioned impacts on existing plants and wildlife in the area;
16. Chandra Romel, enjoys hiking in the area, questioned environmental review;

17. Mollie Schlotthauer, Secretary of the Crested Hills HOA, lives on corner of Morency and Clermont, questioned TIA for project, focused on impacts to Morency because she believes Queensgate is just a myth, traffic impacts on local streets, notes school buses do not travel above where she lives;
18. Paul Zalubil, resides on Morency at bottom of hill;
19. Dave Culley, Crested Hills HoA member, expressed concerns about traffic along Morency;
20. Craig Whitely, resides on Morency Drive, Crested Hills Homeowners Association Board Member, described his personal traffic timing observations, believes that travel through Crested Hills neighborhood is shorter and quicker route for residents of the proposed new plat, which could cause perhaps the largest migration change in Richland. Questioned Benton County review of proposed connections by new plat to county roads. Traffic impact questions, especially on local streets in the area (*NOTE: Mr. Whiteley/the Crested Hills HOA submitted written materials before and after the hearing that are included as part of Exhibit 8*).
21. Jeffrey Peters, Transportation and Development Manager for the City of Richland, responded to several comments, noted “traffic calming” efforts by the city to address complaints about speeds and traffic in neighborhoods.

III. APPLICABLE LAW.

Under applicable provisions of the Richland Municipal Code (RMC), a preliminary plat¹ application is first subject to review and approval by city staff with respect to the engineering elements of said plat, then the Hearing Examiner is responsible for conducting an open record public hearing followed by a recommendation to the City Council. A preliminary plat application is a Type III procedure. RMC 19.20.010(C)(1).

As explained in RMC 24.12.050(A), the hearing examiner shall consider any preliminary plat application and shall conduct an open record public hearing in accordance with Chapter 19.60 RMC. After the public hearing and review of materials in the record, the hearing examiner shall determine whether the preliminary plat is in accordance with the comprehensive plan and other applicable code requirements and shall either make a recommendation for approval or disapproval to the city council.

The same provision of the city’s code (RMC 24.12.050) provides that any recommendation for approval of the preliminary plat shall not be given by the hearing examiner without the prior review and approval of the city manager or her designee with respect to the engineering elements of said plat including the following:

¹ In this Recommendation and exhibits included in the Record, preliminary plat and preliminary subdivision mean the same thing, and use of one term should be read to apply to the other to the extent anyone views the terms to have distinct meanings, which for the purposes of this Recommendation, they do not.

1. Adequacy of proposed street, alley, right-of-way, easement, lighting, fire protection, drainage, and utility provisions;
2. Adequacy and accuracy of land survey data;
3. The submittal by the applicant of a plan for the construction of a system of street lights within the area proposed for platting, including a timetable for installation; provided, that in no event shall such a plan be approved that provides for the dedication of such a system of lighting to the city later than the occupancy of any of the dwellings within the subdivision.

The City's decision criteria for preliminary plat approval are substantially similar to state subdivision mandates found in RCW 58.17.110(2)² and reads as follows:

Richland Municipal Code 24.12.053 Preliminary plat – Required findings.

The hearing examiner shall not recommend approval of any preliminary plat application, unless the approval is accompanied by written findings that:

A. The preliminary plat conforms to the requirements of this title;

B. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;

C. The public use and interest will be served by the platting of such subdivision and dedication; and

D. The application is consistent with the requirements of RMC 19.60.095 (addresses transportation concurrency considerations).

And RMC 19.60.095 mandates the following additional findings:

19.60.095 Required findings.

No development application for a Type II or Type III permit shall be approved by the city of Richland unless the decision to approve the permit application is supported by the following findings and conclusions:

A. The development application is consistent with the adopted comprehensive plan and meets the requirements and intent of the Richland Municipal Code.

² "A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) the public use and interest will be served by the platting of such subdivision and dedication. If it finds that the proposed subdivision and dedication make such appropriate provisions and that the public use and interest will be served, then the legislative body shall approve the proposed subdivision and dedication. []" RCW 58.17.110(2).

B. Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC.

C. The development application is beneficial to the public health, safety and welfare and is in the public interest.

D. The development does not lower the level of service of transportation facilities below the level of service D, as identified in the comprehensive plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or strategies to raise the level of service above the minimum level of service are made concurrent with development. For the purposes of this section, "concurrent with development" means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.

E. Any conditions attached to a project approval are as a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal.

The burden of proof rests with the applicant, and any decision to approve or deny a preliminary plat must be supported by evidence that is substantial when viewed in light of the whole record. RCW 36.70C.130(1)(c); and RMC 19.60.060. The application must be supported by proof that it conforms to the applicable elements of the city's development regulations, comprehensive plan and that any significant adverse environmental impacts have been adequately addressed. RMC 19.60.060.

IV. ISSUE PRESENTED.

Whether substantial evidence demonstrates that the applicant has satisfied his burden of proof to satisfy the criteria for preliminary plat approval?

Short Answer: Yes

Based on all the evidence, testimony, codes, policies, regulations, environmental documentation, and other information contained in the Record, the Examiner issues the following findings, conclusions and Recommendation to approve the preliminary plat as set forth below.

V. FINDINGS of FACT.

1. Any statements in previous or following sections of this document that are deemed findings are hereby adopted as such, including without limitation the project description and summary of proceedings.

2. The Staff Report and recommendation of approval includes a number of specific findings and conditions that establish how the underlying plat application, as conditioned, satisfies provisions of applicable law, is consistent with the city's Comprehensive Plan, and is designed or conditioned to comply with applicable development standards and guidelines.

Public Hearing Testimony and discussion.

3. At the hearing, Mr. O'Neill summarized his Staff Report and recommendation of approval for the proposed plat.
4. Mr. O'Neill (and the Staff Report) noted that the proposed plat covers an area within the city's urban growth area, which is designated for Low Density Residential land uses in the Comprehensive Plan and is zoned R-1-10 in the City's code. RMC 23.18.010(B) provides that the minimum lot size for the zone is 8,000 s/ft, with an average lot size of 10,000 s/ft. If the site was flat, with no unusual development challenges, given the size of the site (about 140 acres), the applicant could have pursued a design with more than 500 lots. In this application, the steep slope challenges presented by the site limit the development envelope in many respects.
5. The application is well-within the density levels assigned to the subject property, as it seeks to subdivide 140.3 acres into just 203 single family residential lots and eleven (11) tracts.
6. Mr. O'Neill explained that all City services are readily accessible and available to serve the proposed new plat.
7. The applicant's project Engineer and hearing representative, Jason Mattox, from the PBS Engineering firm, appeared at the public hearing and stated that he is in agreement with staff on how the project is presented in the Staff Report and that he has no objections to the recommended conditions set forth therein.
8. Mr. Mattox testified that the pending application complies with all applicable City policies and development regulations; that utility services are available to serve the area; and that he fully understands that the required connection/opening of the new off-site Queensgate extension is a condition that must be satisfied as part of developing the first/initial phase of the proposed plat. As discussed below, to eliminate any misunderstanding on this point, Condition No. 23(A) has been modified to expressly state that: *"The off-site portion of Queensgate Drive and "Primary Drive" shall be constructed to the City's standard rural road section at the same time that the initial phase is constructed."*
9. 18 local residents testified at the public hearing, most of whom apparently live along public streets that would eventually connect to the proposed plat by road-connections and extensions provided as part of the proposed plat. Because virtually all of the public comments opposing the project focused on perceived traffic problems that might result if

the application is approved, the bulk of this Recommendation seeks to address various transportation-related issues associated with the proposed new plat.

Traffic; Levels of Service.

10. Most of the public comments focused upon concerns with future traffic that might pass through the speaker's neighborhood. The testimony was not supported by persuasive engineering data or studies that would rebut the application materials and analysis contained in the Staff Report. The Staff Report, application exhibits and testimony at the public hearing established that existing local streets surrounding the proposed plat are sufficient, will not experience a decrease in the level of service standards set for such streets, and were constructed to city standards, which mandate capacity to serve future development anticipated in the immediate area. (*Staff Report, pages 8, 9, 13, Ex. 11, traffic study; RMC 19.60.095(D), transportation concurrency, level of service standards*).
11. Some witnesses alleged that other jurisdictions seem to do a better job building new streets before subdivisions are approved, or something to this effect. These assertions were not supported by any evidence, as Washington cities and counties have the same tools to address transportation concurrency mandates, which are based on city-established level of service standards. Like many jurisdictions, the Richland level of service is "D" for roadways surrounding the proposed new plat. That is the same standard used by the City of Kennewick, which even allows for an LOS of "F" at some intersections if a project has a "Second Site Access Point within 1/4 mile having a LOS D or better." See KMC 4.12.055. In this matter, the proposed plat will be served with 4 (four) site access points, and none of the surrounding roadways are projected to fall below LOS D. *Staff Report; Traffic Study, Ex. 11.*
12. RMC 24.20.070, captioned "Capacity for future developments", reads as follows: "*The capacities and dimensions of water, sewerage, drainage, and street facilities shall be adequate to provide for the future needs of other undeveloped properties in the general vicinity and the city may share in the cost of these improvements to the extent of the difference in cost between the capacities needed to serve the subdivision and the capacities required to serve the vicinity.*"
13. The applicant submitted a traffic study prepared by Kittelson & Associates, Inc., as part of the application packet. (*Ex. 11*). The study analyzes "routing options" for a future Queensgate Drive Extension that would serve the Bauder property that is the subject of the pending application. In the study, traffic capacities for potentially affected streets are based on the Tri-Cities' transportation planning model used by the Benton Franklin Council of Governments (BFCOG). The Kittelson traffic study noted that a Queensgate extension to connect with either Bermuda Road or Rachel Road would be sufficient to serve the Bauder Property, as well as another neighboring property known as the Wilson Property, with a potential build out up to 1,177 homes. Again, this application is only for the Bauder property, with just 203 residential lots, and the proposed subdivision will

feature a link to the new Queensgate extension, and three other secondary connections – with Rachel, Jurupa, and Morency roadways.

14. Of particular relevance to the pending application is the Kittelson report’s conclusion that Queensgate, Leslie, and Rachel Road are “*all projected to operate well under capacity regardless of which Queensgate Drive Extension alternative is pursued in both the near-term (2020) as well as the 20-year conditions.*” *Ex. 11, page 1.* The traffic study also observes that surrounding routes will remain relatively uncongested and that travel times are relatively comparable, such that the modeling results indicate that neither traffic capacity nor travel times are “differentiators” when selecting an alternative. *Ex. 11, pages 10 and 11.* Finally, the traffic study finds that a secondary connection for the study-area “*should further enhance the local transportation system.*” *Ex. 11, pages 1 and 2.*
15. Based on the traffic study, the Examiner finds that the new plat will enhance, rather than hinder, the local transportation system, with its 4 new connections to the surrounding road network that will substantially extend Queensgate, and provide new travel options for surrounding residents who are now faced with dead-ends or inadequately-connected streets like Rachel, Jurupa and Morency.
16. The Examiner finds that the street network surrounding the proposed plat was designed and constructed to meet city standards, with capacity to provide for the future needs of other undeveloped properties in the general vicinity, specifically including the property at issue in this matter. (*Staff Report; Site visit*).
17. Comments implying that some trip-counts were unacceptable to area residents, without any engineering or Level of Service standard to support such claims, were unsupported and cannot serve as a basis to deny the pending application, which conforms to city-assigned density and land use requirements for the site.
18. The City of Richland’s Citywide Transportation Plan includes an Appendix, available on the City’s website, which provides a “Level of Service Description” that reads as follows:

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of level of service has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Level of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day.

19. As noted above, the City of Richland, and Kennewick, apply an LOS “D” for local streets. D is not failing, and does not imply substandard roadway capacity. For a local street, transportation staff analyzes the density of traffic over a given period of time, including during peak traffic hours, for a lane of traffic, to generally determine the volume to capacity ratio. Trip generation forecasts are one element of an LOS determination, but not the only one. Speeds, delays caused by any physical conditions on the roadway, and other factors are also considered. Allocation of potential trips is also important. Obviously, a transportation network with more instead of fewer travel options will provide for a better Level of Service throughout the system, although some local streets may see increases from artificially-low volumes enjoyed before “full build-out” occurs in particular subdivisions.

Zoning, Density, Transportation Planning for the South Richland Area.

20. One of the witnesses represented that he spoke on behalf of his neighborhood association. In his remarks and questions, he generally indicated his displeasure with city zoning and development policies in the South Richland area.
21. Placing the comments in context, it should be noted that the pending Westcliffe plat was submitted under long-established city development regulations and transportation plans that were in place at the time the Crested Hills, Falcon Crest and other newer South Richland subdivision projects were constructed. The impact fee program for the area was adopted in or about 2004. *See* RMC Chapter 12.03, originally adopted by Ord. 39-04. In the last few years, these South Richland neighborhoods and many individual single family lots were developed in the city of Richland, largely relying upon the same impact fee program and road network plan that is moving forward over time.
22. The greater South Richland transportation network will take a substantial step forward with the Queensgate extension/connection required as part of the Westcliffe Plat and other related connections and improvements associated with the Westcliffe project. The city’s comprehensive plan, street system plans, and particularly its six-year transportation improvement program (TIP) and capital facilities plan (CFP) for the South Richland area all were developed after extensive public processes, environmental reviews, and traffic analyses – which is/are based on “full-buildout” of the South Richland subarea, under zoning and density standards applicable to undeveloped properties.
23. The pending plat application falls below the density level assigned to the property. General comments requesting a separate environmental impact statement for the project were not supported by any evidence that would invalidate the unchallenged environmental and traffic studies used to generate the South Richland traffic impact fee program. An EIS would be appropriate if an applicant sought to develop a property in a manner that exceeds the assigned density under applicable zoning standards, or requested to use the property for some purpose other than single family residential uses, like retail, office or other activities that might generate traffic counts in excess of those anticipated for single family residential

densities and uses. That is not the case here, so the city's traffic impact fee contributions by the applicant conform to city and state transportation concurrency requirements.

24. While of little solace to local residents who are/were fortunate enough to purchase homes along relatively light-travel roadways, as adjacent lands lie undeveloped for several years, the fact and reality remain that the City's development regulations allow surrounding landowners to develop their properties and connect with public streets built in the area. Blocking public streets to "resident-only" or "emergency-only" use, as requested in this hearing process, would run counter to long-standing Washington Constitutional provisions and caselaw that prohibits the use or conversion of public assets and properties [like streets] for private purposes. (*Constitution of the State of Washington, Article VIII, Sec. 7*).
25. "First-in" does not entitle one to the artificially-low traffic levels experienced by residents on streets that were planned and built to serve undeveloped lots, or for future extensions, connections, and the like. Instead, a temporarily-lightly-travelled public street (always a matter of perspective to the affected party) was/has been built to serve new neighbors, and to provide initial "pioneers" in the South Richland area with additional options to travel in and out of their part of the community which they did not/have not had until new parts of the area are platted and developed over time.
26. "Growth should pay for growth" is a fundamental policy behind many development regulations adopted under Washington's Growth Management Act. The City's transportation impact fee program at issue in this application, found in RMC Chapter 12.03, is partly based on this policy, in that new developments are required to pay transportation impact fees to help fund construction of a long list of new road projects in the South Richland area, like those listed in RMC 12.03.190.
27. The authority and purpose of the city's South Richland traffic impact fee program is set forth in RMC 12.03.010, which reads in relevant part as follows: "*The South Richland traffic impact fee program has been developed pursuant to the city of Richland police powers, the Growth Management Act as codified in Chapter [36.70A](#) RCW, the enabling authority in Chapter [82.02](#) RCW, Chapter [58.17](#) RCW relating to platting and subdivisions and the State Environmental Policy Act (SEPA), Chapter [43.21C](#) RCW. The purpose of the traffic impact fee program is to: A. Develop a program consistent with Richland's comprehensive plan, the six-year transportation improvement program (TIP) and the capital facilities plan (CFP), for joint public and private financing of transportation improvements necessitated in whole or in part by development within the program boundary; B. Ensure adequate levels of transportation and traffic service consistent with the level of transportation service identified in the comprehensive plan and this title; [and] C. Create a mechanism to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site transportation facilities directly necessitated by new development [...].*"
28. RMC 12.03.180, captioned "Relationship to concurrency", reads as follows: "Development proposals that are submitted in general conformance with the assumptions

made for land uses and scale/density will be deemed to meet the concurrency requirements of the Growth Management Act by paying the appropriate transportation impact fee. A development proposal not meeting such may require additional review and studies to determine concurrency.” Again, as noted above, the pending application is for the type of land use assigned under city zoning codes, i.e. single family residential, and the scale/density of the project is actually below the density assigned to the lands at issue in this matter.

29. Traffic impact fees are established using density calculations assigned to affected properties in the area, as though full-buildout will one day occur. Therefore, many new road projects will await collection of sufficient fees or other public funds before they can be constructed. In a “perfect world”, all development and full-buildout would occur very quickly, meaning that a windfall of traffic impact fees would land in city coffers to be used to rapidly design, acquire land, and build new roads throughout the South Richland area. Nothing is perfect. Public infrastructure takes time and money. Subdivisions boom, and some may bust (or lay unbuilt for an extended period of time) as demonstrated during the recent “Great Recession”. In any event, as more new neighborhoods are approved and more homes are built, then more impact fees will be collected, and more new roads will be constructed. Growing pains can and will occur as initial buyers have to await completion of new or extended roads that will eventually provide them with a better-connected street network providing alternate routes of travel. The other option, to waiting for impact fees to be collected, could unreasonably shift the cost-burden of building new streets on Richland residents who live in other parts of the city and have no particular need for the new street network in the new South Richland area. The Examiner does not have the authority to recommend denial of a proposed plat because the “whole” road network is not yet complete in the South Richland area. Instead, state law and city development regulations properly mandate that developers pay their fair share, in the form of impact fees, internal street construction, frontage improvements, connections with and extensions of necessary access roads, and similar public infrastructure improvements.
30. In this application, the project will eventually have 4 points of access, which will all be public, and will all provide existing neighbors with alternate routes of travel through Richland’s expanded road network.

Morency Drive Comments.

31. Several witnesses devoted time and attention to their concerns with unsafe driving along Morency, especially along the switch-back/steep portions of the roadway. Photos of car-vs-house collisions establish that some drivers use the roadway in a negligent and reckless manner, placing other people and property in danger. However, the record does not show that street-closure or limiting travel to current residents is the solution. Ongoing traffic calming efforts, including enforcement of traffic safety and speeding laws, are and should be a priority for appropriate city departments.

32. The applicant in this matter cannot be held responsible for the bad driving habits of some travellers.
33. More significantly, witness testimony established that the steeper parts of Morency pose challenges to some drivers during periods of inclement weather, and some witnesses generally indicated their desire to use a straighter roadway, instead of the switchback sections of Morency. The pending plat application includes a number of road extensions and connections, as well as new internal streets, that will provide existing neighborhoods with alternate routes to travel instead of using Morency.
34. Morency is not a straight-line, it is very steep, and several other routes will be available once the entire Westcliffe plat is constructed. Its condition (steep and curvy) will serve as a self-limiting deterrent for many drivers who will choose to drive on straighter, less-steep roadways. While not part of this Recommendation or plat approval process, obviously, any traffic calming measures deployed as deemed necessary or appropriate by the City's transportation staff, could serve to limit speeds, and perhaps volumes of traffic, as people choose to avoid speed-bumps and the like.
35. The Examiner finds that the record includes ample evidence and testimony which establishes how Morency may not experience a substantial increase in travel, but may remain the same or even decrease over time, once driver preferences for straighter, less-steep routes of travel are fulfilled with the new alternate roadways to be constructed as part of the Westcliffe plat. Common sense and human nature support a finding that Morency will not draw all new traffic generated by the new plat. The Kittelson traffic report explains that additional connectivity should further enhance the local transportation system. Some witness comments seemed to imply that most, if not all, drivers should be expected to travel to and from Kennewick to the east. Instead, the Record and the Richland Transportation infrastructure plans for the Queensgate area, including the new Duportail Bridge, will serve as a draw for new residents to destinations to the west of the new plat, including the employment centers in the City of Richland. In short, Morency won't be the only way to go.

Sequencing of access points to serve the proposed new plat.

36. On the question of sequencing construction and opening of new access points for the new plat, first, the Queensgate connection will be constructed and opened as part of the initial plat-development, wherever lots are first developed in any Phase of the plat identified in Exhibit 1. *See REVISED Condition No. 23(A)*. New residents are likely to "learn" that travel route, and form habits regarding their use of the new Queensgate access point.
37. Next, the connection with Morency by the new plat's "primary drive" will be constructed and opened before the final platting of 26 or more lots within portions of the new plat identified as Phases 3 through 7 of the Westcliffe Plat depicted on Exhibit 1. *See REVISED Condition No. 23(B)*.

38. Last, although possibly concurrent with development of the Morency connection, the plat will link with Jurupa Street and Rachel Road, resulting in 4 (four) site access points for the new plat, and providing Falcon Crest residents with several alternate routes instead of just one that they have now, down Morency. The final connections (with Jurupa and Rachel) will be subject to prior review and approval of necessary right-of-way permits from Benton County. *See REVISED Condition No. 23(C).*

Additional Condition of Approval, supported by evidence in the record.

39. Just as with another recent plat in the same general area, several local residents expressed compelling concerns with the impacts of construction-activities, like trucks hauling materials along local streets, passing by areas with pedestrians and children, potentially impacting traffic, street cleanliness, noise and the like.
40. Many citizens providing comments explained that they were not opposed to new development, but that they wanted to be sure that potential impacts on their existing streets and neighborhoods would be adequately addressed, as the plat is developed and after homes are occupied. These concerns were thoughtfully presented, and supported by personal descriptions of previous projects that involved noisy trucks driving uphill to new construction sites, the speed and frequency of trucks driving along local streets to access new development sites, and local residents coming and going (by foot or car) to view points leading to/coming from the proposed new plat.
41. The Examiner conducted a site visit several weeks before the hearing, and again in the days following the hearing, visiting the street network surrounding the project site, driving and walking along existing unimproved trails through portions of the proposed plat, and neighborhoods surrounding the project, including those along Rachel Road, just down hill from the proposed development site where several hearing-witnesses reside or work. For similar reasons to those involved in the most recent preliminary plat application considered by the Examiner in the same general area of South Richland, and given that the new plat is served by local streets that will be impacted by construction traffic coming and going to the site as the project is developed, all supported by credible and convincing concerns with construction-related traffic expressed in public comments, the Examiner recommends an additional Condition of Approval, authorizing the Public Works Director to issue a Right of Way permit prior to issuance of any other permit associated with development of or within the new plat that the Director determines is likely to have a material impact on any segment(s) of the city's existing public street network that will be used to obtain access to and from the plat-development site(s). The additional Condition reads as follows:

RIGHT OF WAY PERMIT

Based on compelling testimony and evidence contained in the record for this matter that demonstrated a need for specific conditions to reduce the impacts of construction-related traffic that will move through surrounding neighborhood streets as the new plat is developed and homes are constructed therein, and under authority granted in development regulations found in the Richland Municipal Code, including without limitation RMC Chapter 12.08

(Right of Way Permits) and the purpose and intent of erosion, dust, traffic, pedestrian-safety and water-pollution control regulations set forth in other provisions of the RMC, the following Condition shall be satisfied prior to issuance of any clearing and grading, building, demolition, or other construction permit associated with development of or within the new plat that the Public Works Director determines is likely to have a material impact on any segment(s) of the city's existing public street network that will be used to obtain access to and from the plat-development site(s):

The applicant is required to apply for a Right of Way Permit before the issuance of any grading, building, demolition, or other construction permit associated with development of or within the new plat that the Public Works Director determines is likely to have a material impact on any segment(s) of the city's existing public street network that will be used to obtain access to and from the plat-development site(s). In some cases, more than one Right of Way Permit may be required, such as one for hauling and one for construction work within the right of way. A Right of Way Permit issued under this Condition is intended to regulate activity within the city right of way, and is required of any person who performs construction-related work within existing or proposed city rights-of-way, easements, or on city-owned infrastructure, including without limitation the following:

- a) Designated truck hauling routes.
- b) Truck loading and unloading activities.
- c) Hours of construction and hauling.
- d) Continuity of pedestrian facilities.
- e) Temporary traffic control and pedestrian detour routing for construction activities.
- f) Street sweeping and maintenance during excavation and construction.
- g) Location of construction fences.
- h) Parking for construction workers.
- i) Construction vehicles, equipment, and materials in the right of way.
- j) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval by the Public Works Director a plan for providing pedestrian access on existing public streets that are impacted during construction of this project (if any). Access on such existing public streets shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access along streets, sidewalks or other portions of the city street system surrounding the new plat.

REVISED Condition to Incorporate input from Benton County with respect to road connections with county roadways, Jurupa Street and Rachel Road – Modification to Condition No. 23.

42. During the public hearing, several witnesses expressed legitimate concerns that roadway connections proposed to occur with existing county roadways should reasonably consider input from Benton County officials who are responsible for maintaining adequate levels of service and addressing potential impacts on such facilities. Recommended Condition No. 8 already addressed the issue, by requiring final plat drawings to include comments and conditions from all reviewing jurisdictions, including Benton County. Nevertheless, City staff and Applicant representatives confirmed that they had

communications with County officials prior to the hearing³ and agreed to reach out to Benton County road officials, to emphasize their opportunity to comment on the proposed plat, particularly the proposed connections with existing county streets generally running downhill to the south of the plat. As a result of these discussions, the Examiner received materials that are now included in the Record as Exhibit 15⁴, which establish that Benton County has no objection to the proposed plat's connections with the county street system, subject to a stipulated modification to proposed Condition No. 23. The modified language was developed following a meeting between City staff, the applicant team, and Benton County staff on May 10, 2017. At their meeting on May 10th, the city, county and applicant teams discussed connecting new City roads proposed as part of the Westcliffe Heights preliminary plat to Jurupa Street and Rachel Road across the city limits, and any associated requirements that might be requested by the County. (*Ex. 15*).

43. Based on the commendable, good faith efforts of city, county and applicant teams to ensure that the public interest is considered in the potentially-affected Benton-County neighborhoods adjacent to the proposed plat, as reflected in the parties' stipulated recommendation included as part of *Exhibit 15*, the Examiner finds and concludes that Condition of Approval No. 23 should be modified to read as follows:

23. A) The off-site portion of Queensgate Drive and "Primary Drive" shall be constructed to the City's standard rural road section at the same time that the initial phase is constructed.

B) The "primary drive" shall be constructed to establish an access route connecting Morency Drive to Queensgate Drive prior to the final platting of the 26th lot belonging to Phases 3 through 7 as indicated on the Preliminary Phase Exhibit sheet of Exhibit 1 as contained in the May 4, 2017 staff report.

C) The applicant shall obtain all necessary right-of-way permits from Benton County prior to constructing road connections to Jurupa Street and Rachel Road.

Street network complies with city standards, new connections and dedicated open spaces provide benefits to existing neighborhoods.

44. Several public comments indicated a desire to minimize neighborhood connectivity, so their street could remain as-is, with no more drive-through traffic. This would create an

³ Ex. 8 includes an April 28, 2017 email to the City (Shane O'Neill), from the Benton County Engineer, Mr. Rasmussen, asking if the future Queensgate Drive will be built before any construction in the subdivision begins, and commenting that: "The connection to the current terminus of Morency Drive and the connection of "Primary Drive" from Morency Drive/Rachel Road to "Future Queensgate Drive" and the connection of "Future Queensgate Drive" to the current terminus of Queensgate Drive shall be complete prior to or concurrent with any construction of lots or roadways accessing Rachel Road and/or Jurupa Street." And "A Road Approach Permit is required from the office of the Benton County Engineer for connections to Rachel Road and Jurupa Street."

⁴ *Ex. 15*, includes the REVISED Technical Advisory Committee Report, modifying proposed Condition No. 23, to incorporate input from Benton County, as requested by the Examiner at the public hearing; with correspondence from Matt Rasmussen, P.E., as County Engineer for Benton County, and from Jason Mattox, P.E., with PBS Engineering, as Applicant's project engineer, concurring with modification to proposed Condition No. 23, all transmitted and dated May 12, 2017.

inequity in the city's road network system and runs counter to policies that support connectivity, looping, and more, instead of very few, travel alternatives – including fire evacuation routes – for area residents.

45. The Examiner finds that City streets are public, and are designed and built to serve more than just the resident whose home receives access by such street. None of the comments provided were supported by credible data or evidence sufficient to rebut the traffic analysis provided by the applicant's engineer or city public works staff.
46. The applicant's engineer and city staff confirmed that the proposed plat will not violate city road standards, and will not cause any levels of service on the surrounding street network to fall below city standards.
47. Quite the opposite, the new streets constructed as part of the proposed plat will enhance circulation and travel options for existing neighborhoods surrounding the new subdivision, specifically including the previously-approved city plats where most of the local residents who testified at the public hearing reside.
48. The developer of the new subdivision is required to add to the public recreational opportunities for the new residents, as well as surrounding neighborhoods, in the form of open space and potential new trail connections that will be provided as the new plat is built-out. Many witnesses spoke about the top of Little Badger Mountain, and how they enjoy walking along the crest. Before this project, most of the area was purely private property. After dedications required as part of this application, the public will be able to enjoy access to open space along the top of Little Badger Mountain for many years to come. In the end, there will be more and expanded open space and recreational opportunities for existing residents living in neighborhoods surrounding the new plat.
49. The Rules of Procedure for the Richland Hearing Examiner explain that the Examiner is not to be concerned with the popularity of a matter presented but whether it meets the requirements of the applicable code, policy or regulation. The examiner's decision or recommendation must be based on the record of the proceedings before the examiner. (*Richland Hearing Examiner Rules of Procedure, Introduction, at page 2*).
50. RCW 58.17.110(2) expressly mandates that a city "shall approve" a proposed subdivision that makes appropriate provisions for various factors, all addressed in the city's approval criteria set forth in RMC 24.04. The Staff Report, testimony at the public hearing, and written materials included in the Record, all establish that the proposed application, as conditioned, makes appropriate provisions for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.

51. Denial of the pending application would run counter to city zoning, subdivision, and development regulations in effect at the time the a complete application for the Westcliffe Plat was submitted. Zoning, density, environmental, transportation concurrency and other requirements needed for approval have all been satisfied as discussed herein.

Compliance with city development regulations achieves consistency with the Comprehensive Plan

52. RMC 24.04.020 explains that the purpose of the City’s platting and subdivision codes is “*in furtherance of the comprehensive plan of the city*” and that such regulations contained in the city’s platting and subdivision codes “*are necessary for the protection and preservation of the public health, safety, morals and the general welfare, and are designed, among other things, to encourage the most appropriate use of land throughout the municipality; to lessen traffic congestion and accidents; to secure safety from fire; to provide adequate light and air; to prevent overcrowding of land; to avoid undue concentration of population; to promote the coordinated development of unbuilt areas; to secure an appropriate allotment of land area in new developments for all the requirements of community life; to conserve and restore natural beauty and other natural resources; and to facilitate the adequate provision of transportation, water, sewerage and other public uses and requirements.*” The effect of this provision boils down to this: compliance with the City’s Comprehensive Plan can be established, or at least partially established, through compliance with the city’s platting and subdivision regulations found in Title 24 of the Richland Municipal Code. In this matter, substantial evidence in the record establishes compliance by the proposed plat (as conditioned herein) with the city’s land platting regulations that are applicable to this project, thus implementing and complying with the City’s Comprehensive Plan. (*See Staff Report, all Findings*).
53. Despite evidence to the contrary, one of the hearing witnesses alleged that a previous recommendation issued for another recent plat in the same general vicinity was somehow inadequate for chasing down a rabbit hole of some sort. Instead, the facts remain the same in this subsequent Westcliffe preliminary plat application. Thus, the Examiner once again finds and concludes that there is no regulation, precedent, principle or rule established by the Richland City Council that would prevent “any” increase in traffic into the Crested Hills subdivision, or along Morency, that would serve as a basis to deny the pending plat application.
54. No one presented any credible, substantial evidence to rebut City staff’s determination explained in the Staff Report that the proposed plat would not cause the level of service standards on any adjacent streets to fall below the levels set by the Richland City Council in RMC 19.60.095(D). Substantial evidence in the record establishes that the South Richland transportation system improvements, funded in part by transportation impact fees to be paid by the developer of the proposed plat, more than satisfies the transportation concurrency mandates explained in the same provision of the City’s code.

55. The traffic study relies upon the current standard for trip generation estimates, used by the City of Richland, the Washington Department of Transportation, and virtually every municipal jurisdiction in the State of Washington – the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. Ex. 11, page 10; Official Notice taken by the Examiner, based on experience, knowledge and expertise working with jurisdictions throughout the State of Washington. Level of Service Standards are based upon trip generation estimates for various uses. Here, the “single-family residential” uses and densities have been used for determinations provided by staff, and for purposes of analyzing current and future capacity for local streets to remain within the designated LOS standard, of “D”. There was no credible or convincing evidence in the record to demonstrate or establish how any street in the surrounding road network will fall below LOS “D” if the proposed plat is developed as conditioned herein. If anything, the likelihood of any route falling below the designated LOS standard will only increase if fewer, instead of more, access connections are made in and out of the proposed new plat.
56. The applicant’s proposed plat design, including without limitation the new internal streets and additional connections they will make with existing local streets in the area, as conditioned by professional city engineers and planners tasked with responsibility to ensure compliance with applicable city codes and policies, merits approval.

Proposed plat will provide public benefits

57. The applicant’s submittals and the Staff Report establish that some aspects of the new subdivision will provide a public benefit, including without limitation, new housing inventory and options fulfilling the city’s goals and policies set forth in the Comprehensive Plan, open space, potential new trail connections, construction of new roads, sidewalks, an attractive street system to serve the new plat as well as adjacent residents, and other features that will serve to promote health benefits of a walkable, appropriately connected, pedestrian-friendly community.
58. Except as modified in this Recommendation, all Findings, and statements of fact contained in the Staff Report, are incorporated herein by reference as Findings of the undersigned-hearing examiner.⁵

Substantial evidence demonstrates the proposed project, as conditioned, satisfies approval criteria.

59. The record contains substantial evidence to demonstrate that, as conditioned, the proposed plat makes appropriate provisions for:

⁵ For purposes of brevity, only certain Findings from the Department’s Recommendation are highlighted for discussion in this Recommendation, and others are summarized, but any mention or omission of particular findings should not be viewed to diminish their full meaning and effect, except as modified herein. The Examiner notes that manifest errors included in the Staff Report have been disregarded, such as references to connections with Gage Blvd. and credits for same, appearing on page 16.

- A. The public health, safety, and general welfare: *See Staff Report, including without limitation the Analysis provided on pages 10, 11 and 12, and proposed findings on pages 14 and 15.*
- B. Open Spaces: Seven tracts, totaling 38.8 acres, are designated as open space in the new plat. The project includes “Tract C” which will be transferred to the city for a new hiking trail that will soon connect with the existing hiking trail network in the area. The Parks Commission recommended acceptance of Tract C to fully satisfy the developer’s otherwise-applicable park impact fees for the new plat. Tract C is a 13.71 acre section of land that will be dedicated to the city for public recreation purposes. *See Staff Report, pages 3, 10, 14 and 15, and discussion in item H below.*
- C. Drainage Ways: the project will be consistent with all applicable standards for stormwater system design, including without limitation the Department of Ecology Stormwater Management Manual for Eastern Washington. Consistent with City development standards, the plat will provide on-site stormwater detention. The 3.33-acre Tract D is designated for future development and to serve as a stormwater retention/infiltration facility. Foreseeably, the stormwater facility portion of Tract D will be transferred to the City of Richland. *Staff Report, page 11; Ex. 9, Technical Advisory Committee Report, recommended Storm Water conditions 39-50.*
- D. Streets or roads, alleys, other public ways: the proposed plat has been reviewed by the City for compliance with applicable street system design requirements, and has been deemed consistent with all applicable city standards for city roads, streets, driveways, access, circulation, transportation concurrency and the like. *Staff Report; Exhibit 1, site plan; and REVISED Technical Advisory Committee report and proposed conditions, including without limitation modified condition 23.*
- E. Transit stops: To the extent transit stops are or may be located nearby to serve residents of the proposed plat, or Richland residents generally, the subdivision design, access and internal circulation patterns, as conditioned, are appropriate to allow for pedestrians and vehicles to access arterials and other routes that could direct users to existing or future transit stops and facilities. The proposed plat is within the Ben Franklin Transit service area, which provides service along Keene Road and Gage Boulevard, approximately 3.5 miles to the east of the new plat. *Staff Report, page 11.*
- F. Potable water supplies: The new subdivision will receive its domestic water supply from the City of Richland. Staff confirms that adequate capacity is available within the city’s water supply system to provide both domestic water and fire flow service to the new plat. An irrigation source and distribution system, entirely separate from the City’s domestic water system, shall be provided for this development. Badger Mountain Irrigation District has provided comments related to utility infrastructure protection and grading (see comments, as part of Exhibit 8). *Staff Report, page 11; Ex. 9, recommended Domestic Water conditions on pages 5 and 6, and recommended Irrigation condition no. 16.*

- G. Sanitary systems: The City's sewer system has capacity to serve the proposed plat, and will do so. *Staff Report, at page 11; Ex. 9, recommended Sanitary Sewer conditions on page 6.*
- H. Parks and recreation, playgrounds, schools: Open Space Tracts A, F, G, H, J and K will provide passive recreational opportunities to the residents of the new plat, to be held and managed by the Westcliffe Heights homeowners association. Tract C is a 13.7-acre area that will be dedicated to the city for public recreation purposes, all as recommended by the City's Parks Commission. Crested Hills Park is a public 5.8-acre neighborhood park located approximately 665 feet east of the proposed plat. Badger Mountain Park, with 41.5 acres, is located about 2 miles from the proposed plat, and contains outdoor sports fields and courts able to serve recreational needs in the vicinity, including the new plat. *See Staff Report, page 11; Ex. 1, site plans for new plat.* The plat is located in the Richland School District. Orchard Elementary School is located 1.6 miles away from the new plat, on Gala Way. The School District did not provide any comments after receiving city notice regarding the project. *Staff Report, pages 11 and 15.*
- I. Planning features to assure safe walking conditions for students: See street network, road design and sidewalks proposed for plat. *Staff Report; Ex. 1, site plans for new plat.*

60. Based on all evidence, exhibits and testimony in the record, the undersigned Examiner specifically finds that the proposed plat, as conditioned below, makes appropriate provisions for the considerations detailed in applicable law, including without limitation RMC 24.12.050, .053, and 19.60.095, and that the public use and interest will be served by the proposed plat and associated dedications and improvements.

VI. CONCLUSIONS of LAW.

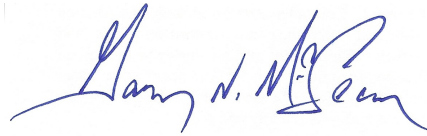
1. Based on the Findings as summarized above, the undersigned examiner concludes that the proposed plat, as conditioned below, conforms to all applicable zoning and land use requirements and appropriately mitigates adverse environmental impacts. Upon reaching such findings and conclusions as noted above, the preliminary plat meets the standards necessary to obtain approval by the City.
2. The proposed conditions of approval as set forth in the Technical Advisory Committee REVISED Report included in the Record as *Exhibit 9*, are reasonable, supported by the evidence, and capable of accomplishment; provided, however, for reasons explained in Finding No. 41, an additional condition of approval with specific Right of Way Permit requirements should be included to read as set forth therein.

3. Any Finding or other statements in previous or following sections of this document that are deemed Conclusions are hereby adopted as such.

VII. RECOMMENDATION.

Based upon the preceding Findings of Fact and Conclusions of Law, evidence presented through the course of the open record hearing, all materials contained in the contents of the record, and the Examiner's site visit, **the undersigned Examiner recommends that the City Council APPROVE the "Westcliffe Heights" Preliminary Plat** application, subject to the proposed Conditions of Approval included in the City's REVISED Technical Advisory Committee Report, as modified or supplemented in this Recommendation, which are adopted herein by reference.

Recommendation issued: July 6, 2017.



Gary N. McLean
Hearing Examiner for the City of Richland

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

GENERAL INFORMATION:

PROPOSAL NAME: Westcliffe Heights - Preliminary Plat

LOCATION: East of Bermuda Road and west of Meadow Hills Drive

APPLICANT: Mark Bauder

FILE NO.: S2017-101

DESCRIPTION: Request to divide 140.3 acres into 203 single family residential lots and eleven (11) Tracts.

PROJECT TYPE: Type III Preliminary Plat

HEARING DATE: May 4, 2017

REPORT BY: Shane O'Neill, Senior Planner

RECOMMENDED ACTION: Approval subject to completion of proposed conditions

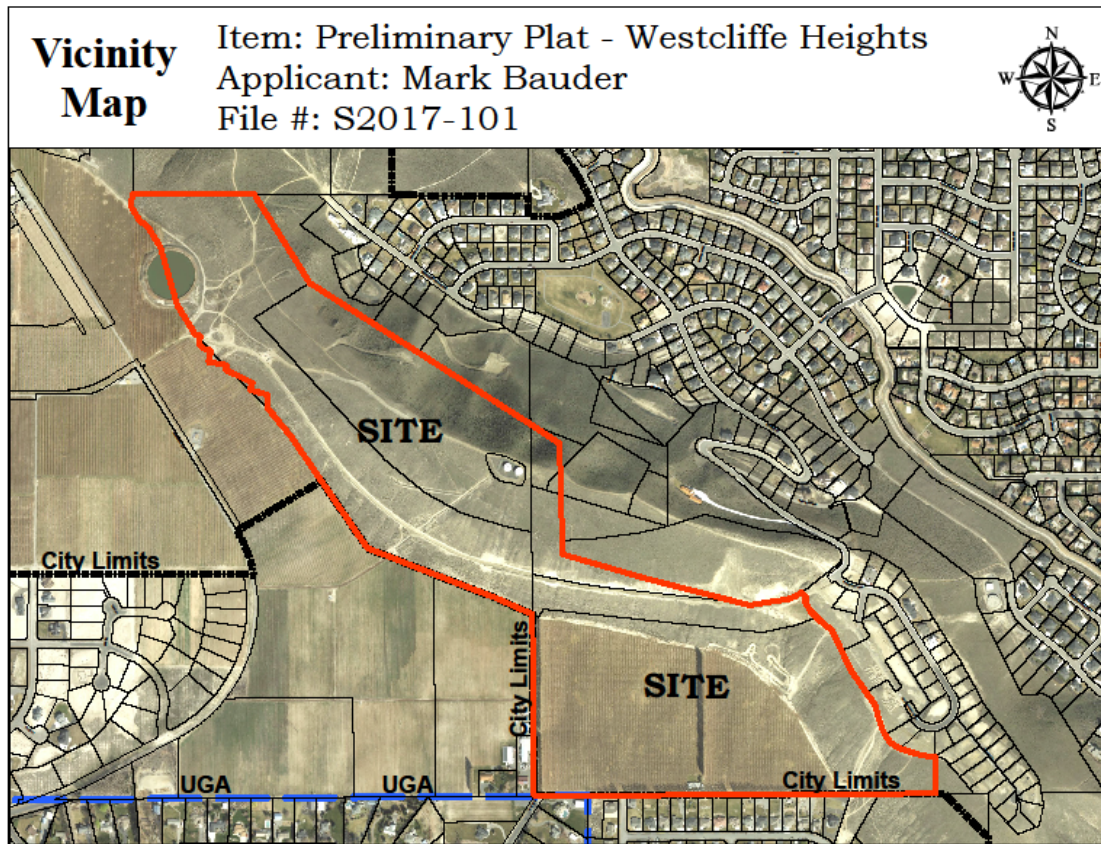


Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

Mark Bauder has filed a preliminary plat application to divide approximately 140 acres into 203 single family residential lots, known as the plat of Westcliffe Heights. The site is comprised of four parcels spanning approximately 1.3-miles in the northwest – southeast orientation; occupying a majority of the crest of Little Badger Mountain. Planned access points into the plat include an extension of Queensgate Drive from the north and connection to Morency Drive in the southern portion of the site. Other access points include connections to Jurupa Street and Rachel Road.

The interior road system will consist of 54-foot-wide primary roadways narrowing to 40-feet together with a series of other 40-foot access roads in the southeast portion of the plat. Forty-foot roads will be single-frontage loaded providing access to lots on one side of the road with a paved width of 27-feet. Fifty-four foot rights-of-way will have a paved width of 34-feet. The plat proposes a total of eleven (11) tracts designated for open space, future development and one lot (#203) for development of a shared community facility. (Refer to the attached preliminary plat map (Exhibit 1).

Four of the eleven tracts, totaling 11.3 acres in area, are indicated for future development. These tracts appear to be potentially buildable but with physical constraints such as steep topography, shallow lot depth and/or rocky substrate.

Seven tracts (Tracts A, C, F, G, H, J & K), totaling 38.8-acres, are designated as open space. Open space tracts typically contain landscaping to serve as places for passive recreational use and enjoyment by residents but not all seven of these tracts will necessarily be treated consistently throughout Westcliffe Heights due to a variety of site conditions including steep slopes and rocky soil. Portions of Tract A are likely to be treated with landscaping while other portions of the tract may be left in a natural condition. Among all of the open space tracts the centrally located Tract F is the most likely to be landscaped in a typical manor with lawn. Lying on the north fringe of the plat, Tracts G & I contains steep slopes. The applicant has indicated that after portions of Tracts G & I have been stabilized the remaining portions may be transferred to the City for public open space use. Similarly, a majority to all of Tract H contains steep slopes requiring stabilization. Tract K, a narrow linear parcel, and Tract J, a small triangular parcel lie along the western boundary of the plat. These tracts will likely be treated with some type of landscaping. Tract K presents an opportunity to contribute to the appeal of the subdivision for those entering from Jurupa Street. Tract J may potentially be absorbed in to the adjacent Lot 79. Many of the site specific details pertaining to the treatment and transferal of tracts will be evaluated further during subsequent final platting stages.

Included amongst the open space tracts and most noteworthy is Tract C, a 13.71 acre section of land lying on the east slope of Little Badger. Tract C contains the steepest slopes within the plat site offering little to no potential buildable areas. Tract C is situated in a location to provide an extension of the Skyline hiking trail which currently extends southeast from Dallas Road, across the crest of Badger Mountain to the city limits line near the north end of Bermuda Road which is near the southern terminus of Queensgate Drive. For topographical reference, the dividing line between Tracts A & C aligns with the crest of Little Badger Mountain.

During their April 13, 2017 meeting the Richland Parks Commission considered transference of Tract C to the City to accommodate the future trail extension. The outcome of their discussion was a decision to accept dedication of Tract C to the City for public recreation. For potential liability reasons Mr. Bauder is not interested in retaining private ownership of the tract for the purpose of inviting the general public to hike on the hillside.

In the northwesterly portion of the plat is an irrigation pond operated by Badger Mountain Irrigation District. The pond is bisected by Tract D designated for future development/storm facility.

Centrally located in the plat is a small 0.8-acre enclave parcel owned by the City of Richland containing two potable water reservoir tanks encompassed by a chain-link fence. This site will remain under city ownership and will be unaffected by the plat.

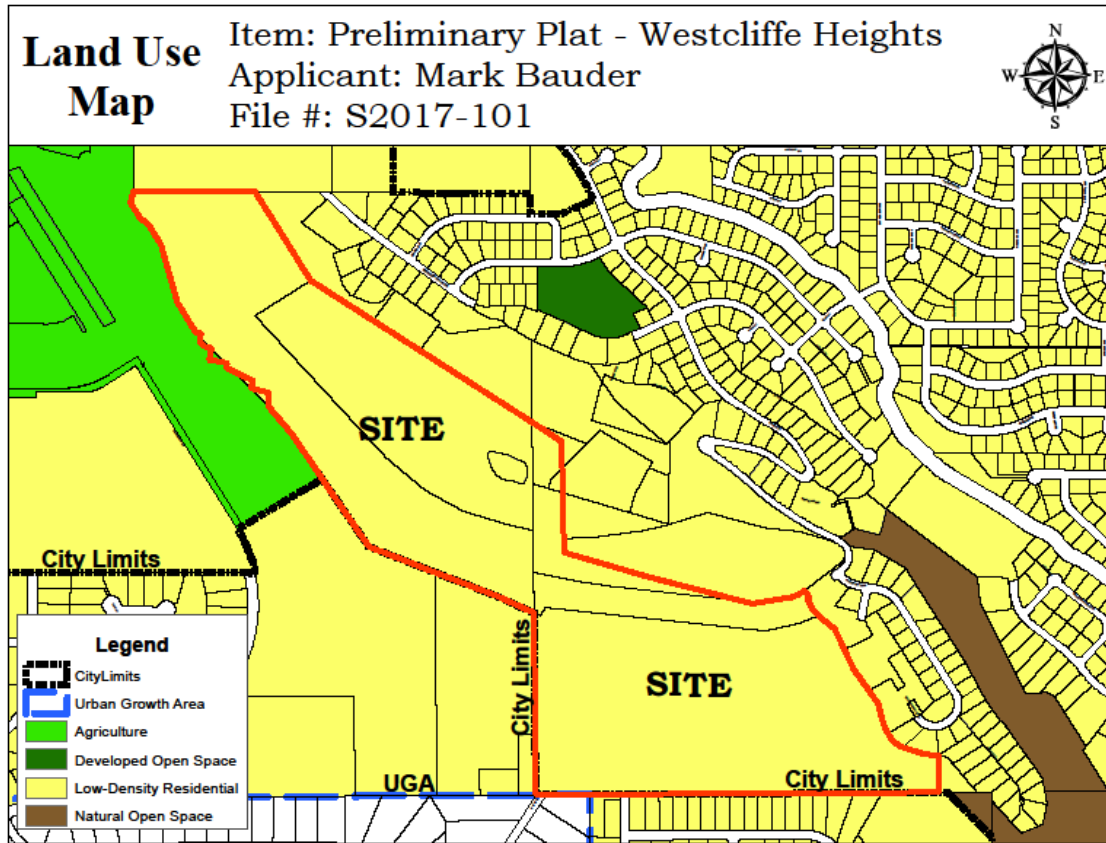


Figure 2 – Comprehensive Plan Map

COMPREHENSIVE PLAN

Richland's comprehensive plan assigns a low-density residential land use designation to the site. The low-density residential designation allows for a residential density range of between 0 – 5 dwelling units per acre equating to average allowable residential densities of 3.5 units per acre. Westcliffe Heights proposes an overall density of 1.45 units/acre or a net density of 2.9 units/acre exclusive of public rights-of-way and tracts A through K. Both density calculations fall within the allowance of the low-density residential land use designation.

GOALS & POLICIES

Land Use Goal #4 in the plan addresses residential development. It states:

The city will establish a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

Policy 1 – The City will provide a balanced distribution of residential uses and densities throughout the urban growth area.

Policy 2 – The City will encourage residential densification through its land use regulations.

Policy 3 – The City will encourage innovative and non-traditional residential development through expanded use of planned unit developments, density bonuses and multi-use developments.

Policy 4 – The City will encourage conservation of lands identified as “Recreation Resource Conservation Areas” in the City’s Parks, Recreation Facilities and Open Space Master Plan, by allowing developers to increase densities on adjacent lands. Such projects should occur as Planned Unit Developments.

The City’s Transportation element of its comprehensive plan includes the following policy statements:

Policy 1: The City will reserve property for needed rights-of-way as quickly as possible by requiring dedication of right-of-way as a condition for development.

Policy 2: The City will only consider land use changes (such as planned unit development, master planned projects, rezones and plats) when existing and proposed transportation needs are adequately met.

Policy 3: The City will route major and secondary arterials around, rather than through, neighborhoods and communities so as to minimize traffic impacts on residential neighborhoods.

- a. New residential collector street corridors should be designed and constructed through areas that are not already developed with single family housing.
- b. Existing local residential streets should not be converted into collector street routes. In instances where existing streets must be converted to collector roads, these streets shall be brought up to the minimum design standards for collector roads.
- c. In those cases where collector street corridors must be built in close proximity to existing residential neighborhoods, the collector street must be designed in such a way as to minimize the impact to adjoining residents through the use of landscape buffers, sound barriers or similar measures.
- d. In order for arterial collector streets to function effectively, access restrictions shall be imposed on new arterial collector streets. Such access restrictions shall not prevent commercial businesses from accessing directly onto an arterial collector street. Further, residential access may be allowed in specific instances where such access can be demonstrated to have no negative impacts on traffic safety, road function and/or circulation.

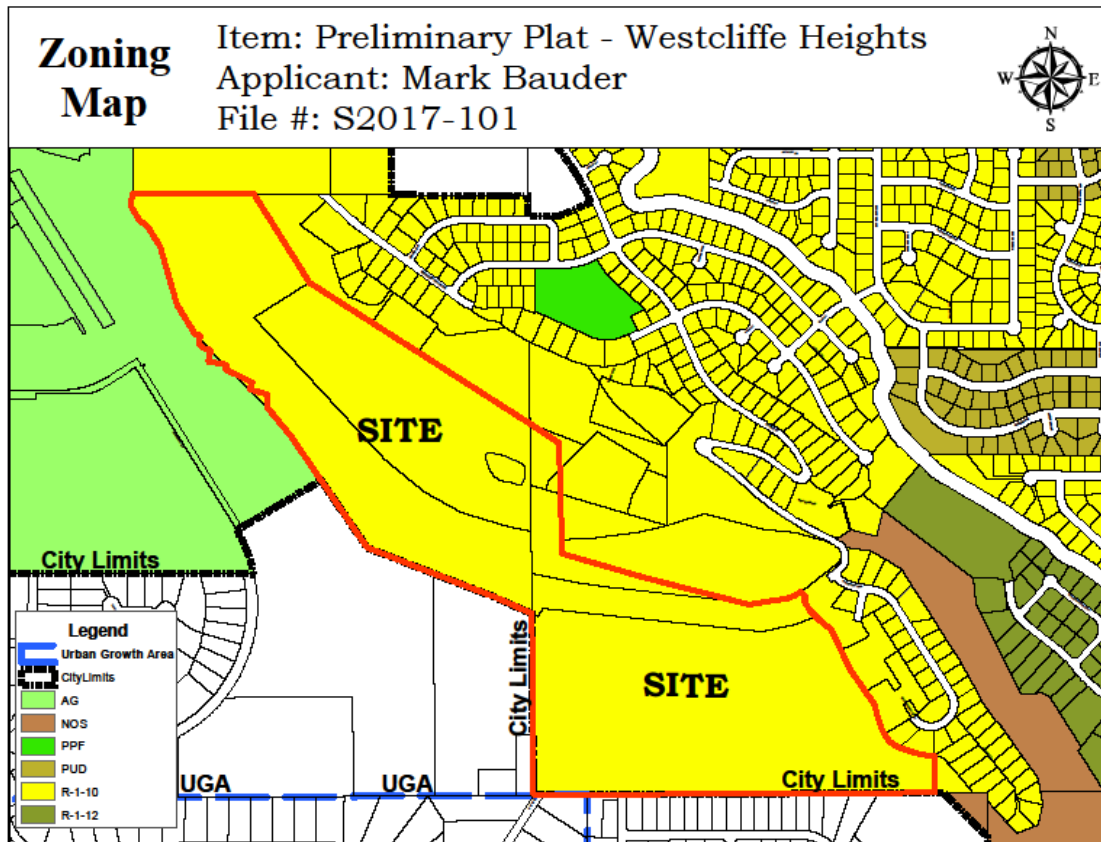


Figure 3 – Zoning Map

ZONING

R-1-10 (Single-Family Residential) zoning is assigned to the subject site together with land to the north and to the east. Some of the land to the west is zoned Agriculture while other tracts to the west are under Benton County's jurisdiction as is the residential neighborhood to the south. The R-1-10 zone imposes an 8,000 square foot minimum lot size with a requirement for a 10,000 square foot average lot size (4.3 units/acre).

Land Uses and Dimensional Standards

The following R-1-10 standards apply to the proposed plat:

Uses Permitted:	Single Family Homes (detached)
Front yard setback:	20 feet minimum
Side yard setback:	10 feet minimum
Rear yard setback:	25 feet minimum
Maximum building height:	30 feet

SITE DESCRIPTION & ADJACENT LAND USES

Sitting atop the hill locally referred to as “Little Badger Mountain”, the plat site consists of arid sagebrush steppe/grassland and two municipal water tanks on a single hillcrest which is generally oriented northwest to southeast. On the north side the hill experiences a vertical gain of approximately 510-feet rising up from Meadow Hills Drive. The south side of the hill experiences a more gradual slope with an approximate vertical gain of 300-feet using the orchard edge as a marker for the base. Multiple areas within the site are designated as critical areas due to high erosion potential and/or steep slopes.

Land east and north of the site is predominantly developed with single-family residential neighborhoods while land in the southern and western vicinities remains as agricultural orchards. Land to the north and southern vicinities contains similar orchards and natural sagebrush together with a single-family home site owned by the Wilson family.

Generally, the plat is situated in an area of vacant land on the western fringe of urban south Richland with neighborhoods to the east, north and south and with large open expanses of orchard land generally to the west.

Site boundaries border the city limits line in the southwest corner where Tracts J & K are shown and along the southerly boundary of the plat. In said vicinity, south of the plat boundary is an un-incorporated single-family residential neighborhood named Reata Heights which was platted in 2002.

CRITERIA FOR PRELIMINARY PLAT APPROVAL

Section 24.12.053 of the RMC sets forth the criteria that must be met before a preliminary plat application can be approved. It states:

The hearing examiner shall not recommend approval of any preliminary plat application, unless the approval is accompanied by written findings that:

- A. The preliminary plat conforms to the requirements of this title;
- B. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;
- C. The public use and interest will be served by the platting of such subdivision and dedication; and
- D. The application is consistent with the requirements of RMC 19.60.095

RMC Section 24.12.050 designates the Hearing Examiner as the hearing body responsible for conducting the review of preliminary plat applications.

PUBLIC NOTICE

Application Date:	February 3, 2017
Notice of Hearing Mailed:	April 11, 2017
Notice of Hearing Posted:	April 17, 2017
Notice of Hearing Published:	April 16, 2017
Public Hearing:	May 4, 2017

A combined notice of application and SEPA determination was provided by mailing notices to property owners within 300 feet. A public hearing notices was distributed through posting of the property, mailing of notice to property owners within 300 feet of the site and publication in the *Tri-City Herald* newspaper. Copies of the notices and affidavits are included in Exhibit 3.

UTILITY AVAILABILITY

There are existing water mains within the boundary of this preliminary plat extending from the Falconcrest subdivision to the southeast. As development proceeds over these mains it shall be the responsibility of the developer to re-lay them at the correct depth and/or relocate them to be within future rights-of-way. The developer will be required to demonstrate that all phases are capable of delivering adequate fire flows prior to construction plans being accepted for review. This may require looping of the water-main from off-site locations, or oversizing of water mains where needed. Domestic potable water will serve the plat from a forced main in the future extension of Queensgate Drive as well as from the municipal reservoir tanks central to the site.

There are multiple off-site locations available to extend sanitary sewer to this project. One possible point of sewer extension is from within the future extension of Queensgate Drive which is an integral feature of this plat as it will serve as a primary point of access into the site. However, City Engineering Department staff indicated that sewer discharge will likely drain to the existing main in Meadow Hills Drive in the Crested Hills subdivision lying at the southeast foot of Little Badger Mountain.

The electrical service for Westcliffe Heights will be accomplished by extending a feeder circuit from the Westcliffe development up Queensgate Drive. This feeder will be extended through the Westcliffe Heights development and connect to an existing feeder circuit in the Falcon Crest subdivision. This will complete a feeder loop improving the system reliability. The residential lots will be served from distribution circuits that are fed from the feeder circuit extended through the development. Infrastructure for a future feeder tie to Rachel Road will also be installed during this development.

TRANSPORTATION

Access into the plat will be achieved by connecting to: Jurupa Street, Rachel Road and Morency Drive and Queensgate Drive. The primary access point will come from

Queensgate Drive by way of an off-site extension of the arterial collector roadway. This portion of Queensgate Drive will have to be constructed prior to completing Phase 1 of Westcliffe Heights. At full buildout, Westcliffe Heights will complete some local roadway network connections providing multiple access options for several residential areas in the vicinity. For example, the Falconcrest subdivision will no longer be restricted to a single point of access on Morency Drive to the north. As a result of the Westcliffe Heights road system Falconcrest residents will also be able to access Queensgate Drive via Morency Drive, the primary drive within the Westcliffe Heights plat or access Leslie Road via Rachel Road to the south.

In regard to the level-of-service (LOS), pursuant to RMC 12.03.170 and 12.03.180 this development proposal as submitted is in general conformance with the assumptions made for land use and scale/density. By way of impact fee payment, the project complies with the concurrency requirements of the Municipal Code.

A traffic study/transportation analysis prepared by Kittelson & Associates, Inc. dated May 4, 2016 (Exhibit 11) was submitted with the Westcliffe Heights preliminary plat application. The 20-page traffic study analyzes traffic impacts associated with multiple roadway alignment alternates of roadways serving the Westcliffe Heights plat site, providing a set of findings and conclusions at the end. A bulk of the study analyzes impacts of roadway alignment alternates leading out of the plat site toward the south into, through residential neighborhoods lying in Benton County's jurisdiction and eventually connecting to City of Richland roadways. Westcliffe Heights proposes connections to Jurupa Street and Rachel Road at the city limits boundary which the study addresses. Analyses of Queensgate Drive extensions and alignment alternates in the study are not particularly applicable to Westcliffe Heights considering all portions of Queensgate Drive lie off-site and would not be constructed as part of this project. An off-site extension of Queensgate Drive from the north however, is proposed as a primary access point for the plat, alleviating traffic on other roadways.

SEPA

On November 11, 2016 Mr. Bauder applied for a site grading permit ahead of the current plat application. Included in his submittal was a SEPA checklist addressing potential impacts of site grading activity (Exhibit 4). On December 2, 2016 staff issued a Determination of Non-Significance (DNS) (Exhibit 5) for the grading permit. The DNS indicated additional SEPA review would take place upon receipt of an application to subdivide the property. The comment period for the grading permit DNS expired on December 19, 2016. No comments were submitted to the city in response to the DNS (EA2016-35).

The applicant filed an environmental checklist with the City (Exhibit 6) at the time of plat application. Staff reviewed the checklist and issued a Mitigated Determination of Non-Significance (MDNS) on March 7, 2017 (Exhibit 7) requiring a full geo-technical report to be submitted in order to fulfill the City's critical areas ordinance requirements. On March 24th PBS provided staff with a detailed geo-technical report;

thereby completing the plat application. The SEPA comment period expired on March 22. On March 16, a comment letter from the Department of Ecology relating to stormwater NPDES permitting and potential soil contamination was received by staff (Exhibit 10).

AGENCY COMMENTS

A variety of public agencies and City departments were given an opportunity to comment on the proposal. Comments were received from the Department of Ecology (Exhibit 8). Comments from Richland Energy Services and from the city Public Works/Engineering Department have been incorporated into the TAC Report (Exhibit 9).

PUBLIC COMMENTS

At the time this report was prepared, the City received comments from several residents from the surrounding vicinity (Exhibit 8) primarily expressing concerns over potentially increased traffic volumes on Morency Drive which is a steep road way with several hairpin turns.

TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

City staff has prepared a list of recommended conditions for the application contained in the Technical Advisory Committee (TAC) Report. (See Exhibit 9.)

ANALYSIS

The criteria approval of a preliminary plat application (RMC 24.12.053) are reprinted here, with a summary of how the application complies with the standard:

A. The preliminary plat conforms to the requirements of this title (RMC Title 24);

The City's subdivision regulations set forth specific requirements for the filing of an application, how notice of the application is to be provided and requires that the Hearing Examiner conduct a public hearing and make recommendation to the City Council. These steps have been followed to date.

B. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;

- Westcliffe Heights provides seven open space tracts including the 13.7-acre Tract C which is planned to be dedicated to the city for public recreation purposes.

- The 3.33-acre Tract D is designated for future development and to serve as a stormwater retention/infiltration facility. Foreseeably, the stormwater facility portion of Tract D will be transferred to the City of Richland.
- Open space Tracts A, F, G, H, J & K providing passive recreational opportunities to the residents will be held and managed by the Westcliffe Heights homeowners association.
- Crested Hills Park is a 5.8-acre neighborhood park situated approximately 665 feet (0.12 miles) east of the proposed plat.
- The larger 41.5-acre Badger Mountain Park is located approximately 2-miles from the proposed plat site. Badger Mountain Park contains outdoor sports fields and courts able to serve recreational needs of the broader surrounding vicinity.
- Richland Municipal Code Chapter 22.12 (Exhibit 10) discusses the parameters for dedicating land for parks in lieu of payment of parks fees. On April 13, 2017 the Richland Parks Commission recommended the Parks and Public Facilities Department accept Tract C to fully satisfy the cost of parks fees for the plat.
- The planned extension of Queensgate Drive would provide access to the proposed subdivision. The plat will establish connections to Jurupa Street, Rachel Road and Morency Drive. Streets located within the proposed plat will include curbs, gutters and sidewalks.
- An off-site extension of Queensgate Drive is as part of the plat; thereby furthering construction of the arterial roadway network in the vicinity as identified in the Comprehensive Plan.
- The site is not located along an existing bus route. The Ben Franklin Transit Authority provides bus service to the community presently provides service along Keene Road and Gage Blvd. approximately 3.5 miles to the east.
- The plat would be served by City domestic water lines currently existing within the boundaries of the project site. Water lines have capacity to provide for the proposed project.
- There are multiple off-site locations available to extend sanitary sewer to this project.
- The plat would be served by Richland Energy Services electrical power by way of service line extension.
- An irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development.
- Badger Mountain Irrigation District has provided comments related to utility infrastructure protection and grading (Exhibit 8).
- In accordance with City development standards, storm water drainage would have to be retained on-site. The proposed plat design includes ONE tract (Tract D) for storm water drainage facility.
- Richland School District was given the opportunity to comment. Following their review of the proposed preliminary plat the District indicated they have no specific concerns or requirements relative to the plat.

C. The public use and interest will be served by the platting of such subdivision and dedication;

The proposed project is consistent with the Comprehensive Plan, both in terms of the proposed density of the plat and fulfilling road network expansion by adding a section of Queensgate Drive leading into the plat. Adding the proposed connections to Morency Drive, Jurupa Street and Rachel Road will complete these roadways, connecting them to the city's broader road network. Further, the project is consistent with the City's zoning regulations, and would be consistent with development patterns in the surrounding neighborhood considering existing topographic constraints. Provision of additional housing units will contribute to meeting the housing demand experienced in the Tri-Cities thereby serving public interest and demand. Dedication of open space Tract C will provide an important link in the City's pedestrian trail system. The physical trail will be installed by the Friends of Badger volunteer group.

D. The application is consistent with the requirements of RMC 19.60.095, which states:

No development application for a Type II or Type III permit shall be approved by the city of Richland unless the decision to approve the permit application is supported by the following findings and conclusions:

A. The development application is consistent with the adopted Comprehensive Plan and meets the requirements and intent of the Richland Municipal Code.

The proposal is consistent with the Comprehensive Plan and does meet the requirements of the Municipal Code as outlined above.

B. Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC.

Chapter 22.09 is the City's adoption of the State Environmental Policy Act provisions. The applicants filed an environmental checklist for which the City issued and distributed a Mitigated Determination of Non-Significance requiring a detailed geo-technical report to be submitted in accordance with the city's critical areas ordinance. The geo-technical report was received on March 24, 2017 which completed the SEPA review process.

C. The development application is beneficial to the public health, safety and welfare and is in the public interest.

The project is consistent with the City's Comprehensive Plan and development regulations and it therefore would be considered beneficial to public health, safety and welfare and would be in the public interest.

D. The development does not lower the level of service of transportation facilities below the level of service D, as identified in the Comprehensive Plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or strategies to raise the level of service above the minimum

level of service are made concurrent with development. For the purposes of this section, "concurrent with development" means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.

The project would add 202 new residential lots that would be accessed from newly constructed roadway extensions leading into the subdivision. A critical off-site section of Queensgate Drive has been dedicated to the City in preparation for extension to the plat site. This portion of Queensgate Drive will have to be constructed prior to completing Phase 1 of Westcliffe Heights. Transportation connectivity would be achieved by making connections to Queensgate Drive, Jurupa Street, Rachel Road and Morency Drive thereby furthering connectivity within the City's road network. . At full buildout, Westcliffe Heights will complete some local network connections providing multiple access options for several residential areas. For example, Falconcrest will no longer be restricted to only 1 access on Morency Drive to the north. Because the project is within the impact fee area, traffic studies are not required to prove level of service or identify mitigation. The fee becomes the mitigation; thereby fulfilling concurrency requirements.

E. Any conditions attached to a project approval are as a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal.

The conditions of approval recommended for this project are as a direct result of imposing City development standards as contained in City code and are directly related to the development proposal.

FINDINGS AND CONCLUSIONS

Staff has completed its review the preliminary plat application for Westcliffe Heights (S2017-101) and recommends approval of the request subject to conformance with the conditions of approval included in the attached Technical Advisory Committee Report (Exhibit 9) based on the following findings:

Findings of Fact:

1. The Richland Comprehensive Plan designates the project site as suitable for low density residential development with an allowable density range of 0 to 5 units per acre;
2. The proposed preliminary plat consists of 203 lots averaging 14,557 square feet in area, representing a net density of 2.9 units per acre.
3. Queensgate Drive, including future extensions thereof, is classified as an arterial collector roadway in the City's Comprehensive Plan.

Conclusion of Law:

The proposed preliminary plat is consistent with and would provide for development of the subject property in conformance with the density and type of land use envisioned in the land use and transportation elements of the adopted comprehensive plan.

Findings of Fact:

4. R-1-10 (Single-Family Residential) zoning is applied to the site which permits residential densities of up to 4.3 units per acre. Westcliffe Heights plat proposes a net residential density of 2.9 units per acre;
5. The 203 lots proposed have an average lot size of 14,557 square feet. The smallest lot is 8,046 square feet and the largest lot is 60,167 square feet (1.4 acres).

Conclusion of Law:

The lots within the proposed subdivision are consistent with the provisions of the City's residential zoning regulations.

Findings of Fact:

6. The Westcliffe Heights preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA).
7. Section 24.12.053 of the RMC sets forth standards for review of preliminary plats that require the Hearing Examiner to consider whether appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;
8. The proposed preliminary plat provides for the extension of streets that are consistent with the surrounding street network, includes provisions for the extension of public domestic water, sewer, irrigation water and electrical power lines;
9. The proposed improvements to serve the preliminary plat are consistent with the City's development standards;
10. City standards call for the construction of a Secondary Emergency Access Road (SEVA) to serve any development that contains 16 or more homes served by a single access road. The site currently contains a SEVA road which will be maintained as phased plat construction occurs;
11. The City has wild land fire protection requirements that apply to homes built on or adjacent to steep slopes that would impact lots within the proposed plat. The recommended conditions of approval require compliance with these wild land fire protection requirements;
12. The proposed preliminary plat includes a tract labeled "Tract C" which is intended to be transferred to the City for the establishment of a new hiking trail that will further connectivity to the existing hiking trail network on the larger Badger Mountain to the north;
13. Richland Municipal Code Chapter 22.12 (Exhibit 10) discusses the parameters for dedicating land for parks in lieu of payment of parks fees. On

- April 13, 2017 the Richland Parks Commission recommended the Parks and Public Facilities Department accept Tract C to fully satisfy the cost of parks fees for the plat.
14. The school nearest to the project site is Orchard Elementary School located 1.6-miles away, on Gala Way. The Richland School District was invited to comment and expressed no concerns with the plat.
 15. City staff and other utility providers reviewed the project and have recommended specific conditions of approval as set forth in the Technical Advisory Committee report.

Conclusion of Law:

As conditioned, the proposed preliminary plat makes appropriate provisions for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.

Findings of Fact:

16. The applicant filed an environmental checklist along with their preliminary plat application as required under the State Environmental Policy Act.
17. After review of the checklist and application materials, staff issued a Mitigated Determination of Non-Significance on March 22, 2017 requiring a detailed geo-technical report prepared by a qualified engineer to be submitted in order to fulfill requirements of the City's Critical Areas Ordinance (RMC 22.10).
18. The applicant submitted a geo-technical report as required under the City's Sensitive Areas Ordinance (RMC 22.10).

Conclusion of Law:

Pursuant to Chapters 22.09 and 22.10 of the RMC, the procedures required under the State Environmental Policy Act and the City's Sensitive Areas Ordinance have been completed.

Findings of Fact:

19. RMC 19.60.095(D) requires that development not lower the level of service standard for transportation facilities below a level of service D.
20. The proposed project would add 203 single family lots that would have direct access onto roadways proposed in the plat.
21. The Westcliffe Heights preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Since this property is included within the

Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA). The developer of this proposed project shall receive "credits" for the construction of Gage Boulevard as allowed under the City's South Richland Collector Street Financing Plan.

Conclusion of Law:

The proposed project would not result in a decline of transportation service levels within the area surrounding the project and so is consistent with the provisions of RMC 19.60.095.

Overall Conclusion:

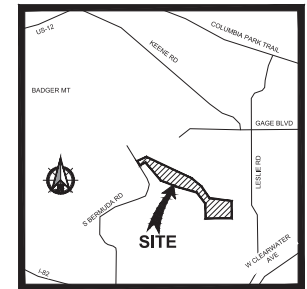
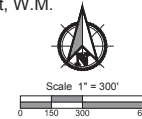
Based on the above findings and conclusions, approval of the proposed preliminary plat of Westcliffe Heights subject to the recommended conditions listed in the Technical Advisory Committee Report is warranted because the project conforms to the City's adopted comprehensive plan and zoning regulations; has followed the required State Environmental Policy Act procedures; and is consistent with the requirements of the City's subdivision regulations.

EXHIBIT LIST

1. Preliminary Plat Map
2. Application
3. Public Notice & Affidavits
4. Environmental Checklist (Grading)
5. Determination of Non-Significance (Grading)
6. Environmental Checklist (Plat)
7. Mitigated Determination of Non-Significance (Plat)
8. Public Comments & Agency Comments
9. Technical Advisory Committee Report
10. RMC 22.12 - Parks Dedication
11. Queensgate Traffic Study
12. Geotechnical Report
13. Site Photos

WESTCLIFFE HEIGHTS PRELIMINARY PLAT

Located In The East 1/2 Of Section 34 And The West 1/2 of Section 35, Township 9 North, Range 28 East, W.M.



SHEET INDEX

- 1 - COVER SHEET
- 2 - PARTIAL PLAT PLAN
- 3 - PARTIAL PLAT PLAN
- 4 - PARTIAL PLAT PLAN
- 5 - PARTIAL PLAT PLAN

LAND USE TABLE	
Site Area:	140.30 Acres
Total Lot Count:	203 Lots
Minimum Lot Area:	8,046 SF
Maximum Lot Area:	60,167 SF
Average Lot Area:	14,557 SF
Right of Way Dedication:	21.51 Acres
Tract A:	19.17 Acres
Tract B:	0.09 Acres
Tract C:	13.71 Acres
Tract D:	3.33 Acres
Tract E:	0.67 Acres
Tract F:	3.18 Acres
Tract G:	1.15 Acres
Tract H:	1.02 Acres
Tract I:	7.23 Acres
Tract J:	0.19 Acres
Tract K:	0.38 Acres

EXISTING PARCELS INCLUDED	
	134981000005000
	134981000006006
	135983000001044
	135983000001040
	135983000001039

Zoning Classification:
R-1-10 - Single Family Residential
(8,000 SF Minimum)

Easement Note:
All lots shall have a 10' public utility easement abutting any right of way

TRACT A: SHALL BE FOR OPEN SPACE

TRACT B: SHALL BE FOR FUTURE DEVELOPMENT

TRACT C: SHALL BE FOR OPEN SPACE FOR PARKS DEPARTMENT. SUBJECT TO SEPARATE AGREEMENT AND CONDITIONS.

TRACT D: SHALL BE FOR FUTURE DEVELOPMENT/ STORM FACILITY

TRACT E: SHALL BE FOR FUTURE DEVELOPMENT

TRACT F: SHALL BE FOR OPEN SPACE

TRACT G: SHALL BE FOR OPEN SPACE

TRACT H: SHALL BE FOR OPEN SPACE

TRACT I: SHALL BE FOR FUTURE DEVELOPMENT

TRACT J: SHALL BE FOR OPEN SPACE

TRACT K: SHALL BE FOR OPEN SPACE

LOT 203 SHALL BE FOR COMMUNITY USE

PHASING SHOWN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGE

Owner/Developer:
Mark Bauder
605 Summit Street
Richland, WA 99352
(509) 521-7479

Engineer:
HDJ - A Division Of PBS
Jason Mattox, PE
6115 Burden Blvd., Suite E
Pasco, WA 99301
(509) 547-5119

Surveyor:
HDJ - A Division Of PBS
Alex Matarazzo, PLS
6115 Burden Blvd., Suite E
Pasco, WA 99301
(509) 547-5119

PRELIMINARY
SUBJECT TO AGENCY REVIEW
NOT FOR CONSTRUCTION



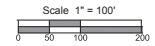
COVER SHEET FOR:

WESTCLIFFE HEIGHTS PRELIMINARY PLAT
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON

DESIGNED: PLB
DRAWN BY: PLB
CHECKED: JLM
SCALE: H: 1" = 300'
V: N/A
MARCH 2017
4234-00
SHEET

1
5

6115 Burden Blvd, Suite E
Pasco, WA 99301-8930
509/547-5119
303/805-3488
509/547-5129 fax
Internet: www.h2ddesigngroup.com



1. PROPOSED ESMT OVER EXTG IRRIGATION LINE TO BADGER MOUNTAIN IRRIGATION DISTRICT
2. EXTG 20' IRR ESMT AFN F118936 TO BADGER MOUNTAIN IRRIGATION DISTRICT
3. EXTG 60' INGRESS-EGRESS, UTIL. AND IRR ESMT AFN 898901
4. EXTG 25' SEVA AFN 2012-034461 TO C.O.R.
5. EXTG 37.5' SEVA AFN 2012-034461 TO C.O.R.
6. EXTG 80' ACCESS ESMT AFN 862635
7. EXTG 40' ESMT FROM SHORT PLAT 2049
8. EXTG IRR ESMT AFN F118936 TO BADGER MOUNTAIN IRRIGATION DISTRICT
9. EXTG 10' RIGHT-OF-WAY ESMT AFN 728681 TO BENTON U.D. NO. 1
10. EXTG 10' RIGHT-OF-WAY ESMT AFN 731006 TO BENTON U.D. NO. 1
11. EXTG 10' RIGHT-OF-WAY ESMT AFN 730741 TO BENTON U.D. NO. 1

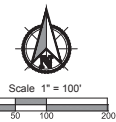
LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 82°12'19" E	32.66
L2	S 10°25'54" W	31.13

CURVE DATA				
#	Δ	R	L	T
C1	42°09'12"	310.00	228.07	119.47
C2	50°53'04"	275.00	244.23	130.83
C3	2°30'00"	1000.00	43.63	71.82
C4	41°25'50"	210.00	151.85	29.42
C5	1°36'08"	800.00	22.37	11.19
C12	82°58'25"	210.00	304.11	185.71
C13	82°26'09"	210.00	324.14	183.96
C14	55°06'16"	300.00	288.53	156.52
C15	90°00'00"	20.00	31.42	20.00
C16	10°20'47"	280.00	50.56	25.35

PARTIAL PLAT PLAN FOR:

DESIGNED:	PDA
DRAWN BY:	PDA
CHECKED:	JLM
SCALE:	
H:	1" = 100'
V:	N/A
MARCH 2017	
4234-00	
SHEET	

Exhibit 1



EASEMENTS

- 1 EXTG 20' ACCESS ESMT AFN 2013-025184
- 2 EXTG 60' INGRESS-EGRESS, UTIL AND IRR ESMT AFN 898901
- 3 EXTG 25' SEVA AFN 2012-034461 TO C.O.R.
- 4 EXTG 37.5' SEVA AFN 2012-034461 TO C.O.R.
- 5 EXTG 42.5' SEVA AFN 2012-034461 TO C.O.R.
- 6 EXTG 20' WATERLINE ESMT (DRAIN LINE) AFN 2013-025185 TO C.O.R.
- 7 EXTG 15' WATERLINE ESMT (DRAIN LINE) AFN 2013-025185 TO C.O.R.

LINE TABLE		
LINE	DIRECTION	LENGTH
L3	S 79°20'30" E	108.17
L4	S 66°25'41" E	127.51
L5	S 01°52'37" E	24.69
L6	S 01°52'37" E	32.87
L7	S 28°42'41" W	60.35
L8	N 73°23'14" W	70.68
L9	N 85°50'08" W	25.00
L10	N 18°58'32" W	69.11
L11	N 03°12'54" W	24.75
L12	N 29°53'55" E	20.00

CURVE DATA				
#	Δ	R	L	T
C5	28°58'25"	300.00	151.71	77.51
C15	27°43'16"	300.00	145.15	74.02
C16	43°07'42"	300.00	225.82	118.56
C55	64°33'04"	40.00	45.07	25.27
C56	66°51'35"	130.00	151.70	85.82

PRELIMINARY
SUBJECT TO AGENCY REVIEW
NOT FOR CONSTRUCTION

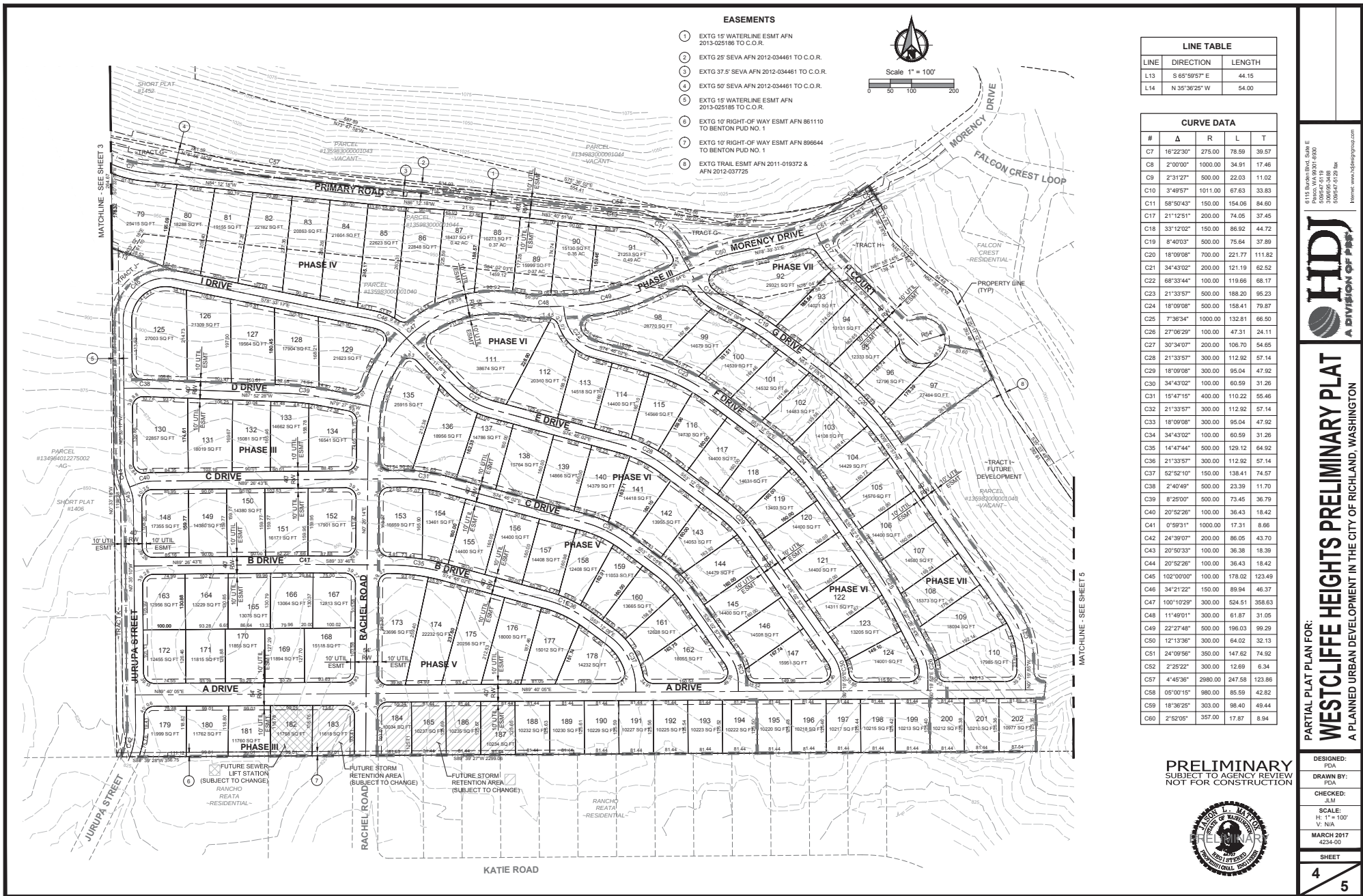


PARTIAL PLAT PLAN FOR:

WESTCLIFFE HEIGHTS PRELIMINARY PLAT
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON

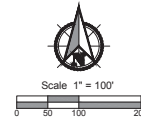
DESIGNED: PDA
DRAWN BY: PDA
CHECKED: JLM
SCALE: H: 1" = 100'
V: N/A
MARCH 2017
6234-00
SHEET

Exhibit 1



EASEMENTS

- 1 EXTG 15' WATERLINE ESMT AFN 2013-025186 TO C.O.R.
- 2 EXTG 25' SEVA AFN 2012-034461 TO C.O.R.
- 3 EXTG 37.5' SEVA AFN 2012-034461 TO C.O.R.
- 4 EXTG 50' SEVA AFN 2012-034461 TO C.O.R.
- 5 EXTG 15' WATERLINE ESMT AFN 2013-025185 TO C.O.R.
- 6 EXTG 10' RIGHT-OF-WAY ESMT AFN 861110 TO BENTON PUD NO. 1
- 7 EXTG 10' RIGHT-OF-WAY ESMT AFN 866644 TO BENTON PUD NO. 1
- 8 EXTG TRAIL ESMT AFN 2011-019372 & AFN 2012-037725



LINE TABLE		
LINE	DIRECTION	LENGTH
L13	S 65°59'57"E	44.15
L14	N 35°36'25"W	54.00

CURVE DATA				
#	Δ	R	L	T
C7	16°22'30"	275.00	78.59	39.57
C8	2°00'00"	1000.00	34.91	17.46
C9	2°31'27"	500.00	22.03	11.02
C10	3°49'57"	1011.00	67.63	33.83
C11	58°50'43"	150.00	154.06	84.60
C17	21°12'51"	200.00	74.05	37.45
C18	33°12'02"	150.00	86.92	44.72
C19	8°40'03"	500.00	75.64	37.89
C20	18°09'08"	700.00	221.77	111.82
C21	34°43'02"	200.00	121.19	62.52
C22	68°33'44"	100.00	119.66	68.17
C23	21°33'57"	500.00	188.20	95.23
C24	18°09'08"	500.00	158.41	79.87
C25	7°36'34"	1000.00	132.81	66.50
C26	27°06'29"	100.00	47.31	24.11
C27	30°34'07"	200.00	106.70	54.65
C28	21°33'57"	300.00	112.92	57.14
C29	18°09'08"	300.00	95.04	47.92
C30	34°43'02"	100.00	60.59	31.26
C31	15°47'15"	400.00	110.22	55.46
C32	21°33'57"	300.00	112.92	57.14
C33	18°09'08"	300.00	95.04	47.92
C34	34°43'02"	100.00	60.59	31.26
C35	14°47'44"	500.00	129.12	64.92
C36	21°33'57"	300.00	112.92	57.14
C37	52°52'10"	150.00	138.41	74.57
C38	2°40'49"	500.00	23.39	11.70
C39	8°25'00"	500.00	73.45	36.79
C40	20°52'28"	100.00	36.43	18.42
C41	0°59'31"	1000.00	17.31	8.66
C42	24°39'07"	200.00	86.05	43.70
C43	20°50'33"	100.00	36.38	18.39
C44	20°52'26"	100.00	36.43	18.42
C45	102°00'00"	100.00	178.02	123.49
C46	34°21'22"	150.00	89.94	46.37
C47	100°10'29"	300.00	524.51	358.63
C48	11°49'01"	300.00	61.87	31.05
C49	22°27'48"	500.00	196.03	99.29
C50	12°13'36"	300.00	64.02	32.13
C51	24°09'56"	350.00	147.82	74.92
C52	2°25'22"	300.00	12.69	6.34
C57	4°45'36"	2980.00	247.58	123.86
C58	05°00'15"	980.00	85.59	42.82
C59	18°36'25"	303.00	98.40	49.44
C60	2°52'05"	357.00	17.87	8.94

PRELIMINARY
SUBJECT TO AGENCY REVIEW
NOT FOR CONSTRUCTION



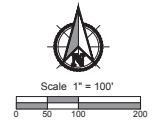
PARTIAL PLAT PLAN FOR:

WESTCLIFFE HEIGHTS PRELIMINARY PLAT
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON

DESIGNED: PDA
DRAWN BY: JLM
CHECKED: JLM
SCALE: H: 1" = 100'
V: N/A
MARCH 2017
SHEET 4

5

Exhibit 1



EASEMENTS

- ① EXTG. TRAIL ESMT AFN 2011-019372 & AFN 2012-037725

PRELIMINARY
SUBJECT TO AGENCY REVIEW
NOT FOR CONSTRUCTION



1101 E. KENNEDY DRIVE, E
PARKS, VA 20150-1400
509.547-0119
509.547-0120 FAX
Internet: www.h2designs.com



PARTIAL PLAT PLAN FOR:
WESTCLIFFE HEIGHTS PRELIMINARY PLAT
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON

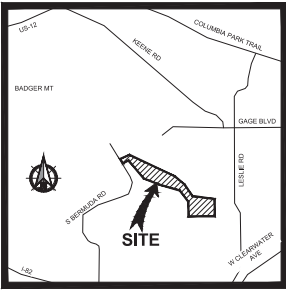
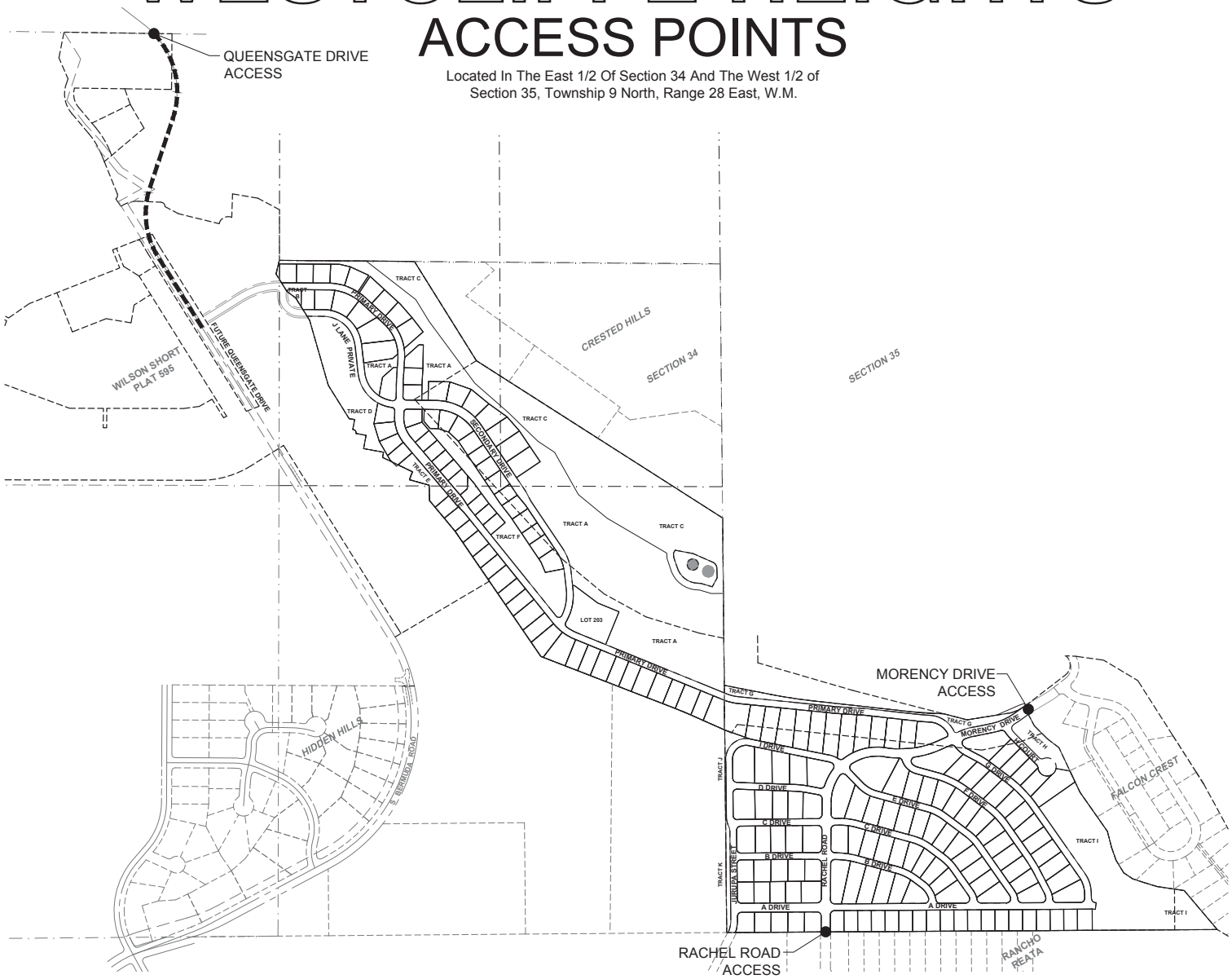
DESIGNED:	PDIA
DRAWN BY:	PDIA
CHECKED:	JLM
SCALE:	H: 1" = 100' V: N/A
MARCH 2017	6234-00

SHEET
5

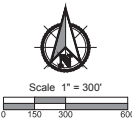
WESTCLIFFE HEIGHTS

ACCESS POINTS

Located In The East 1/2 Of Section 34 And The West 1/2 of Section 35, Township 9 North, Range 28 East, W.M.



VICINITY MAP
NOT TO SCALE



PRELIMINARY
SUBJECT TO AGENCY REVIEW
NOT FOR CONSTRUCTION

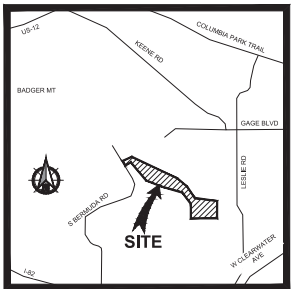
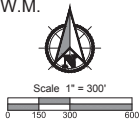


ACCESS POINTS FOR:
WESTCLIFFE HEIGHTS ACCESS POINTS
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON

DESIGNED:	PLA
DRAWN BY:	PLA
CHECKED:	JLM
SCALE:	H: 1" = 300' V: N/A
MARCH 2017	4234-00
SHEET	

WESTCLIFFE HEIGHTS PRELIMINARY PHASE EXHIBIT

Located In The East 1/2 Of Section 34 And The West 1/2 of Section 35, Township 9 North, Range 28 East, W.M.



EXISTING PARCELS INCLUDED	
1349810000000000	
1349810000000000	
13598300000001044	
13598300000001040	
13598300000001039	

Zoning Classification:
R-1-10 - Single Family Residential
(8,000 SF Minimum)

Easement Note:
All lots shall have a 10' public utility
easement abutting any right of way

Owner/Developer:
Mark Bauder
605 Summit Street
Richland, WA 99352
(509) 521-7479

Engineer:
HDJ - A Division Of PBS
Jason Mattox, PE
6115 Burden Blvd., Suite E
Pasco, WA 99301
(509) 547-5119

Surveyor:
HDJ - A Division Of PBS
Alex Matarazzo, PLS
6115 Burden Blvd., Suite E
Pasco, WA 99301
(509) 547-5119

PRELIMINARY
SUBJECT TO AGENCY REVIEW
NOT FOR CONSTRUCTION



PRELIMINARY PHASE EXHIBIT FOR:
WESTCLIFFE HEIGHTS PRELIMINARY PLAT
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON

DESIGNED BY:
KAS
DRAWN BY:
KAS
CHECKED BY:
JLM
SCALE:
H: 1" = 300'
V: N/A
MARCH 2017
4234-00
SHEET

Development & Permit Services Division • Current Planning Section
840 Northgate Dr. • Richland, WA 99352
General Information: 509/942-7794 • Fax: 509/942-7764

PRELIMINARY PLAT APPLICATION

Applicant's Section			
Applicant or Sponsor Mark Bauder			
Address 605 Summit Street		City Richland	State WA Zip 99352
Phone Number 509-521-7479	Fax Number	Other mborchards@aol.com	
Proposed Subdivision Name Westcliffe Heights		Legal Description See Attached	
Average Size Lots		Proposed Number of Tracts 11	
Average Lot Size (Residential Lots) 14,557 SF		Area in Acres 140.30	
Proposed Number of Lots 203		Proposed Number of Blocks 17	
Name of Surveyor Platting Subdivision Alex Matarazzo, PLS HDJ - A Division of PBS			
Address 6115 Burden Blvd., Suite E		City Pasco	State WA Zip 99301
Phone Number 509-547-5119	Fax Number 509-547-5129	Other alex.matarazzo@pbsusa.com	

I DECLARE UNDER THE PENALTY OF THE PERJURY LAWS THAT THE INFORMATION I HAVE PROVIDED ON THIS FORM/APPLICATION IS TRUE, CORRECT AND COMPLETE.


 Applicant's Signature

1/19/17
 Date

OFFICE USE ONLY

Filed on _____ Signature _____

Case File No. _____ Date of Planning Commission Hearing _____

Action by Planning Commission - Minutes _____

- Attach:
1. 30 Copies
 2. 11" x 17" reduction
 3. Ownership Report from Title Company listing all Owners within 300-feet.



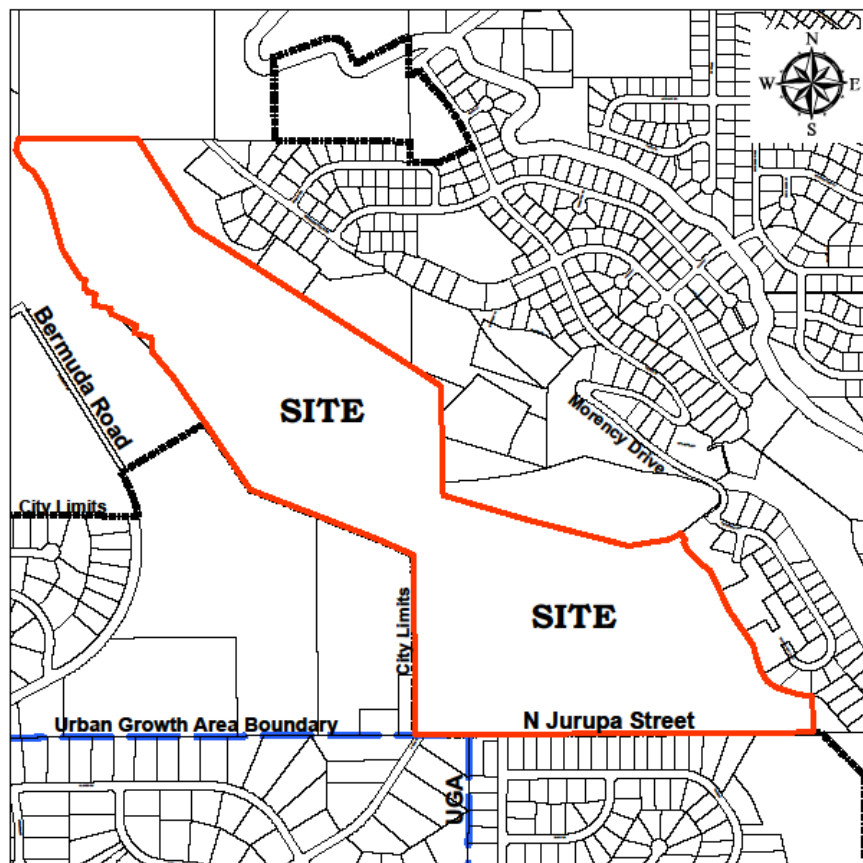
CITY OF RICHLAND NOTICE OF APPLICATION AND SEPA DETERMINATION (S2017-101)

Notice is hereby given that Mark Bauder on February 3, 2017, filed an application for preliminary plat approval to subdivide an approximately 140.3 acre site into 203 single family residential lots (Preliminary Plat of Westcliffe Heights). The proposed plat is located north of N. Jurupa Street and south of Morency Court, in an area locally referred to as Little Badger Mountain. The proposed plat would have an average lot size of 14.557 square feet.

Notice is also given that the City of Richland has issued a Mitigated Determination of Non-Significance (MDNS). An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This MDNS is issued under WAC 197-11-350; the lead agency will not act on this proposal until **March 22, 2017**.

Further notice will be given establishing the date on which a public hearing will be held before the Hearings Examiner.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 840 Northgate Drive, Richland, WA 99352. Comments may also be faxed to (509) 942-7587 or emailed to soneill@ci.richland.wa.us.





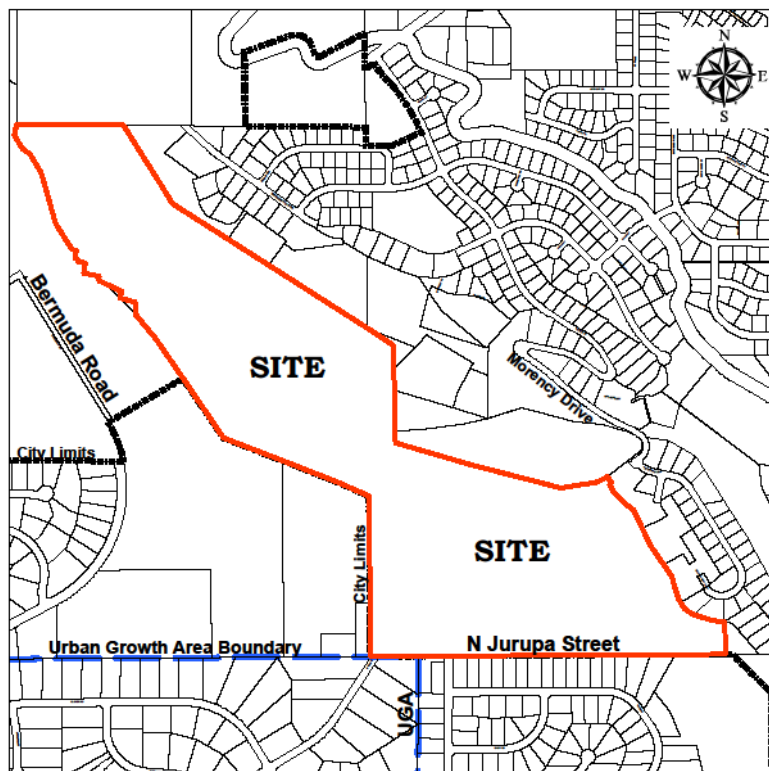
CITY OF RICHLAND PUBLIC HEARING NOTICE (S2017-101)

Notice is hereby given that Mark Bauder on February 3, 2017, filed an application for preliminary plat approval to subdivide an approximately 140.3 acre site into 203 single family residential lots (Preliminary Plat of Westcliffe Heights). The proposed plat is located north of N. Jurupa Street and south of Meadow Hills Drive, in an area locally referred to as Little Badger Mountain. The proposed plat would have an average lot size of 14,557 square feet.

The Richland Hearings Examiner, on **Thursday, May 4, 2017**, will conduct a public hearing and review of the application at 6:00 p.m. in the Richland City Hall Council Chambers, 505 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 840 Northgate Drive, Richland, WA 99352. Comments may also be faxed to (509) 942-7587 or emailed to soneill@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, April 25, 2017 to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Tile 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.



AFFIDAVIT OF MAILING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, Kathy Anderson, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning & Development Department for the City of Richland.
2. On the 11th day of April, 2017, I mailed a copy of the attached NOTICE APPLICATION AND PUBLIC HEARING to the attached list of individuals via regular USPS or E-mail on the date indicated above. The Notice of Public Hearing is related to a plat is located north of N. Jurupa Street and south of Meadow Hills Drive, locally referred to as Little Badger Mountain.

Kathy L. Anderson
Signed Name: Kathy Anderson

SIGNED AND SWORN to before me this 11 day of April, 20 17 by Kathy Anderson.



Cynthia Lynn Somers
Notary Public in and for the State of Washington,
Residing at Kennewick WA
My appointment expires: July 10 2020
Cynthia Lynn Somers
Printed Name

AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
 COUNTY OF BENTON)

COMES NOW, **Shane O'Neill**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning & Development Department for the City of Richland.

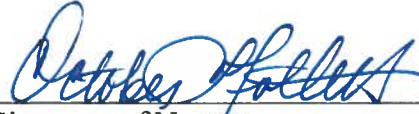
2. On the 17th day of April, 2017, I posted the attached NOTICE OF PUBLIC HEARING, File Number S2017-101 on the property at:

Parcel ID #'s: 1-34981000005000, 1-34981000006006 & 1-35983000001040

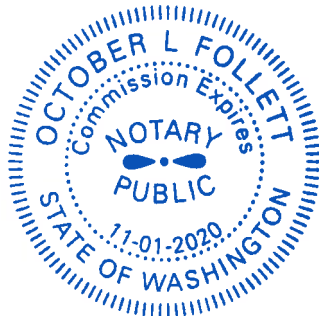


Print Name: Shane O'Neill

SIGNED AND SWORN to before me this 17th day of April, 2017 by SHANE O'NEILL.



Signature of Notary



October L. Follett

Printed Name

Notary Public in and for the State of Washington,

Residing in West Richland

My appointment expires: 11-1-2020



www.ci.richland.wa.us

EA 2016-35
WESTCLIFF HEIGHTS GRADING
ACTION DATE 12.2.2016

Exhibit 4

Development Permitting Division

840 Northgate Drive

Richland, WA 99352

Telephone 509-942-7794

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2014

Purpose of checklist:

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

Instructions for applicants:

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals:

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

A. BACKGROUND

1. Name of proposed project, if applicable: Westcliff Heights- Grading

2. Name of applicant: Mark Bauder

3. Applicant contact information:

Address: 605 Summit Street
Richland, WA 99352

Phone #: 509-521-7479

email address: mborchards@aol.com

4. Date checklist prepared: October 27, 2016

5. Agency requesting checklist: City of Richland

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

Project Begin: October 2016

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

A preliminary plat, infrastructure construction, and building permits will be completed at a future date.

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

A cut slope evaluation was completed by Foundation Engineering, Inc. dated 8/24/16.

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

None known.

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

A grading permit will be needed from City of Richland.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This proposal is for grading in parcels 134982013241004, 134982012049004, 134982000005002, 13498100000500 and 134981000006006. The first 3 listed parcels will have grading for infrastructure to serve the future development in the last 2 listed parcels. The last 2 listed parcels will be graded to prepare for the construction of the infrastructure and lots for future development.

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

These parcels are located in Section 34, Township 9 North, Range 28 East W.M. They are north of the I-82, and south of Queensgate Drive. (See attached grading plan for site plan location.)

...location cont'd:

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site

(circle one): Flat rolling hilly steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? +/- 85% %

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. The majority of the site is silty soil, while higher elevations contain basalt cobbles and gravel in a silt matrix, per Cut Slope evaluation by Foundation Engineering, Inc.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. There are existing steep slopes onsite that appear to be stable with slight evidence of raveling in some locations.

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

The site will be graded to create nearly flat residential lots and graded to build infrastructure that will serve those lots from the existing Queensgate Drive. Approximate quantity of soil to be moved is 286,600 cubic yards.

All fill will be from material excavated on site.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Potential erosion, both wind blown and runoff, are possible as a result of construction and will be managed with a temporary erosion control plan approved by the City of Richland

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

This project is only grading the site, no impervious surfaces will be constructed at this time.

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

Dust control with water trucks, soil tackifier, silt fencing and recommendations per the Cut Slope Evaluation Report by Foundation Engineering, Inc.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. During Construction there will be exhaust from construction equipment as well as dust. After construction emissions would be unchanged from prior construction conditions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. None Known

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

During construction, emissions will be limited to working hours and dust will be controlled by person operated watering devices.

3. Water

a. Surface Water:

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

There is an irrigation pond, operated by Badger Mountain Irrigation District at the north east corner of the project.

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

Yes grading for the future roadway will happen within 200 feet of the irrigation pond.

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

None.

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

No.

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

No.

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

No.

b. Ground Water:

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

No

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

No

c. Water runoff (including stormwater):

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

Water will infiltrate on site, pre-design drainage basins will not be altered at this time.

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

Not to the applicant's knowledge.

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

The proposed does not alter or otherwise affect the drainage patterns in the vicinity of the site.

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

None at this time.

4. Plants

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

☐ deciduous tree: alder, maple, aspen, other

☐ evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☐ pasture

☐ crop or grain

☐ Orchards, vineyards or other permanent crops.

☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

☐ other types of vegetation

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

Grass and brush will be removed where grading will take place.

- c. List threatened and endangered species known to be on or near the site.

None to the applicant's knowledge.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None at this time.

- e. List all noxious weeds and invasive species known to be on or near the site.

None to the applicant's knowledge.

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

birds: hawk heron, eagle, songbirds other: _____

mammals: deer, bear, elk, beaver, other: _____

fish: bass, salmon, trout, herring, shellfish, other _____

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

None to the applicant's knowledge.

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

Yes, Richland is within the Pacific Flyway.

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

None at this time.

- e. List any invasive animal species known to be on or near the site.

None to the applicant's knowledge.

6. Energy and natural resources

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

Not Applicable

- b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any:

None

7. Environmental health

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

If so, describe.

No.

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

None to the applicant's knowledge.

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

None to the applicant's knowledge.

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

None.

- 4) Describe special emergency services that might be required.

None.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

None at this time.

b. Noise

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

None.

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

During construction, there will be construction noise due to equipment. At the completion of this project there is no noise expected in excess of what is currently existing.

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

None at this time.

8. Land and shoreline use

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

Currently the site and adjacent properties are vacant or being used for agricultural purposes.
This proposal will not affect current land use nearby.

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

Acres proposed to be graded are not active agricultural ground.

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

No.

- b. Describe any structures on the site.

None

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

No.

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

R-1-10: Single Family Residential

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

Single Family Residential

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

Not Applicable.

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

There are steep slopes throughout the site.

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

None.

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

None.

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

None.

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

The site is to be built in accordance with City of Richland residential zoning requirements.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None

9. Housing

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

None at this time.

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

None

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

None

10. Aesthetics

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

Not Applicable.

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

None

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

None

11. Light and glare

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

Not Applicable.

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

No.

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

None

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

None

12. Recreation

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

Badger Mountain Park and various parks located in the residential neighbors.

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

No.

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

None

13. Historic and cultural preservation

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

No.

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

Not to the applicant's knowledge.

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

None.

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

None.

14. Transportation

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

Bermuda Rd is currently the closest existing road.

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

No, the closest stop is 3-5 miles away.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

None.

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

This project will grade the surface to allow for new roads to serve the parcels at a future time.

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

No

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

Not applicable

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

No

h. Proposed measures to reduce or control transportation impacts, if any:

None

15. Public services

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

No

b. Proposed measures to reduce or control direct impacts on public services, if any.

None

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

Not applicable

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Not applicable

C. Signature

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

Signature: Mark Bauder

Name of signee: Mark Bauder

Position and Agency/Organization: owner

Date Submitted: 11/10/16

Community & Economic Development Department

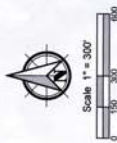
This application was reviewed by the Planning Division of the Community & Economic Development Department. Any comments or changes made by the Department are entered in the body of the checklist and contain initials of the reviewer.

[Signature] 12.2.2016
Reviewer Signature Date

D. supplemental sheet for nonproject actions

WESTCLIFFE HEIGHTS SITE GRADING

LOCATED IN THE EAST 1/2 OF SECTION 34, TOWNSHIP 9 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN, RICHLAND, WASHINGTON



OWNER/DEVELOPER:

MARK BAUDER
6500 S. 10TH AVE.
RICHLAND, WA 99352
(509) 521-1479

ENGINEER:

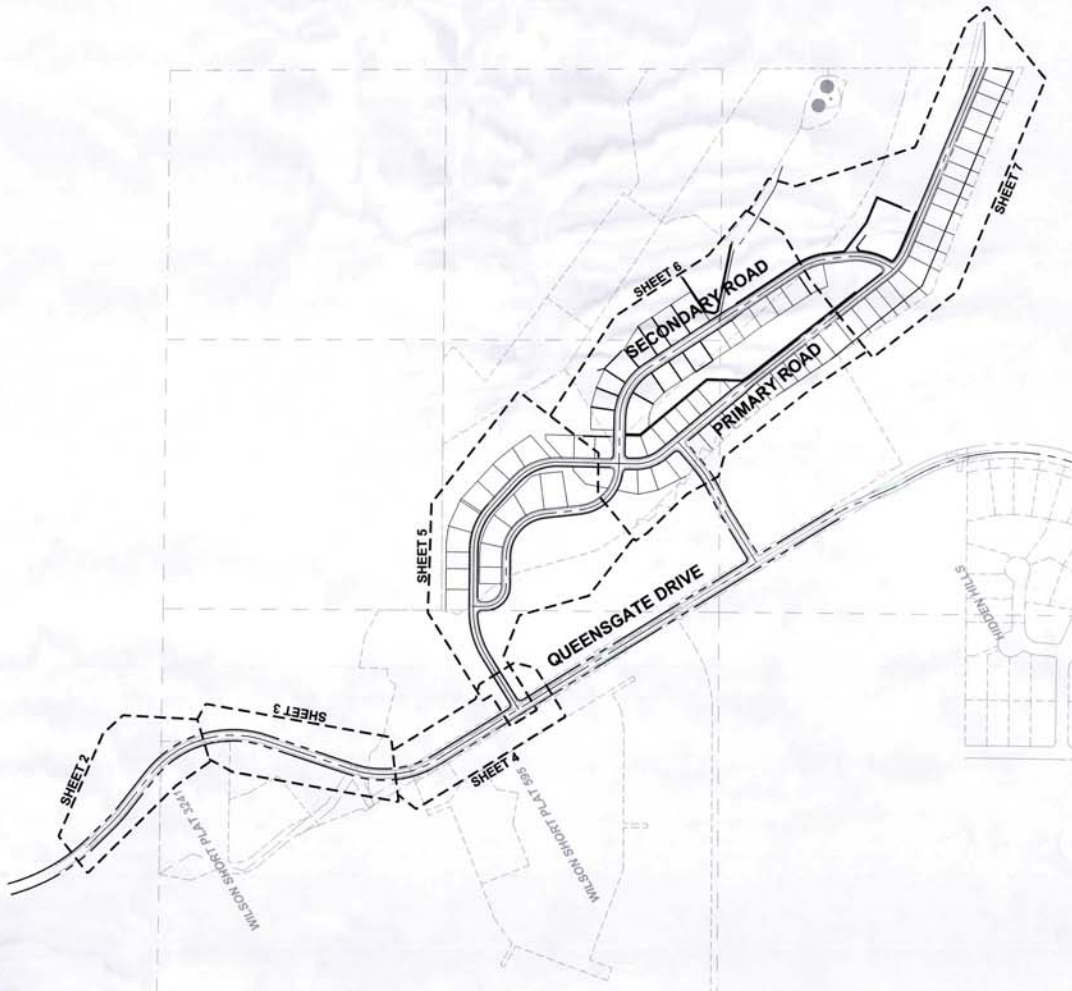
HDJ - A DIVISION OF PBS
ATTN: JASON MATTOX
6115 BURDEN BLVD., SUITE E
PASCO, WA 99301
(509) 547-5119

SURVEYOR:

HDJ - A DIVISION OF PBS
ATTN: JASON MATTOX
6115 BURDEN BLVD., SUITE E
PASCO, WA 99301
(509) 547-5119

SURVEY BENCHMARK:

BRASS CAP AT THE
CORNER OF 10TH AVE
AND SCLY LANE CITY OF
RICHLAND WASH 88 ELEVATION
FOR THIS MONUMENT IS 889.05.

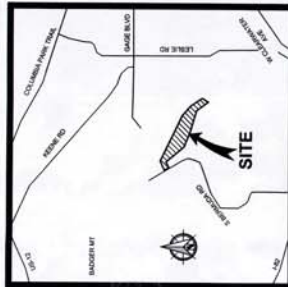


SHEET INDEX

- 1 - COVER SHEET
- 2 - QUEENSGATE DRIVE PLAN AND PROFILE BEGIN THRU STA. 12+00
- 3 - QUEENSGATE DRIVE PLAN AND PROFILE STA. 12+00 THRU STA. 21+50
- 4 - QUEENSGATE DRIVE PLAN AND PROFILE STA. 21+50 THRU END
- 5 - PARTIAL SITE GRADING PLAN
- 6 - PARTIAL SITE GRADING PLAN
- 7 - PARTIAL SITE GRADING PLAN

VICINITY MAP

NOT TO SCALE



ABBREVIATIONS

BVC	BEGIN VERTICAL CURVE	MIN	MINIMUM
DET	DETAIL	PC	POINT OF CURVATURE
DWG	DRAWING	PT	POINT OF TANGENCY
EG	EXISTING GROUND	RET	RIGHT-OF-WAY
ELEV	ELEVATION	RW	RIGHT-OF-WAY
EMT	EASEMENT	SHT	SHEET
EXTD	EXTENSION	STA	STATION
FG	FINISH GRADE	SW	SIDEWALK
INTX	INTERSECTION	TYP	TYPICAL
IRR	IRRIGATION	VC	VERTICAL CURVE
LT	LEFT	W	WEST

LINE TYPE LEGEND

---	EXISTING PROPERTY LINE
---	EXISTING EASEMENT LINE
---	EXISTING SECTION LINE
---	EXISTING RIGHT-OF-WAY
---	EXISTING CENTERLINE
---	EXISTING IRRIGATION LINE
---	EXISTING WATER LINE
---	EXISTING SANITARY SEWER LINE
---	EXISTING OVERHEAD POWER LINE
---	EXISTING EDGE OF PAVING
---	EXISTING EDGE OF GRAVEL
---	EXISTING FENCE
---	PROPOSED RIGHT-OF-WAY
---	PROPOSED CENTERLINE
---	PROPOSED SECTION LINE
---	PROPOSED WALL
---	FUTURE CURB AND GUTTER
---	FUTURE SIDEWALK

CITY OF RICHLAND

APPROVED _____ DATE _____



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COVER SHEET FOR:
WESTCLIFFE HEIGHTS
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON



Internet: www.hdjgroup.com
509.547.5119
509.547.5120 fax
6115 Burden Blvd., Suite E
Pasco, WA 99301-8000

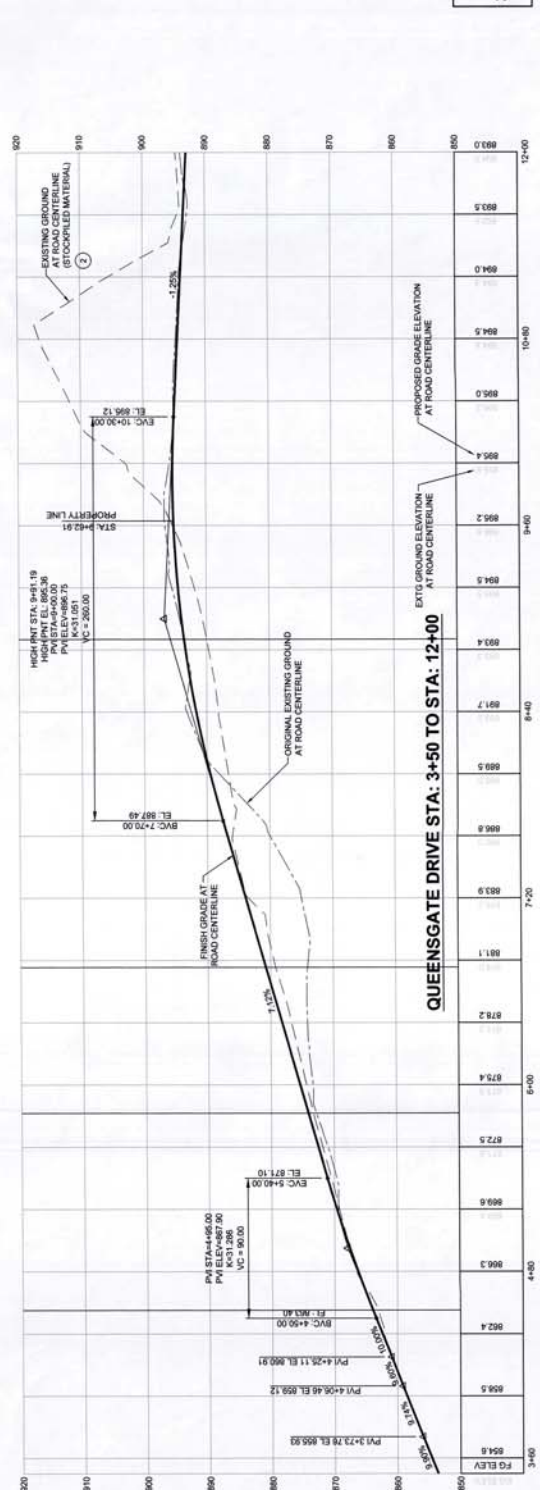
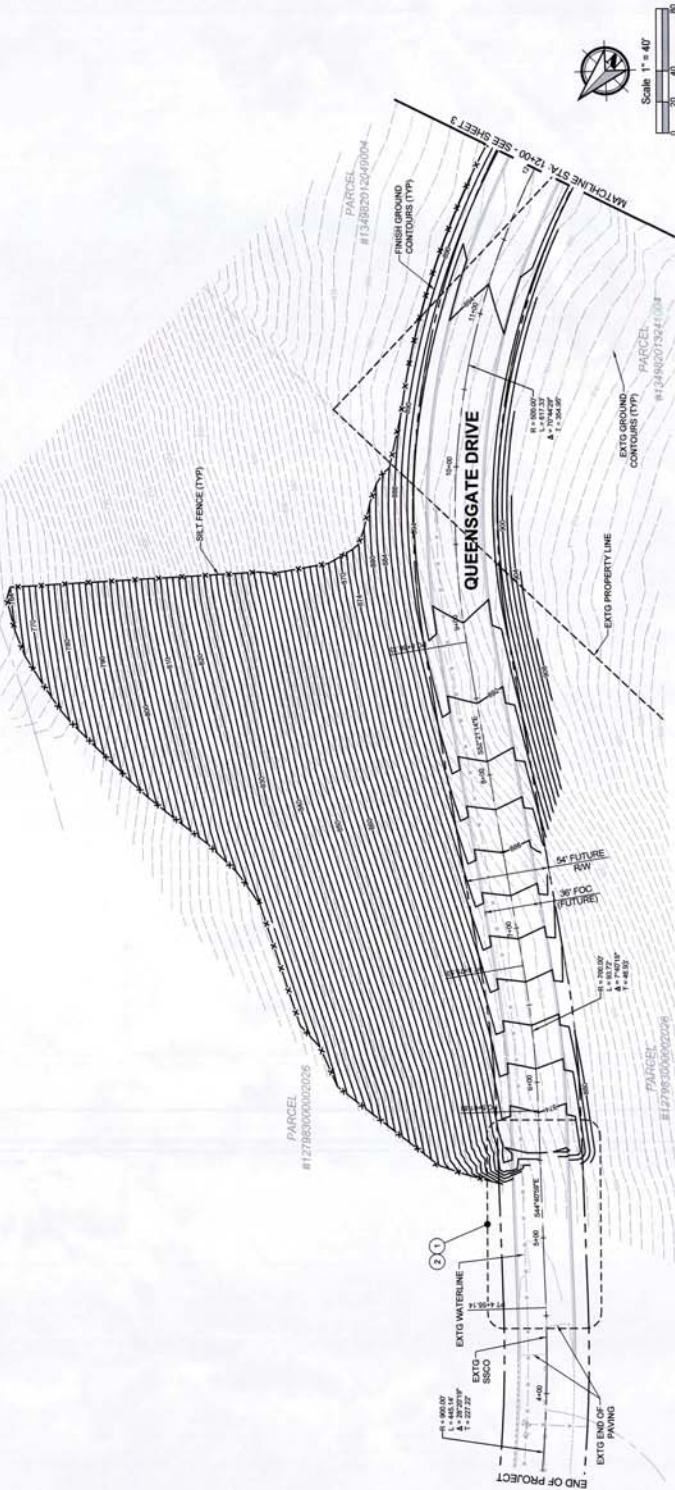
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SHEET

GENERAL CONSTRUCTION NOTES

1. THE PROPOSED CONTOURS SHOWN REPRESENT FINISH GRADE ELEVATIONS.
2. ALL EXISTING UNDERGROUND AND ABOVE GROUND UTILITIES SHALL BE PROTECTED DURING GRADING ACTIVITIES.
3. FUTURE CURB, GUTTER, AND SIDEWALK SHOWN ON THIS PLAN FOR CLARITY ARE TO BE CONSTRUCTED AT THIS TIME. GRADE TO BE MAINTAINED THROUGHOUT THE PROJECT.
4. ALL EXISTING AREAS SHALL BE HYDRO-ASSESSED AT THE COMPLETION OF THE PROJECT. GRADED AREAS FOR FUTURE DEVELOPMENT MAY REQUIRE ADDITIONAL APPLICATION OF HYDRO-SEED TO MAINTAIN LONG-TERM EROSION CONTROL.
5. CONTOUR INTERVAL = 2'
6. SEE EROSION CONTROL NOTES AND DETAILS, SHEET 5.

KEYED CONSTRUCTION NOTES

1. STA. 4+00: BEGIN CONSTRUCTION GRADING ACTIVITIES. PROVIDE EROSION CONTROL MEASURES TO PREVENT EROSION.
2. EXISTING EROSION AND CONSTRUCTION ACTIVITIES. PROVIDE EROSION CONTROL MEASURES TO PREVENT EROSION. TO THE NORTH HAS GRATED SURFACING AND STOCKPILED MATERIAL IN THIS VICINITY STA. 3+50 THRU 12+00. WHILE AN EFFORT WAS MADE TO REMOVE THE STOCKPILED MATERIAL, IT MAY NOT ACCURATELY REFLECT ALL EXISTING CONDITIONS IN THE AREA.



WESTCLIFFE HEIGHTS
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON
QUEENSGATE DRIVE PLAN AND PROFILE BEGIN THRU STA. 12+00 FOR:



HDJ
1815 BIRCH BLVD. SUITE E
PO BOX 9901 4920
RICHLAND, WA 99101-0920
509.547.5119
509.547.5120 FAX
www.hdjinc.com

DESIGNED: JAM
DRAWN BY: JAM
CHECKED: JAM
SCALE: 1\"/>



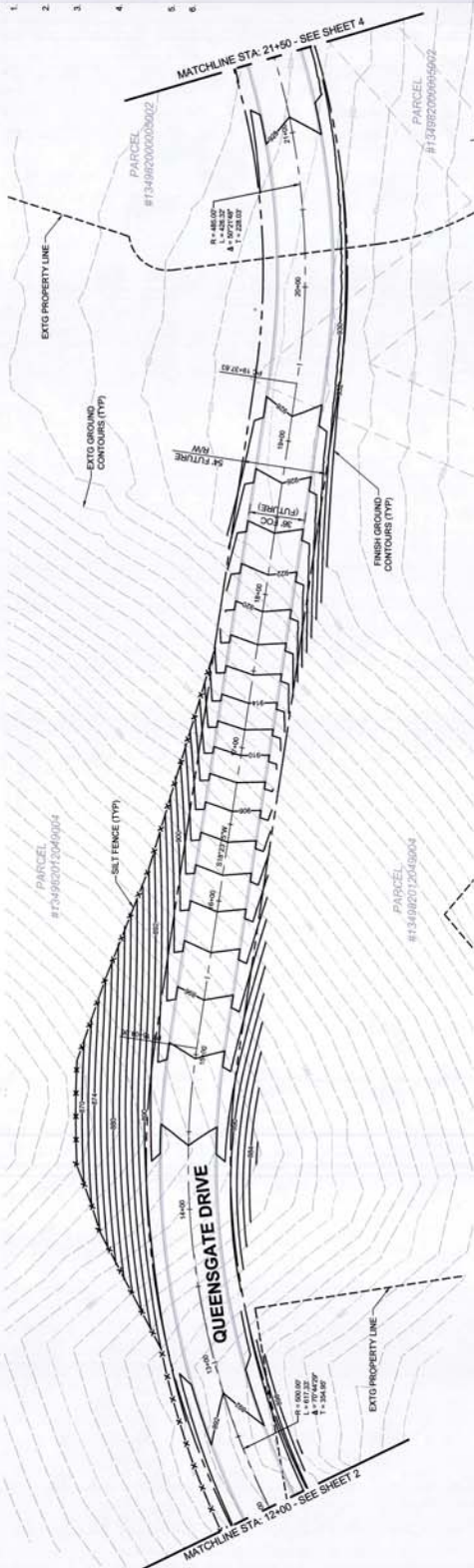
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Call 811
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Before Digging

APPROVED BY CITY OF RICHLAND DATE

2
7

GENERAL CONSTRUCTION NOTES

1. THE PROPOSED CONTOURS SHOWN REPRESENT FINISH GRADE ELEVATIONS.
2. ALL EXISTING UNDERGROUND AND ABOVE GROUND UTILITIES SHALL BE PROTECTED DURING GRADING ACTIVITIES.
3. FUTURE CURB, GUTTER, AND SIDEWALK SHOWN ON THIS PLAN FOR CLARITY NOT TO BE CONSTRUCTED AT THIS TIME. GRADE TO SURGRADE IN THESE AREAS.
4. ALL DISTURBED AREAS SHALL BE HYDRO-SEED AT THE COMPLETION OF THE PROJECT. GRADED AREAS FOR FUTURE DEVELOPMENT SHALL BE HYDRO-SEED TO MAINTAIN LONG-TERM EROSION CONTROL.
5. CONTOUR INTERVAL = 2'
6. SEE EROSION CONTROL NOTES AND DETAILS, SHEET 5.



QUEENSGATE DRIVE PLAN AND PROFILE STA. 12+00 THRU STA. 21+50 FOR:
WESTCLIFFE HEIGHTS
 A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON

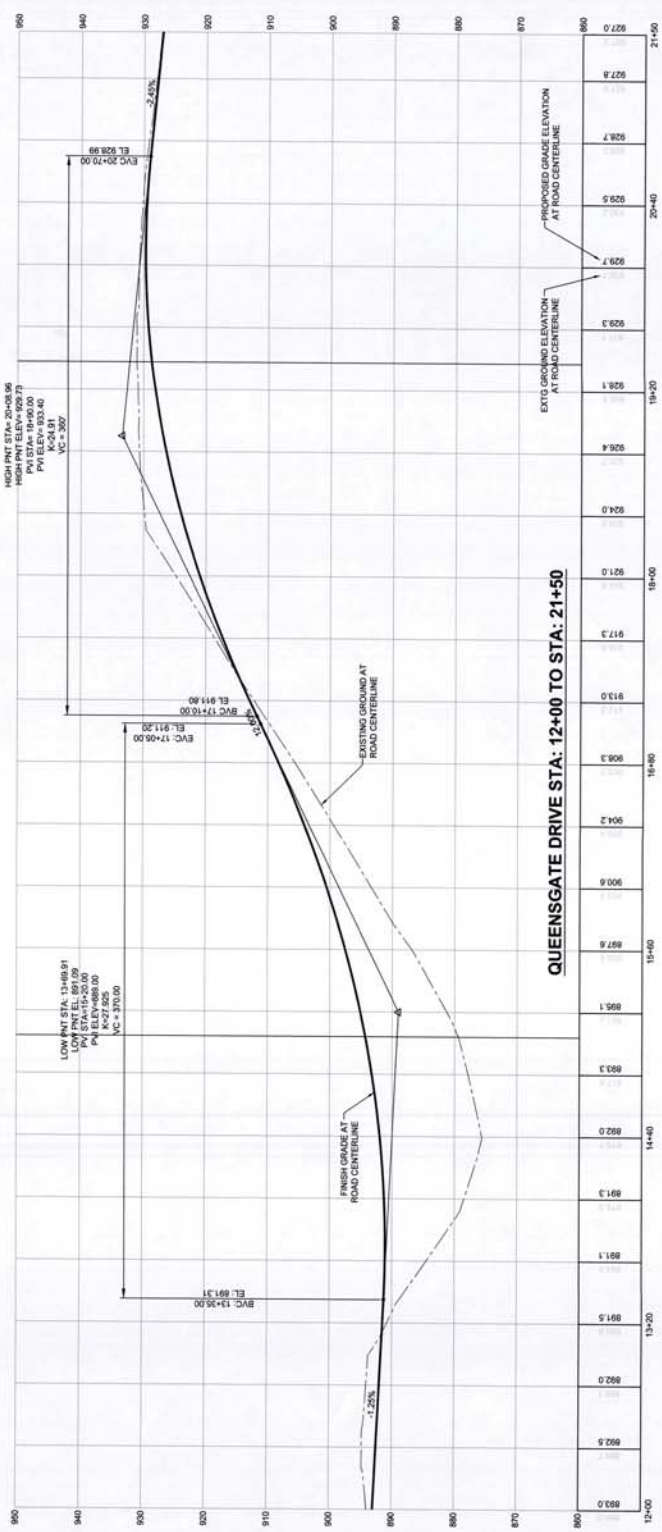


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DESIGNED BY: MEER
 DRAWN BY: MEER
 CHECKED BY: MEER
 SCALE: H: N/A, V: N/A
 MOVEMENT: 2016, 02/24/20
 SHEET 3 OF 7



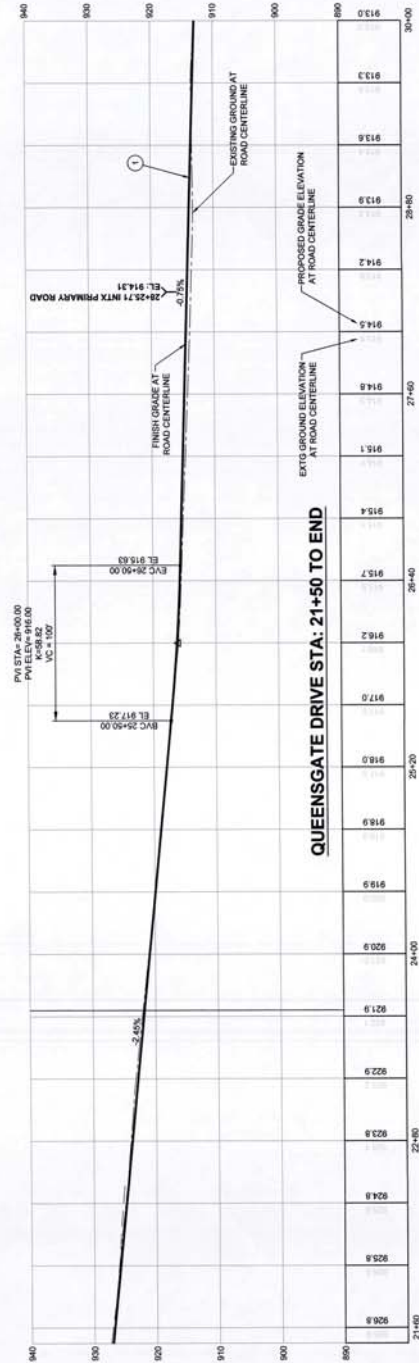
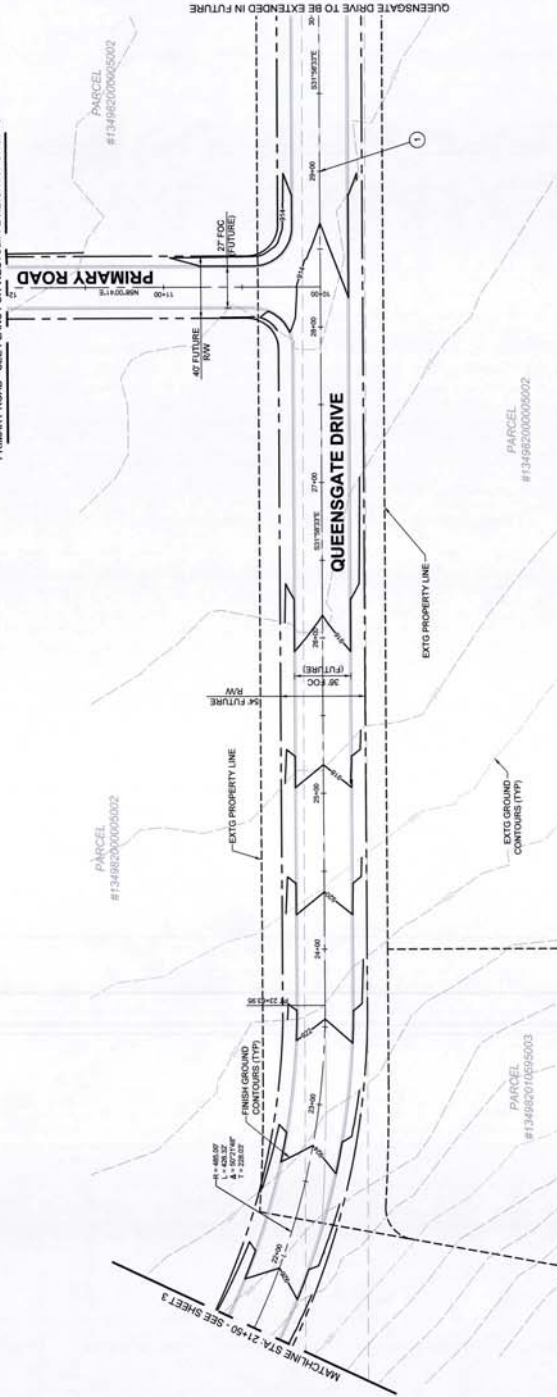
GENERAL CONSTRUCTION NOTES

1. THE PROPOSED CONTOURS SHOWN REPRESENT FINISH GRADE ELEVATIONS.
2. ALL EXISTING UNDERGROUND AND ABOVE GROUND UTILITIES SHALL BE PROTECTED DURING GRADING ACTIVITIES.
3. FUTURE CURB, GUTTER, AND SIDEWALK SHOWN ON THIS PLAN FOR CONSTRUCTION SHALL BE CONSTRUCTED AT THIS TIME. GRADE TO BE MAINTAINED IN THESE AREAS.
4. ALL DISTURBED AREAS SHALL BE HYDRO SEEDS AT THE COMPLETION OF THE PROJECT. GRADED AREAS FOR FUTURE DEVELOPMENT MAY REQUIRE ADDITIONAL APPLICATION OF HYDRO-SEED TO MAINTAIN LONG-TERM EROSION CONTROL.
5. CONTOUR INTERVAL = 2'
6. SEE EROSION CONTROL NOTES AND DETAILS, SHEET 5.

KEYED CONSTRUCTION NOTES

1. STA. 29+00 - END CONSTRUCTION GRADING ACTIVITIES. TRANSITION END OF SURGRADE SMOOTHLY INTO EXISTING GROUND.

PRIMARY ROAD - SEE PLANS FOR WESTCLIFFE HEIGHTS - SHEET 5



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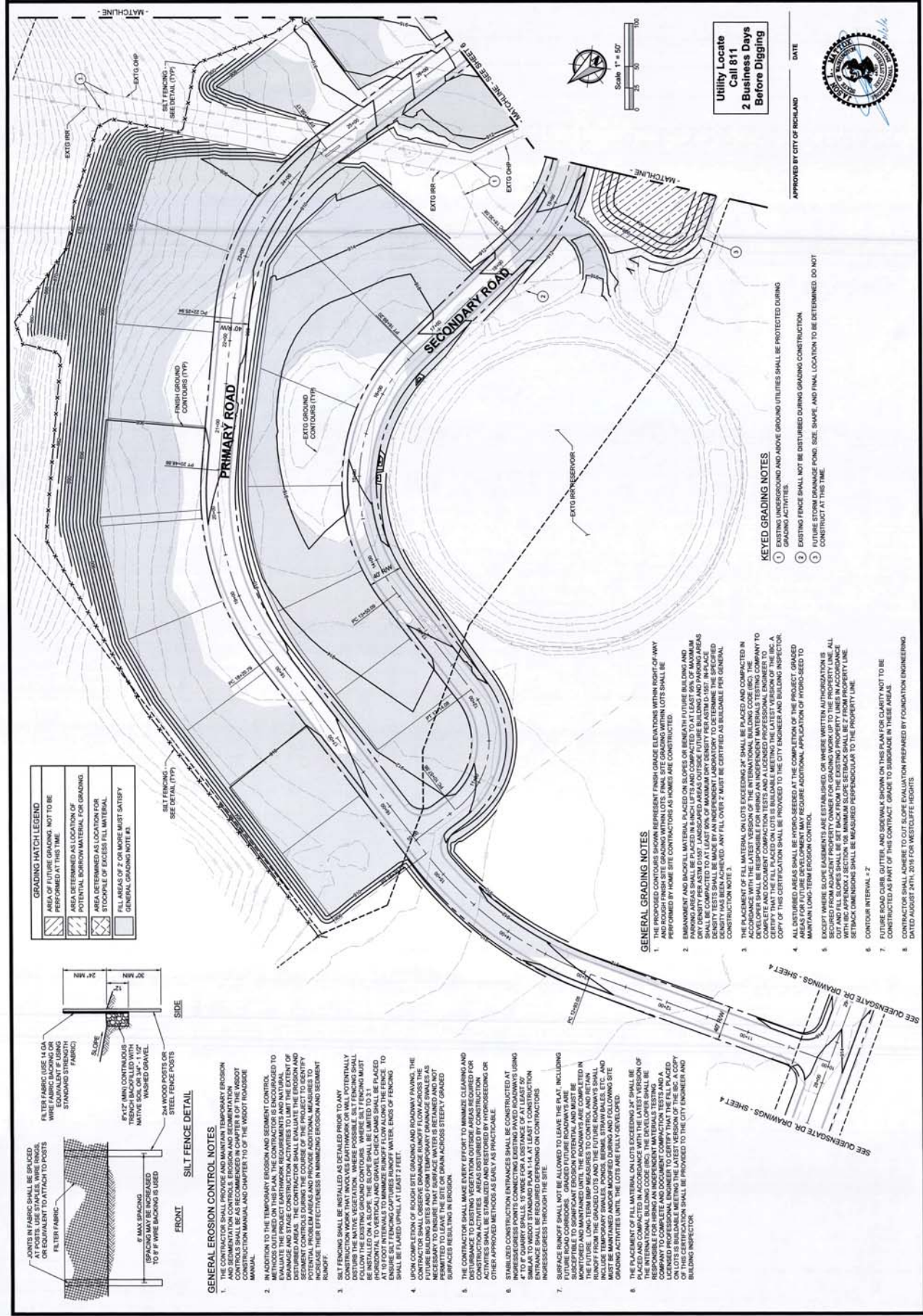


APPROVED BY CITY OF RICHLAND DATE

QUEENSGATE DRIVE PLAN AND PROFILE STA: 21+50 THRU END FOR:
WESTCLIFFE HEIGHTS
A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON



DESIGNED: MJS
DRAWN BY: MJS
CHECKED: JAM
SCALE: 1"=40'
V.N.A.
NOVEMBER 2016
423403
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4 7



GENERAL EROSION CONTROL NOTES

1. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY EROSION AND SEDIMENTATION CONTROL, EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE WASHINGTON STATE EROSION CONTROL MANUAL, CHAPTER 110 OF THE WISDOT ROADSIDE MANUAL.

2. IN ADDITION TO THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES OUTLINED ON THIS PLAN, THE CONTRACTOR IS ENCOURAGED TO DRILL AND STAKE CONSTRUCTION ACTIVITIES TO LIMIT THE EXTENT OF EROSION AND SEDIMENTATION. THE CONTRACTOR SHALL MAINTAIN EROSION AND SEDIMENT CONTROL DURING THE COURSE OF THE PROJECT TO PREVENT POTENTIAL PROBLEM AREAS AND PROVIDE ADDITIONAL MEASURES TO MAINTAIN THEIR EFFECTIVENESS IN MINIMIZING EROSION AND SEDIMENT RUNOFF.

3. SILT FENCING SHALL BE INSTALLED AS DETAILED PRIOR TO ANY CONSTRUCTION WORK THAT INVOLVES EARTHWORK OR WILL POTENTIALLY DISTURB THE NATIVE VEGETATION. WHERE SILT FENCING IS REQUIRED, IT SHALL BE INSTALLED ON A SLOPE. THE SLOPE SHALL BE LIMITED TO 3:1. PLACED AT 10' INTERVALS TO MINIMIZE RUNOFF FLOW ALONG THE FENCE. TO ENSURE SILT FENCING CAPTURES RUNOFF WATER, END OF FENCING SHALL BE FLARED UPWILL AT LEAST 3 FEET.

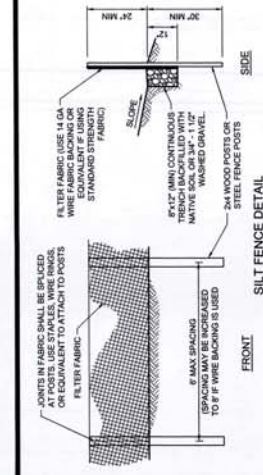
4. UPON COMPLETION OF ROUGH SITE GRADING AND ROADWAY PAVES, THE CONTRACTOR SHALL MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES AT ALL FUTURE BUILDING SITES AND FORM TEMPORARY DRAINAGE SWALES AS DETAILED. THE CONTRACTOR SHALL MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES THROUGHOUT THE PROJECT AND SHALL BE PERMITTED TO LEAVE THE SITE OR DRAIN ACROSS STEEPLY GRADED SURFACES RESULTING IN EROSION.

5. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO MINIMIZE CLEANING AND DISTURBANCE TO EXISTING VEGETATION OUTSIDE AREAS REQUIRED FOR ACTIVITIES. ACTIVITIES SHALL BE STABILIZED AND RESTORED BY HYDROSEEDING OR OTHER APPROVED METHODS AS EARLY AS PRACTICABLE.

6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE CONSTRUCTED AT ALL CONSTRUCTION ENTRANCES. THE ENTRANCE SHALL BE CONSTRUCTED USING 4" TO 8" QUARRY SPALLS, 15' WIDE FOR A DISTANCE OF AT LEAST 50' SIMILAR TO WISDOT STANDARD PLAN 1-14. AT LEAST 1 CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT EACH CONSTRUCTION ENTRANCE. INGRESS/EGRESS THROUGH THE SITE.

7. SURFACE RUNOFF SHALL NOT BE ALLOWED TO LEAVE THE PLAT, INCLUDING FUTURE ROAD CORRIDORS. GRADED FUTURE ROADWAYS ARE REQUIRED TO BE MAINTAINED AND MONITORED UNTIL THE ROADWAYS ARE COMPLETED. LONG-TERM BMP MEASURES TO CONTROL AND RETAIN FUTURE SURFACE RUNOFF SHALL BE INSTALLED AND MAINTAINED. BMP MEASURES SHALL INCLUDE TEMPORARY SWALES, PONDS, BERM, STRAW BALES, ETC. AND MUST BE MAINTAINED AND/OR MOVED DURING AND FOLLOWING SITE GRADING ACTIVITIES UNTIL THE LOTS ARE FULLY DEVELOPED.

8. PLACEMENT OF FILL MATERIAL ON LOTS EXCEEDING 24" SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE LATEST VERSION OF THE INTERNATIONAL BUILDING CODE (IBC). THE CONTRACTOR SHALL MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES AT ALL CONSTRUCTION SITES AND FORM TEMPORARY DRAINAGE SWALES AS DETAILED. THE CONTRACTOR SHALL MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES THROUGHOUT THE PROJECT AND SHALL BE PERMITTED TO LEAVE THE SITE OR DRAIN ACROSS STEEPLY GRADED SURFACES RESULTING IN EROSION.

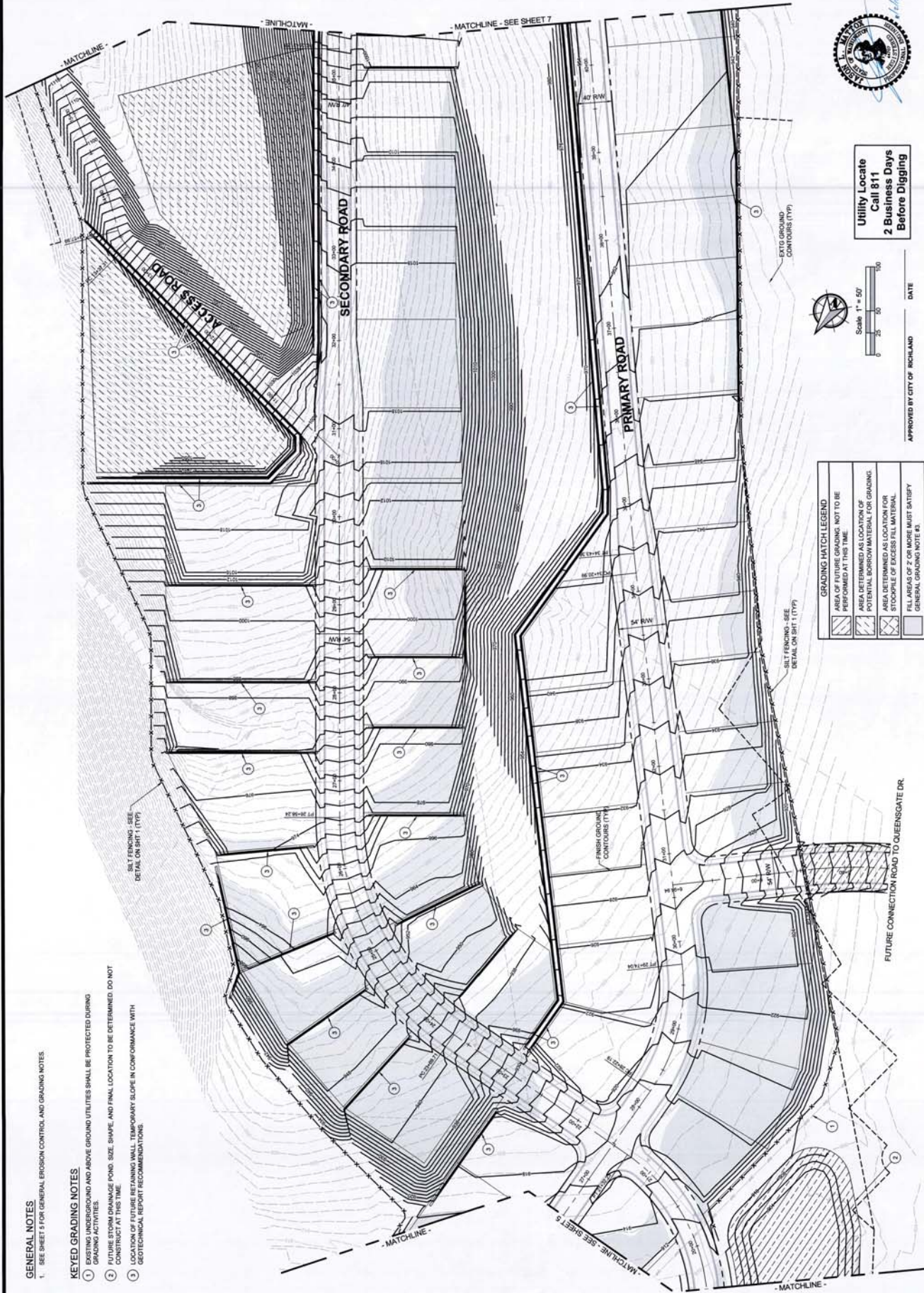


GENERAL NOTES

1. SEE SHEET 5 FOR GENERAL EROSION CONTROL AND GRADING NOTES.

KEYED GRADING NOTES

1. EXISTING UNDERGROUND AND ABOVE GROUND UTILITIES SHALL BE PROTECTED DURING GRADING ACTIVITIES.
2. FUTURE STORM DRAINAGE POND, SIZE, SHAPE, AND FINAL LOCATION TO BE DETERMINED. DO NOT CONSTRUCT AT THIS TIME.
3. LOCATION OF FUTURE RETAINING WALL, TEMPORARY SLOPE IN CONFORMANCE WITH GEOTECHNICAL REPORT RECOMMENDATIONS.



Utility Locate
Call 811
2 Business Days
Before Digging

GRADING HATCH LEGEND	
[Light Blue Hatching]	AREA OF FUTURE GRADING, NOT TO BE PERFORMED AT THIS TIME
[Diagonal Hatching]	AREA DETERMINED AS LOCATION OF STOCKPILE OF EXCESS FILL MATERIAL
[Cross-hatching]	POTENTIAL BORROW MATERIAL FOR GRADING
[Cross-hatching]	AREA DETERMINED AS LOCATION FOR STOCKPILE OF EXCESS FILL MATERIAL
[Cross-hatching]	FILL AREAS OF 2' OR MORE MUST SATISFY GENERAL GRADING NOTE #1.

APPROVED BY CITY OF RICHLAND DATE



PARTIAL SITE GRADING PLAN FOR: WESTCLIFFE HEIGHTS A PLANNED URBAN DEVELOPMENT IN THE CITY OF RICHLAND, WASHINGTON



HDJ
A DIVISION OF PBS
6115 BUCKINGHAM BLVD, SUITE E
FARMERS VILLAGE, VA 22031-6930
703.944.5400
www.hdjengineering.com

DESIGNED: MER
DRAWN BY: JAM
CHECKED: JAM
SCALE: 1" = 50'
DATE: NOVEMBER 2015
PROJECT NO: 423400

SHEET
6 7

**Utility Locate
Call 811
2 Business Days
Before Digging**

APPROVED BY CITY OF RICHLAND



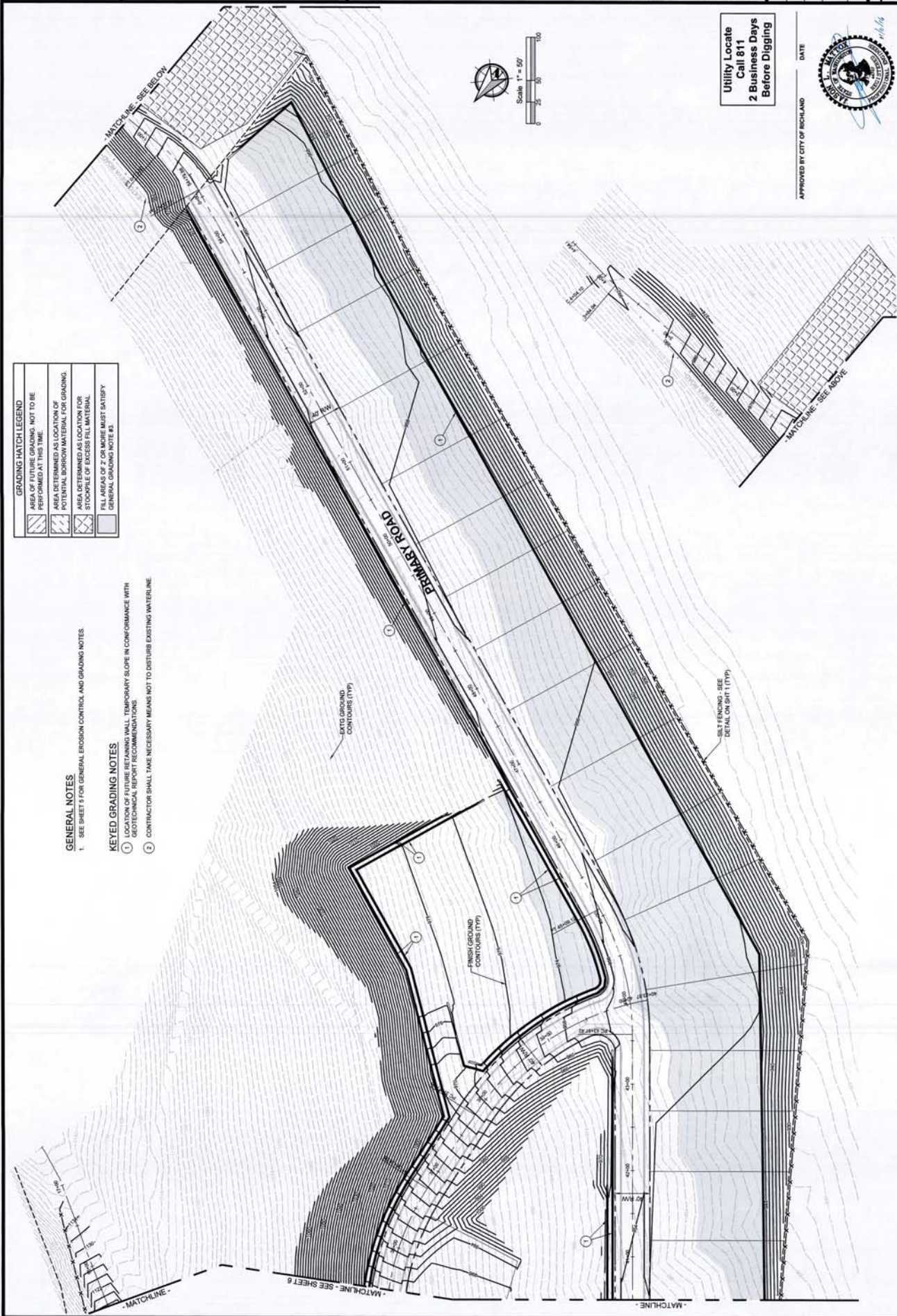
GRADING HATCH LEGEND	
	AREA OF FUTURE GRADING, NOT TO BE PERFORMED AT THIS TIME.
	AREA DETERMINED AS LOCATION OF POTENTIAL BORROW MATERIAL FOR GRADING.
	AREA DETERMINED AS LOCATION FOR STOCKPILE OF EXCESS FILL MATERIAL.
	FILL AREAS OF 2' OR MORE MUST SATISFY GENERAL GRADING NOTE #3.

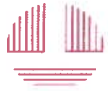
GENERAL NOTES

1. SEE SHEET 5 FOR GENERAL EROSION CONTROL AND GRADING NOTES.

KEYED GRADING NOTES

- 1 LOCATION OF FUTURE RETAINING WALL. TEMPORARY SLOPE IN CONFORMANCE WITH GEOTECHNICAL REPORT RECOMMENDATIONS
- 2 CONTRACTOR SHALL TAKE NECESSARY MEANS NOT TO DISTURB EXISTING WATERLINE





Date: August 24, 2016
To: Chad Bettesworth, P.E.
Director of Land Development
Pahlisch Homes
From: Timothy J. Pfeiffer, P.E., G.E.
Subject: Cut Slope Evaluation
Project: Westcliff Heights - Richland, Washington
Project #2162029



We understand Pahlisch Homes is planning a single-family housing development called Westcliff Heights, southwest of Richland, Washington (Figure 1). At your request, Foundation Engineering, Inc. visited the site to observe the performance of existing cut slopes and the materials exposed in several test pits located in proposed cut slope areas. Based on our observations, we were asked to provide recommendations for cut slopes planned for Westcliff Heights. A summary of the site conditions, observations and recommendations are provided herein.

SITE CONDITIONS

The site covers the southwest side of a ridge extending from a saddle at the northwest end of the site to a high point near the southeast corner. Two water reservoirs are located near the high point, and the access road to the reservoirs extends along the ridge to the northwest. The northeast side of the ridge is much steeper than the southwest side and has landforms characteristic of past slope movement. A site plan is included in Figure 2 (attached).

Surface Observations

The lower portion of the site below $\pm$ El. 1,000 is covered with silt, and the upper portion is predominately covered with basalt cobbles and gravel in a silt matrix. Geologic mapping shows the ridge is underlain by basalt folded into an anticline forming the ridge. The mapping also shows a covering of flood alluvium below $\pm$ El. 1,000. The geologic mapping is consistent with our observations.

We observed the performance of several existing excavation slopes to provide a reference for the proposed excavations. A cut slope on the north side of the ridge, northeast of TP-5, consisted of closely jointed basalt. The excavation slope was typically $\frac{3}{4}$:1 (H:V) and followed a preferred joint orientation. The slope appears to have been there for over a decade and was generally performing well except for ravel that had built up a small talus pile at the base of the slope.

We observed the excavations for the water reservoirs near the top of the ridge. These excavations were typically 1:1 and consisted of closely jointed basalt similar

to what was observed in the test pits. The excavation slopes were performing well with scattered areas of ravel.

We also observed the excavations for a development under construction southeast of the site. Temporary, near vertical excavations were under construction in material similar to the weathered basalt observed in the lower portion of the Westcliff Heights test pits. The excavation slopes observed were up to 10 feet high and these slopes did not appear to be intended to be finished slopes. Based on the close jointing observed, we would expect the unprotected slopes would ravel and perform poorly in the long term. To address the ravel and unsightly slopes, it appears that angular boulders were being stacked against the temporary rock excavations to form what appeared to be a rockery wall, but without the base width required for rockery wall supporting soil. Slopes with this finish appear to be performing well.

Subsurface Explorations

We observed the excavation of Test Pits 4 through 8 during the site visit. Test pits 1 through 3 were excavated before we arrived. The locations of the test pits are shown on Figure 2. We understand that detailed test pit logs will be prepared by others. Therefore, we only noted the soil and rock characteristics of the test pit excavations in relation to how the site materials will perform in cut slopes.

The test pits we observed were on the upper slopes and predominately in weathered basalt. In general, the test pit excavations encountered up to 3 feet of silt with gravel and cobble-sized basalt fragments. Caliche was observed in the soil and rock starting from ± 1 to 2 feet and extending down to ± 3 to 5 feet. Calcite infilling and staining of joint surfaces were observed in the weathered basalt. Typically, the silt with gravel and cobble-sized basalt fragments transitioned to weathered basalt between ± 3 and 5 feet. The basalt was typically moderately weathered and very weak (R1) to medium strong (R3) with close to very close jointing. Joints in the upper 5 feet were infilled with silt and caliche, and joints were commonly stained or infilled with calcite for the remainder of the excavation.

TP-4. Test Pit 4 was excavated near the center of the site, about half-way between the proposed upper and lower roads. The test pit encountered medium stiff to stiff silt with trace gravel to a depth of ± 3 feet with moderate caliche cement below two feet. From ± 3 to 7.5 feet the excavation encountered very weak to weak (R1 to R2) basalt with close jointing. Practical excavation refusal with a Kamatsu 400 LC was encountered at ± 7.5 feet.

TP-5. Test Pit 5 was excavated near the top of the ridge. The test pit encountered silty gravel with cobbles and boulders to a depth of ± 4 feet with moderate caliche cement below two feet. From ± 4 to 15 feet, the excavation encountered very weak to weak (R1 to R2) basalt with close jointing. From ± 15 to 19 feet, the excavation encountered an interflow zone consisting of hard, yellow-brown mottled grey, silty clay and clay with some sand and gravel. Lenses of hard, high plasticity clay were observed within the interflow zone.

TP-6. Test Pit 6 was excavated on the south side of the ridge, ± 150 feet from TP-2. The test pit encountered silty cobbles with gravel transitioning to weathered basalt at ± 3 feet. Moderate caliche cement was observed between ± 1 and 3 feet. From ± 3 to 10 feet, the excavation encountered very weak to medium strong (R1 to R3) basalt with close jointing. Practical excavation refusal was encountered at ± 10 feet. An additional test pit was excavated ± 20 feet downslope for observation of potential seepage during infiltration testing.

TP-7. Test Pit 7 was excavated southeast of Test Pit 4. The test pit encountered medium stiff to stiff silt with cobbles and gravel transitioning to weathered basalt at a depth of ± 4 feet. Moderate caliche cement was observed between ± 1.5 and 4 feet. From ± 4 to 9 feet the excavation encountered very weak to moderately strong (R1 to R3) basalt with close jointing. Practical excavation refusal was encountered at ± 9 feet.

TP-8. Test Pit 8 was excavated near the proposed cut area for the southeast end of the upper road. The test pit encountered cobbles and gravel with silt transitioning to weathered basalt at a depth of ± 3 feet. Moderate caliche cement was observed between ± 1.5 and 3 feet. From ± 3 to 13 feet, the excavation encountered very weak to moderately strong (R1 to R3) basalt with close jointing. Strong to very strong (R4 to R5) boulders (core stones) up to ± 1.5 feet in diameter were observed between ± 4 and 13 feet. Practical excavation refusal was encountered at ± 13 feet.

DISCUSSION

The selection of rock excavation methods (blasting vs ripping) should be left to the judgement of the excavation contractor. Based on the excavations observed, we expect that rock can be excavated by ripping using a suitably sized excavator working a face, or a suitable dozer with a single-tooth ripper. Isolated areas of less weathered basalt and fewer joints may require blasting or excavation with a hydraulic hammer. None of the material we observed in the test pits would be suitable for production of crushed rock aggregate.

We anticipate that the excavations for the upper road and the adjacent lots will encounter predominately weathered basalt below a depth of ± 3 feet. Based on the test pit observations, the basalt should be expected to be variable, but generally range from weak to medium strong with close jointing. Based on the performance of the test pit excavations and the observation of nearby cuts in similar material, we anticipate that cut slopes up to ± 15 feet high will temporarily stand nearly vertical. However, areas with unfavorable jointing may fail during excavation. Rock slopes steeper than 1:1 (H:V) are expected to ravel and produce frequent rockfall. The rock slopes are not expected to support vegetation and may be considered unsightly.

The adjacent development addressed the raveling and unsightly rock slopes by placing stacked angular basalt boulders on the slope in a rockery wall. If well-constructed, this slope treatment is expected to perform well. An alternative means of stabilizing the face is the construction of a shotcrete wall covering the face. The shotcrete can be sculpted and stained to provide a natural appearance.

We anticipate the construction of the rockery facing would be the less costly option. However, depending on the availability and cost of rock for the rockery facing, the sculpted shotcrete option could be cost-competitive.

The yellow-brown clay observed in the interflow zone in TP-5 is susceptible to high swell pressures and rapid degradation when exposed to moisture. This material is expected to swell and degrade rapidly when exposed. However, we anticipate that the extent of this material is limited to isolated areas and layers. Therefore, this material should be removed whenever it is encountered in excavations.

RECOMMENDATIONS

The following recommendations address the proposed rock cuts and assume we will be present during construction to observe the performance of the slopes.

1. Excavate permanent slopes in the silt and the upper 4 feet above the weathered rock no steeper than 1.5:1 (H:V). Cover exposed silt soil with erosion control matting until permanent erosion control is established.
2. Excavate temporary slopes in the weathered rock no steeper than 1:5 (H:V). Additional evaluations should be performed during construction for slopes taller than 15 feet.
3. Provide a rockery facing for any rock slope steeper than 1:1 (H:V).
4. Construct the rockery facing by placing angular basalt blocks against the temporary rock slope. Use angular, hard, durable rock at least 3-feet in diameter at the base of the slope and no less than 2 feet in diameter at the top.
5. Use a contractor experienced with the construction of rockery walls and carefully stack the basalt blocks to form a stable, well-filled mass.
6. Place the stones directly against the temporary rock slope and fill any voids with angular, crushed drain rock.

A Foundation Engineering representative should be contacted to confirm the assumed rock conditions during construction and provide additional recommendations as needed. We are available to provide additional recommendations for the construction of a sculpted shotcrete facing if requested

VARIATION OF SUBSURFACE CONDITIONS, USE OF REPORT AND WARRANTY

The data contained herein assumes the subsurface profiles encountered in the test pits are representative of the overall site conditions.

This memorandum was prepared for the exclusive use of Pahlisch Homes for the proposed Westcliff Heights Development in Richland, Washington. The scope of work is limited to the evaluation of the weathered rock for proposed cut slopes. Information contained herein should not be used for other sites or for unanticipated construction without our written consent. This memorandum is intended as a data report for planning and design by others. Contractors using this information to estimate construction quantities or costs do so at their own risk. Foundation

Engineering's services do not include any survey or assessment of potential surface contamination or contamination of the soil or ground water by hazardous or toxic materials. Foundation Engineering assumes those services, if needed, have been completed by others.

Our work was done in accordance with generally accepted soil and foundation engineering practices. No other warranty, expressed or implied, is made.



FOUNDATION ENGINEERING INC.
 PROFESSIONAL GEOTECHNICAL SERVICES
 7857 SW CIRrus DRIVE, BLDG 24
 BEAVERTON, OR 97008
 BUS. (503) 643-1541

DATE AUG 2016
 DWN. DIJ
 APPR. _____
 REVIS. _____
 PROJECT NO.
 2162029

VICINITY MAP

WESTCLIFF HEIGHTS
 RICHLAND, WASHINGTON

FIGURE NO.

1



NOT TO SCALE



FOUNDATION ENGINEERING INC.
 PROFESSIONAL GEOTECHNICAL SERVICES
 7857 SW CIRRUS DRIVE, BLDG 24
 BEAVERTON, OR 97008
 BUS. (503) 643-1541

DATE AUG 2016
 DWN. DIJ
 APPR. _____
 REVIS. _____
 PROJECT NO.
 2162029

SITE PLAN

WESTCLIFF HEIGHTS
 RICHLAND, WASHINGTON

FIGURE NO.

2



File No. EA2016-35

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal: Site grading within five parcels of land totaling 222 acres in preparation for a single family residential subdivision. Further SEPA review will be conducted upon receipt of a preliminary plat application.

Proponent: Mark Bauder

Location of Proposal: An irregularly shaped site generally lying west of Meadow Hills Drive and east of Bermuda Road, an area commonly referred to a "Little Badger Mountain"; Township 9 North, Range 28 East, Section 34, W.M.

Lead Agency: City of Richland

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

- () There is no comment for the DNS.
- (X) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for fourteen days. Comments must be submitted by **December 19, 2016.**
- () This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Shane O'Neill

Position/Title: Senior Planner

Address: P.O. Box 190, Richland, WA 99352

Date: December 2, 2016

Signature  _____



SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2014

Purpose of checklist:

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

Instructions for applicants:

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals:

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

A. BACKGROUND

1. Name of proposed project, if applicable: Westcliff Heights- Preliminary Plat

2. Name of applicant: Mark Bauder

3. Applicant contact information:

Address: 605 Summit Street

Richland, WA 99352

Phone #: 509-521-7479

email address: mborchards@aol.com

4. Date checklist prepared: January 10, 2017

5. Agency requesting checklist: City of Richland

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

Project Begin: Spring 2017

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

Engineering plans would be permitted through City of Richland for infrastructure improvements. Project will apply for a grading permit through City of Richland, individual homes will apply for building permits.

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

A cut slope evaluation was completed by Foundation Engineering, Inc. dated 8/24/2016. A transportation consideration report was completed by Kittelson & Associates, Inc. dated 4/4/2016.

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

Westcliff Heights Waterline Extension, grading permit and a SEPA associated with the project.

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

Grading permits, infrastructure permits through City of Richland, building permits through City of Richland.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This proposal is to subdivide parcels 134981000005000, 134981000006006, 135983000001044 and 135983000001040, a combined 138.95 acres, to 203 residential lots. The property will be developed in accordance with the R-1-10 Single Family Residential zoning. The project would include the development of public infrastructure to include roads, water, sewer, and storm systems.

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

These parcels are located in Section 34, Township 9 North, Range 28 East W.M. They are north of the I-82, and south of Queensgate Drive. (See attached preliminary plat for site plan location.)

...location cont'd:

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site

(circle one): Flat rolling hilly steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? +/- 85% %

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. The majority of the site is silty soil, while higher elevations contain basalt cobbles and gravel in a silt matrix, per Cut Slope evaluation by Foundation Engineering, Inc. (See attached)

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. There are existing steep slopes on site that appear to be stable with slight evidence of raveling in some locations. Portions of the site that are too steep will remain undeveloped, and identified as tracks.

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

The site will be graded to create residential lots and graded to build infrastructure that will serve those lots from the existing Queensgate Drive. All fill will be from material excavated on site, import of materials for grading is not anticipated.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. Potential erosion, both wind blown and runoff, are possible as a result of construction and will be managed with a temporary erosion control plan approved by the City of Richland.

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

Approximately 22% of the site will be covered with impervious surfaces after the project completion and full build out of homes.

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

During construction erosion control measures will be implemented such as person operated watering devices and silt fencing. After construction the majority of the disturbed surfaces on the site will be grass and landscaping consistent with single family yards.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. During construction there will be exhaust emissions from construction equipment as well as dust. After project completion there would be normal air emissions resulting from a residential neighborhood setting.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. No off site sources of emissions will affect this proposal.

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

During construction, emissions will be limited to working hours and dust will be controlled by person operated watering devices.

3. Water

a. Surface Water:

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

There is an irrigation pond, operated by Badger Mountain Irrigation District at the north east corner of the project.

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

Yes grading for the future roadway will happen within 200 feet of the irrigation pond.

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

None.

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

No surface water withdrawals or diversions proposed with this project.

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

The proposed site does not lie within a 100-year floodplain

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

The proposed project does not involve any discharge of waste materials to surface waters.

b. Ground Water:

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

No ground water will be withdrawn or will water be discharged to the ground water with this proposal.

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

None, sanitary sewer will be discharged to the City municipal system.

c. Water runoff (including stormwater):

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

Stormwater runoff will be collected within the roadway prism and disposed of via surface/subsurface methods consistent with the City of Richland standards for stormwater disposal. There will be no offsite discharges of stormwater proposed with this project.

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

It is not anticipated that this will occur since waste materials are not allowed to be discharged to City owned and maintained storm systems.

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

The proposed project does not alter or otherwise affect the overall drainage patterns in the vicinity of the site.

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

The stormwater disposal methods will be in compliance with City of Richland standards as well as the Washington State Department of Ecology Eastern Washington Stormwater Manual

4. Plants

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

☐ deciduous tree: alder, maple, aspen, other

☐ evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☐ pasture

☐ crop or grain

☒ Orchards, vineyards or other permanent crops.

☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

☐ other types of vegetation

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

Grass and brush will be removed where grading will take place. Approximately 38 acres of orchard will be removed with the development of the project.

c. List threatened and endangered species known to be on or near the site.

There are no threatened or endangered species known to be on or near the site to the applicant's knowledge.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The single family residential lots will most likely be landscaped with grass and trees.

e. List all noxious weeds and invasive species known to be on or near the site.

There are no noxious weeds or invasive species known to be on or near the site to the applicant's knowledge.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

birds: hawk, heron, eagle, songbirds, other: _____

mammals: deer, bear, elk, beaver, other: ground squirrel

fish: bass, salmon, trout, herring, shellfish, other _____

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

There are no threatened or endangered species known to be on or near the site to the applicant's knowledge.

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

Yes, Richland is within the Pacific Flyway.

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

No measures are being proposed to preserve or enhance wildlife.

- e. List any invasive animal species known to be on or near the site.

There are no invasive animal species known to be on or near the site to the applicant's knowledge.

6. Energy and natural resources

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

The project will require energy in order to serve the proposed homes with electricity and gas.

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

This project has no impact to adjacent properties potential solar needs.

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

The proposed homes will be constructed in accordance with all applicable building codes as recognized by the City of Richland.

7. Environmental health

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

If so, describe.

There are no identified potential health hazards with this proposal.

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

There are no known or possible contamination at the site from present or past uses to the applicant's knowledge.

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

None to the applicant's knowledge.

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

None.

- 4) Describe special emergency services that might be required.

None.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

None at this time.

b. Noise

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

There are no known sources of noise in the area that will directly affect this proposal. The project is near existing agricultural uses and will experience seasonal noises due to the maintenance and production of agricultural products.

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

On a short term basis there will be noise associated with infrastructure construction, hours of operation will be limited to those allowed by the City of Richland. The proposed project will increase the traffic in the area consistent with single family residential neighborhoods on a long term basis.

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

Construction hours will be limited to working hours defined by the City of Richland.

8. Land and shoreline use

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

Currently the site and adjacent properties are vacant, single family homes, or being used for agricultural purposes. This proposal will not affect nearby land uses.

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

Approximately 38 acres of orchard land will be converted to single family residential homes.

- i) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: The proposal does not anticipate any adverse impacts on ag ground, and does not anticipate that current ag practices will effect the development.

- b. Describe any structures on the site.

There is an existing residence on Parcel 135983000001040.

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

Yes, the existing residence on-site will be removed.

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

R-1-10: Single Family Residential

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

~~Single Family Residential~~ LOW-DENSITY RESIDENTIAL

SEO
3.3.17

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

Not Applicable.

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

There are steep slopes throughout the site that qualify as critical areas.

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

The preliminary plat would allow for the development of multiple single family housing with approximately 500 residents.

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

None.

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

Existing residence to be removed from the site will be replaced by a new construction home.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: The site is to be built in accordance with City of Richland residential zoning and comprehensive plan requirements.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None

9. Housing

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

203 single family homes are being proposed.

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

One existing residence will be removed.

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

Housing impacts will be controlled by the City of Richland zoning code for an R-1-10 designation.

10. Aesthetics

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

The tallest height of any building would be limited by the R-1-10 zoning code at 30 feet. The principal exterior building materials could vary but would most likely be either wood siding or stucco.

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

No views in the immediate vicinity would be altered or obstructed by this project.

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

Aesthetics would be controlled by the City of Richland zoning code for R-1-10.

11. Light and glare

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

The project would create light from the required city street lights as well as outside lighting on the residential homes. This light would be created during the evening hours.

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

Not to the applicant's knowledge.

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

There are no off-site sources of light or glare that will affect the project proposal.

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

All proposed lighting measures would be directed downward.

12. Recreation

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

Badger Mountain Park and various city parks located in the residential neighbors. Badger Mountain Hiking Trails are located 1.0 miles to the west and the Meadow Springs Country Club (golf course) is located 0.75 miles east of the site.

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

No.

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

Applicant is open to providing informal hiking opportunities in the area and link other trails that are in the vicinity of the site.

13. Historic and cultural preservation

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

Not to the applicant's knowledge.

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

Applicant/family has been the principal land owner for several decades and is not aware of any cultural or historical resources that are present on-site.

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

None.

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

None.

14. Transportation

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

Queensgate Extension/Bermuda Road, Rachel Road, Morency Drive.

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

No, the closest stop is 3-5 miles away.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The project would have the ability to provide on-street parking as well as driveway at each individual home.

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

Yes, the project will require the development of new public streets to be extended to the site as well as the development of the internal roadway system to serve the single family homes.

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

No

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

Approximately 2,030 vehicular trips per day will be generated by the completed project. Peak volumes would occur in the morning and evening hours ITE Trip Generation Manual was used for estimation of traffic generated by single family residential development.

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

No

h. Proposed measures to reduce or control transportation impacts, if any:

Project would seek to develop offsite roadway to extend Queensgate Drive to the site.

15. Public services

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

This project will result in the need for fire protection, police protection, schools, and other public services associated with housing development.

b. Proposed measures to reduce or control direct impacts on public services, if any.

The plat will be subject to impact fees implemented by the City and School District. Properties created by the project would be subject to local taxes and levies imparted by the local jurisdiction.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. Utilities to include water, sewer, refuse service, and electricity will be provided by the City of Richland. Irrigation will be provided by Badger Mountain Irrigation District, the natural gas provider in the area is Cascade Natural Gas, and telephone is provided by CenturyLink and Charter Communications. New sanitary sewer, water, and irrigation mains, as well as dry utilities will need to be extended into the project in order to service the lots.

C. Signature

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

Signature: Mark Bauder

Name of signee: Mark Bauder

Position and Agency/Organization: OWNER

Date Submitted: 1/19/17

Community & Economic Development Department

This application was reviewed by the Planning Division of the Community & Economic Development Department. Any comments or changes made by the Department are entered in the body of the checklist and contain initials of the reviewer.

[Signature] 3.3.2017
Reviewer Signature Date

D. supplemental sheet for nonproject actions



Memorandum

Date: August 24, 2016
To: Chad Bettesworth, P.E.
Director of Land Development
Pahlisch Homes
From: Timothy J. Pfeiffer, P.E., G.E.
Subject: Cut Slope Evaluation
Project: Westcliff Heights - Richland, Washington
Project #2162029



We understand Pahlisch Homes is planning a single-family housing development called Westcliff Heights, southwest of Richland, Washington (Figure 1). At your request, Foundation Engineering, Inc. visited the site to observe the performance of existing cut slopes and the materials exposed in several test pits located in proposed cut slope areas. Based on our observations, we were asked to provide recommendations for cut slopes planned for Westcliff Heights. A summary of the site conditions, observations and recommendations are provided herein.

SITE CONDITIONS

The site covers the southwest side of a ridge extending from a saddle at the northwest end of the site to a high point near the southeast corner. Two water reservoirs are located near the high point, and the access road to the reservoirs extends along the ridge to the northwest. The northeast side of the ridge is much steeper than the southwest side and has landforms characteristic of past slope movement. A site plan is included in Figure 2 (attached).

Surface Observations

The lower portion of the site below $\pm$ El. 1,000 is covered with silt, and the upper portion is predominately covered with basalt cobbles and gravel in a silt matrix. Geologic mapping shows the ridge is underlain by basalt folded into an anticline forming the ridge. The mapping also shows a covering of flood alluvium below $\pm$ El. 1,000. The geologic mapping is consistent with our observations.

We observed the performance of several existing excavation slopes to provide a reference for the proposed excavations. A cut slope on the north side of the ridge, northeast of TP-5, consisted of closely jointed basalt. The excavation slope was typically $\frac{3}{4}$:1 (H:V) and followed a preferred joint orientation. The slope appears to have been there for over a decade and was generally performing well except for ravel that had built up a small talus pile at the base of the slope.

We observed the excavations for the water reservoirs near the top of the ridge. These excavations were typically 1:1 and consisted of closely jointed basalt similar

to what was observed in the test pits. The excavation slopes were performing well with scattered areas of ravel.

We also observed the excavations for a development under construction southeast of the site. Temporary, near vertical excavations were under construction in material similar to the weathered basalt observed in the lower portion of the Westcliff Heights test pits. The excavation slopes observed were up to 10 feet high and these slopes did not appear to be intended to be finished slopes. Based on the close jointing observed, we would expect the unprotected slopes would ravel and perform poorly in the long term. To address the ravel and unsightly slopes, it appears that angular boulders were being stacked against the temporary rock excavations to form what appeared to be a rockery wall, but without the base width required for rockery wall supporting soil. Slopes with this finish appear to be performing well.

Subsurface Explorations

We observed the excavation of Test Pits 4 through 8 during the site visit. Test pits 1 through 3 were excavated before we arrived. The locations of the test pits are shown on Figure 2. We understand that detailed test pit logs will be prepared by others. Therefore, we only noted the soil and rock characteristics of the test pit excavations in relation to how the site materials will perform in cut slopes.

The test pits we observed were on the upper slopes and predominately in weathered basalt. In general, the test pit excavations encountered up to 3 feet of silt with gravel and cobble-sized basalt fragments. Caliche was observed in the soil and rock starting from ± 1 to 2 feet and extending down to ± 3 to 5 feet. Calcite infilling and staining of joint surfaces were observed in the weathered basalt. Typically, the silt with gravel and cobble-sized basalt fragments transitioned to weathered basalt between ± 3 and 5 feet. The basalt was typically moderately weathered and very weak (R1) to medium strong (R3) with close to very close jointing. Joints in the upper 5 feet were infilled with silt and caliche, and joints were commonly stained or infilled with calcite for the remainder of the excavation.

TP-4. Test Pit 4 was excavated near the center of the site, about half-way between the proposed upper and lower roads. The test pit encountered medium stiff to stiff silt with trace gravel to a depth of ± 3 feet with moderate caliche cement below two feet. From ± 3 to 7.5 feet the excavation encountered very weak to weak (R1 to R2) basalt with close jointing. Practical excavation refusal with a Kamatsu 400 LC was encountered at ± 7.5 feet.

TP-5. Test Pit 5 was excavated near the top of the ridge. The test pit encountered silty gravel with cobbles and boulders to a depth of ± 4 feet with moderate caliche cement below two feet. From ± 4 to 15 feet, the excavation encountered very weak to weak (R1 to R2) basalt with close jointing. From ± 15 to 19 feet, the excavation encountered an interflow zone consisting of hard, yellow-brown mottled grey, silty clay and clay with some sand and gravel. Lenses of hard, high plasticity clay were observed within the interflow zone.

TP-6. Test Pit 6 was excavated on the south side of the ridge, ± 150 feet from TP-2. The test pit encountered silty cobbles with gravel transitioning to weathered basalt at ± 3 feet. Moderate caliche cement was observed between ± 1 and 3 feet. From ± 3 to 10 feet, the excavation encountered very weak to medium strong (R1 to R3) basalt with close jointing. Practical excavation refusal was encountered at ± 10 feet. An additional test pit was excavated ± 20 feet downslope for observation of potential seepage during infiltration testing.

TP-7. Test Pit 7 was excavated southeast of Test Pit 4. The test pit encountered medium stiff to stiff silt with cobbles and gravel transitioning to weathered basalt at a depth of ± 4 feet. Moderate caliche cement was observed between ± 1.5 and 4 feet. From ± 4 to 9 feet the excavation encountered very weak to moderately strong (R1 to R3) basalt with close jointing. Practical excavation refusal was encountered at ± 9 feet.

TP-8. Test Pit 8 was excavated near the proposed cut area for the southeast end of the upper road. The test pit encountered cobbles and gravel with silt transitioning to weathered basalt at a depth of ± 3 feet. Moderate caliche cement was observed between ± 1.5 and 3 feet. From ± 3 to 13 feet, the excavation encountered very weak to moderately strong (R1 to R3) basalt with close jointing. Strong to very strong (R4 to R5) boulders (core stones) up to ± 1.5 feet in diameter were observed between ± 4 and 13 feet. Practical excavation refusal was encountered at ± 13 feet.

DISCUSSION

The selection of rock excavation methods (blasting vs ripping) should be left to the judgement of the excavation contractor. Based on the excavations observed, we expect that rock can be excavated by ripping using a suitably sized excavator working a face, or a suitable dozer with a single-tooth ripper. Isolated areas of less weathered basalt and fewer joints may require blasting or excavation with a hydraulic hammer. None of the material we observed in the test pits would be suitable for production of crushed rock aggregate.

We anticipate that the excavations for the upper road and the adjacent lots will encounter predominately weathered basalt below a depth of ± 3 feet. Based on the test pit observations, the basalt should be expected to be variable, but generally range from weak to medium strong with close jointing. Based on the performance of the test pit excavations and the observation of nearby cuts in similar material, we anticipate that cut slopes up to ± 15 feet high will temporarily stand nearly vertical. However, areas with unfavorable jointing may fail during excavation. Rock slopes steeper than 1:1 (H:V) are expected to ravel and produce frequent rockfall. The rock slopes are not expected to support vegetation and may be considered unsightly.

The adjacent development addressed the raveling and unsightly rock slopes by placing stacked angular basalt boulders on the slope in a rockery wall. If well-constructed, this slope treatment is expected to perform well. An alternative means of stabilizing the face is the construction of a shotcrete wall covering the face. The shotcrete can be sculpted and stained to provide a natural appearance.

We anticipate the construction of the rockery facing would be the less costly option. However, depending on the availability and cost of rock for the rockery facing, the sculpted shotcrete option could be cost-competitive.

The yellow-brown clay observed in the interflow zone in TP-5 is susceptible to high swell pressures and rapid degradation when exposed to moisture. This material is expected to swell and degrade rapidly when exposed. However, we anticipate that the extent of this material is limited to isolated areas and layers. Therefore, this material should be removed whenever it is encountered in excavations.

RECOMMENDATIONS

The following recommendations address the proposed rock cuts and assume we will be present during construction to observe the performance of the slopes.

1. Excavate permanent slopes in the silt and the upper 4 feet above the weathered rock no steeper than 1.5:1 (H:V). Cover exposed silt soil with erosion control matting until permanent erosion control is established.
2. Excavate temporary slopes in the weathered rock no steeper than 1:5 (H:V). Additional evaluations should be performed during construction for slopes taller than 15 feet.
3. Provide a rockery facing for any rock slope steeper than 1:1 (H:V).
4. Construct the rockery facing by placing angular basalt blocks against the temporary rock slope. Use angular, hard, durable rock at least 3-feet in diameter at the base of the slope and no less than 2 feet in diameter at the top.
5. Use a contractor experienced with the construction of rockery walls and carefully stack the basalt blocks to form a stable, well-filled mass.
6. Place the stones directly against the temporary rock slope and fill any voids with angular, crushed drain rock.

A Foundation Engineering representative should be contacted to confirm the assumed rock conditions during construction and provide additional recommendations as needed. We are available to provide additional recommendations for the construction of a sculpted shotcrete facing if requested.

VARIATION OF SUBSURFACE CONDITIONS, USE OF REPORT AND WARRANTY

The data contained herein assumes the subsurface profiles encountered in the test pits are representative of the overall site conditions.

This memorandum was prepared for the exclusive use of Pahlisch Homes for the proposed Westcliff Heights Development in Richland, Washington. The scope of work is limited to the evaluation of the weathered rock for proposed cut slopes. Information contained herein should not be used for other sites or for unanticipated construction without our written consent. This memorandum is intended as a data report for planning and design by others. Contractors using this information to estimate construction quantities or costs do so at their own risk. Foundation

Engineering's services do not include any survey or assessment of potential surface contamination or contamination of the soil or ground water by hazardous or toxic materials. Foundation Engineering assumes those services, if needed, have been completed by others.

Our work was done in accordance with generally accepted soil and foundation engineering practices. No other warranty, expressed or implied, is made.

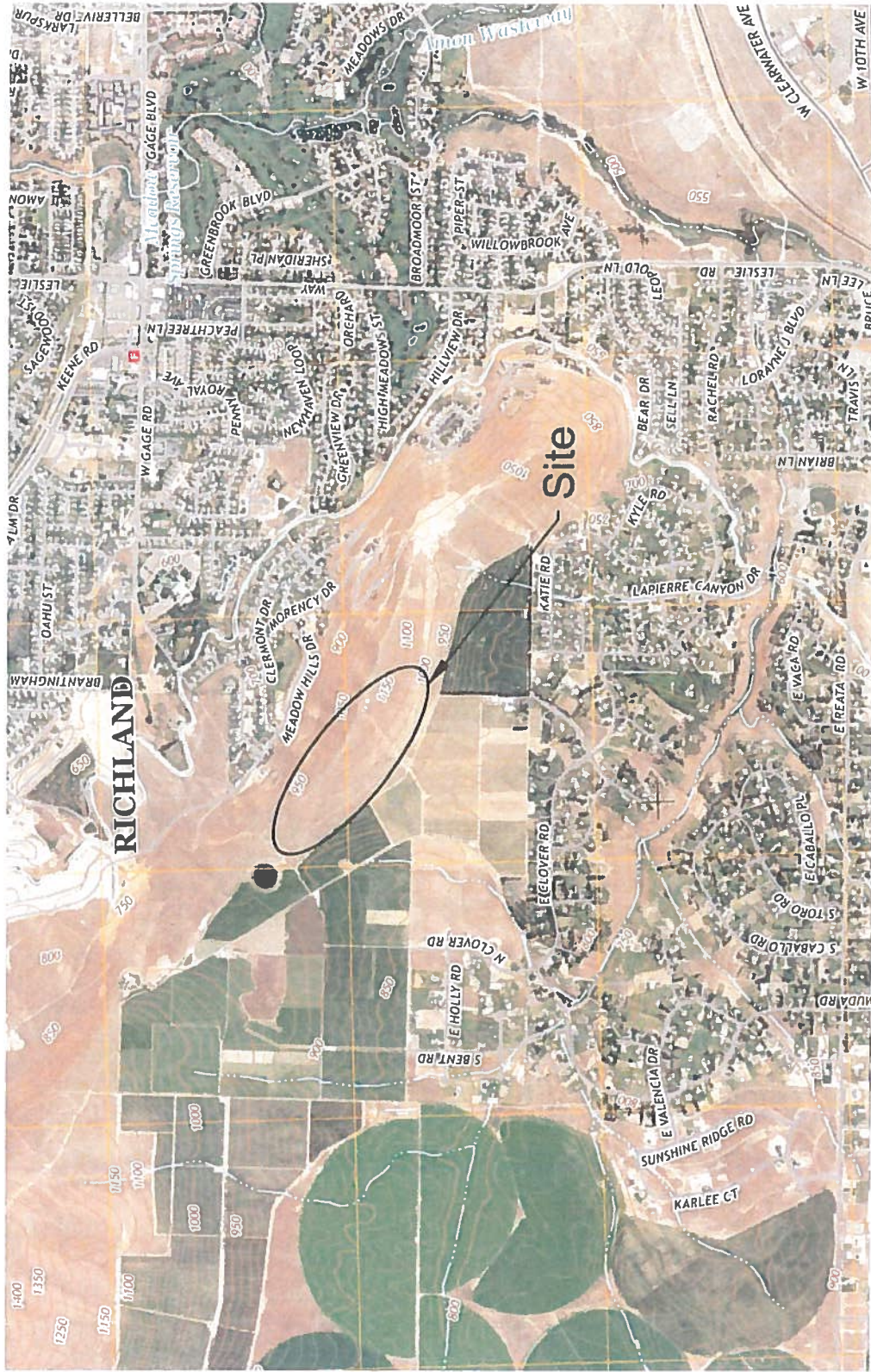


FIGURE NO.

1

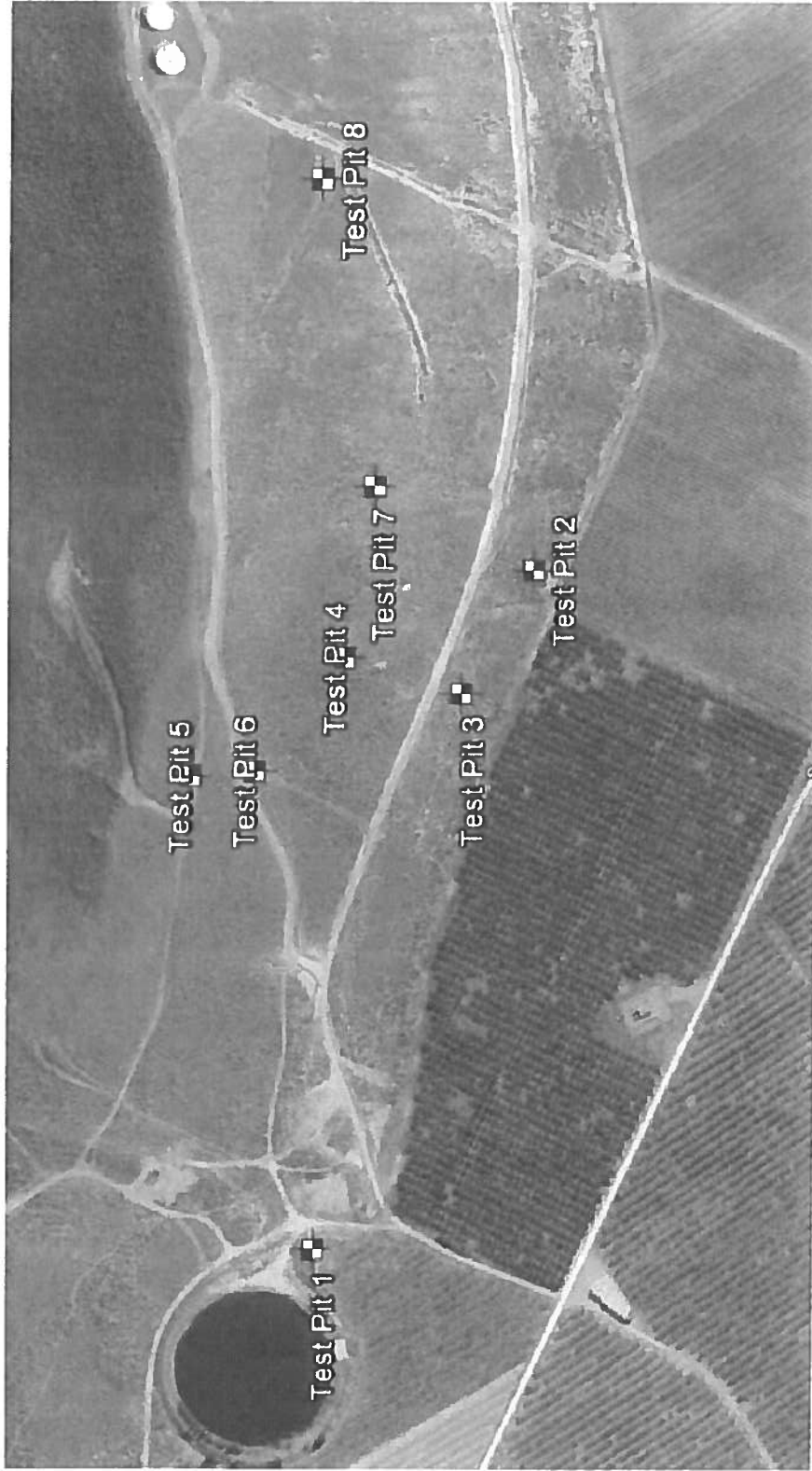
VICINITY MAP

WESTCLIFF HEIGHTS
RICHLAND, WASHINGTON

DATE AUG 2016
DWN. DJJ
APPR. _____
REVIS. _____
PROJECT NO. 2162029

FOUNDATION ENGINEERING INC.
PROFESSIONAL GEOTECHNICAL SERVICES
7657 SW CIRRUS DRIVE, BLDG 24
BEAVERTON, OR 97008
BUS. (503) 643-1541





NOT TO SCALE

FOUNDATION ENGINEERING INC.
 PROFESSIONAL GEOTECHNICAL SERVICES
 7857 SW CIRRUS DRIVE, BLDG 24
 BEAVERTON, OR 97008
 BUS. (503) 643-1541

DATE AUG 2016
 DWN. DJJ
 APPR. _____
 REVIS. _____
 PROJECT NO. 2162029

SITE PLAN
 WESTCLIFF HEIGHTS
 RICHLAND, WASHINGTON

FIGURE NO.

2



File No. EA2017-04

CITY OF RICHLAND
Mitigated Determination of Non-Significance

Description of Proposal: A preliminary plat to subdivide 140.3 acres into 203 lots together with 11 tracts, to allow for the future construction of single-family homes and a private community center building.

Proponent: Mark Bauder

Location of Proposal: Benton County Tax Parcel #'s: 1-34981000005000, 1-34981000006006, 1-35983000001044 & 1-35983000001040; located north of N. Jurupa Street and south of Morency Court, in an area locally referred to as Little Badger Mountain

Lead Agency: City of Richland

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment contingent upon the following mitigation measures:

- 1 Prior to the City accepting the first phase final plat, the proponent must have performed and submit to the City the results of a site-wide geologic hazards study and technical report. Said geologic technical report shall include assurance in the form of a letter from the geologic consultant who prepared the required study and report stating that the activity creates minimal risk of danger to life or property on or off the project site.
- 2 The off-site portion of Queensgate Drive and "Primary Drive" shall be constructed to the City's standard rural road section at the same time that phase 1 is constructed.
- 3 The Westcliffe Heights residential subdivision, or any subsequent name thereof, is subject to dedication or payment of fees for park, recreation and open space land in accordance with the provisions of Richland Municipal Code Section 22.12.
- 4 The Westcliffe Heights residential subdivision, or any subsequent name thereof, is subject to payment of traffic impact fees in accordance with the provisions of Richland Municipal Code Chapter 12.03.
- 5 Stormwater control measures shall be implemented during construction activities, utilizing best management practices in accordance with the Storm Water Control

Manual for Eastern Washington and as identified by permit conditions issued by the City of Richland and or the Washington State Department of Ecology.

- 6 An erosion control plan shall be prepared by the applicant and submitted to the City of Richland for review and approval. Erosion control measures shall be maintained throughout the construction of the project.
- 7 If during grading and construction activities archeological resources are uncovered, the developer shall suspend work in that particular area and contact the Washington State Office of Archeology and Historic Preservation to determine a plan for mitigation of the disturbance to the resource.

() There is no comment for the MDNS.

(XX) This MDNS is issued under WAC 197-11-350(; the lead agency will not act on this proposal for fourteen (14) days. Comments must be submitted by **March 22, 2017**

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

An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Responsible Official: Shane O'Neill

Position/Title: Senior Planner

Address: 840 Northgate Drive, Richland, WA 99352

Date: Issued March 7, 2017

Signature  _____

COMMENTS

The following comments provide some explanation for the rationale used in arriving at the decision to issue a Mitigated Determination of Non-Significance:

Geology

Richlands Comprehensive Plan (Figure LU-2) identifies the project site as a geologic hazard area due to the presence of steep slopes. Westcliffe Heights is proposed on the southwest slope of a large hill locally known as “Little Badger” which has a peak elevation of 1,200 feet. The northeast side of the ridge is much steeper than the southwest side and has landforms characteristic of past slope movement. Due to the general condition of steep slopes on-site and within the surrounding vicinity the City expresses concern over the sites potential susceptibility to geologic hazards including landslides, erosion and/or seismic activity. As such, the city is calling for a site-wide geologic hazards study and technical report in accordance with Richland Municipal Code Section 22.10.240.

Transportation

Queensgate Drive is identified in Richlands Comprehensive Plan as an arterial collector roadway. Off-site construction of Queensgate Drive together with a “primary drive” identified on the preliminary plat is necessary to serve the proposed subdivision. Prior to city acceptance of the phase 1 final plat of Westcliffe Heights, Queensgate Drive and the “primary drive” shall be constructed to the City’s standard rural road section standard.

Parks & Open Space

To assure adequate park and recreational site and facilities are properly located, developed and preserved to meet the recreational needs of the residents of the city’s neighborhoods and to equitably apportion on the basis of the additional need created by individual developments, the cost of providing park and recreational sites and facilities necessary to serve the additional families brought into the community by new development, the city will assess parks fees at the time of building permit issuance.

ONeill, Shane

From: BMID Manager <bmidmanager@badgermountainirrigation.com>
Sent: Tuesday, April 25, 2017 11:20 AM
To: O'Neill, Shane
Subject: RE: Pre-Plat Review
Attachments: BMIDReservoir and Bypass.pdf

Shane,

Regarding our conversation for comment on the Westcliffe Heights Pre Plat. The Right of Way we would like around our Reservoir and Bypass I have attached a view of both with GPS points for you. We would like to see at least a 20' around the Bypass and Air/Vac due to the 42" check valve that is in the ground outside of the cage. The grading for this property cannot be higher than our reservoir and will need to have some kind of break or drainage ditch in order to keep any water from running into the reservoir. If the BMID Pipeline is included inside of Tract C along with PUD we would be fine with the size of the current easement. If it ends up running through any lot lines we would like to see an easement of 25' from center line of the pipeline on each side of the line which would be a 50' easement overall due to the size and depth of this line. At this time I have no more comments until I see plans for construction. Thanks

Colby Getchell

District Manager
bmidmanager@badgermountainirrigation.com
Badger Mountain Irrigation District
87525 E. Reata Rd.
Kennewick, WA 99338
509-531-2938 (Cell)
509-628-0777 (Office)
509-628-0112 (Fax)



BMD Irrigation Reservoir Latitude: 46°13'21.00"N Longitude: 119°17'44.96"W

Air Relief/Vac and Bypass Latitude: 46°13'20.75"N Longitude: 119°17'37.60"W

© 2016 Google

Google Earth

feet
meters

100

600



Google Earth



Exhibit 8

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

1250 W Alder St • Union Gap, WA 98903-0009 • (509) 575-2490

March 16, 2017

Shane O'Neill
City of Richland
PO Box 190
Richland, WA 99352

Re: EA2017-04

Dear Mr. O'Neill:

Thank you for the opportunity to comment on the mitigated determination of nonsignificance for the Westcliff Heights subdivision of 140.3 acres into 203 lots and 11 tracts. This project is proposed by Mark Bauder. We have reviewed the documents and have the following comments.

WATER QUALITY

Project with Potential to Discharge Off-Site

The NPDES Construction Stormwater General Permit from the Washington State Department of Ecology is required if there is a potential for stormwater discharge from a construction site with disturbed ground. This permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit is a minimum of a 38 day process and may take up to 60 days if the original SEPA does not disclose all proposed activities.

The permit requires that Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) is prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water (this includes storm drains) by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading or construction.

More information on the stormwater program may be found on Ecology's stormwater website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>. Please submit an application or contact **Lloyd Stevens Jr.** at the Dept. of Ecology, (509) 574-3991, with questions about this permit.

TOXICS CLEAN-UP

Based upon the historical agricultural use of this land, there is a possibility the soil contains residual concentrations of pesticides. Ecology recommends that the soils be sampled and



Mr. O'Neill
March 16, 2017
Page 2

analyzed for lead and arsenic, and for organochlorine pesticides. If these contaminants are found at concentrations above the Model Toxics Control Act cleanup levels Ecology recommends that potential buyers be notified of their occurrence.

If you have any questions or would like to respond to these Toxics Clean-up comments, please contact **Valerie Bound** at (509) 454-7886 or email at valerie.bound@ecy.wa.gov.

Sincerely,



Gwen Clear
Environmental Review Coordinator
Central Regional Office
(509) 575-2012
crosepacoordinator@ecy.wa.gov

From: Craig Whiteley <treasurer@crestedhills.com>
Sent: Tuesday, April 25, 2017 9:08 PM
To: ONeill, Shane
Cc: *CITY COUNCIL; Simon, Rick; David Culley; Mollie Schlotthauer; Hammond, David & Beth
Subject: Westcliff Heights Preliminary Plat - Notice of Application - S2017-101
Attachments: S2017-101 - Crested Hills HOA.pdf

Dear Mr. O'Neill,

On behalf of nearly 200 property owners, and over 500 City of Richland residents, the Crested Hills Homeowners Association (HOA) Board of Directors would like to provide input to the application for preliminary plat approval of **Westcliff Heights** (S2017-101). Please include the attached letter to the hearing examiner application package. Crested Hills has been dealing with traffic over capacity issues for over a decade, and the application to develop **Westcliff Heights**, just like the application for **The Reserve at Summerview Terrace** a month ago, will make our current situation worse.

We respectfully request that the City of Richland deny approval of **Westcliff Heights** preliminary plat until adequate infrastructure is factored into the application. We look forward to sharing our concerns with the Hearings Examiner on May 4, 2017.

Sincerely,
Crested Hills HOA Board of Directors

Exhibit 8

April 26, 2017

Mr. Shane O'Neill
City of Richland – Senior Planner
840 Northgate Drive
P.O. Box 190
Richland, WA 99352

SUBJECT: **Westcliff Heights** Preliminary Plat

Reference: Notice of Application - S2017-101

Dear Mr. O'Neill:

As a follow-up to our March 14, 2017 letter providing input on the preliminary plat application for **The Reserve at Summerview Terrace** (S2017-100), the Crested Hills Homeowners Association (HOA) Board of Directors would like to provide input on the application for the preliminary plat of **Westcliff Heights** (S2017-101). There are a number of similarities between the **Summerview Terrace** and **Westcliff Heights** preliminary plat applications, and combined represent a potentially significant impact to Crested Hills in terms of additional traffic which will result in a direct safety impact to the 500 City of Richland residents living within our HOA boundary. A partial list of similarities include the following:

- Both of the preliminary plats are adjacent to the Crested Hills subdivision and both will bring additional traffic into our already over-capacity road system.
- Both applications ignore, or do not attempt to mitigate, the need for additional collector road infrastructure to support the increased traffic.
- Both applications plan to use local streets to connect to Crested Hills which is inconsistent with Richland municipal code section **12.02.070 Local Streets**, which states that “***Local streets provide direct access from abutting property to the collector street. They are typically an internal subdivision road and service to through traffic is deliberately discouraged.***” {underlined for emphasis}
- Both applications are inconsistent with Policy 3 of Transportation Element, Goal 4 of the City of Richland Comprehensive Plan which states that “***New residential collector street corridors should be designed and constructed through areas***

that are not already developed with single family housing” and “Existing local residential streets should not be converted into collector street routes.”

- Both applications do not take into consideration a previous decision made by the Richland City Council in 2011, during approval of the Falcon Crest subdivision, that no additional traffic shall be routed into Crested Hills without the proper collector road system being installed by the requesting developer.

The City of Richland planning commission and city council record shows that Crested Hills has struggled with over-capacity and unsafe residential streets for over a decade. The 2011 Falcon Crest Traffic Study supports this fact. Just like the Falcon Crest application in 2011 (S2011-101), the Crested Hills HOA would strongly encourage the City of Richland to incorporate adequate street infrastructure into the S2017-101 preliminary plat application process. Without some additional collector roads factored into the development, many of the additional 2,030 additional trips per day documented in the Washington State Environmental Policy Act (SEPA) checklist for ***Westcliff Heights*** will rely on Morency Drive as a quicker route to Gage Boulevard and Keene Road, rather than travelling on Rachel Road over to Leslie Road.

Once the connection has been made between ***Westcliff Heights*** and Crested Hills, there is the potential for thousands of additional trips to enter Crested Hills from existing residents of ***El Rancho Reata*** subdivision. This impact is not considered in the environmental traffic impact included in the SEPA checklist associated with this application. The Benton County property website shows 320 homes in four phases of ***El Rancho Reata*** which would equate to approximately 3,200 trips per day. Without a traffic study to understand the full impact, residents of Crested Hills might experience 50% of the combined ***Westcliff Heights*** and ***El Rancho Reata*** traffic – which would add over 2,500 additional trips per day through Crested Hills, creating an impossible traffic congestion situation. **The City of Richland cannot and must not let this happen!**

The Crested Hills HOA is suggesting that the City look at ways to make the ***Westcliff Heights*** connection to Morency Drive an emergency access only route until the remainder of collector roads are installed (e.g. future Queensgate Drive, etc.) and only available in the event of a fire or other emergency situation. This type of access would be consistent with the access currently in place in Crested Hills on the south-east tie in to Meadow Hills Drive limiting travel to Leslie Road for emergency vehicles only.

Based on a telephone conversation with Tavis Hatfield of the Benton County Road Department on April 24, 2017, the county has not been asked to provide input to this application. Mr. Hatfield went on to say that Benton County has not changed its position

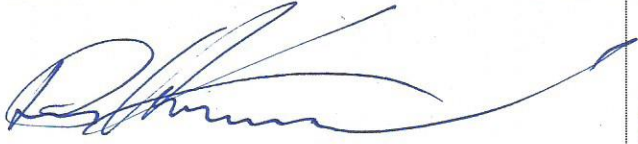
Mr. Shane O'Neill
April 26, 2017

about declining access to Rachel Road until developer funded road improvements are included as a condition of approval. Improvements to Rachel Road are not mentioned in the preliminary plat application.

We will close this letter exactly as we did with the March 14, 2017 letter related to the ***Reserve at Summerview Terrace***. Property owners have a right to develop their property but they do not have the right to impact surrounding residents by over loading the residential street capacities in adjacent subdivisions. Please do not continue to perpetuate the problem of approving more subdivisions in South Richland without holding developers responsible for ensuring that adequate infrastructure is included as part of the subdivision preliminary plat application process. Residents have no leverage to force developers to install adequate infrastructure for new subdivisions so we must rely on the City of Richland, as our representative, to ensure residents are not impacted by poor land use planning decisions.

We respectfully request that the City of Richland deny approval of ***Westcliff Heights*** preliminary plat until adequate infrastructure is factored into the application.

Sincerely,

Crested Hills Homeowners Association Board of Directors	
 David Culley, President 709 Meadow Hills Drive	 Mollie Schlotthauer, Secretary 2199 Morency Drive
 David Hammond, Member-at-Large 953 Meadow Hills Drive	 Craig Whiteley, Treasurer 2108 Morency Drive

CC: Richland City Council - citycouncil@ci.richland.wa.us
Rick Simon, COR Development Services Manager - RSimon@ci.richland.wa.us

ONeill, Shane

From: Craig Whiteley <treasurer@crestedhills.com>
Sent: Sunday, April 23, 2017 11:39 AM
To: O'Neill, Shane; Simon, Rick
Cc: Culley, David E; culleyman@gmail.com; ranbswanson@yahoo.com; mbsing@hotmail.com; David
Subject: S2017-101 Little Badger - North of N. Jurupa Street and south of Morency

Shane or Rick,

Can you please send all information you have concerning Mark Bauder's proposed subdivision south of Little Badger Mountain (S2017-101)? Specifically, the Crested Hills Homeowners association is very interested in the road infrastructure related to how this preliminary plat will tie into the rest of the South Richland collector roads. If you have the City report available I would appreciate getting a copy of that document too. I hope the City of Richland realizes how impactful this development could be if a connection is made to Falcon Crest via Morency Drive.

Thank you in advance for any information you can send us.

Regards,

Craig Whiteley and the rest of the

Crested Hills Homeowners Association Board of Directors

O'Neill, Shane

From: Carl Connell <cwconnelljr@gmail.com>
Sent: Monday, April 17, 2017 9:49 AM
To: O'Neill, Shane
Cc: Carl Connell; rosanita@casastewart.com; djbarnard@aol.com; judy.connell@fluor.com; junochoe@sbcglobal.net; tammyshin@hotmail.com; xsiwang@yahoo.com; rob@barnardgriffin.com; suecarnevali@me.com
Subject: CITY OF RICHLAND PUBLIC HEARING NOTICE (S2017-101)
Attachments: PastedGraphic-1.png; ATT00001.htm; City of Richland, WA Public Hearing Notices.pdf; ATT00002.htm

Mr. O'Neill, my wife Judy and I reside at 2520 Falconcrest Loop, a 5-year old Bauder-developed community that borders the proposed new subdivision on Little Badger Mountain. Judy and I are unavailable to provide personal comments at the hearing on May 4, and there respectfully submit these written comments for consideration during the upcoming proceedings.

The Falconcrest community has not yet been fully developed (there are approximately 46 lots total, with 13 residences built, and 3 under construction [not sold]), and now, this new undertaking for 203 lots is being planned. Our major concern is **congestion and safe ingress and egress from the current Falconcrest residences as well as the new proposed community**. Currently only ONE road goes to the top of Little Badger Mountain - Morency Drive, which becomes Falconcrest Loop. The road has hairpin turns, is treacherous in bad weather, and even under good conditions, can barely accommodate one car in each direction.. There is no other way into, or out of, Falconcrest. Further, in addition to current residents navigating Falconcrest hill and connecting Morency Drive, view seekers and potential buyers frequent the road - already creating potentially dangerous conditions.

Before additional development is approved, new city-maintained roads with the appropriate lighting, curbing, and sidewalks must be planned, cut, and paved. Safety - under normal, off-normal, and emergency conditions - is our concern and should be the concern of the City. The Falconcrest hill and Morency Drive must NOT remain the only available conveyance. Neither should they become the "preferred" route because of convenience or the lack of city maintenance.

We therefore request that the petition for the new development be denied UNLESS additional roads are built to accommodate the increased residential traffic.

Respectfully submitted.
Carl & Judy Connell

From: Rob Griffin <rob@barnardgriffin.com>
Sent: Tuesday, April 18, 2017 2:41 PM
To: O'Neill, Shane
Cc: Carl Connell; rosalita@casastewart.com; djbarnard@aol.com; judy.connell@fluor.com; junochoe@sbcglobal.net; tammyshin@hotmail.com; xsiwang@yahoo.com; Rob Griffin; suecarnevali@me.com
Subject: CITY OF RICHLAND PUBLIC HEARING NOTICE (S2017-101)

From: Robert Griffin, Deborah Barnard

To: Mr. Shane O'Neill, Senior Planner

My wife Deborah Barnard and I built a home on Falconcrest Loop in 2013 and therefore we live adjacent to the area proposed by Mark Bauder as **Westcliffe Heights**. It is our belief that the current access roads (Morency to Falconcrest Loop) are insufficient to service what might very well be a tenfold increase in traffic. It is reasonable to assume that the Morency-Falconcrest route will become a major and probably preferred access to the proposed development. From strictly an experiential point of view it is not reasonable to presume that the existing roads can safely accommodate such a massive increase in traffic. It is a matter of concern that Morency Dr. crosses an entirely residential neighborhood with many children. Our concerns regarding emergency access and dangerous overuse are succinctly and articulately stated by Mr. Carl Connell in his letter of 4/17/17 (see below) and we respectfully request that our names be amended to those of the Connells expressing that the **petition be denied** until such time as additional roads are built and existing roads are modified to handle increased traffic safely.

Submitted 4/18/17,

Robert Griffin, Deborah Barnard
2524 Falconcrest Loop
Richland, WA 99352

(Text of letter from Carl Connell to Shane O'Neill)

Mr. O'Neill, my wife Judy and I reside at 2520 Falconcrest Loop, a 5-year old Bauder-developed community that borders the proposed new subdivision on Little Badger Mountain. Judy and I are unavailable to provide personal comments at the hearing on May 4, and there respectfully submit these written comments for consideration during the upcoming proceedings.

The Falconcrest community has not yet been fully developed (there are approximately 46 lots total, with 13 residences built, and 3 under construction [not sold]), and now, this new undertaking for 203 lots is being planned. Our major concern is **congestion and safe ingress and egress from the current Falconcrest**

residences as well as the new proposed community. Currently only ONE road goes to the top of Little Badger Mountain - Morency Drive, which becomes Falconcrest Loop. The road has hairpin turns, is treacherous in bad weather, and even under good conditions, can barely accommodate one car in each direction.. There is no other way into, or out of, Falconcrest. .Further, in addition to current residents navigating Falconcrest hill and connecting Morency Drive, view seekers and potential buyers frequent the road - already creating potentially dangerous conditions.

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We therefore request that the petition for the new development be denied UNLESS additional roads are built to accommodate the increased residential traffic.

Respectfully submitted.
Carl & Judy Connell

ONeill, Shane

From: Mollie Schlotthauer <mbsing@hotmail.com>
Sent: Sunday, April 23, 2017 11:22 PM
To: Craig Whiteley; O'Neill, Shane; Simon, Rick
Cc: Culley, David E; culleyman@gmail.com; ranbswanson@yahoo.com; David
Subject: Re: S2017-101 Little Badger - North of N. Jurupa Street and south of Morency

I'm not kidding when I say this traffic stuff is making me reconsider my homes location. If the city is unwilling to support our neighborhood, I don't know that we'll be staying here for more than a couple of years.

Mollie

Sent from [Outlook](#)

From: Craig Whiteley <treasurer@crestedhills.com>
Sent: Sunday, April 23, 2017 11:38 AM
To: soneill@ci.richland.wa.us; RSimon@CI.RICHLAND.WA.US
Cc: Culley, David E; culleyman@gmail.com; ranbswanson@yahoo.com; mbsing@hotmail.com; David
Subject: S2017-101 Little Badger - North of N. Jurupa Street and south of Morency

Shane or Rick,

Can you please send all information you have concerning Mark Bauder's proposed subdivision south of Little Badger Mountain (S2017-101)? Specifically, the Crested Hills Homeowners association is very interested in the road infrastructure related to how this preliminary plat will tie into the rest of the South Richland collector roads. If you have the City report available I would appreciate getting a copy of that document too. I hope the City of Richland realizes how impactful this development could be if a connection is made to Falcon Crest via Morency Drive.

Thank you in advance for any information you can send us.

Regards,

Craig Whiteley and the rest of the

Crested Hills Homeowners Association Board of Directors

Exhibit 8

To: Shane O'Neill, Senior Planner

soneill@ci.richland.wa.us

City of Richland, Public Hearing Notice (S2017-101)

Our address is 2715 Katie Rd and our property is adjacent to the proposed application for preliminary approval to subdivide an approximately 140.3 acre site into 203 single family residential lots.

Unfortunately we are not available to attend the public hearing scheduled for Thursday, May 4, 2017. However, we do have concerns with the proposed application.

In accordance with Richland Municipal Code, Chapter 24.16.290, residential lots which have street frontage along two opposite boundaries shall be avoided (full text included below). Our quality of life will be drastically altered should our property have two opposite street boundaries, which will happen should this application be approved. We are one of many who will be in the same situation. An active street that can be accessed from our backyard by children and pets also raises safety concerns as well as the noise level created by being bounded by streets on the front and back yards. We believe that there are multiple alternatives that would facilitate a safe and quality driven subdivision in the proposed area. Movement of the roadway so that houses backyards border each other; creation of a parkway (not just a sidewalk) of significance that would create a buffer zone between the Katie Rd. houses and N. Jurupa Street; creation of a park or natural habitat area between the Katie Rd. houses and N. Jurupa Street; Complete removal of N. Jurupa Street.

I respectfully request that this application be denied until such time that the applicant provides an acceptable alternative to this potential code violation.

Should you desire, I would be happy to discuss this with you further and at your convenience. I also encourage you to continue to reach out to the Katie Rd. neighborhood and continue discussions associated with this application.

Thank you for your time and consideration of our concerns.

Donald and Barbara Hawkins

2715 Katie Rd

Kennewick, WA 99338

(509) 396-0826

(S2017-101 – Westcliffe Heights)

**RICHLAND PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE REPORT
MAY 4, 2017**

APPLICANT: MARK BAUDER

REQUEST: PRELIMINARY PLAT APPROVAL TO SUBDIVIDE 140.3 ACRES INTO
203 RESIDENTIAL LOTS, (WESTCLIFFE HEIGHTS)

LOCATION: IMMEDIATELY SOUTH OF THE INTERSECTION OF FERRARA LANE
AND SICILY LANE (WESTCLIFFE)

ENGINEER: PBS ENGINEERING

TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

The Technical Advisory Committee conducted a review of the request and recommends that if the preliminary plat is approved, such approval be subject to the following conditions:

Pre-Plat Specific Corrections:

1. Tract "D" should be labeled as a "Storm Drainage Tract" and not as "Future Development", per discussions with the developer and his engineer.
2. The BMID pond needs to be shown on sheet 1.

General Conditions:

3. Portions of the plat are subject to the City's wild land fire protection requirements. To ensure that future lot buyers are properly informed of the specific wild land fire requirements, the following note shall be placed on the final plat: *"The following lots within the plat are subject to the City's Wild Land Fire Protection requirements as delineated in Richland Municipal Code Section 21.01.030 or as they may be subsequently modified. Lots 1-19 shall be subject to these requirements. All structures built on these lots must be developed with non-combustible siding, soffit and skirting on the side adjacent to the wild-land area. Decks or porches 36 inches or less in height shall have skirting if within 30 feet of adjacent wild-land areas when the wild-land area is in excess of five contiguous acres. Skirting shall be sufficiently constructed so as not to allow the accumulation of combustible material under the deck or porch. The area under the deck or porch shall not be used for storage."*
4. Subsequent final plat phases shall be designed and submitted in substantial conformance with the preliminary plat referenced in the May 4, 2017 staff report (Exhibit 1).
5. Dedication of Tract C referenced as Exhibit 1 in the May 4, 2017 staff report, to the City of Richland Parks and Public Facilities Department shall fully satisfy parks impact fee payment requirements for all lots belonging to Westcliffe Heights.
6. All final plans for public improvements shall be submitted prior to pre-con on a 24" x 36" hardcopy format and also electronically in .dwg format compatible with the City's standard CAD software. Addendums are not allowed, all information shall be supplied in the specified 24 x 36 (and electronic) format. When construction of the infrastructure has been substantially completed, the applicant shall provide paper, mylar and electronic record drawings in accordance with the City's

"Record Drawing Requirements". The electronic as-built record drawings shall be submitted in AutoCAD format compatible with the City's standard CAD software. Electronic copies of the construction plans are required prior to the pre-con meeting, along with the multiple sets of paper drawings. The mylar record drawings (including street lights) shall be submitted and approved by the City before the final punchlist inspection will be performed. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.

7. Any and all necessary permits that may be required by jurisdictional entities outside of the City of Richland shall be the responsibility of the developer to obtain.
8. A copy of the construction drawings shall be submitted for review to the appropriate jurisdictions by the developer and his engineer. All required comments / conditions from all appropriate reviewing jurisdictions (e.g.: Benton County, any appropriate irrigation districts, other utilities, etc.) shall be incorporated into one comprehensive set of drawings and resubmitted (if necessary) for final permit review and issuance.
9. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way permit prior to construction. A plan review and inspection fee in the amount equal to 5% of the construction costs of the work within the right-of-way or easement will be collected at the time the permit is issued. A stamped, itemized Engineers estimate (Opinion of probable cost) and a copy of the material submittals shall be submitted along with the final plan submittal.
10. When the construction is substantially complete a paper set of "record drawings" shall be prepared by a licensed surveyor and include all changes and deviations. Please reference the Public Works document "RECORD DRAWING REQUIREMENTS & PROCEDURES" for a complete description of the record drawing process. After approval by the City of the paper copy, a mylar copy of the record drawings shall be submitted along with a CAD copy of them. The electronic as-built record drawings shall be submitted in a AutoCAD format compatible with the City's standard CAD software. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
11. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of the final plat. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of plat acceptance. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for plat acceptance.
12. A pre-construction conference will be required prior to the start of any work within the public right-of-way or easement. Contact the Civil and Environmental Engineering Division at 942-7500 to schedule a pre-construction conference.
13. Site plan drawings which involve the construction of public infrastructure shall be drawn on a standard 24" x 36" drawing format to a scale which shall not be less than 1"= 40'.
14. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
15. All construction plan sheets shall include the note "CALL TWO WORKING DAYS BEFORE YOU DIG 1-800-424-5555 (or "811")." Or: <http://www.call811.com/>
16. An irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development. *Construction plans will not be accepted for review until adequate and viable proof of an irrigation source is made available by the developer.* The

designing Engineer shall submit plans for the proposed irrigation system to the Irrigation District with jurisdiction over the property at the same time that they are submitted to the City for construction review. Plans shall be reviewed and accepted by said irrigation district prior to issuance of a Right-of-Way permit by the City. Easements shall be provided on the final plat for this system where needed.

17. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to final platting.

Design Standards:

18. Public improvement design shall follow the following general format:
 - A. Sanitary sewer shall be aligned on the north and west side of street centerlines.
 - B. Storm sewer shall be aligned on the south and east side of street centerlines.
 - C. Any sewer or storm manholes that are installed outside of public Right of Way shall have an acceptable 12-foot wide gravel access road (minimum) provided from a public street for maintenance vehicles.
 - D. 10-foot horizontal spacing shall be maintained between domestic water and sanitary sewer mainlines and service lines.
 - E. Water lines shall be aligned on the south and east side of street centerlines.
 - F. Watermains larger than 8-inches in diameter shall be ductile iron.
 - G. Watermains installed outside of the City Right of Way or in very rocky native material, shall be ductile iron and may need restrained joints.
 - H. All watermains outside areas zoned R1 shall be ductile iron.
 - I. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
 - J. Sewer mains over 15-feet deep shall be constructed out of SDR26 PVC, C900 PVC or ductile iron. The entire main from manhole to manhole shall be the same material. Private sewer service lines over 15-feet deep shall also be constructed of the same material, then transition to regular sewer piping above 15-feet.
 - K. All utilities shall be extended to the adjacent property (properties) at the time of construction.
 - L. The minimum centerline finish grade shall be no less than 0.30 % and the maximum centerline finish grade shall be no more than 10.0 % for local streets.
 - M. The minimum centerline radius for local streets shall be 100-feet.
 - N. Any filling of low areas that may be required within the public Right of Way shall be compacted to City standards.
 - O. A overall, composite utility plan shall be included in the submitted plan set if the project is phased. This comprehensive utility plan benefits all departments and maintenance groups involved in the review and inspection of the project.
 - P. A detailed grading plan shall be included in the submitted plan set.
 - Q. For public utilities not located within public street rights-of-way the applicant shall provide maintenance access acceptable to the City and the applicant shall provide an exclusive 10-foot wide public utility easement (minimum) to be conveyed to the City of Richland.
 - R. Final design of the public improvements shall be approved at the time of the City's issuance of a Right-of-way Construction Permit for the proposed construction.
 - S. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
 - T. All cul-de-sacs shall have a minimum radius of 45-feet to the face of curb to allow for adequate turning radius of fire trucks and solid waste collection vehicles.
 - U. Curb returns at minor intersections shall have a minimum radius of 25-feet. Curb returns at major intersections should have minimum radius of 30-feet but should be evaluated on a case by case basis.
 - V. All public streets shall meet design requirements for sight distance (horizontal, vertical and intersectional).

- W. The final engineered construction plans shall identify locations for irrigation system, street lighting, gas service, power lines, telephone lines, cable television lines, street trees and mail boxes. All electrical appurtenances such as transformers, vaults, conduit routes, and street lights (including their circuit) need to be shown in the plan view.
 - X. Construction plans shall provide or reference all standard drawings or special details that will be necessary to construct all public improvements which will be owned, operated, maintained by the City or used by the general public (Commercial Driveway, Curb, Gutter, Sidewalk, Water, Sewer, Storm, Street and Street lighting etc.).
 - Y. The contractor shall be responsible for any and all public infrastructure construction deficiencies for a period of one year from the date of the letter of acceptance by the City of Richland.
19. If the project will be built in phases the applicant shall submit a master plan for the sanitary sewer, domestic water, storm drainage, electrical, street lighting and irrigation system for the entire project prior to submitting plans for the first phase to assure constructability of the entire project. This includes the location and size of any storm retention ponds that may be required to handle runoff.
20. If the City Fire Marshal requires a secondary emergency vehicle access, it shall be included in the construction plan set and be designed to the following standards:
- A. 2-inches compacted gravel, minimum (temp. SEVA only).
 - B. 2% cross-slope, maximum.
 - C. 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal.
 - D. Be 20-feet in width.
 - E. Have radii that are accommodating with those needed for City Fire apparatus.
- Secondary emergency vehicles accesses (SEVA's) shall be 20-feet wide, as noted. Longer secondary accesses can be built to 12-feet wide with the approval of the City of Richland Fire Marshal, however turn-outs are required at a spacing acceptable to the Fire Dept. Temporary SEVA's shall be constructed with 2-inches of compacted gravel, at a minimum. Permanent SEVA's shall be paved with 2-inches of asphalt over 4-inches of gravel, at a minimum.
21. SURVEY MONUMENT DESTRUCTION:
All permanent survey monuments existing on the project site shall be protected. If any monuments are destroyed by the proposed construction, the applicant shall retain a professional land surveyor to replace the monuments and file a copy of the record survey with the City.
- A. No survey monument shall be removed or destroyed (*the physical disturbance or covering of a monument such that the survey point is no longer visible or readily accessible*) before a permit is obtained from the Department of Natural Resources (DNR). WAC 332-120-030(2) states "It shall be the responsibility of the governmental agency or others performing construction work or other activity (including road or street resurfacing projects) to adequately search the records and the physical area of the proposed construction work or other activity for the purpose of locating and referencing any known or existing survey monuments." (RCW 58.09.130).
 - B. Any person, corporation, association, department, or subdivision of the state, county or municipality responsible for an activity that may cause a survey monument to be removed or destroyed shall be responsible for ensuring that the original survey point is perpetuated. (WAC 332-120-030(2)).
 - C. Survey monuments are those monuments marking local control points, geodetic control points, and land boundary survey corners. (WAC 332-120-030(3)).

When a monument must be removed during an activity that might disturb or destroy it, a licensed Engineer or Land Surveyor must complete, sign, seal and the file a permit with the DNR.

It shall be the responsibility of the designing Engineer to identify the affected monuments on the project plans and include a construction note directing them to the DNR permit.

Traffic & Streets:

22. The Westcliffe Heights preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA). The developer of this proposed project shall receive "credits" for construction of Queensgate Drive as allowed under the City's South Richland Collector Street Financing Plan.
23.
 - A) The off-site portion of Queensgate Drive and "Primary Drive" shall be constructed to the City's standard rural road section at the same time that the initial phase is constructed.
 - B) The "primary drive" shall be constructed to establish an access route connecting Morency Drive to Queensgate Drive prior to the final platting of the 26th lot belonging to Phases 3 through 7 as indicated on the Preliminary Phase Exhibit sheet of Exhibit 1 as contained in the May 4, 2017 staff report.
 - C) The applicant shall obtain all necessary right-of-way permits from Benton County prior to constructing road connections to Jurupa Street and Rachel Road.
24. The maximum centerline finish grade for the proposed Queensgate Drive shall be no more than 10%.
25. NEW COMMENT: The vision-clearance triangle needs to be shown on all corner lots on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
26. All proposed Right of Ways that are narrower than 54-feet shall have parking restricted, as per City standards. Street signs indicating restricted parking shall be installed prior to final platting at the developers expense. The restricted parking areas shall be indicated on the construction plans and the final plat.
27. All private roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
28. Any private roads narrower than 34-feet shall have parking restricted on one side, and any roads 28-feet or narrower shall have parking restricted on both sides. Street signs indicating restricted parking shall be installed prior to final platting at the developers expense.
29. Sidewalks shall be installed along all public Right of Way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, etc.).
30. If the project is to be constructed in phases, all dead-end streets longer than 150-feet that will be continued later need to have temporary turn-arounds built at the end of them. The radius of these

turn-arounds shall be 45-feet minimum, and shall be constructed of 2-inches of compacted top course gravel for slopes less than 5%, or of 2-inches of asphalt atop 2-inches of gravel for slopes greater than 5%. If the temporary turn around is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water:

31. The proposed preliminary plat is located within both the Tapteal 4 and 5 water pressure zones. It shall be the responsibility of the developer to install the appropriate infrastructure to serve domestic water at the correct pressure(s) to the entire plat. This may require parallel water mains in some roads.
32. There are existing water mains within the boundary of this preliminary plat. As development proceeds over these mains it shall be the responsibility of the developer to re-lay them at the correct depth and/or relocate them to be within future Right of Ways.
33. The developer will be required to demonstrate that all phases are capable of delivering adequate fire flows prior to construction plans being accepted for review. This may require looping of the watermain from off-site locations, or oversizing of water mains where needed.
34. Domestic water shall be extended to the adjoining properties adjacent to the plat.
35. The fire hydrant layout shall be approved by the City Fire Marshal.

Sanitary Sewer:

36. There are multiple off-site locations available to extend sanitary sewer to this project. It shall be the responsibility of the developer to extend a sewer main to this property to serve sanitary sewer at the time of plat construction.
37. Sanitary sewer shall be extended to all adjoining uphill properties adjacent to the plat.
38. A 10-foot wide exclusive sanitary sewer easement shall be provided for any sewer main that is outside of the public Right-of-Way. Wider easements are required for mains that are buried deeper than 10-feet. If any manholes are located outside of the public Right-of-Way, maintenance truck access to said structure may be required.

Storm Water:

39. This project may require coverage under the Washington State General NPDES Permit for Construction projects. The Developer shall be responsible for compliance with the permit conditions. The City has adopted revised standards affecting the construction of new stormwater facilities in order to comply with conditions of its NPDES General Stormwater Permit program. This project, and each phase thereof, shall comply with the requirements of the City's stormwater program in place at the time each phase is engineered. The project will require detailed erosion control plans.
40. All storm drainage systems shall be designed following the core elements defined in the latest edition of the Stormwater Management Manual for Eastern Washington. The Hydrologic Analysis and Design shall be completed based on the following criteria: Washington, Region 2, Benton County; SCS Type 1A – 24 Hour storm for storm volume. The applicant's design shall provide runoff protection to downstream property owners.

41. The flow-rate of the public storm drainage system shall be designed using the 2-Year, 3-Hour short duration Eastern Washington storm for pipe and inlet sizing using SCS or Santa Barbra method; no modifying or adding time of concentration; no surcharge allowed. Calculations shall be stamped by a registered professional engineer and shall include a profile of the system showing the hydraulic grade line. The calculations should include a 50-foot wide strip behind each right of way line to represent drainage from private property into the City system. Of that area, 50% shall be considered pervious and 50% impervious. Calculations shall include a profile for the design showing the hydraulic grade line for the system. Passing the storm downhill to an existing system will require a downstream storm system capable of accepting the water without being overwhelmed.
42. All construction projects that don't meet the exemption requirements outlined in Richland Municipal Code, Section 16.06 shall comply with the requirements of the Washington State Department of Ecology issued Eastern Washington NPDES Phase II Municipal Stormwater Permit. All construction activities subject to this title shall be required to comply with the standards and requirements set forth in the Stormwater Management Manual for Eastern Washington (SWMMEW) and prepare a Stormwater Site Plan. In addition a Stormwater Pollution Prevention Plan (SWPPP) or submission of a completed erosivity waiver certification is required at the time of plan submittal.
43. If any existing storm drainage or ground water seepage drains onto the proposed site, said storm drainage shall be considered an existing condition, and it shall be the responsibility of the property developer to design a system to contain or treat and release the off-site storm drainage.
44. If there are any natural drainage ways across the proposed pre-plat, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 ("Easements-watercourses").
45. Prior to or concurrent with the submittal of the first phase the developer shall provide a Geotechnical report including the percolation rate of the soils in the area of any storm retention ponds. If the project constructs a storm retention pond then the engineer will need to demonstrate that the pond will drain itself within 24 hours after the end of a storm event, and not have standing water in it longer than that. Engineering solutions are available for retention ponds that do not perk within 24 hours.
46. As per RMC chapter 24.20.070 and the City of Richland's Comprehensive Stormwater Management Plan, the storm drainage system installed as part of this plat may need to be oversized in order to handle the additional flow from future developments in the vicinity.
47. Stormwater collection pipes shall be extended to the adjoining properties adjacent to the plat.
48. If the storm drain pond slopes are greater than 25% or deeper than 4-feet, then a 6-foot fence will be required around the perimeter of the pond with a minimum 12-foot wide gate for maintenance vehicles. A maintenance road from the public Right of Way to the bottom of the pond is also needed (2-inches of compacted gravel, minimum). The City's maintenance of the pond in the future will consist of trimming weeds to maintain compliance with fire and nuisance codes, and maintaining the pond for functionality.
49. The developer shall be responsible for landscaping the storm pond and for its maintenance through the one-year infrastructure warranty period. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above. If the developer wishes for the pond to be landscaped and visually appealing, then the homeowners association should be considered for maintenance responsibilities. This will require an irrigation

meter and sprinkler system (including a power source), and responsibility for maintaining the landscaping.

50. The developer of record shall maintain the public storm drainage system for one year from the date of final acceptance by The City of Richland (as determined by the issuance of the "Letter of Final Acceptance"). Said developer shall also thoroughly clean the entire system, including structures, pipelines and basins prior to the City warranty inspection, conducted 11 months after the Letter of Final Acceptance.

Electrical Service:

51. Provide a ten (10) foot electrical utility easement following the south line of the access easement shown on Sheet 3 of the preliminary plat leading from the "secondary drive" to the City reservoirs, noted as easement 1.
52. The electrical service for Westcliffe Heights will be accomplished by extending a 750mcm feeder circuit from the Westcliffe development up Queensgate Drive. This feeder will be extended through the Westcliffe Heights development and connect to an existing feeder circuit in Falcon Crest. This will complete a feeder loop improving the system reliability. The residential lots will be served from distribution circuits that are fed from the feeder circuit extended through the development. Infrastructure for a future feeder tie to Rachel Road will also be installed during this development.

Final Platting Requirements:

53. When the construction is substantially complete a paper set of "record drawings" shall be prepared by a licensed surveyor and include all changes and deviations. Please reference the Public Works document "RECORD DRAWING REQUIREMENTS & PROCEDURES" for a complete description of the record drawing process. After approval by the City of the paper copy, a mylar copy of the record drawings shall be submitted along with a CAD copy of them. The electronic as-built record drawings shall be submitted in a AutoCAD format compatible with the City's standard CAD software. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
54. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of a certificate of occupancy. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final acceptance. Off-site ("third party") easements for City infrastructure are the responsibility of the developer to obtain. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final occupancy.
55. Any off-site easements or permits necessary for this project shall be obtained and secured by the applicant and supplied to the City at the time of plat construction and prior to final plat acceptance by the City.
56. Ten-foot wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.
57. NEW COMMENT: The vision-clearance triangle needs to be shown on all corner lots on the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the

engineer of record and supplied to the surveyor of record for inclusion into the final plat document.

- 58. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the property owners to maintain.
- 59. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
- 60. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.
- 61. Any restricted parking areas shall be indicated on the final plats.

24.16.260 Lots – Double frontage.

Residential lots which have street frontage along two opposite boundaries shall be avoided except for reverse-frontage lots which are essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation. For such lots, there shall be an easement in favor of the appropriate governmental entity for a planting screen at least 10 feet wide along the lot lines abutting such a traffic arterial or other disadvantageous use across which there shall be no right of access. [Ord. 73 § 4.26].



CITY OF RICHLAND PUBLIC HEARING NOTICE (S2017-101)

Notice is hereby given that Mark Bauder on February 3, 2017, filed an application for preliminary plat approval to subdivide an approximately 140.3 acre site into 203 single family residential lots (Preliminary Plat of Westcliffe Heights). The proposed plat is located north of N. Jurupa Street and south of Meadow Hills Drive, in an area locally referred to as Little Badger Mountain. The proposed plat would have an average lot size of 14,557 square feet.

The Richland Hearings Examiner, on Thursday, May 4, 2017, will conduct a public hearing and review of the application at 6:00 p.m. in the Richland City Hall Council Chambers, 505 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 840 Northgate Drive, Richland, WA 99352. Comments may also be faxed to (509) 942-7587 or emailed to sonell@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, April 25, 2017 to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.



Chapter 22.12

DEDICATION OR PAYMENT OF FEE FOR PARK, RECREATION AND OPEN SPACE LAND

Sections:

22.12.010 Purpose.

22.12.020 Park impact fees.

22.12.025 Repealed.

22.12.030 Payment of fees.

22.12.035 Repealed.

22.12.037 Repealed.

22.12.040 Review of development applications by the parks and recreation commission.

22.12.045 Repealed.

22.12.050 Dedication of park land in lieu of payment of fees.

22.12.060 Repealed.

22.12.070 Credit for land and/or facilities.

22.12.080 Appeals.

22.12.090 Vesting.

Exhibit 10

22.12.010 Purpose.

The following sections of this chapter are enacted and shall be liberally construed to effectuate the following purposes:

- A. To aid in the amelioration of adverse environmental impacts of land use and development;
- B. To assure that adequate park and recreational sites and facilities are properly located, developed and preserved to meet the recreational needs of the residents of the city's neighborhoods;
- C. To equitably apportion, on the basis of the additional need created by individual developments, the cost of providing park and recreational sites and facilities necessary to serve the additional families brought into the community by new development;
- D. To aid in implementation of the goals, objectives, policies and standards set forth in the parks and recreation element of the Richland comprehensive plan.

22.12.020 Park impact fees.

As a condition of the granting of approval of any residential zoning or residential development plan under RMC Title 23 or any residential subdivision or residential short subdivision under RMC Title 24 and consistent with the needs and purposes expressed in RMC 22.12.010, a payment of an impact fee shall be required for one or more of the following: the acquisition or development of public open spaces devoted to public parks, playgrounds, and trails and other recreational purposes; provided, that no fee shall be required where the average density of the proposed use or development is one dwelling unit or less per two and one-half acres.

Park impact fees shall be as follows:

Single-family residential unit
\$1,187.00/unit

Townhomes and duplexes
\$1,053.00/unit

Apartments 3 – 4 units
\$922.00/unit

Apartment > 5 units
\$747.00/unit

Mobile homes
\$838.00/unit

Exhibit 10

Beginning in 2012 and in every year following, fees shall be adjusted January 1st of each year, based on the annual percentage change in the Consumer Price Index, Seattle Urban Wage and Clerical Workers (CPI-W) July through June.

22.12.025 Review by Richland parks and recreation commission.

Repealed by Ord. 24-11.

22.12.030 Payment of fees.

The department shall not approve the final inspection and issue the certificate of occupancy unless and until the impact fees required by this chapter, less any permitted exemptions, credits or deductions, have been paid in full or land has been dedicated per RMC 12.12.050 or park fee credits have been approved by the city. If the payment of impact fees is deferred past the point of permit issuance, the process for the deferral of impact fee payments as set forth in RMC 12.03.085 shall be followed.

A. Fees shall be deposited in a park reserve fund account as established in RMC 3.24.150 through 3.24.170 and shall be used for the acquisition or improvement of park and recreational facilities serving and primarily benefiting residents of the zone with respect to which such payments have been made.

B. Acquisition and/or improvement of such park and recreation facilities shall be made as sufficient funds become available and consistent with the most recent adopted version of the parks and recreation plan.

22.12.035 Criteria for acceptance of park land dedication.

Repealed by Ord. 24-11.

22.12.037 Criteria for acceptance of open space dedication.

Repealed by Ord. 24-11.

22.12.040 Review of development applications by the parks and recreation commission.

Exhibit 10

The Richland parks and recreation commission shall review and make a recommendation to the city council relating to all development proposals in which the applicant is proposing the dedication of any park, trail or open space property to the city; the development abuts a city park or trail property and/or the applicant is requesting credit or partial credit against fees otherwise required by this chapter for private park improvements or other related private improvements that may have the effect of reducing the need for city parks. Projects that are less than 250 dwelling units in size and that do not abut or adjoin existing city park or trail properties and that do not include any proposed land dedications or requests for park mitigation fee credits shall be exempt from review by the parks and recreation commission; provided, that in any circumstance where the Richland parks and recreation commission reviews any development proposal that also requires review by the Richland planning commission under RMC Titles 23, 24 or 26, the Richland parks and recreation commission review shall occur first, so that the Richland planning commission will have knowledge of any Richland parks and recreation commission recommendation or decision.

22.12.045 Value of dedicated park land.

Repealed by Ord. 24-11.

22.12.050 Dedication of park land in lieu of payment of fees.

The parks and recreation commission shall make a recommendation to council on the acceptance of park land in lieu of fees. Dedication of land for park and/or trail purposes shall be based on criteria within the most current version of the adopted parks and recreation plan. Where the dedication of park land is accepted by the city, the value of such dedication shall be established, based on the average of recent undeveloped residential land sales occurring within the vicinity of the development. Alternatively, an applicant may choose to establish a value through the use of a certified land appraiser; provided, that any such appraisal shall be independently reviewed by a second certified land appraiser. The costs of such appraisals shall be borne by the applicant. These land values shall be used to determine the amount of credit provided against any required park fees.

22.12.060 Time of payment of required fee.

Repealed by Ord. 24-11.

22.12.070 Credit for land and/or facilities.

Credit may be granted for private land and/or facilities which are provided in a residential subdivision or development. Credit may also be granted for improvements made to existing public park land or facilities. Improvements to public or private lands that are eligible for credit are those that assist in meeting the need for neighborhood recreational lands or facilities and which implement the most current adopted version of the parks and recreation plan. Projects for which credit may be granted include the provision of usable open space containing minimum improvements (irrigation system, ground cover and landscaping) and/or the provision of facilities typically associated with neighborhood parks and playgrounds. All park improvements and installation of park facilities and/or equipment eligible for such credit shall be subject to the approval of the parks and recreation department for conformance with city standards. The amount of credit to be granted, if any, shall be determined by the Richland parks and recreation commission and shall be based on the value of the land and/or facilities provided, the suitability of such land and/or facilities for activities typically associated with neighborhood parks and playgrounds, the ability of the land and/or facilities to serve public and private recreational needs of the neighborhood, and the impact on implementation of the parks and recreation element of the Richland comprehensive plan.

Requests for credit shall be submitted to the city planning and development services division and shall contain the following information:

A. A site plan showing:

1. Scale of the drawing and the boundaries, dimensions and orientation of the site to true north;
2. Topography at a minimum two-foot contour interval;
3. Location and layout of existing physical characteristics (vegetation, natural waterways and drainage ways, rock outcroppings, etc.) indicating any significant features to be removed, improved or preserved;
4. Location and layout of proposed improvements including landscaping, irrigation system, pathways and trails, play areas and playground equipment, lighting, fencing, structures, etc.;
5. Ingress, egress and internal circulation for the site;
6. Relationship of the site and proposed improvements to adjoining property.

B. An itemized list of the proposed improvements including a description, the quantity, and estimated per-unit cost figure for the individual improvements.

Exhibit 10

C. A statement of the methods and/or provision for ownership, maintenance and use of the site and proposed improvements.

D. Any other materials and/or information determined by the city to be necessary or appropriate.

The city parks department shall coordinate review of the request for credit and shall forward same to the Richland parks and recreation commission, which shall review the request for credit and determine the amount of credit to be granted, if any. If the granting of credit is determined to be appropriate, the value established therefor shall be deducted from the fees owed under RMC 22.12.030.

22.12.080 Appeals.

Appeal to the parks and recreation commission concerning interpretation or administration of this title may be taken by any person aggrieved. Such appeals shall be taken within 10 days from the date of the order, requirement, decision or determination by filing with the city planning and development services division a notice of appeal specifying the grounds thereof, together with a \$100.00 filing fee. The planning and development services division shall transmit to the parks and recreation commission all papers constituting the record upon which the action appealed from was taken. The parks and recreation commission shall conduct a hearing of the appeal within 45 days after the filing of the notice of appeal. Written notice of such hearing shall be mailed at least 10 days before said hearing to the parties in interest. At the hearing, any party may appear in person or by agent or attorney. Any decision made by the Richland parks and recreation commission may be appealed to the Richland city council.

22.12.090 Vesting.

Any person, firm or corporation who has dedicated land to the city through the platting process, for park purposes and/or has made improvements to city park land to satisfy the requirements of this chapter prior to the adoption of this ordinance amendment on October 4, 2011, to fully satisfy the requirements of this chapter shall not be assessed any additional fees or required to dedicate additional park land under this chapter. Any person, firm or corporation who has dedicated land and/or made improvement to city park land to partially satisfy the requirements of this chapter shall be given credit for the percentage of the required fee that has been satisfied. Any person, firm or corporation, who applies for building permits for residential units, after October 4, 2011, shall pay fees in accordance with the current provisions of this chapter.



May 4, 2016

Project #: 19707

Jeffrey R. Peters, PE
City of Richland Public Works
840 Northgate Drive
PO Box 190, MS #26
Richland, WA 99352

Matt Rasmussen, PE
Benton County Road Department
620 Market Street
PO Box 1001
Prosser, WA 99350

RE: The Vista - Queensgate Drive Extension/Bauder Property Review of Routing Alternatives

Dear Jeff and Matt,

This letter provides an overview of transportation considerations associated with two possible routing alternatives for the Queensgate Drive extension through The Vista on the Bauder Property (herein referred to as "The Vista"). Pursuant to our March 10, 2016 meeting and subsequent scoping conversations, we evaluated the relative differences of connecting the Queensgate Drive southerly extension to either S Bermuda Road or Rachel Road.

The methodology and findings of our review are documented in this letter. We assessed existing conditions, a near-term (year 2020) and 20-year conditions assuming site development and the two roadway extension alternatives. Link-based review of volume-to-capacity ratios generated by the BFCOG travel demand model in the site vicinity indicate that Queensgate Road, Leslie Road, Rachel Road, Bermuda Road, and E Reata Road are all projected to operate well under capacity regardless of which Queensgate Drive extension alternative is pursued in both the near-term as well as the 20-year conditions. The BFCOG model demonstrates neither extension alternative is capacity constrained at the link level and lead to a finding of comparable travel times on uncongested routes.

In general, the modeling and traffic analysis reveal that traffic capacity is not a "differentiator" in reviewing the two alternative routes. Therefore, based on our review, we recommend the proposed development move ahead routing the Queensgate Drive extension to S Bermuda Road. The S Bermuda Road alternative directs site traffic to an existing roadway that generally has fewer private residential driveways, a higher posted speed limit, and a more gentle horizontal and vertical profile as compared to Rachel Road. If a secondary connection to Rachel Road is realized in the future through other

development activities, the additional connectivity provided by Rachel Road should further enhance the local transportation system.

Assuming Queensgate Drive is extended to S Bermuda Road, review of operations at three study intersections determined that:

- Signalization of the Leslie Road/E Reata Road intersection will likely be needed in conjunction with full buildout of The Vista development. We recommend the intersection operations be monitored during phased buildout of The Vista beginning after completion of the first 200 homes at The Vista and that the intersection be signalized if and when warranted. The anticipated signalization need is consistent with the City of Richland's adopted Transportation Plan. Further, this intersection may require signalization in the event the Rachel Road extension is pursued instead of the S Bermuda Road extension (though signalization should not be required to support full buildout of The Vista alone).
- A westbound right-turn lane should be provided at the S Bermuda Road/E Reata Road intersection. The 20-year analysis revealed that this right-turn lane would meet WSDOT guidelines regardless of whether Queensgate is extended to Rachel Road or S Bermuda Road.

In addition, the 20-year analysis also identified the need for a westbound left-turn lane on E Reata Road at S Bermuda Road. The Vista development is not anticipated to contribute any traffic volumes to this movement and the need for the improvement is independent of development of the new neighborhood.

Twenty year modeling also found the Rachel Road/Leslie Road intersection requires mitigation regardless of the Queensgate Drive extension alternative selected (under both scenarios, the future modeling assumes a new eastern extension of Rachel Road between Leslie Road and Steptoe Street to the east per the *Richland Transportation Plan*). Acceptable operations can be provided either via signalization or installation of a roundabout.

No other intersection capacity improvement needs were identified amongst the three study intersections in either the near-term or the 20-year conditions.

The remainder of this letter further documents our study methodology and findings.

STUDY BACKGROUND

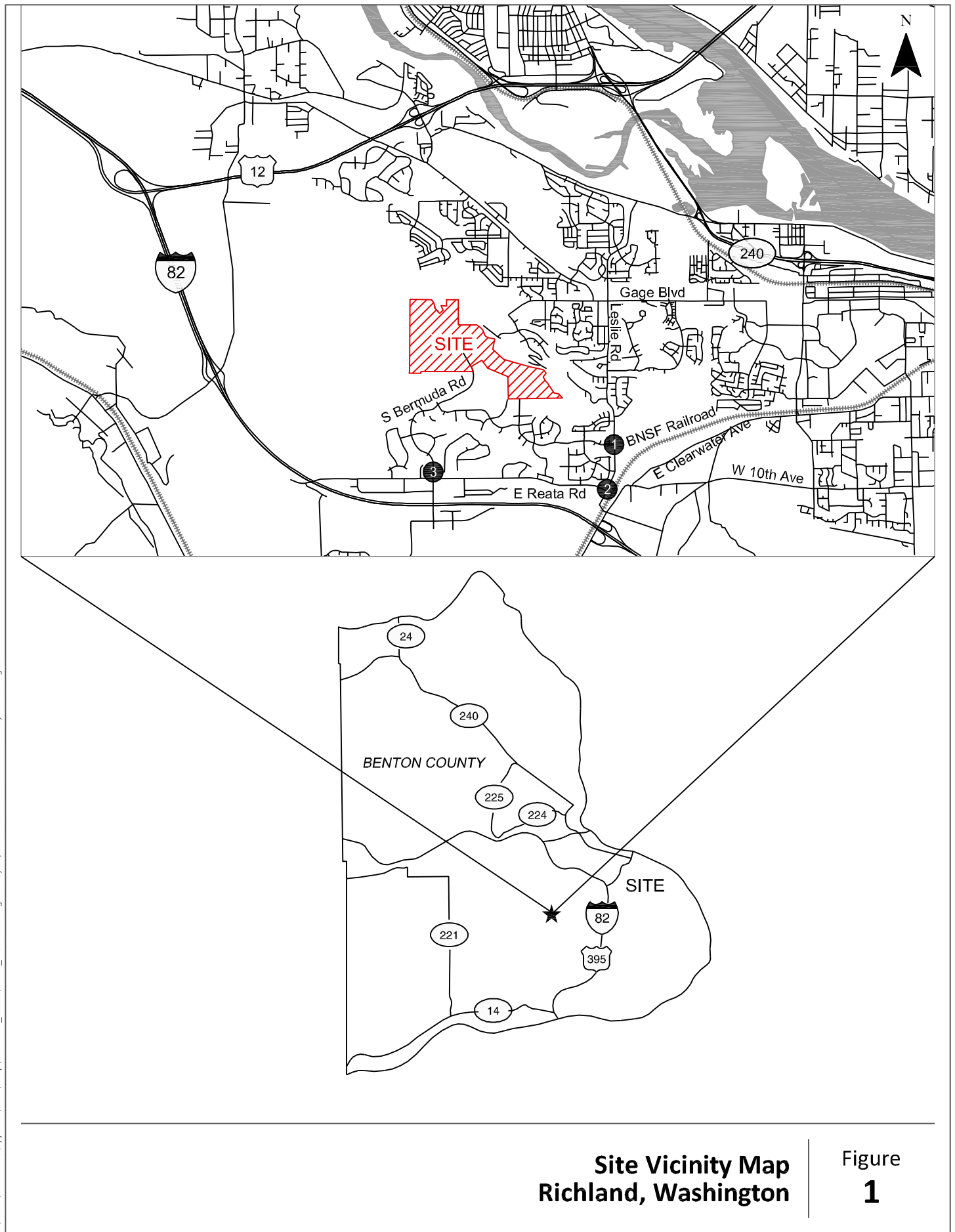
Pahlisch Homes, in cooperation with the Bauder family, is proposing development of land encompassing approximately 140 acres. At this time, development is anticipated to include up to 470 residential homes. In addition to the local street infrastructure provided within the new neighborhood, the development would also accommodate the extension of Queensgate Drive south through the property. The southerly Queensgate Drive extension could be constructed to connect with either S Bermuda Road or Rachel Road, both of which could connect the new neighborhood as well as

surrounding neighborhoods with Leslie Road. The total area of the Bauder and Wilson properties is 351 acres with a potential 1,177 homes at build out. The 20-year analysis assumes development of the additional homes.

This study compares and contrasts the transportation impacts of extending Queensgate Drive to either S Bermuda Road or Rachel Road. Figure 1 illustrates the site vicinity and Figure 2 illustrates a conceptual assessment of two roadway alignment alternatives.

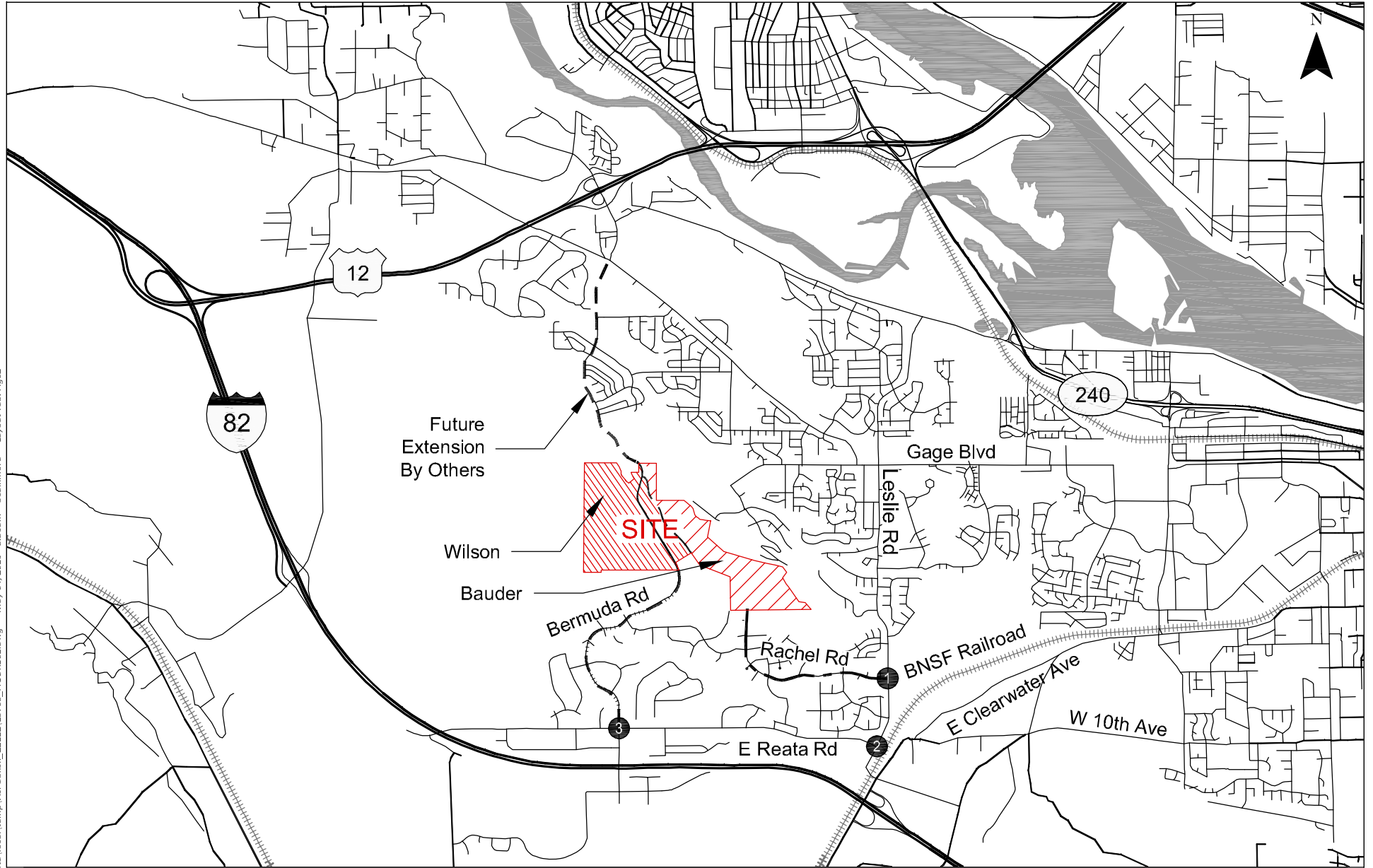
STUDY METHODOLOGY

We evaluated implications of both roadway extension alternatives through a combination of travel demand modeling and intersection capacity analysis as well as qualitative field observations about the existing built environment and topography of the adjacent roadways, as described below.



**Site Vicinity Map
Richland, Washington**

**Figure
1**



**Alternative Queensgate Alignment Options
with Site Development
Richland, Washington**

**Figure
2**

Travel Demand Model

Data from Benton-Franklin Council of Government's (BFCOG) travel demand model was used to assess traffic volume changes associated with each of the two alignment alternatives. The travel demand model was used to assess how local and regional trips may change with each of the roadway connections as well as to understand overall travel patterns within the site vicinity.

Intersection Operations

Existing conditions were reviewed at three intersections to establish a baseline for comparison of near-term and 20-year conditions assuming construction of the alternative roadway extensions. The three study intersections are:

- Leslie Road/Rachel Road
- S Bermuda Road/E Reata Road
- Leslie Road/E Reata Road

Intersection operations were evaluated using *2000 Highway Capacity Manual* analysis procedures. The City of Richland seeks to maintain Level of Service (LOS) "E" or better at unsignalized intersections per Table 3-1 of the *Richland Transportation Plan*.

EXISTING CONDITIONS

The existing conditions analysis identifies site conditions and the current operational and geometric characteristics of the transportation system in the vicinity of the property and along the two Queensgate Extension alignment alternatives. The purpose of this section is to set the stage for a basis of comparison to future conditions. The study intersections and The Vista site were visited and inventoried in March 2015.

Geometric Considerations

Today, S Bermuda Road is a two-lane facility with a posted 35 mile per hour speed limit. Rachel Road is also a two-lane facility but with a posted 25 mile per hour speed limit. In addition to having a lower posted speed limit, Rachel Road accommodates more closely spaced residential driveways and more horizontal and vertical curvature compared to S Bermuda Road.

Both roadways provide a connection to Leslie Road and ultimately I-82. Rachel Road connects directly with Leslie Road whereas S Bermuda Road connects via E Reata Road, which is a designated arterial within City limits (collector roadway within Benton County jurisdiction west of City limits). E Reata Road is a two-lane facility with a 40 mile per hour posted speed limit.

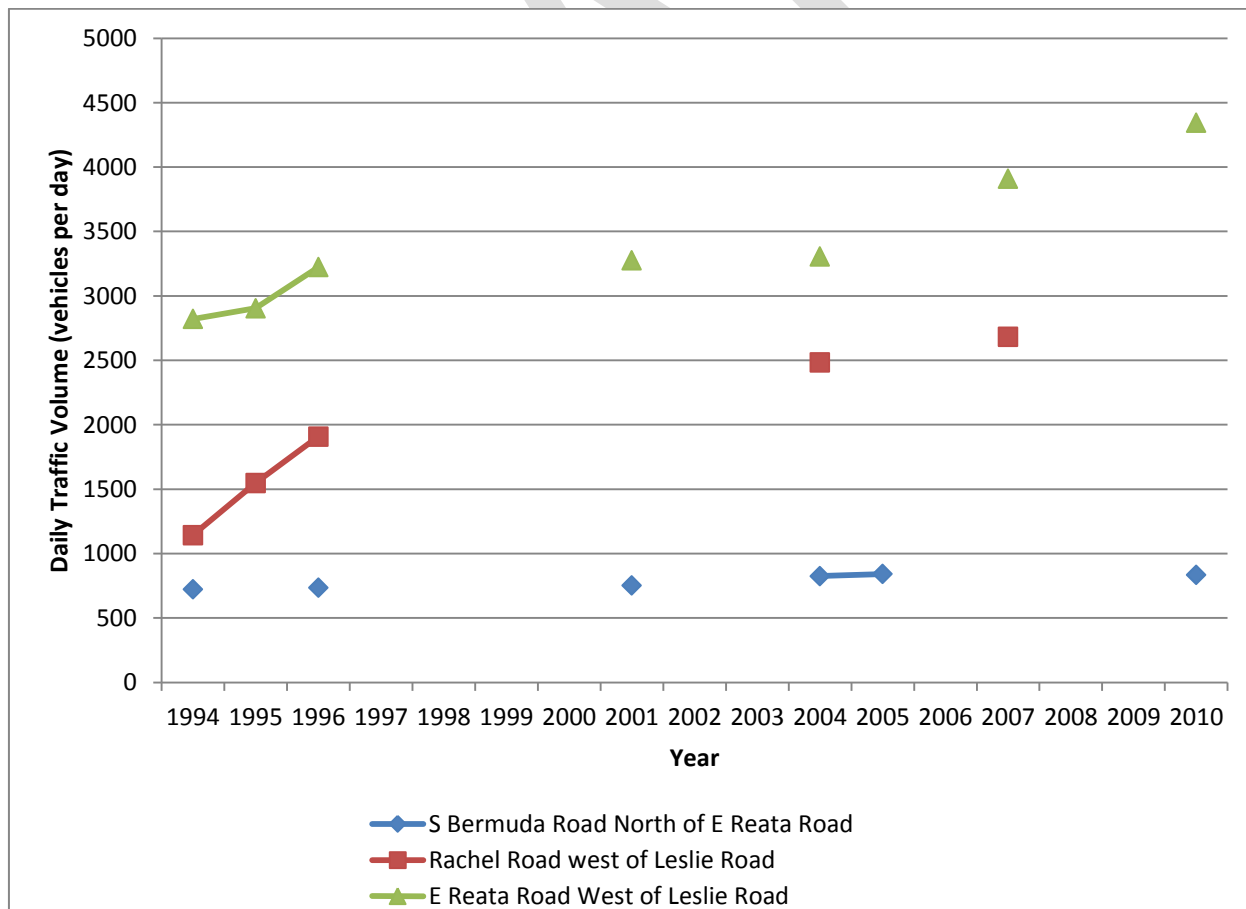
In addition to the connectivity offered by either alignment to Leslie Road, Clover Road links Rachel Road and S Bermuda Road today. The existing Clover Road connection serves local trips and is not expected materially affect either Queensgate Extension routing alternative.

Leslie Road is a designated by the City as an arterial and has a posted 40 mile per hour speed limit. The roadway has a three-lane section (one lane in each direction plus a center left-turn lane) near Rachel Road and a four-lane section near E Reata Road (two southbound lanes, one northbound lane, and one northbound left-turn lane). Leslie Road provides an important connection between either of the Queensgate extension alternatives and the regional transportation system.

24-hour Traffic Counts

The Benton County Road Department provided 24-hour historical count data for the study roadways. This data is summarized in Exhibit 1 below. This information was used to understand how traffic patterns have changed in the site vicinity during the past twenty years. Based on the counts, S Bermuda Road traffic volumes have average about 1% annual growth, Rachel Road about 10% annual growth, and E Reata Road about 3% annual growth.

Exhibit 1. Daily Traffic Volume Trends



As shown in the exhibit, S Bermuda Road has experienced relatively low growth over the past twenty years as compared to both E Reata Road and Rachel Road. However, all three roads are accommodating traffic volumes well below their capacity and consistent with their functional classification designation. The data shown in the tables also confirms that either alignment alternative can be accommodated without the need to widen any of the study roadways beyond a 3-lane cross-section.

Intersection Operations

Weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) traffic counts were conducted at the three study intersections to establish a baseline of comparison for the near-term and 20-year analyses (refer to Attachment 1). Figure 3 summarizes the peak hour traffic counts collected as well as the existing intersection lane configurations and traffic control devices.

As shown in the figure, all intersections were found to operate within City standards and at a LOS "E" or better.

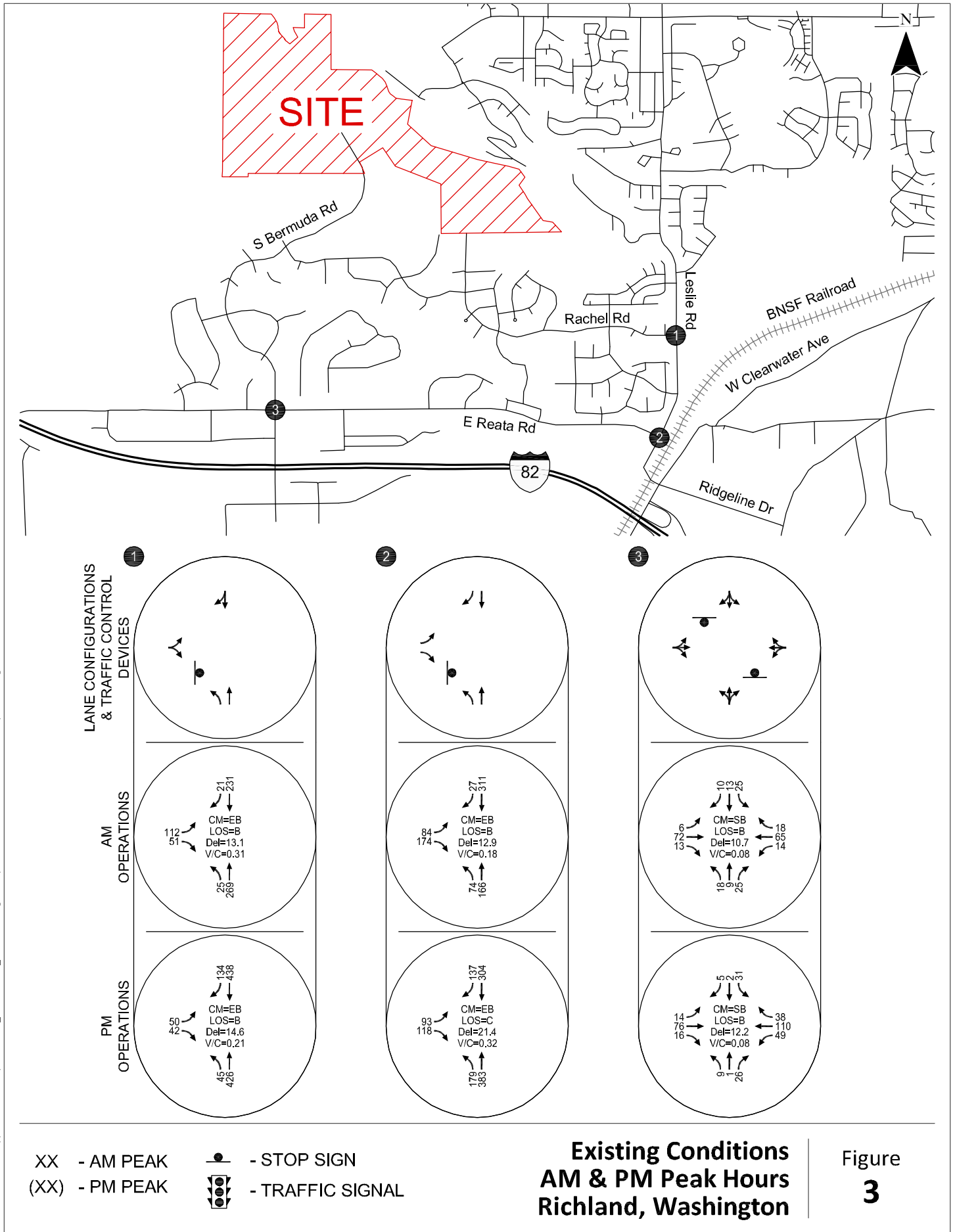


Figure 3

SITE DEVELOPMENT TRIP GENERATION

Pahlisch Homes, in cooperation with the Bauder family, is proposing development of up to 470 residential homes on 140 acres of property in southwest Richland.

A trip generation estimate was prepared based on information provided in the *Trip Generation Manual, 9th Edition* (Reference 1). Table 1 summarizes the daily, weekday AM, and weekday PM peak hour trips. Note the daily trips have been rounded to the nearest 10 and peak hour trips to the nearest 5.

Table 1. Trip Generation Estimate for The Vista Site

Land Use Category	ITE Code	Size (Units)	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Homes	210	470	4,470	355	90	265	470	295	175

ESTIMATED TRIP DISTRIBUTION PATTERN

Existing travel patterns, land use, and roadway connectivity were assessed in conjunction with BFCOG travel demand model data and other transportation impact studies nearby to develop a reasonable trip distribution for the site-generated trips. The estimated trip distribution pattern is shown in Figure 4.

2020 FUTURE CONDITIONS WITH THE VISTA

Future year 2020 traffic conditions were evaluated assuming buildout of the 470 single family homes within the Vista. This analysis was completed assuming extension of Queensgate Drive to S. Bermuda Road in Alternative 1 and to Rachel Road in Alternative 2. Based on BFCOG modeling, a two percent annual growth rate was assumed along each of the study roadways¹.

The operations analysis at the three study intersections was prepared for the two alignment alternatives assuming:

- Queensgate Drive does not connect with Gage Boulevard
- Queensgate Drive does not connect with Badger Mountain Parkway

Link-based review of volume-to-capacity ratios generated by the BFCOG travel demand model in the site vicinity indicate that Queensgate Road, Leslie Road, Rachel Road, Bermuda Road, and E Reata Road are all projected to operate well under capacity regardless of which Queensgate Drive extension alternative is pursued. The model also suggests that the routes will be relatively uncongested and that

¹ Based on a cordon line assumed around the study intersections, BFCOG modeling projects an average of approximately 1.4% growth per year between 2010 and 2020.

the travel times are relatively comparable. In general, the modeling results indicate that neither traffic capacity nor travel times are “differentiators” when selecting an alternative.

Figures 4 and 5 illustrate future 2020 background conditions (before site development), anticipated routing of site-generated trips, and total traffic conditions (with site development) assuming Queensgate Drive extension to S Bermuda Road. Figures 5 and 6 illustrate future 2020 conditions before and after site development assuming the Queensgate Drive extension to Rachel Road.

Analysis of the study intersections found that all of the intersections operate acceptably assuming the Queensgate Drive extension to Rachel Road. The Bermuda Road extension alternative results in eastbound delays at the E Reata Road/Leslie Road intersection causing a LOS “F” condition for the westbound left-turn movement during the weekday PM peak hour. The LOS “F” could be mitigated through signalization of the intersection, an improvement identified as an anticipated future need in the *Richland Transportation Plan*. Appendix 2 includes the intersection analysis worksheets.

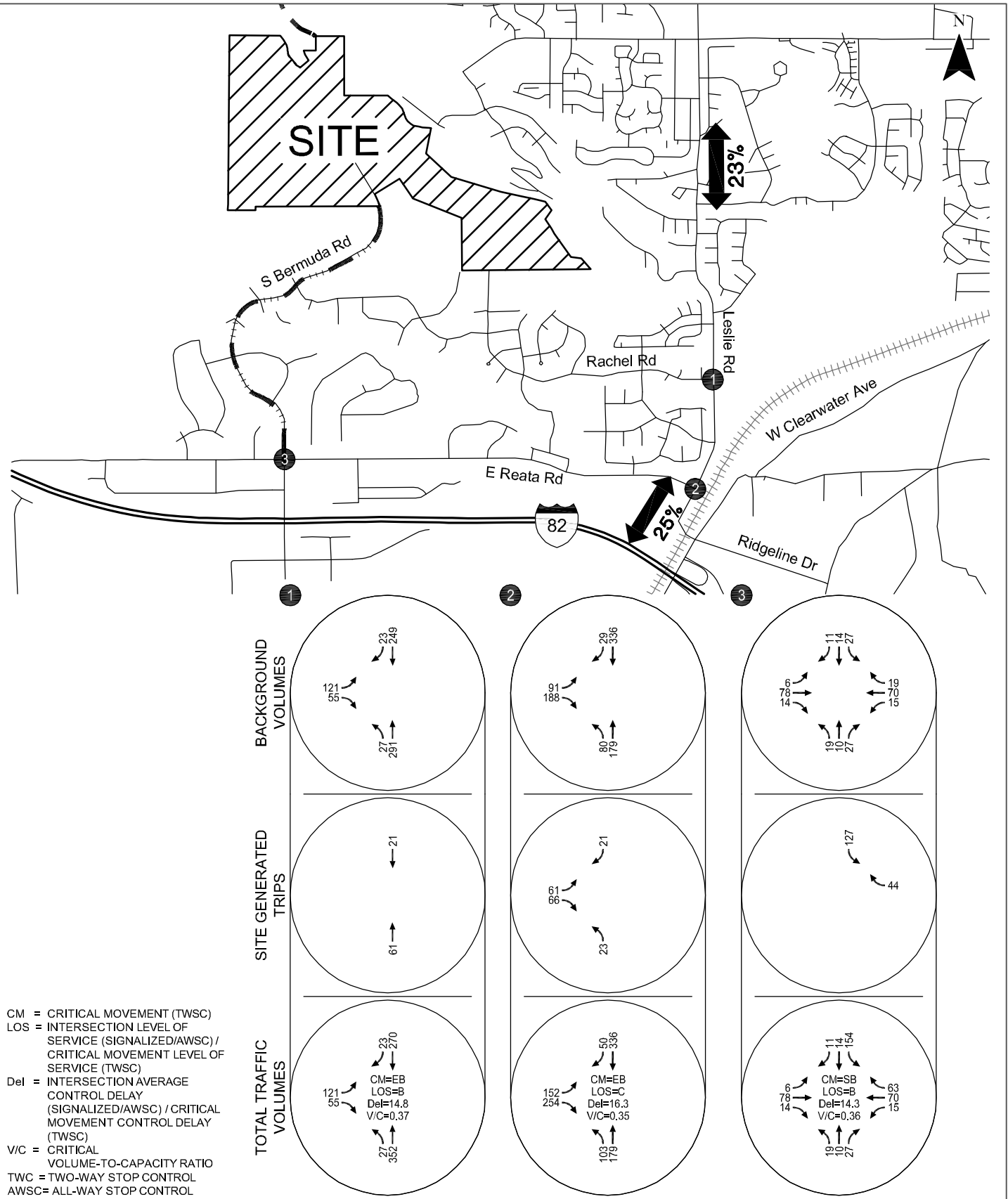
While signalization of the E Reata Road/Leslie Road intersection would implement a previously identified improvement consistent with the City’s plans, the specific implementation timeline for signalization will be dependent both on the extent of re-routing of existing traffic that occurs with completion of the Queensgate Drive extension and the rate at which trips from The Vista actually impact the E Reata Road/Leslie Road intersection, pending construction and occupancy of the new homes. For these reasons, we recommend the E Reata Road/Leslie Road intersection operations be monitored during phased buildout of The Vista and that the intersection be signalized if and when warranted.

Turn Lane Considerations

The Washington State Department of Transportation (WSDOT) has defined traffic-volume based turn lane guidelines within the *WSDOT Design Manual* (Reference 3). Left-turn lane guidelines are provided in section 1310.04(2)(a) while right-turn lane guidelines are provided in section 1310.04(3).

Left-turn lanes are already in place at two of the three study intersections. As such, we reviewed the potential need for left-turn lanes at the S Bermuda Road/E Reata Road intersection. Our analysis found that forecast traffic volumes at the intersection would not meet the WSDOT guidelines for providing a left-turn lane on E Reata Road in 2020 regardless of whether the S Bermuda Road or Rachel Road alignment alternative is chosen.

The WSDOT right-turn lane guidelines suggest the need for a westbound right-turn lane at the S Bermuda Road/E Reata Road intersection with the S Bermuda Road alternative. This right-turn lane is not needed in 2020 if the Rachel Road alternative is chosen. Provision of a right-turn would be appropriate in conjunction with site development of The Vista assuming the S Bermuda Road alternative is selected. Subject to County staff direction and/or further future analysis completed after partial site development at The Vista, it appears provision of the right-turn lane would be appropriate in conjunction with occupancy of the 150th home at the Bauder site.



**Year 2020 Conditions with Bermuda Road Connection
Weekday AM Peak Hour
Richland, Washington**

Figure
4

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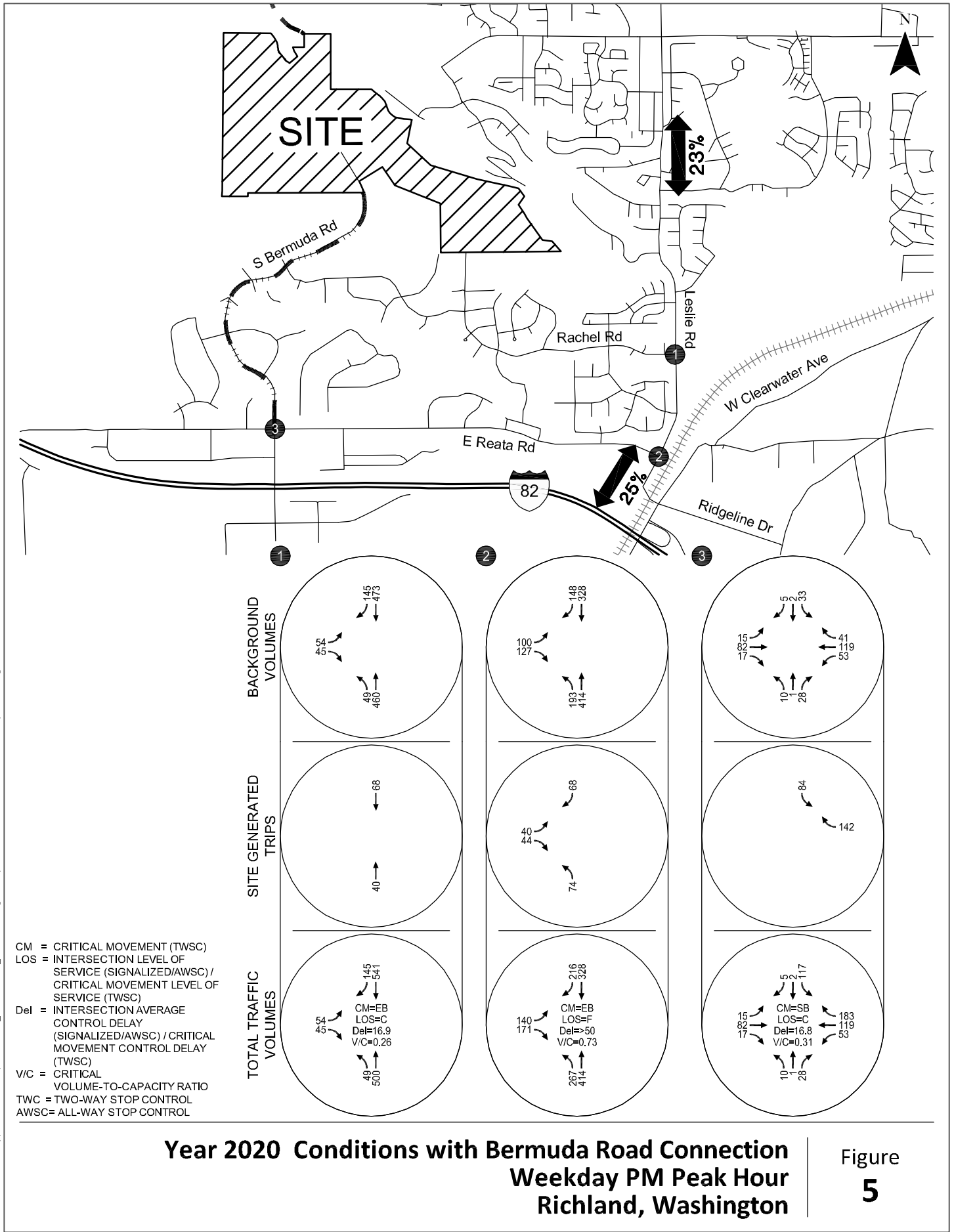
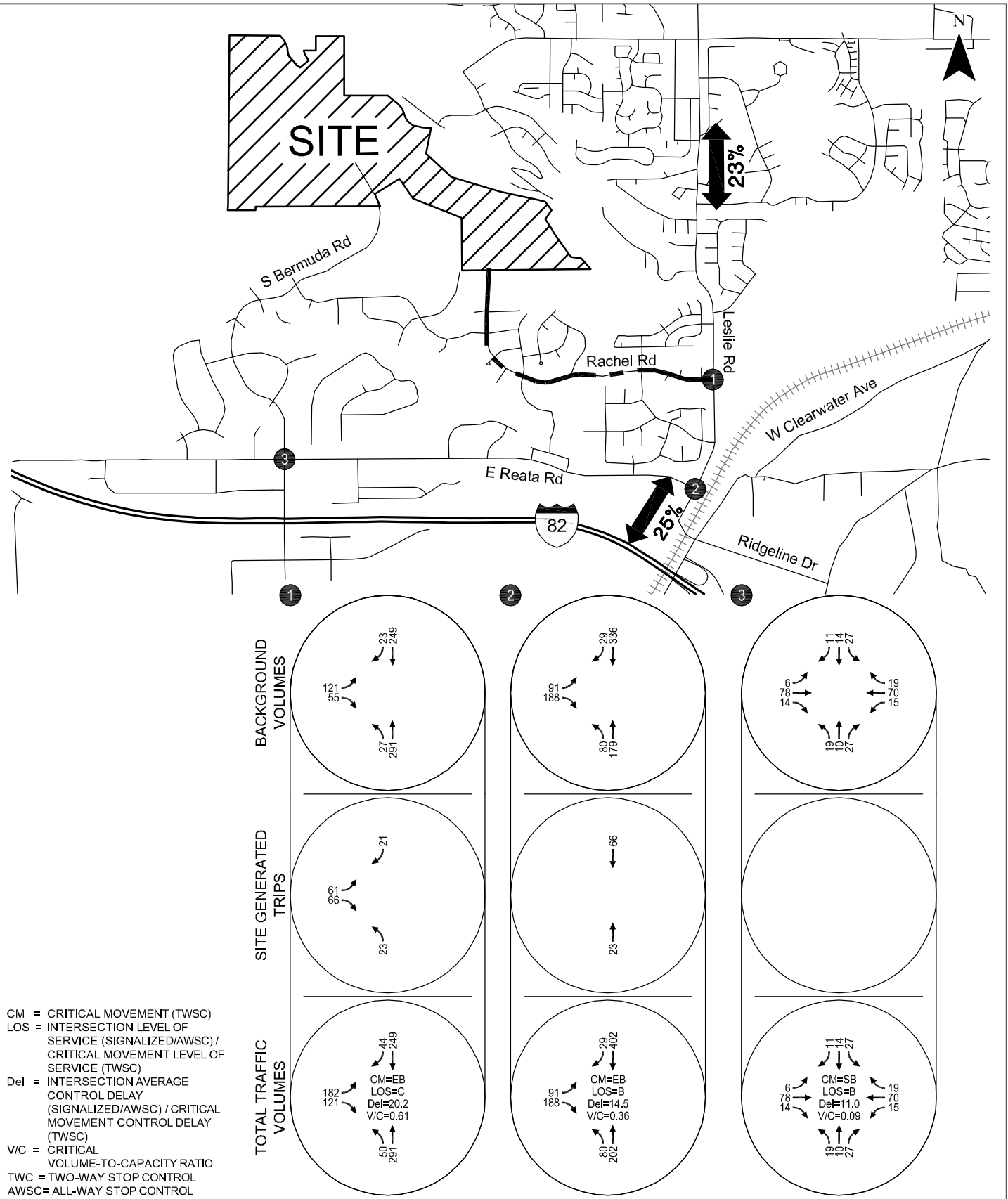


Figure 5



**Year 2020 Conditions with Rachel Road Connection
Weekday AM Peak Hour
Richland, Washington**

**Figure
6**

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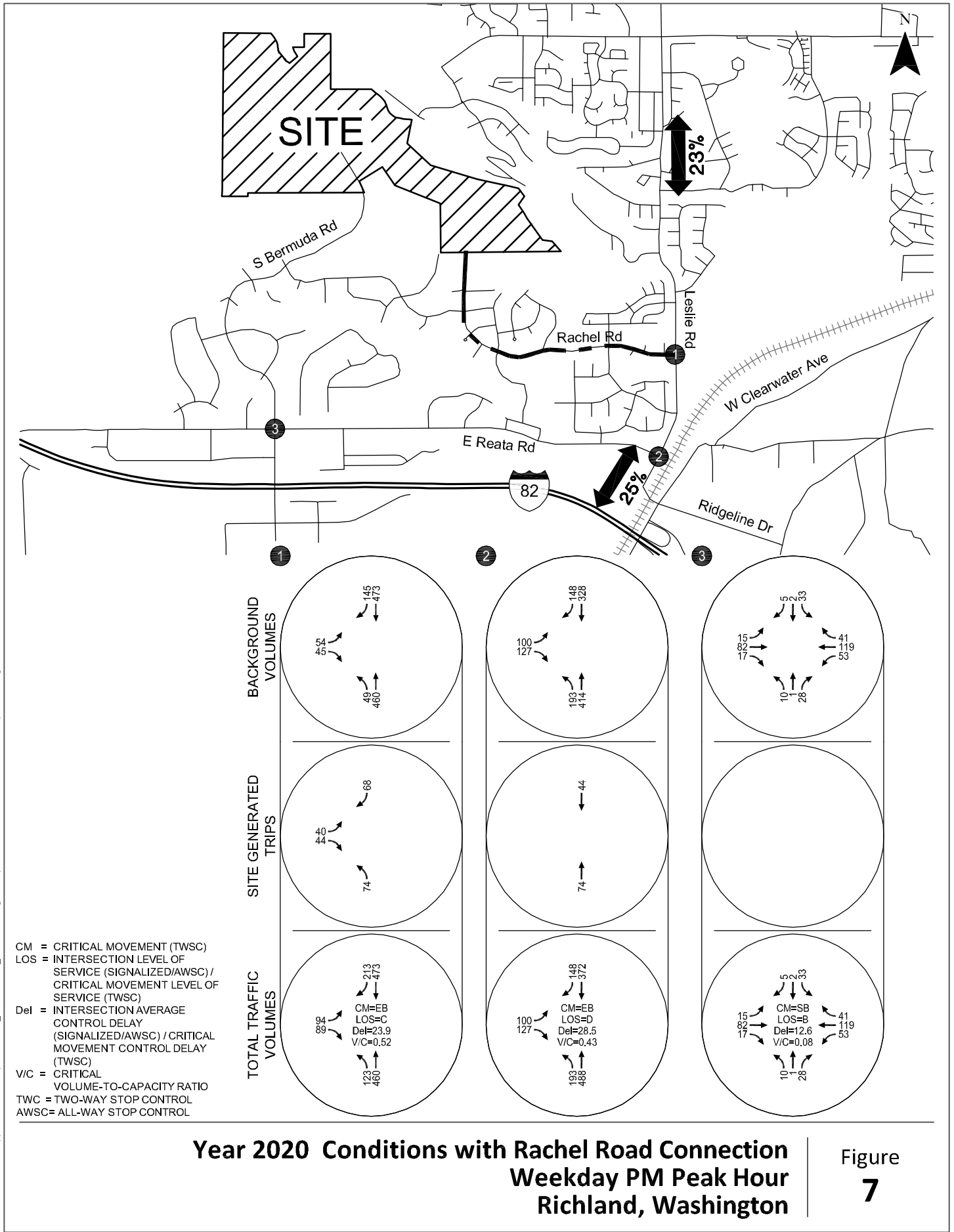


Figure
7

2036 FUTURE CONDITIONS

Future year 2036 traffic conditions were evaluated assuming construction and occupancy of several new neighborhoods in the vicinity and additional street connectivity, including:

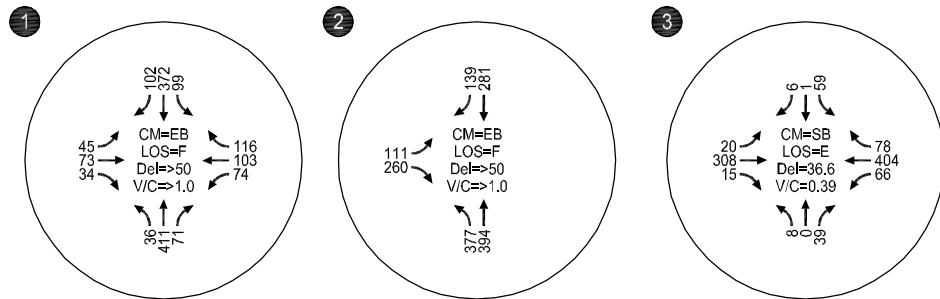
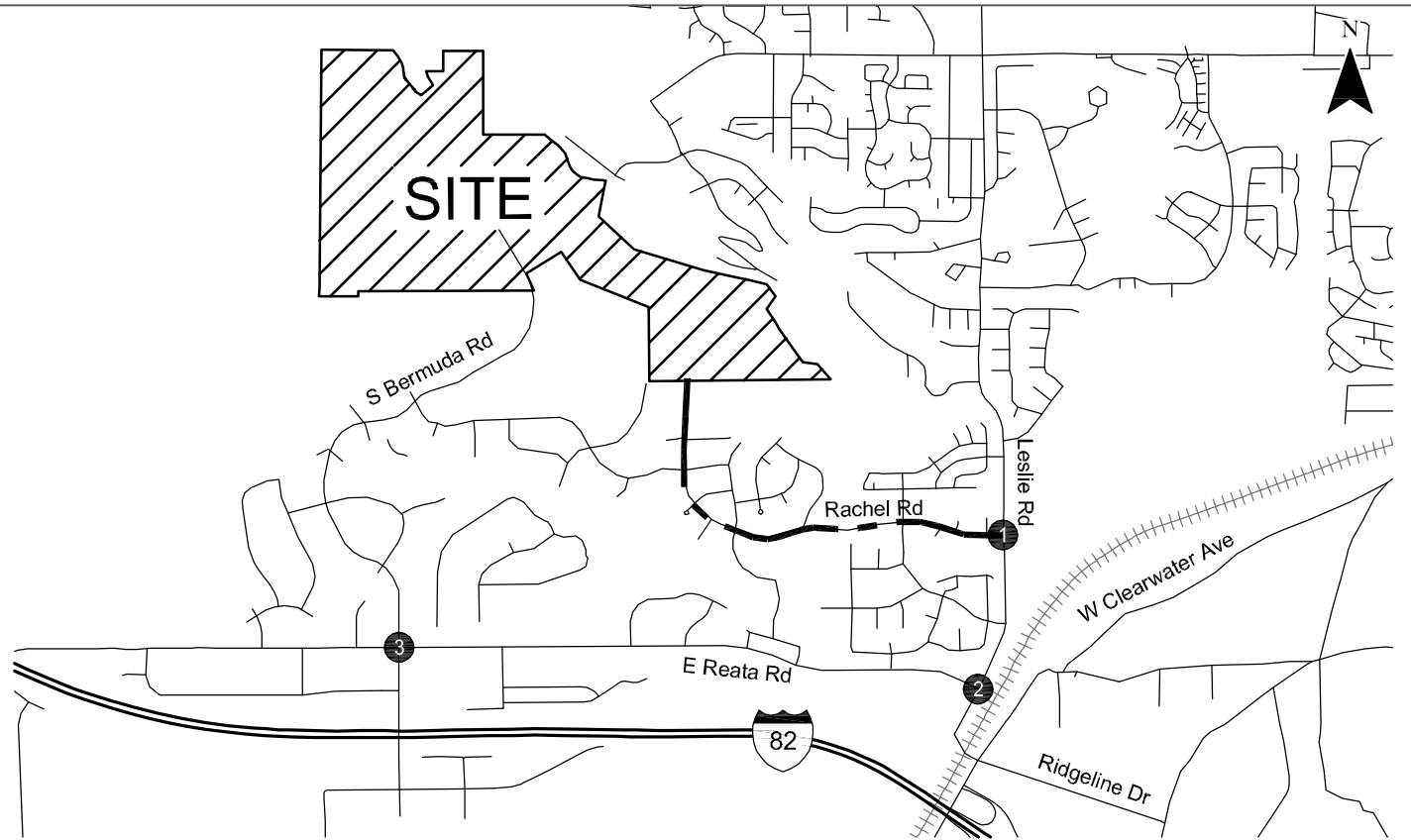
- the Badger Mountain Subarea Plan²², including completion of Badger Mountain Parkway between Queensgate Drive and Dallas Road;
- the 470 single family homes proposed within the Vista;
- development of up to 1,177 residential homes lands adjacent to the Bauder property; and,
- the extension of Gage Boulevard to Queensgate Drive

Based on these assumptions, year 2036 traffic volumes at the three study intersections were developed for two alternatives – Alternative 1 assuming extension of Queensgate Drive to S Bermuda Road and Alternative 2 assuming extension of Queensgate Drive to Rachel Road in Alternative 2. The year 2036 weekday PM peak hour volumes were calculated using year 2030 turn movement projections developed from the BFCOG travel demand modeling that were post-processed following NCHRP 2-55 analysis procedures. The resultant year 2030 volumes were grown by a two percent annual growth rate to develop year 2036 intersection turning movement volumes.

Figure 8 illustrates future 2036 weekday PM peak hour traffic conditions assuming Queensgate Drive extension to S Bermuda Road. Figure 9 illustrates future 2036 weekday PM peak hour conditions assuming the Queensgate Drive extension to Rachel Road. Appendix 3 includes the intersection analysis worksheets. Analysis of the study intersections under year 2036 conditions found:

- Operations of the Rachel Road/Leslie Road intersection require mitigation regardless of the Queensgate Drive extension alternative selected (under both scenarios, the future modeling assumes a new eastern extension of Rachel Road between Leslie Road and Steptoe Street to the east per the *Richland Transportation Plan*). Acceptable operations can be provided either via signalization or installation of a roundabout. Further, neither Rachel Road or Leslie Road need to be widened beyond a three-lane cross-section to accommodate future traffic volumes.
- Operations of the E Reata Road/Leslie Road intersection require mitigation regardless of the Queensgate Drive extension alternative selected. As was noted in the discussion of 2020 conditions, signalization of the intersection was identified as an anticipated future need in the *Richland Transportation Plan*.
- WSDOT Design Manual Guidelines suggest the need for providing both a westbound right-turn lane and a westbound left-turn lane on E Reata Road at S Bermuda Road in 2036, again regardless of the Queensgate Drive extension alternative selected (operations would improve to level of service "D" with the turn lanes for both options).

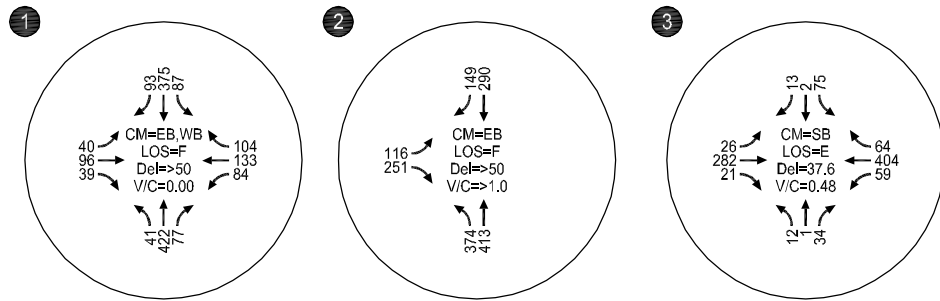
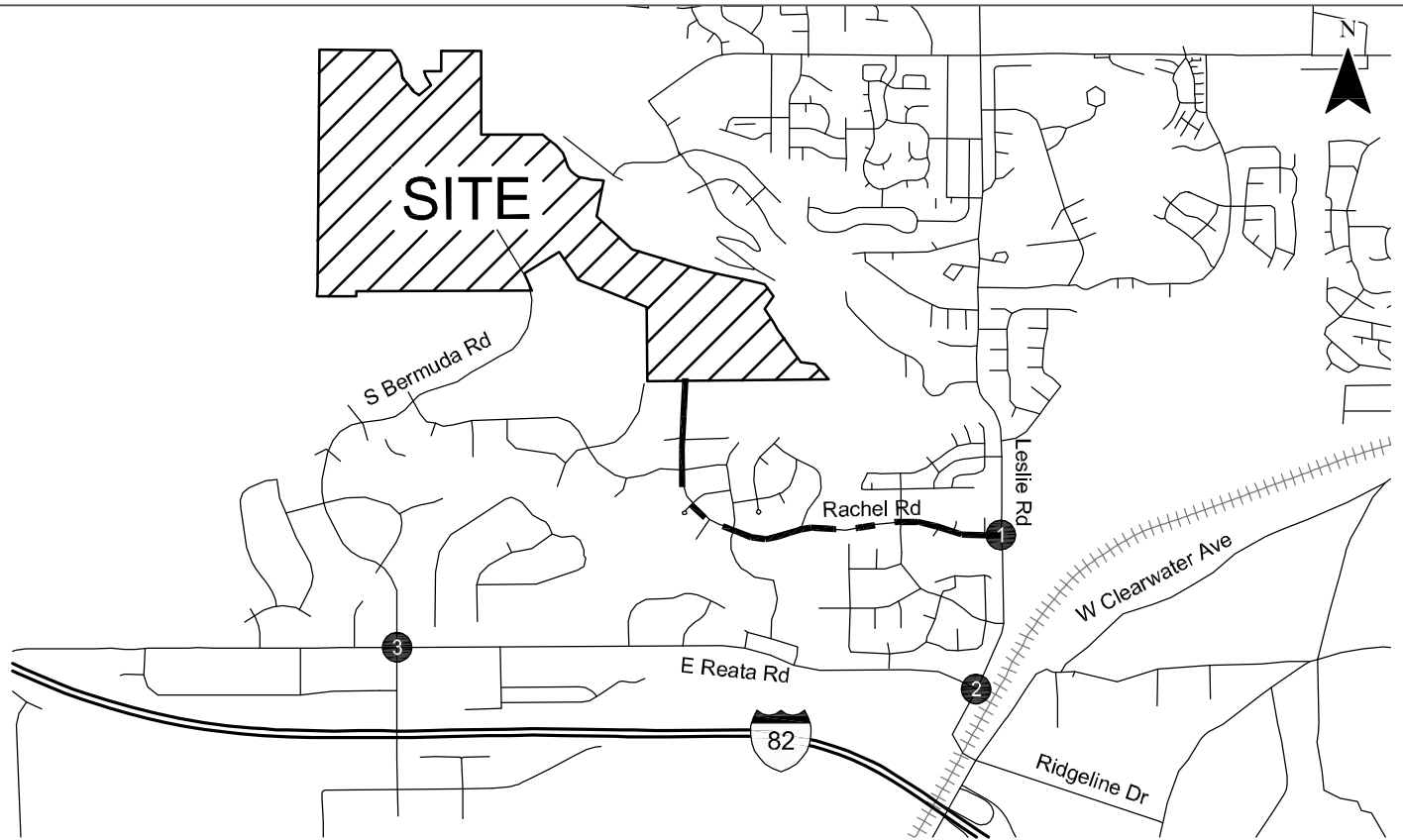
²² As documented in the April 2010 *Badger Mountain Subarea Plan - Transportation* study, accounting for the trips generated assuming the "Alternative 1" southern connection of the site to Queensgate Drive (as identified in Figure 4.1 of the report)



CM = CRITICAL MOVEMENT (TWS/C)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED/AWSC) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWS/C)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED/AWSC) / CRITICAL MOVEMENT CONTROL DELAY (TWS/C)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
 TWS/C = TWO-WAY STOP CONTROL
 AWS/C = ALL-WAY STOP CONTROL

**Year 2036 Weekday PM Peak Hour
 Assuming Queensgate Drive Extension to Bermuda Rd
 Richland, Washington**

**Figure
 8**



CM = CRITICAL MOVEMENT (TWSC)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED/AWSC) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED/AWSC) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
 TWC = TWO-WAY STOP CONTROL
 AWSC = ALL-WAY STOP CONTROL

**Year 2036 Weekday PM Peak Hour
 Assuming Queensgate Drive Extension to Rachel Rd
 Richland, Washington**

**Figure
 9**

SUMMARY FINDINGS & CONCLUSIONS

Based on the analysis presented in this letter, we conclude that the proposed Vista site development could be supported through extension of Queensgate Drive south to connect with S Bermuda Road or Rachel Street. BFCOG travel demand modeling determined that either extension alignment choice is viable and that roadway link capacity is not a differentiator in comparing the two alternative routes.

From a transportation systems perspective:

- Either extension alternative can be supported at the link level from a roadway capacity perspective. None of the study roadways would need to be widened beyond a three-lane cross-section to support year 2036 conditions regardless of the alignment option.
- Both alternatives would require signalization of the E Reata Road/Leslie Road intersection. The need for this improvement was identified in the Richland Transportation Plan as well. The timing of signalization will depend on the construction and occupancy of new homes in the area and should therefore be monitored to determine if and when it is warranted.
- Forecast traffic volumes at the S. Bermuda Road/E Reata Road intersection would not meet the WSDOT guidelines for providing a left-turn lane on E Reata Road in 2020 regardless of whether the S Bermuda Road or Rachel Road alignment alternative is chosen. However, this improvement would be needed in year 2036.
- The WSDOT right-turn lane guidelines suggest the need for a westbound right-turn lane in 2020 at the S Bermuda Road/E Reata Road intersection with the S Bermuda Road alternative. This improvement is needed in year 2036 regardless of the alignment route chosen.

In the final assessment, the route alignment extension choice should be judged based on construction feasibility as well as impacts to existing neighborhoods. Traffic capacity is not a differentiator between the options.

Should the S Bermuda Road alternative be selected, improvements are recommended at both the S Bermuda Road/E Reata Road intersection and the Leslie Road/E Reata Road intersections as part of The Vista development. These improvements will be needed to support the 20-year buildout of the overall area and should be coordinated with adopted City of Richland plans and policies.

- We recommend the Leslie Road/E Reata Road intersection operations be monitored during phased buildout of The Vista beginning after completion of the first 200 homes at The Vista and that the intersection be signalized if and when warranted.
- Subject to County direction and/or further future analysis completed after partial site development at The Vista, we recommend provision of a westbound right-turn lane on E

Reata Road at S Bermuda Road in conjunction with occupancy of the 150th home at the Bauder site.

Please contact us if you have any questions or wish to discuss our findings.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Julia Kuhn, PE
Senior Principal Engineer

Chris Brehmer, PE
Principal Engineer

Cc: Chad Bettsworth, PE; Pahlisch Homes, Inc.
Jason Mattox, PE; HDJ Design Group, PLLC

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation Manual*, 9th Edition. 2012.
2. City of Richland. Richland Transportation Plan. 2005.
3. Washington State Department of Transportation. *WSDOT Design Manual*. November 2015.

ATTACHMENTS

Appendix 1: Intersection Traffic Counts

Appendix 2: 2020 Intersection Analysis Worksheets

Appendix 3: 2036 Intersection Analysis Worksheets



Engineering +
Environmental

Exhibit 12

Geotechnical Engineering Report

Westcliffe Heights
Richland, Washington

Prepared for:
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Pahlisch Homes
1020 N. Center Parkway Suite A
Kennewick, Washington 99336

March 24, 2017
Project No. HDJ4234.000

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March 24, 2017

**Geotechnical Engineering Report
Westcliffe Heights
Richland, Washington**

Prepared for:
Chad Bettsworth
Pahlisch Homes
1020 N. Center Parkway Suite A
Kennewick, Washington 99336

Prepared by:



03/24/2017

Adam Swenson, PE
Geotechnical Engineer

Reviewed by:

A handwritten signature in black ink, appearing to read "Ryan White".

Ryan White, PE, GE (OR)
Geotechnical Discipline Lead

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Appendix A – Field Explorations

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Appendix B – Laboratory Testing

1.0 INTRODUCTION

1.1 General

PBS Engineering and Environmental Inc. (PBS) is pleased to present this geotechnical engineering report for the Westcliffe Heights project in Richland, Washington. This report presents the results of our geotechnical explorations, testing, and analyses for the proposed development. The general location of the site is shown on the Vicinity Map, Figure 1. The approximate locations of our explorations in relation to existing site features are shown on the Site Plan, Figure 2.

Previous reporting for the site has been submitted by Foundation Engineering, Inc. (FEI, August 2016). The report provided recommendations regarding the excavatability of the site soils and maximum temporary/permanent slope inclinations. Recommendations provided in the FEI report for these components of the project supersede recommendations made in this report.

1.2 Purpose and Scope

The purpose of PBS' services was to develop geotechnical design and construction recommendations in support of the planned site development. This was accomplished by performing the following scope of services.

1.2.1 Geologic Map Review

Geologic maps of the site area were reviewed for information regarding geologic conditions and hazards at or near the site.

1.2.2 Subsurface Exploration

PBS completed eight test pits at the site (designated as TP-1 through TP-8). The test pits were advanced to depths up to 19 feet below the existing ground surface (bgs). The explorations were logged and representative soil samples were collected by a member of the PBS geotechnical engineering staff.

1.2.3 Field Infiltration Testing

PBS completed four infiltration tests within in three test pits, TP-1, TP-3, and TP-6, near areas where the proposed new stormwater systems will be located. Open-hole, falling head, infiltration testing was completed at depths between 8 and 17 feet bgs.

1.2.4 Soils Testing

The samples were returned to our laboratory and classified in general accordance with the Unified Soil Classification, Visual-Manual Procedure. Laboratory tests included grain-size analysis and moisture content.

1.2.5 Geotechnical Engineering Analysis

Data collected during the subsurface exploration, literature research, and laboratory testing was used to develop specific geotechnical design and construction recommendations for the proposed site development.

1.2.6 Report Preparation

This Geotechnical Engineering Report summarizes the results of our explorations and analyses, including information relating to the following:

- Exploration logs and site plan showing approximate exploration locations

- Laboratory test results
- Infiltration test results
- Discussion of subsurface conditions
- Discussion of critical areas indicated at the site as defined by the City of Richland, including steep slopes and erosion
- Earthwork, grading, and fill recommendations:
 - fill slope inclinations
 - structural fill materials and preparation
 - wet/cold weather considerations
 - utility trench excavation and backfill requirements
- Seismic design criteria in accordance with the 2015 International Building Code (IBC) with Washington amendments

1.3 Project Understanding

Current plans include developing the approximately 63-acre site for residential development in Richland, Washington. The site has been unused in recent years, but portions near the bottom of the slope may have been previously used for agricultural purposes.

1.4 Field Exploration

Eight test pits (TP-1 through TP-8) were excavated to depths up to 19 feet bgs by Mahaffey Enterprises, Inc., of Kennewick, Washington, using a Komatsu track-mounted excavator equipped with a 42-inch toothed bucket. The approximate test pit locations are shown on the Site Plan, Figure 2. Interpreted test pit logs and field exploration methods are presented in Appendix A – Field Explorations.

1.5 Laboratory Testing

Soil samples obtained during our explorations were returned to the laboratory to aid in soil classification and to evaluate their general physical properties and engineering characteristics. Laboratory testing included grain-size analysis and moisture contents. Laboratory test results are included on the exploration logs in Appendix A.

2.0 SITE CONDITIONS

2.1 Surface Description

The approximately 140-acre site is long, oriented in the southeast-northwest direction, and is of a non-descript shape. The site is bordered to the north by the north slope of Little Badger Mountain, to the west and south by agricultural land, and to the east by an undeveloped south-facing hillside. The site is generally undeveloped, covered by grasses, weeds, and some native vegetation.

The site generally slopes downward to the south and southwest. The ground surface elevations range from approximately 900 feet above mean sea level (amsl) near the western extent of the site to about 1100 feet amsl near the eastern extent of the site (PBS survey, 2016).

Multiple areas within the proposed development are designated as critical areas due to high erosion potential and/or steep slopes. Steep slopes are defined as slopes exceeding 40 percent (2.5H:1V [horizontal to vertical]). Steep slopes, as defined by the City of Richland,

are present over roughly 15 percent of the site. The inclinations of site slopes are as steep as 75 percent (1.33H:1V), but are generally 20 percent (5H:1V) or flatter.

Preliminary site grading plans generally show fill will be placed in low areas of the site to raise or flatten site grades and facilitate stormwater drainage. Current plans include construction of new roadways, stormwater drainage and infiltration facilities, and installation of utilities.

2.2 Geologic Setting

2.2.1 Regional Geology

The site lies within the Pasco Basin, a structural and topographical low area that lies in the Columbia River Plateau physiographic province in southeast Washington and Northeast Oregon. This province consists of a series of flood basalt flows of the Columbia River Basalt Group (CRBG) of the Miocene Epoch and early Pliocene Epoch (between 17 and 6 million years ago) in age, forming an extensive volcanic plateau. The thick basalt of the CRBG forms the bedrock of the region. Crossing the Columbia Basin is a northwest-trending tectonic feature called the Olympic Wallowa Lineament (OWL). Right-lateral displacement on this transform structure influenced the formation of the Pasco Basin.

The Pasco Basin lies within a tectonic subdivision of the Columbia River physiographic province known as the Yakima Fold Belt (Riedel, et al., 1991). Deformation of the basalt flows has since occurred, generally attributed to regional north-south compression and associated folding, strike-slip faulting, and thrusting. This deformation of the basalt has generally led to a series of east-west trending anticlinal ridges and synclinal valleys that trend from North 50° west to North 50° east. The anticlines often have steeply dipping north flanks and more gently dipping southerly flanks.

2.2.2 Local Geology

Geologic maps show that surficial geology in the vicinity of the site consists of members of the CRBG (Mvsem [Elephant Mountain] and Mvsp [Pomona]), Quaternary flood deposits (Qfs), and wind-deposited loess (Ql). The flood deposits originated during the Pleistocene Period. These deposits formed when the Wallula Gap, located south of the site, temporarily dammed floodwaters catastrophically released from glacial Lake Missoula upon failure of an ice dam. This constriction resulted in the formation of Lake Lewis, which extended eastward from the Gap and into the Pasco Basin area, which was in existence only a few weeks at time. Repeated flooding produced by repeated ice dam failures resulted in layered sediment (Rockwell, 1979).

The southwestern base of Badger Mountain geology is mapped as loess (Ql). The wind-deposited soil consists primarily of silt and fine sand. The loess is shown as Holocene to Pleistocene Epoch in age.

2.3 Subsurface Conditions

2.3.1 Soil and Bedrock

PBS has summarized the subsurface units as follows:

<i>SILT:</i>	Homogeneous, non-plastic sandy silt was encountered at the ground surface to between 1 foot and 14.5 feet bgs. Consistency of the observed silt appeared to vary from medium stiff to stiff.
--------------	--

Carbonate cementation of the silt soils was observed in TP-2 and TP-3.

Stiff silt was also encountered at a depth of 6 feet bgs, beneath the gravel in test pit TP-1, and extended to the 12-foot depth explored. The silt contained 29 to 30 percent sand.

GRAVEL

Gravel was encountered in TP-1, TP-3, and TP-6 at varying depths. The gravel was encountered as shallow as at the ground surface up to a depth of 6 feet bgs. The coarse subrounded to subangular gravel was often stained with carbonate deposits. The gravel was encountered in a matrix of silt and sand. Based on the excavator's difficulty in excavation, relative density of the gravel was generally dense to very dense.

BASALT

Very weak to medium weak (R1 to R3) basalt bedrock was encountered in six test pits, TP-2 and TP-4 through TP-8. Basalt was encountered between the depths of 1 and 14.5 feet bgs up to the maximum depth explored. Large, cobble-sized, carbonate stained pieces of basalt were encountered, as the basalt was often encountered in a highly-fractured state. Less often, the basalt was found in a severely-weathered state (TP-5) at a depth of 2 feet bgs. The rock was discolored and easily broken. Underlying the severely-weathered basalt the excavation encountered very severely weathered basalt resembling clay at a depth of 16 feet bgs.

2.3.2 Groundwater

Groundwater was not encountered to the depths explored during excavation of the test pits. Existing information regarding the groundwater depths in the general project area were obtained from local well logs available on the Washington Department of Ecology well log database website. Groundwater is likely found at a depth below 100 feet bgs.

Perched groundwater may be encountered at the project site due to variations in fill, alluvial deposits, and bedrock contact depths and will fluctuate due to variations in rainfall, irrigation, and the season.

2.3.3 Infiltration Testing

PBS completed four infiltration tests in three separate test pits. One test was conducted in TP-1, two in TP-3, and one in TP-6. Tests were conducted at depths of approximately 12 feet (TP-1), 8 and 17 feet (TP-3), and 10 feet bgs (TP-6). The tests were completed in general accordance with the procedures of open-pit falling head testing summarized in the Stormwater Management Manual for Eastern Washington. The test pits were excavated to the test depth and filled with water to approximately 4.8 feet (TP-1), 4.0 feet and 3.5 feet (TP-3), and 3.2 feet deep (TP-6), saturating the surrounding soils. The water was then allowed to drain and the water depth was recorded at regular, timed intervals using a pressure transducer, data logger, and by manual measurement.

The following Table 1 presents test depth, the measured infiltration rates, and soil classification.

Table 1. Infiltration and Laboratory Test Results

Test Pit	Depth of Infiltration Test (feet bgs)	Infiltration Rate¹ (inches/hour)	Soil Classification
TP-1	12	4.8	Sandy Silt (ML)
TP-3	8	7.0	Sandy Silt (ML)
TP-3	17	4.0	Cemented Silt with Sand (ML)
TP-6	10	1.6	Weathered Fractured Basalt

1. Field-measured infiltration rate.

Design infiltration rates are determined to account for the planned level of pre-treatment, maintenance, vegetation, siltation, etc. Field-measured infiltration rates are typically reduced by a factor of two to four for use in design. Based on the results of field testing and our analyses, we recommend using a factor of 2.5.

3.0 CONCLUSIONS AND RECOMMENDATIONS

3.1 Geotechnical Design Considerations

The subsurface conditions at the site consist of loose to medium dense sandy silt. The on-site soils can be reused as structural fill if properly moisture conditioned. Excavation with conventional equipment is feasible throughout the site, though additional work may be required for excavation of cemented soils and fractured bedrock.

Special consideration should be made for clay soils, such as those encountered at depth in TP-5. The FEI report provides recommendations for what to do with the clay soils.

3.2 Critical Areas Review

The site consists of varying topography with a fairly consistent slope trending down to the south and southwest. The City of Richland Code defines steep slopes as slopes inclined at greater than 40 percent (approximately 2.5H:1V slope). Recommendations regarding some of the steep slopes are provided in the FEI report.

Steep slopes can be associated with geologic hazards, such as possible slope instability and soil erosion. Instability of slopes is more likely to occur when soils are wet, while soil erosion is more likely when large amounts of water flow over the ground surface.

Due to the extent of site grading and the proximity of existing structures, it may be necessary to slope and/or temporarily shore excavations during construction. Outside the development area, site slopes show no obvious signs of recent instability such as exposed soil, scarps, seeps, etc.

3.3 Critical Areas Recommendations

Based on our observations, slopes at the site show no signs of recent instability. Erosion of site soils where slopes are steeper can be controlled with site grading, use of erosion control matting, and/or rock blankets. Site grading and drainage design shall control all surface

drainage, including any potential on-site stormwater flow. Mitigation of this geohazard by site grading design will essentially reduce the geohazard to a level that is less than the conditions observed at the time of exploration.

We recommend that mass grading activities associated with the critical areas be executed in accordance with the civil engineering design plans. Mitigation of the erosion hazard at this site will be addressed by the civil engineering plans for the site, which will include site grading and stormwater management plans.

3.4 Site Stormwater Management

The stormwater management for the site shall comply with the Eastern Washington Stormwater Management Manual (Ecology, 2004). Stormwater disposal/infiltration devices require registration with the Washington State Department of Ecology as Underground Injection and Control (UIC) facilities. Stormwater disposal systems shall be designed per area requirements.

The perimeter ground surface and hard-scaping should be sloped to drain away from all structures. Gutters should be tight-lined to a suitable discharge and maintained as free flowing. Cut or fill slopes shall be prepared and maintained to control erosion in accordance with area requirements.

3.5 Seismic Design Criteria

The seismic design parameters, in accordance with the 2015 IBC, are summarized in Table 2.

Table 2. IBC Seismic Design Parameters

Parameter	Short Period	1 Second
Maximum Credible Earthquake Spectral Acceleration	$S_s = 0.43 \text{ g}$	$S_1 = 0.16 \text{ g}$
Site Class	D	
Site Coefficient	$F_a = 1.46$	$F_v = 2.15$
Adjusted Spectral Acceleration	$S_{MS} = 0.62 \text{ g}$	$S_{M1} = 0.35 \text{ g}$
Design Spectral Response Acceleration Parameters	$S_{DS} = 0.41 \text{ g}$	$S_{D1} = 0.23 \text{ g}$
Design Spectral Peak Ground Acceleration	0.17 g	

g – acceleration due to gravity

4.0 CONSTRUCTION RECOMMENDATIONS

4.1 Site Preparation

Construction of the proposed development will require removal of loose silt for mass grading activities or in-place compaction during the dry season. In general, this material can be reused as structural fill by placing and compacting it in lifts as structural fill during dry conditions. Once any loose soils are removed, the exposed subgrade should be moisture conditioned and compacted using a large, smooth-drum, vibratory roller making a minimum of four to six overlapping passes until the subgrade is relatively dense and well-keyed. The near-surface soils should then be replaced in lifts of up to 12 inches (uncompacted thickness) and compacted as structural fill. Due to the variability of the near-surface soils

present at the site, the subgrade should be evaluated by PBS personnel by observing proofrolls (described in the following section of this report) of the structural fill as it is prepared. Specific recommendations for preparation of structural fill are included in the following sections of this report.

Based on the results of our geotechnical exploration and analyses, we believe the near-surface silt soils may be reused as structural fill. However, this will require the removal of any organic material. The use of native soil also depends on the contractor's ability to moisture condition the soil to within a few percent of the optimum moisture content, as well as apply the required energy using adequately sized compaction equipment during site grading.

4.1.1 Proofrolling/Subgrade Verification

Following site preparation and prior to placing aggregate base for the foundations, building pad, or pavement section, the exposed subgrade should be evaluated either by proofrolling or another method of subgrade verification. The subgrade should be proofrolled with a fully loaded dump truck or similar heavy, rubber-tire construction equipment to identify unsuitable areas. If evaluation of the subgrades occur during wet conditions, or if proofrolling the subgrades will result in disturbance, they should be evaluated by qualified PBS personnel using a steel foundation probe. We recommend that PBS be retained to observe the proofrolling and perform the subgrade verifications. Unsuitable areas identified during the field evaluation should be recompacted or excavated to firm ground and replaced with structural fill.

4.1.2 Wet/Freezing Weather and Wet Soil Conditions

Surficial soils at the site consist primarily of silt with sand, which may be recompacted during wet conditions. Areas containing variable amounts of silt could possibly be encountered during construction. During wet conditions, these areas may require over-excavation and replacement. Site earthwork and subgrade preparation should not be completed during freezing conditions.

Protection of the subgrade is the responsibility of the contractor. Soils that have been disturbed during site preparation activities, or soft or loose zones identified during proofrolling or probing, should be removed and replaced with compacted structural fill.

4.2 Excavation

All excavations should be made in accordance with applicable OSHA and state regulations. The contractor is responsible for adherence to the Occupational Safety and Health Administration (OSHA) requirements. Near-surface soils encountered at the site consist of loose to medium dense sandy silt; some sloughing and caving should be anticipated.

Trench cuts may stand relatively vertical to a depth of approximately 4 feet bgs, provided no groundwater seepage is present in the trench walls. Open excavation techniques may be used provided the excavation is configured in accordance with the OSHA requirements, groundwater seepage is not present, and with the understanding that some sloughing may occur. The trench walls should be flattened if sloughing occurs or seepage is present. If shallow groundwater is observed during construction, use of a trench shield or other approved temporary shoring is recommended for cuts that extend below groundwater seepage, or if vertical walls are desired for cuts deeper than 4 feet bgs.

4.3 Structural Fill

Structural fills should be placed over subgrade that has been prepared in accordance with the Site Preparation and Wet/Freezing Weather and Wet Soil Conditions sections of this report. A wide range of material may be used as structural fill; however, all material used should be free of organic matter or other unsuitable materials and should meet the specifications provided in the 2016 Standard Specifications for Road, Bridge, and Municipal Construction (WSDOT, SS 2016), depending on the application. A brief characterization of some of the acceptable materials and our recommendations for their use as structural fill is provided as follows.

4.3.1 Near-Surface Soils

Based on our geotechnical exploration, loose to medium dense silt with sand and the weathered fractured basalt encountered at the site may be suitable for mass grading applications during the dry season provided any encountered debris is removed. If the onsite soils are used as fill for mass grading, the silt and the fractured basalt materials should be worked together to create a stable fill material. Additionally, the fill should be free of any organic or deleterious material with grain-size typically less than 6 inches in diameter. Cobbles measuring more than 6 inches in diameter shall make up no more than five percent of the fill by weight. The material should be compacted to at least 92 percent of the maximum dry density, as determined by ASTM D 1557 (modified Proctor), with a maximum uncompacted lift thickness of 12 inches. Due to the rocky nature of the native fill material, visual inspection of the material and methods of processing and compaction by a member of the PBS geotechnical engineering staff is recommended.

4.3.2 Imported Granular Materials

Imported granular material used during periods of wet weather or for haul roads, building pad subgrades, staging areas, etc., should be pit or quarry run rock, crushed rock, or crushed gravel and sand, and should meet the specifications provided in WSDOT SS 9-03.14(2) – Select Borrow. In addition, the imported granular material should be well graded between coarse and fine and of the fraction passing the US Standard No. 4 Sieve, less than 5 percent by dry weight should pass the US Standard No. 200 Sieve.

Imported granular material should be placed in lifts with a maximum uncompacted thickness of 9 inches, and be compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D 1557.

During wet conditions, where imported granular material is placed over potentially soft-soil subgrades, we recommend a geotextile be placed between the subgrade and imported granular material. Depending on site conditions, the geotextile should meet WSDOT SS 9-33.2 – Geosynthetic Properties for soil separation or stabilization. The geotextile should be installed in conformance with WSDOT SS 2-12.3 – Construction Geosynthetic (Construction Requirements) and, as applicable, WSDOT SS 2-12.3(2) – Separation or WSDOT SS 2-12.3(3) – Stabilization. As an alternative to the use of the geotextile, the use of cobbles measuring 3 to 6 inches may be used for soil stabilization or as deemed suitable by the geotechnical engineer of record.

4.3.3 Base Aggregate

Base aggregate for floor slabs should be clean, crushed rock or crushed gravel. The base aggregate should contain no deleterious materials, meet specifications provided in WSDOT SS 9-03.12(1)A – Gravel Backfill for Foundations (Class A), and have less than

5 percent (by dry weight) passing the US Standard No. 200 Sieve. The imported granular material should be placed in one lift and compacted to at least 95 percent of the maximum dry density, as determined by ASTM D 1557.

4.3.4 Foundation Base Aggregates

Imported granular material placed at the base of excavations for spread footings, slabs-on-grade, and other below-grade structures should be clean, crushed rock or crushed gravel, and sand that is well graded between coarse and fine. The granular materials should contain no deleterious materials, have a maximum particle size of 1½-inch, and meet WSDOT SS 9-03.12(1)A – Gravel Backfill for Foundations (Class A). The imported granular material should be placed in one lift and compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D 1557.

4.3.5 Trench Backfill

Trench backfill placed beneath, adjacent to, and for at least 2 feet above utility lines (i.e., the pipe zone) should consist of well-graded granular material with a maximum particle size of 1 inch and less than 10 percent by dry weight passing the US Standard No. 200 Sieve. The pipe bedding should also meet the standards prescribed by City of Richland specifications, where WSDOT SS 9-03.12(3) – Gravel Backfill for Pipe Zone Bedding applies. The pipe zone backfill should be compacted to at least 90 percent of the maximum dry density as determined by ASTM D 1557, or as required by the pipe manufacturer or local building department.

Within pavement areas or beneath building pads, the remainder of the trench backfill should consist of well-graded granular material with a maximum particle size of 3 inches, less than 10 percent by dry weight passing the US Standard No. 200 Sieve, and should meet standards prescribed by WSDOT SS 9-03.19 – Bank Run Gravel for Trench Backfill. This material should be compacted to at least 92 percent of the maximum dry density, as determined by ASTM D 1557, or as required by the pipe manufacturer or local building department. The upper 2 feet of the trench backfill should be compacted to at least 95 percent of the maximum dry density, as determined by ASTM D 1557.

Outside of structural improvement areas (e.g., roadway alignments or building pads), trench backfill placed above the pipe zone should consist of excavated material free of wood waste, debris, clods, or rocks greater than 6 inches in diameter and meet WSDOT SS 9-03.14 – Borrow and WSDOT SS 9-03.15 – Native Material for Trench Backfill. This general trench backfill should be compacted to at least 90 percent of the maximum dry density, as determined by ASTM D 1557, or as required by the pipe manufacturer or local building department.

5.0 ADDITIONAL SERVICES AND CONSTRUCTION OBSERVATIONS

In most cases, other services beyond completion of a geotechnical engineering report are necessary or desirable to complete the project. Occasionally, conditions or circumstances arise that require the performance of additional work that was not anticipated when the geotechnical report was written. PBS offers a range of environmental, geological, geotechnical, and construction services to suit the varying needs of our clients.

PBS should be retained to review the plans and specifications for this project before they are finalized. Such a review allows us to verify that our recommendations and concerns have been adequately addressed in the design.

Satisfactory earthwork performance depends on the quality of construction. Sufficient observation of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications. We recommend that PBS be retained to observe general excavation, stripping, and fill placement and compaction. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

6.0 LIMITATIONS

This report has been prepared for the exclusive use of the addressee, and their architects and engineers, for aiding in the design and construction of the proposed development and is not to be relied upon by other parties. It is not to be photographed, photocopied, or similarly reproduced, in total or in part, without express written consent of the Client and PBS. It is the addressee's responsibility to provide this report to the appropriate design professionals, building officials, and contractors to ensure correct implementation of the recommendations.

The opinions, comments, and conclusions presented in this report are based upon information derived from our literature review, field explorations, laboratory testing, and engineering analyses. It is possible that soil, rock, or groundwater conditions could vary between or beyond the points explored. If soil, rock, or groundwater conditions are encountered during construction that differ from those described herein, the Client is responsible for ensuring that PBS is notified immediately so that we may reevaluate the recommendations of this report.

Unanticipated soil and rock conditions and seasonal soil moisture and groundwater variations are commonly encountered and cannot be fully determined by merely taking soil samples in test pits. Such variations may result in changes to our recommendations and may require additional funds for expenses to attain a properly constructed project. Therefore, we recommend a contingency fund to accommodate such potential extra costs.

The scope of services for this subsurface exploration and geotechnical report did not include environmental assessments or evaluations regarding the presence or absence of wetlands or hazardous substances in the soil, surface water, or groundwater at this site.

If there is a substantial lapse of time between the submission of this report and the start of work at the site, if conditions have changed due to natural causes or construction operations at or adjacent to the site, or if the basic project scheme is significantly modified from that assumed, this report should be reviewed to determine the applicability of the conclusions and recommendations presented herein. Land use, site conditions (both on- and off-site), or other factors may change over time and could materially affect our findings. Therefore, this report should not be relied upon after three years from its issue, or in the event that the site conditions change.

7.0 REFERENCES

- International Building Code. (IBC). (2015). International Building Code. Country Club Hills, IL: International Code Council, Inc. Washington State Amendments to the International Building Code 2009 Edition, Effective July 1, 2010.
- Riedel, Stephen, et al. (1991). Field Trip Guide to the Geology of the Pasco Basin and Surrounding Area, South-Central Washington, Washington State University.
- Rockwell International. (1979). Compilation Geologic Map of the Pasco Basin, South Central Washington. RHO-BWI-ST-4, Rockwell Hanford Operations Energy Systems Group.
- Washington State Department of Ecology. (2004). Stormwater Management Manual for Eastern Washington, publication number 04-10-076.
- Washington State Department of Transportation (WSDOT SS). (2016). Standard Specifications for Road, Bridge, and Municipal Construction, M 41-10, Olympia, Washington.

FIGURES

E:\Projects\4234-00\Geotechnical\GeoDWG\HDJ4234.000 FIG1-2.dwg Mar 23, 2017 03:17pm brandonw



SOURCE © 2016 GOOGLE EARTH PRO.



WASHINGTON



SCALE: 1" = 2,500'

PREPARED FOR: PAHLISCH HOMES



PROJECT #
HDJ4234.000

DATE
MAR 2017

VICINITY MAP
WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

FIGURE

1

\\pbsenv\lan\Projects\ HDJ Pasco Projects\Projects\4234-00\Geotechnical\GeoDWG\HDJ4234-000_FIG1-2.dwg Mar 17, 2017 04:12pm jimb



SOURCE: © 2016 GOOGLE EARTH PRO.

LEGEND

■ TP-1 TEST PIT NUMBER AND APPROXIMATE LOCATION



SCALE: 1" = 500'

PREPARED FOR: PAHLISCH HOMES



PROJECT #
HDJ4234.000

DATE
MAR 2017

SITE PLAN
WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

FIGURE

2

APPENDIX A

Field Explorations

APPENDIX A – FIELD EXPLORATIONS

A1.0 GENERAL

PBS explored subsurface conditions at the project site by excavating eight test pits on August 10, 2016. The approximate locations of the explorations, designated TP-1 through TP-8, are shown on Figure 2. The procedures and techniques used to excavate the test pits, collect samples, and other field techniques are described in detail in the following paragraphs. Unless otherwise noted, all soil sampling and classification procedures were performed in general accordance with applicable ASTM standards. “General accordance” means that certain local and common drilling and descriptive practices may have been followed.

A2.0 TEST PITS

A2.1 Excavation and Sampling

The test pits were excavated using a track-mounted excavator, equipped with a 42-inch toothed-bucket, provided and operated by Mahaffey Industries Inc. of Kennewick, Washington, and were advanced to depths up to approximately 19 feet bgs. The test pits were observed by a member of the PBS geotechnical engineering staff who located the general areas for exploration and maintained a detailed log of the subsurface conditions and materials encountered during the course of the work. Representative disturbed samples were taken at selected depths in the test pits for classification and for physical testing in the PBS laboratory. The disturbed samples were sealed in plastic bags.

A2.2 Test Pit Logs

Test pit logs describe the subsurface conditions and types of materials encountered in the test pits and the depths where the materials or conditions changed, although the changes may be gradual. Each test pit log shows the depths of the samples obtained.

A3.0 MATERIAL DESCRIPTION

Initially, soil samples were classified visually in the field. Consistency, color, relative moisture, degree of plasticity, and other distinguishing characteristics of the soil samples were noted. Afterward, the samples were reexamined in the PBS laboratory, various standard classification tests were conducted, and the field classifications were modified where necessary. The terminology used in the soil classifications and other modifiers are defined in the attached Table A-1, Terminology Used to Describe Soil and Rock.

Soil Descriptions

Soils exist in mixtures with varying proportions of components. The predominant soil, i.e., greater than 50 percent based on total dry weight, is the primary soil type and is capitalized in our log descriptions (SAND, GRAVEL, SILT, or CLAY). Smaller percentages of other constituents in the soil mixture are indicated by use of modifier words in general accordance with the ASTM D2488-06 Visual-Manual Procedure. "General Accordance" means that certain local and common descriptive practices may have been followed. In accordance with ASTM D2488-06, group symbols (such as GP or CH) are applied on the portion of soil passing the 3-inch (75mm) sieve based on visual examination. The following describes the use of soil names and modifying terms used to describe fine- and coarse-grained soils.

Fine-Grained Soils (50% or greater fines passing 0.075 mm, No. 200 sieve)

The primary soil type, i.e., SILT or CLAY is designated through visual-manual procedures to evaluate soil toughness, dilatency, dry strength, and plasticity. The following outlines the terminology used to describe fine-grained soils, and varies from ASTM D2488 terminology in the use of some common terms.

Primary soil NAME, Symbols, and Adjectives			Plasticity Description	Plasticity Index (PI)
SILT (ML & MH)	CLAY (CL & CH)	ORGANIC SOIL (OL & OH)		
SILT		Organic SILT	Non-plastic	0 – 3
SILT		Organic SILT	Low plasticity	4 – 10
SILT/Elastic SILT	Lean CLAY	Organic SILT/ Organic CLAY	Medium Plasticity	10 – 20
Elastic SILT	Lean/Fat CLAY	Organic CLAY	High Plasticity	20 – 40
Elastic SILT	Fat CLAY	Organic CLAY	Very Plastic	>40

Modifying terms describing secondary constituents, estimated to 5 percent increments, are applied as follows:

Description	% Composition	
With Sand	% Sand ≥ % Gravel	15% to 25% plus No. 200
With Gravel	% Sand < % Gravel	
Sandy	% Sand ≥ % Gravel	≤30% to 50% plus No. 200
Gravelly	% Sand < % Gravel	

Borderline Symbols, for example CH/MH, are used when soils are not distinctly in one category or when variable soil units contain more than one soil type. **Dual Symbols**, for example CL-ML, are used when two symbols are required in accordance with ASTM D2488.

Soil Consistency terms are applied to fine-grained, plastic soils (i.e., $PI \geq 7$). Descriptive terms are based on direct measure or correlation to the Standard Penetration Test N-value as determined by ASTM D1586-84, as follows. SILT soils with low to non-plastic behavior (i.e., $PI < 7$) may be classified using relative density.

Consistency Term	SPT N-value	Unconfined Compressive Strength	
		tsf	kPa
Very soft	Less than 2	Less than 0.25	Less than 24
Soft	2 – 4	0.25 – 0.5	24 – 48
Medium stiff	5 – 8	0.5 – 1.0	48 – 96
Stiff	9 – 15	1.0 – 2.0	96 – 192
Very stiff	16 – 30	2.0 – 4.0	192 – 383
Hard	Over 30	Over 4.0	Over 383

Soil Descriptions

Coarse - Grained Soils (less than 50% fines)

Coarse-grained soil descriptions, i.e., SAND or GRAVEL, are based on the portion of materials passing a 3-inch (75mm) sieve. Coarse-grained soil group symbols are applied in accordance with ASTM D2488-06 based on the degree of grading, or distribution of grain sizes of the soil. For example, well-graded sand containing a wide range of grain sizes is designated SW; poorly graded gravel, GP, contains high percentages of only certain grain sizes. Terms applied to grain sizes follow.

Material NAME	Particle Diameter	
	Inches	Millimeters
SAND (SW or SP)	0.003 – 0.19	0.075 – 4.8
GRAVEL (GW or GP)	0.19 – 3	4.8 – 75
Additional Constituents:		
Cobble	3 – 12	75 – 300
Boulder	12 – 120	300 – 3050

The primary soil type is capitalized, and the fines content in the soil are described as indicated by the following examples. Percentages are based on estimating amounts of fines, sand, and gravel to the nearest 5 percent. Other soil mixtures will have similar descriptive names.

Example: Coarse-Grained Soil Descriptions with Fines

>5% to < 15% fines (Dual Symbols)	≥15% to < 50% fines
Well graded GRAVEL with silt: GW-GM	Silty GRAVEL: GM
Poorly graded SAND with clay: SP-SC	Silty SAND: SM

Additional descriptive terminology applied to coarse-grained soils follow.

Example: Coarse-Grained Soil Descriptions with Other Coarse-Grained Constituents

Coarse-Grained Soil Containing Secondary Constituents	
With sand or with gravel	≥ 15% sand or gravel
With cobbles; with boulders	Any amount of cobbles or boulders.

Cobble and boulder deposits may include a description of the matrix soils, as defined above.

Relative Density terms are applied to granular, non-plastic soils based on direct measure or correlation to the Standard Penetration Test N-value as determined by ASTM D1586-84.

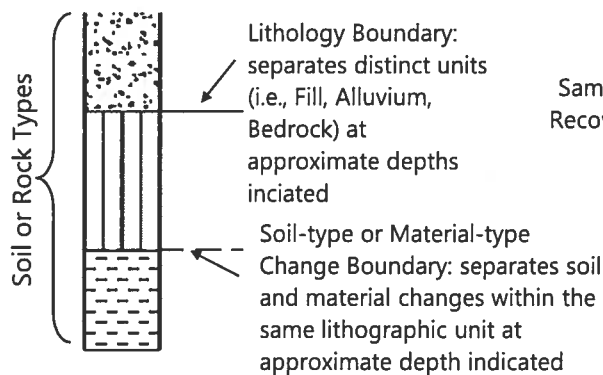
Relative Density Term	SPT N-value
Very loose	0 – 4
Loose	5 – 10
Medium dense	11 – 30
Dense	31 – 50
Very dense	> 50

SAMPLING DESCRIPTIONS

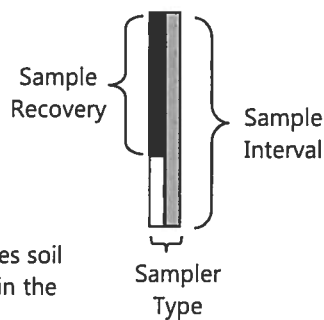
SPT Drive Sampler Standard Penetration Test ASTM D 1586	Shelby Tube Push Sampler ASTM D 1587	Specialized Drive Samplers (Details Noted on Logs)	Specialized Drill or Push Sampler (Details Noted on Logs)	Grab Sample	Rock Coring Interval	Screen (Water or Air Sampling)	Water Level During Drilling/Excavation	Water Level After Drilling/Excavation
								

LOG GRAPHICS

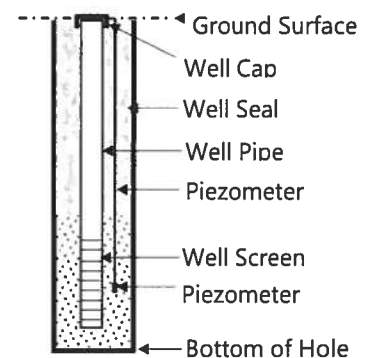
Soil and Rock



Sampling Symbols



Instrumentation Detail



Geotechnical Testing Acronym Explanations

PP	Pocket Penetrometer	HYD	Hydrometer Gradation
TOR	Torvane	SIEV	Sieve Gradation
DCP	Dynamic Cone Penetrometer	DS	Direct Shear
ATT	Atterberg Limits	DD	Dry Density
PL	Plasticity Limit	CBR	California Bearing Ratio
LL	Liquid Limit	RES	Resilient Modulus
PI	Plasticity Index	VS	Vane Shear
P200	Percent Passing US Standard No. 200 Sieve	bgs	Below ground surface
OC	Organic Content	MSL	Mean Sea Level
CON	Consolidation	HCL	Hydrochloric Acid
UC	Unconfined Compressive Strength		



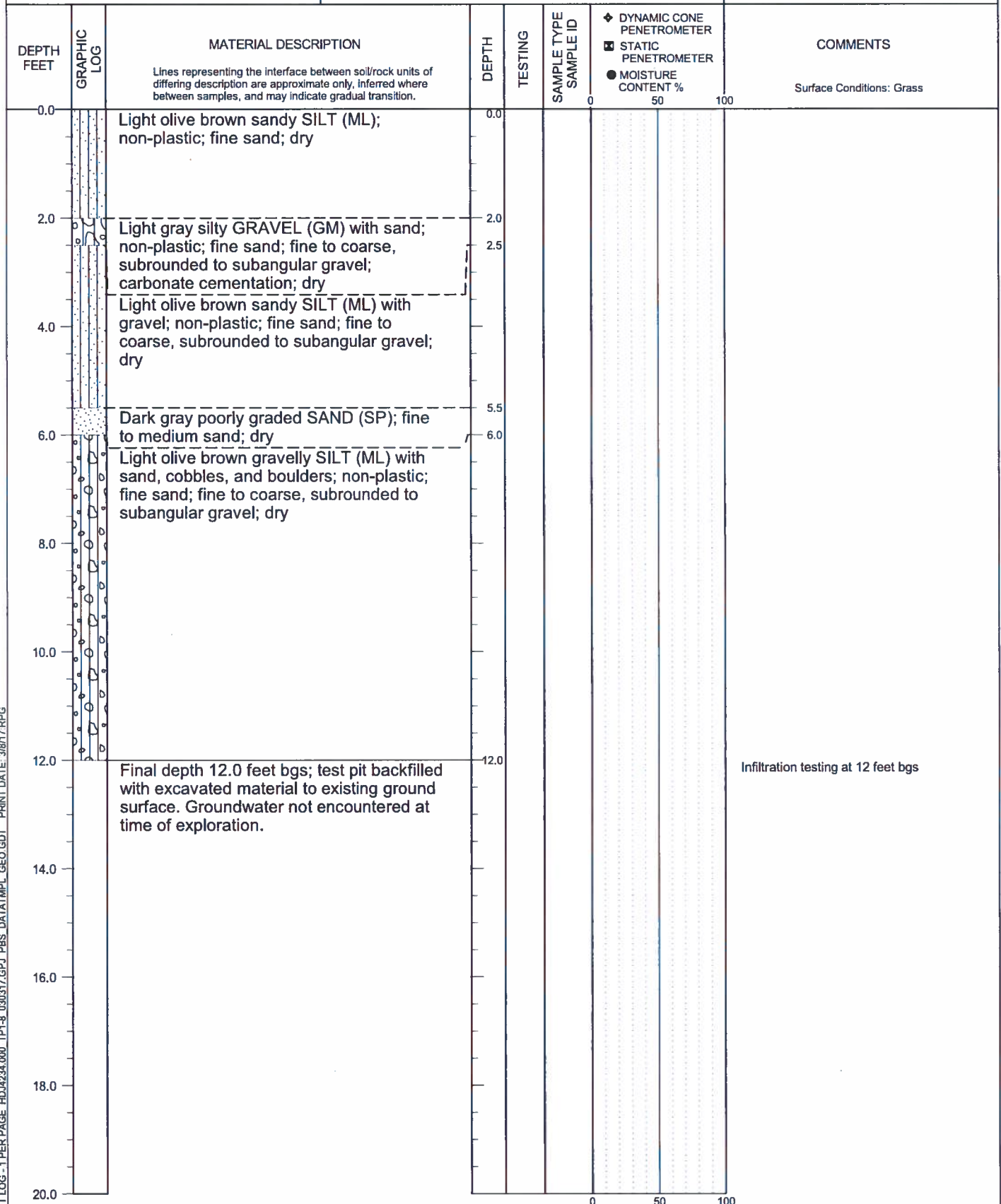
WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

TEST PIT TP-1

PBS PROJECT NUMBER:
HDJ4234.000

APPROX. TEST PIT TP-1 LOCATION:
(See Site Plan)

Lat: 46.22193 Long: -119.29499



TEST PIT LOG - 1 PER PAGE HDJ4234.000 TP-1-8 030317.GPJ PBS DATATMPL GEO.GDT PRINT DATE: 3/8/17 RPG

LOGGED BY: A. Swenson
COMPLETED: 8/10/16

EXCAVATED BY: Mahaffey Enterprises, Inc.
EXCAVATION METHOD: Komatsu 400 LC with 42" Bucket

FIGURE A1
Page 1 of 1



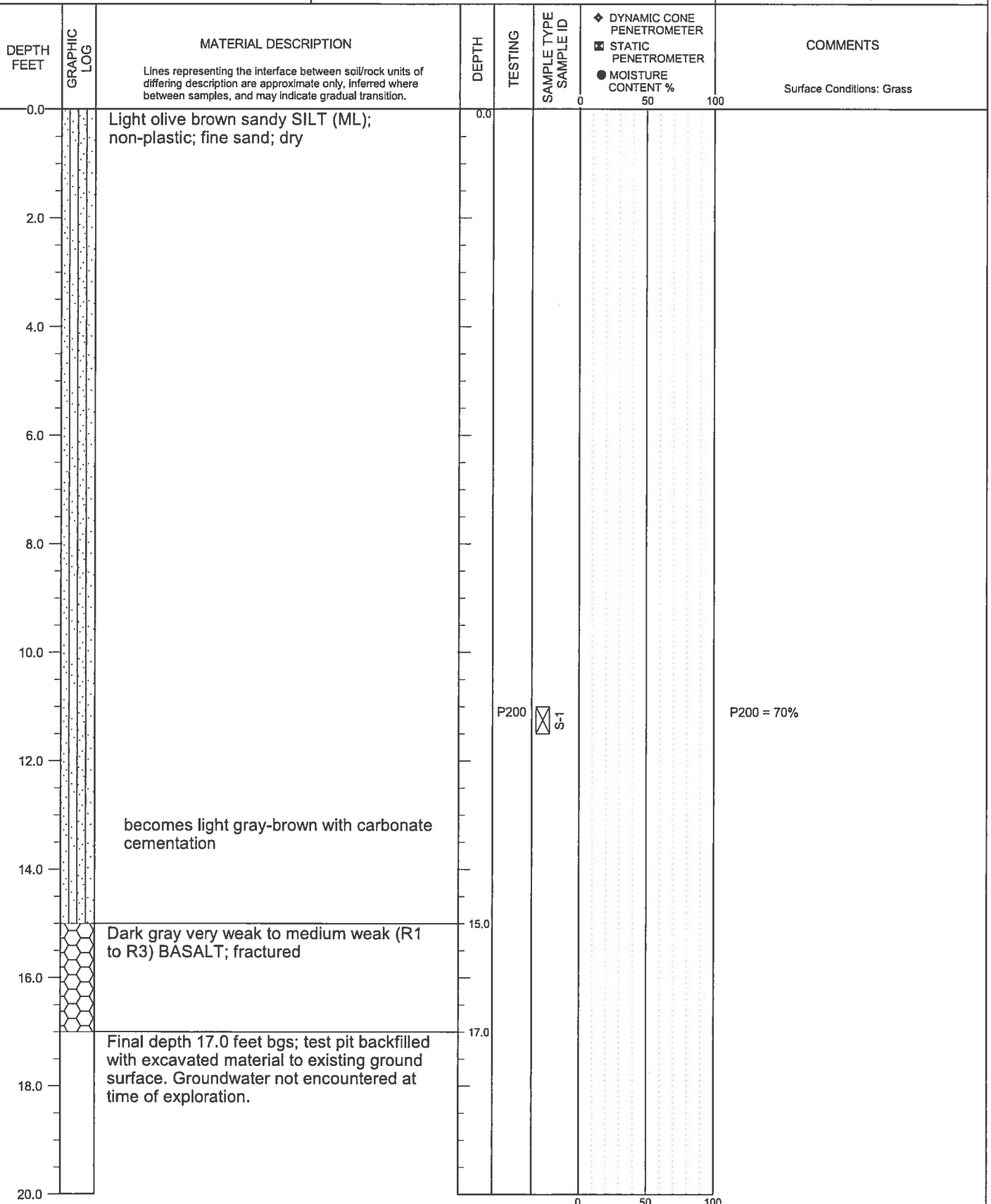
WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

TEST PIT TP-2

PBS PROJECT NUMBER:
HDJ4234.000

APPROX. TEST PIT TP-2 LOCATION:
(See Site Plan)

Lat: 46.21884 Long: -119.29145



TEST PIT LOG - 1 PER PAGE HDJ4234.000 TP1-8 030317.GPJ PBS DATATMPL GEO.GDT PRINT DATE: 3/8/17.RPG

LOGGED BY: A. Swenson
COMPLETED: 8/10/16

EXCAVATED BY: Mahaffey Enterprises, Inc.
EXCAVATION METHOD: Komatsu 400 LC with 42" Bucket

FIGURE A2
Page 1 of 1



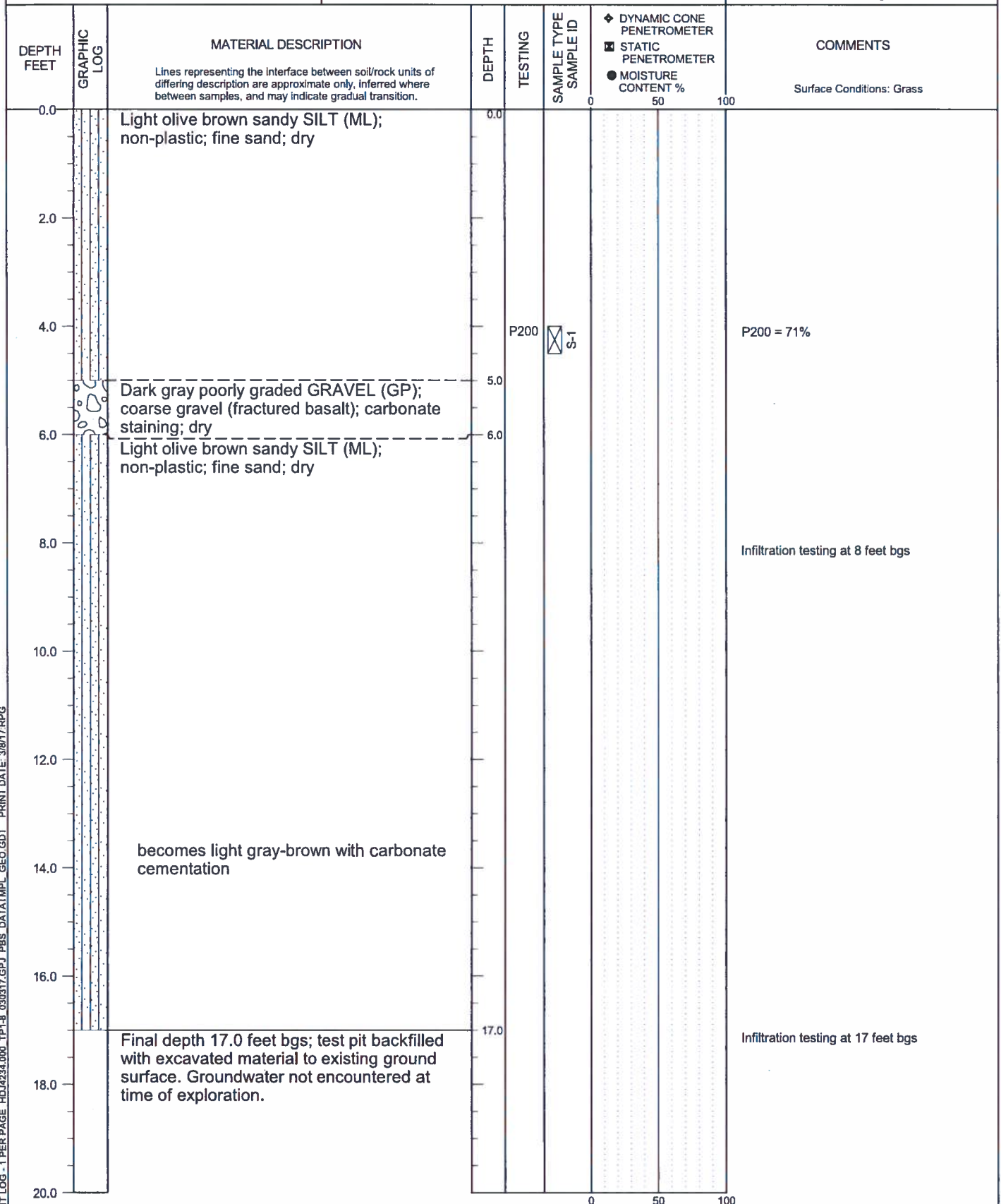
WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

TEST PIT TP-3

PBS PROJECT NUMBER:
HDJ4234.000

APPROX. TEST PIT TP-3 LOCATION:
(See Site Plan)

Lat: 46.21954 Long: -119.29194



TEST PIT LOG - 1 PER PAGE HDJ4234.000 TP-1-8 030317.GPJ PBS DATATMPL GEO.GDT PRINT DATE: 3/8/17.RPG

LOGGED BY: A. Swenson
COMPLETED: 8/10/16

EXCAVATED BY: Mahaffey Enterprises, Inc.
EXCAVATION METHOD: Komatsu 400 LC with 42" Bucket

FIGURE A3
Page 1 of 1



WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

TEST PIT TP-4

PBS PROJECT NUMBER:
HDJ4234.000

APPROX. TEST PIT TP-4 LOCATION:
(See Site Plan)

Lat: 46.21995 Long: -119.29119

DEPTH FEET	GRAPHIC LOG	MATERIAL DESCRIPTION Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS Surface Conditions: Grass
0.0		Light olive brown sandy SILT (ML); non-plastic; fine sand; dry	0.0		0	50	100
2.0		Moderately weathered very weak to medium weak (R1 to R3) BASALT; fractured; carbonate stained; dry	2.0				
4.0		becomes slightly weathered					
6.0		Final depth 6.0 feet bgs due to refusal in basalt; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	6.0				
8.0							
10.0							
12.0							
14.0							
16.0							
18.0							
20.0							

TEST PIT LOG - 1 PER PAGE HDJ4234.000 TP-4 030317.GPJ PBS DATATMPL GEO.GDT PRINT DATE: 3/8/17 RPG

LOGGED BY: A. Swenson
COMPLETED: 8/10/16

EXCAVATED BY: Mahaffey Enterprises, Inc.
EXCAVATION METHOD: Komatsu 400 LC with 42" Bucket

FIGURE A4
Page 1 of 1



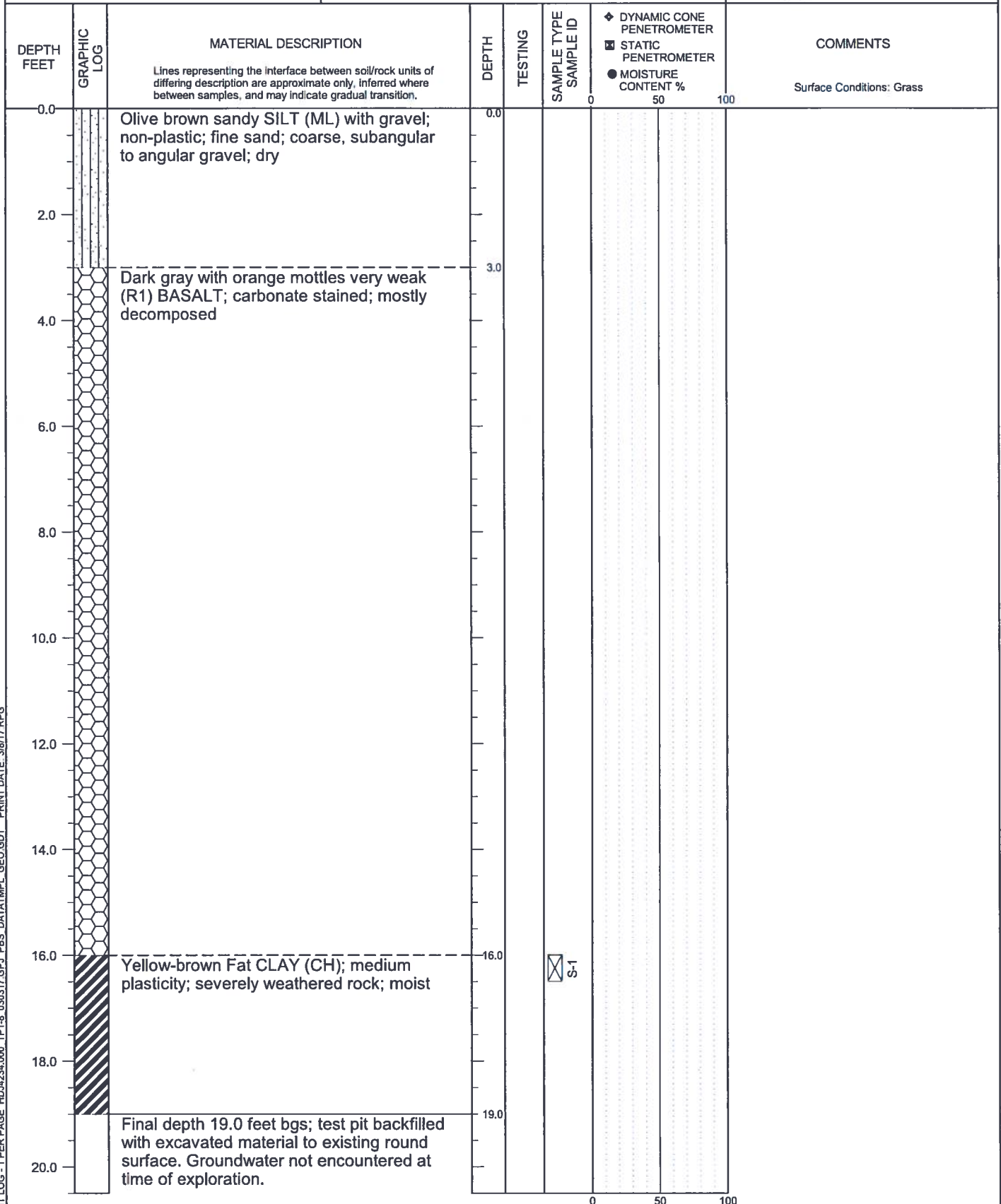
WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

TEST PIT TP-5

PBS PROJECT NUMBER:
HDJ4234.000

APPROX. TEST PIT TP-5 LOCATION:
(See Site Plan)

Lat: 46.22100 Long: -119.29128



TEST PIT LOG - 1 PER PAGE HDJ4234.000 TP-5 030317.GPJ PBS DATATMPL GEO.GDT PRINT DATE: 3/8/17 RPG

LOGGED BY: A. Swenson
COMPLETED: 8/10/16

EXCAVATED BY: Mahaffey Enterprises, Inc.
EXCAVATION METHOD: Komatsu 400 LC with 42" Bucket

FIGURE A5
Page 1 of 1



WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

TEST PIT TP-6

PBS PROJECT NUMBER:
HDJ4234.000

APPROX. TEST PIT TP-6 LOCATION:
(See Site Plan)

Lat: 46.22069 Long: -119.29153

DEPTH FEET	GRAPHIC LOG	MATERIAL DESCRIPTION Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ☒ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
0.0			0.0			0 50 100	Surface Conditions: Grass
2.0		Light olive brown silty GRAVEL (GM) with sand and cobbles; non-plastic; fine sand; fine to coarse, subrounded to subangular gravel; dry becomes light brown-gray; carbonate stained becomes light olive brown becomes brown with fine to medium sand					
6.0		Dark gray slightly weathered very weak to medium weak (R1 to R3) BASALT; fractured; carbonate stained; dry	6.0				
10.0		Final depth 10.0 feet bgs due to refusal in basalt; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	10.0				Infiltration testing at 10 feet bgs
12.0							
14.0							
16.0							
18.0							
20.0						0 50 100	

TEST PIT LOG - 1 PER PAGE HDJ4234.000 TP1-8 030317.GPJ PBS DATATMPL GEO.GDT PRINT DATE: 3/8/17 RPG

LOGGED BY: A. Swenson
COMPLETED: 8/10/16

EXCAVATED BY: Mahaffey Enterprises, Inc.
EXCAVATION METHOD: Komatsu 400 LC with 42" Bucket

FIGURE A6
Page 1 of 1



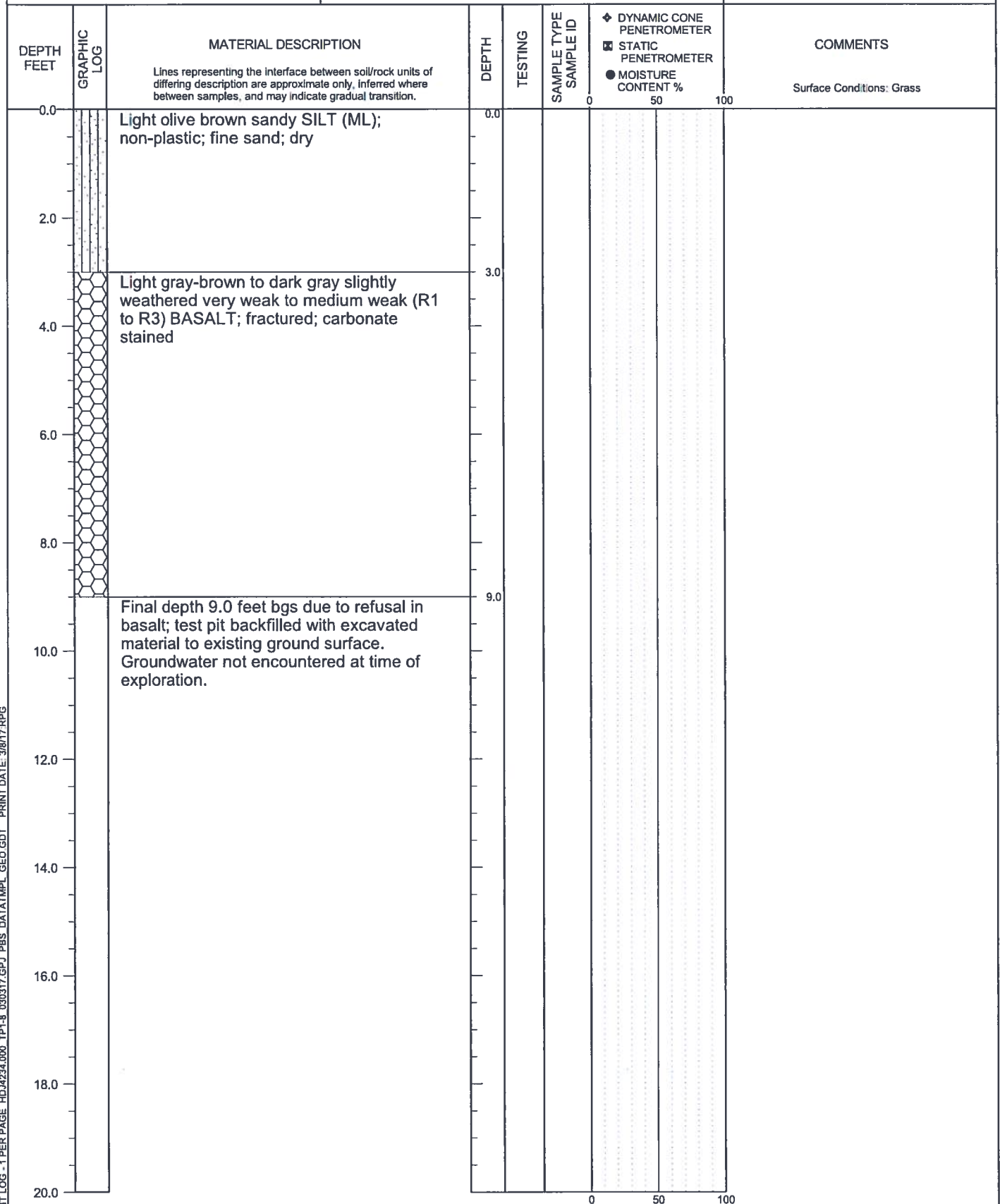
WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

TEST PIT TP-7

PBS PROJECT NUMBER:
HDJ4234.000

APPROX. TEST PIT TP-7 LOCATION:
(See Site Plan)

Lat: 46.21931 Long: -119.29022



TEST PIT LOG - 1 PER PAGE HDJ4234.000 TP1-8 030317.GPJ PBS DATATMPL GEO GDT PRINT DATE: 3/8/17 RPG

LOGGED BY: A. Swenson
COMPLETED: 8/10/16

EXCAVATED BY: Mahaffey Enterprises, Inc.
EXCAVATION METHOD: Komatsu 400 LC with 42" Bucket

FIGURE A7
Page 1 of 1



WESTCLIFFE HEIGHTS
RICHLAND, WASHINGTON

TEST PIT TP-8

PBS PROJECT NUMBER:
HDJ4234.000

APPROX. TEST PIT TP-8 LOCATION:
(See Site Plan)

Lat: 46.21866 Long: -119.28811

DEPTH FEET	GRAPHIC LOG	MATERIAL DESCRIPTION Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE SAMPLE ID	☐ DYNAMIC CONE PENETROMETER ☒ STATIC PENETROMETER ☐ MOISTURE CONTENT %	COMMENTS Surface Conditions: Grass
0.0		Light olive brown sandy SILT (ML); non-plastic; fine sand; dry	0.0		0	50	100
2.0		Light gray-brown slightly weathered very weak to medium weak (R1 to R3) BASALT; fractured; carbonate stained	1.0				
4.0							
6.0							
8.0							
10.0							
12.0							
13.0		Final depth 13.0 feet bgs due to refusal in basalt; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	13.0				
14.0							
16.0							
18.0							
20.0							

TEST PIT LOG - 1 PER PAGE HDJ4234.000 TP1-8 030317 GPJ PBS DATATMPL GEO GDT PRINT DATE: 3/8/17 RPG

LOGGED BY: A. Swenson
COMPLETED: 8/10/16

EXCAVATED BY: Mahaffey Enterprises, Inc.
EXCAVATION METHOD: Komatsu 400 LC with 42" Bucket

FIGURE A8
Page 1 of 1

APPENDIX B

Laboratory Testing

APPENDIX B – LABORATORY TESTING

B1.0 GENERAL

Samples obtained during the field explorations were examined in the PBS laboratory. The physical characteristics of the samples were noted and the field classifications were modified where necessary. During the course of examination, representative samples were selected for further testing. The testing program on the soil samples included standard classification tests, which consisted of visual examination, moisture contents, and grain-size analyses. The classification tests yield certain index properties of the soils important to an evaluation of soil behavior. The testing procedures are described in the following paragraphs. Unless otherwise noted, all soil testing and classification procedures followed applicable ASTM standards.

B2.0 CLASSIFICATION TESTS

B2.1 Visual Classification

The soils were classified in accordance with the Unified Soil Classification System with certain other terminology, such as the relative density or consistency of the soil deposits, in general accordance with engineering practice. In determining the soil type (that is, gravel, sand, silt, or clay), the term which best described the major portion of the sample was used. Modifying terminology to further describe the samples is defined in Terminology Used to Describe Soil and Rock in Appendix A.

B2.2 Moisture (Water) Contents

Natural moisture content determinations were made on samples of the fine-grained soils (that is, silts, clays, and silty sands). The natural moisture content is defined as the ratio of the weight of water to dry weight of soil, expressed as a percentage. The results of the moisture content determinations are presented on the test pits logs in Appendix A.

B2.3 Grain-Size Analyses

Wash analyses (P200s) were completed on samples to determine the portion of soil samples passing the No. 200 Sieve (i.e., silt and clay). The results of the P200 testing are presented on the test pit logs in Appendix A.

Looking Northwest



Looking North



Looking East



Looking Southeast



Looking South



Looking West





Notice of Organic Status with Washington State
Department of Agriculture

Re: Public Hearing Notice (S2017-101)

This is to notify any interested parties that Badger Mountain Vineyards, LLC located adjacent to the proposed subdivision is a certified organic vineyard. Certified with the WA State Department of Agriculture with certificate number 307.

As such there are regulations in place regarding materials used in close proximity of Badger Mountain Vineyards, LLC. and notification of such use would need to be adhered to. Please see attached documentation form required from each land owner.

Another consideration would be water runoff from the subdivision. If the possibility exists of such runoff to the vineyard a drainage ditch would be required.

Thank you,

Badger Mountain Vineyards, LLC

Documentation Forms for Organic Crop Producers

Adjoining Land Use Verification

I verify that I am the farmer of Location _____.

I am aware that my neighbor, _____ (name) whose land borders my farm(s) the (N,E,S, and/or W) side(s) is certified organic. I also understand that it is important to his or her business that organic crops and land be protected from contact with certain substances—such as synthetic fertilizers, herbicides, insecticides, fungicides, other pesticides and genetically modified organisms—that are not allowed in organic farming. Buffer zones are required to be sufficient to prevent contamination.

The following statements in this affidavit will help the organic certifier determine what type of buffer the organic farmer named above needs to maintain. Please check all that are true.

☐ I am an organic farmer, with current certification by _____ (name of certifier) (or exempt from certification due to sales).

OR

☐ The materials I routinely use on my farm include the following:

☐ synthetic fertilizers

☐ herbicides

☐ insecticides

☐ fungicides

☐ treated wood

☐ other (specify)

☐ I do not use any of the above materials on my farm

☐ I use the materials checked above, but not on the fields adjoining my neighbor's property.

☐ The distance between where I use the materials checked above and my organic neighbor's property is ____ feet.

☐ I agree to notify my organic neighbor when I plan to use these materials on adjacent land.

Signature of neighbor

Date

Farm Name

Address

Phone number



O'Neill, Shane

From: Juliehunter Juliehunter <juliehuntjuliehunt@sbcglobal.net>
Sent: Sunday, April 30, 2017 9:05 PM
To: O'Neill, Shane
Subject: Public hearing notice s2017-101

Mr. O'Neill,

I am writing this email in opposition of the the application of the development of Westcliff Heights. While I am sure that you are receiving many of these emails and feel that they address the same issue, it is my intent to hopefully shed a different light on this matter.

First off, my husband and I moved into the Tri-Cities seven years ago from Michigan as my husband began working as a physician at Kadlec. At the time we had three small children and rented a home in Crested Hills. As we began looking for a home to purchase, we looked everywhere but Crested Hills as we were wanting land. As our search stretched out, we began realizing that our kids were very happy in Crested Hills and enjoyed the families, the safety of riding their bikes to the park to play ball and the ability to live in a family friendly neighborhood. To make this story short, we wound up purchasing a home on Morency Drive. However, prior to our purchase, we read over the HOA and spoke to several people at the city and was told that Morency Drive would not become a through street to other subdivisions.

Fast forward seven years and this is the third or fourth time that we are addressing this issue. To say that this is discouraging is an understatement. While I do not hold you personally responsible for the city of Richland's decision, I am absolutely baffled by the lack of integrity and ethics that I am seeing being represented by those who speak on behalf of the City of Richland. To me, there has been no honesty, no transparency and clearly no ability to honor the commitment that the city gives to its property owners. At the end of the day, if those who represent the city of Richland can't honor their words, then what do they have? If this was their home subdivision, if these were their children who were trying to cross an increasingly busy street to get to a neighborhood park, if this was their property value that was decreasing because of an increase of traffic, you and I both know that there would be a more serious in depth look at alternative solutions and what is truly best for the subdivision.

As someone who has a degree in accounting and believe wholeheartedly in capitalism and development, I understand and appreciate economic growth and the need for it. However, there has to be a balance and foresight in how the city of Richland continues to build developments- and that is one, if not the biggest problem with this. The city of Richland has failed in having foresight with building proper roads and holding the developers to higher standards to protect children- not just their pocketbooks. The subdivision of Crested Hills is no exception to this. To actually think that Morency Drive can now handle increased traffic of two pending new subdivisions is beyond belief. It is only a matter of time that a child gets hurt from this potential increase of traffic. Is the city ready for that potential liability?

It is my hope that you and the City of Richland will take the necessary time and truly research ALL possible solutions to this new subdivision. I know there is a solution where both parties can be happy; there has to be alternative solutions to a road other than Morency Drive. Now is the time for the city of Richland to protect its property owners and to put their needs above that of the developer.

On behalf of all of the families who live in Crested Hills we thank you for your time in considering this issue.

Sincerely,
Julie Hunter

ONeill, Shane

From: Karen Mann <supermanns6@yahoo.com>
Sent: Sunday, April 30, 2017 10:41 PM
To: O'Neill, Shane
Subject: Westcliff Heights

Mr. O'Neill,

My family and I moved to the Crested Hills neighborhood 4 years ago because it was a quiet place where we could watch our 5 children and our home investment grow. We live directly at the bottom of the big hill where Meadow Hills Drive meets Morency Drive. It is a great spot just across the street from the neighborhood park where our children like to congregate with the neighborhood kids to play and socialize. We heard that the city was planning to approve a new neighborhood that would connect Rancho Reata to Crested Hills and more than a few concerns came to mind. Morency Drive would transform into a major artery as hundreds of new residents of Westcliff Heights and hundreds more current residents of Rancho Reata are given a shortcut to Gage Boulevard and Keene Road that would shave minutes off of their respective commutes. It makes zero sense from a traffic and safety standpoint. Morency Drive was not made to handle the increased traffic with the **two hairpin switchbacks** that these many hundreds of travelers would have to safely negotiate to get up and down the hill. If you throw in the dangerous combination of that long steep hill and snow, and it makes infinitely less sense to introduce that kind of traffic volume to a quiet family neighborhood. A few years ago, we had a 4-wheel drive truck try to negotiate this hill in the snow and not only did he not make it up the hill, when it started sliding back down and picking up speed, this truck was turned into a wrecking ball that smashed the garage of one of the houses up there after totaling two vehicles. The owners of that house have felt the need to place large boulders in their yard to protect against future incidents, but if that truck had gone over the curb on the other side of the street, he goes down the steeper hill and lands in someone's house going much faster and greatly increasing the odds of a fatality. The fact that this proposal is even being entertained, tells me that you have not driven from the bottom to the top with the increased traffic, safety and weather concerns I just listed in mind. This hill is so steep that the school buses will not go to the top, meaning the school bus stop for all of the children near the intersection where Meadow Hills Drive meets Morency Drive and up that hill into the current neighborhood not receiving bus service is right at the bottom of that hill. Every morning there are about 15 elementary aged children camped at the bottom of the hill waiting for the bus. Turning that stretch into a shortcut for the hundreds or thousands of morning and afternoon commuters would be a safety concern even if we never got bad weather including rain, snow, and wind. Its a recipe for disaster and my kids have to cross that street to get to the bus stop. Putting Westcliff Heights on the other side of Little Badger Mountain and connecting Rancho Reata to Gage and Keene in this manner will sell lots of houses over there, but it will kill Crested Hills and most likely a few children. If it goes through, I would expect to see a bunch of homes going up for sale - mine included. We moved here specifically because of the quiet, close knit feeling we get here, and the safety I and my kids enjoy. All of that get stripped away when you turn Morency Drive into South Richland's Bombing Range Road.

Respectfully,

Jacob Mann
509-942-8464 mobile

ONeill, Shane

From: The Swansons <ranbswanson@yahoo.com>
Sent: Monday, May 1, 2017 8:04 AM
To: O'Neill, Shane
Subject: Westcliff Heights Proposal

As residents of Crested Hills, we strongly oppose the planned development on the back of Little Badger Mountain. This proposed subdivision would impact increased traffic into Crested Hills. For this reason we stand opposed to this plan, and through this email, I for one voice opposition to this plan.

Rollin Swanson
2258 Morency Dr. Richland, WA 99352







From: [Rob Griffin](#)
To: [ONeill, Shane](#)
Cc: [Carl Connell](#); [rosalita@casastewart.com](#); [djbarnard@aol.com](#); [judy.connell@fluor.com](#); [junochoe@sbcglobal.net](#); [tammyshin@hotmail.com](#); [xsiwang@yahoo.com](#); [Rob Griffin](#); [suecarnevali@me.com](#)
Subject: CITY OF RICHLAND PUBLIC HEARING NOTICE (S2017-101)
Date: Tuesday, April 18, 2017 2:41:14 PM

From: Robert Griffin, Deborah Barnard

To: Mr. Shane O'Neill, Senior Planner

My wife Deborah Barnard and I built a home on Falconcrest Loop in 2013 and therefore we live adjacent to the area proposed by Mark Bauder as **Westcliffe Heights**. It is our belief that the current access roads (Morency to Falconcrest Loop) are insufficient to service what might very well be a tenfold increase in traffic. It is reasonable to assume that the Morency-Falconcrest route will become a major and probably preferred access to the proposed development. From strictly an experiential point of view it is not reasonable to presume that the existing roads can safely accommodate such a massive increase in traffic.

It is a matter of concern that Morency Dr. crosses an entirely residential neighborhood with many children. Our concerns regarding emergency access and dangerous overuse are succinctly and articulately stated by Mr. Carl Connell in his letter of 4/17/17 (see below) and we respectfully request that our names be amended to those of the Connells expressing that the **petition be denied** until such time as additional roads are built and existing roads are modified to handle increased traffic safely.

Submitted 4/18/17,

Robert Griffin, Deborah Barnard
2524 Falconcrest Loop
Richland, WA 99352

(Text of letter from Carl Connell to Shane O'Neill)

[Mr. O'Neill, my wife Judy and I reside at 2520 Falconcrest Loop, a 5-year old Bauder-developed community that borders the proposed new subdivision on Little Badger Mountain. Judy and I are unavailable to provide personal comments at the hearing on May 4, and there respectfully submit these written comments for consideration during the](#)

upcoming proceedings.

,
The Falconcrest community has not yet been fully developed (there are approximately 46 lots total, with 13 residences built, and 3 under construction [not sold]), and now, this new undertaking for 203 lots is being planned. Our major concern is **congestion and safe ingress and egress from the current Falconcrest residences as well as the new proposed community**. Currently only ONE road goes to the top of Little Badger Mountain - Morency Drive, which becomes Falconcrest Loop. The road has hairpin turns, is treacherous in bad weather, and even under good conditions, can barely accommodate one car in each direction.. There is no other way into, or out of, Falconcrest. .Further, in addition to current residents navigating Falconcrest hill and connecting Morency Drive, view seekers and potential buyers frequent the road - already creating potentially dangerous conditions.

Before additional development is approved, new city-maintained roads with the appropriate lighting, curbing, and sidewalks must be planned, cut, and paved. Safety - under normal, off-normal, and emergency conditions - is our concern and should be the concern of the City. The Falconcrest hill and Morency Drive must NOT remain the only available conveyance. Neither should they become the "preferred" route because of convenience or the lack of city maintenance.

We therefore request that the petition for the new development be denied UNLESS additional roads are built to accommodate the increased residential traffic.

Respectfully submitted.
Carl & Judy Connell

O'Neill, Shane

From: Carl Connell <cwconnelljr@gmail.com>
Sent: Monday, April 17, 2017 9:49 AM
To: O'Neill, Shane
Cc: Carl Connell; rosanita@casastewart.com; djbarnard@aol.com; judy.connell@fluor.com; junochoe@sbcglobal.net; tammyshin@hotmail.com; xsiwang@yahoo.com; rob@barnardgriffin.com; suecarnevali@me.com
Subject: CITY OF RICHLAND PUBLIC HEARING NOTICE (S2017-101)
Attachments: PastedGraphic-1.png; ATT00001.htm; City of Richland, WA Public Hearing Notices.pdf; ATT00002.htm

Mr. O'Neill, my wife Judy and I reside at 2520 Falconcrest Loop, a 5-year old Bauder-developed community that borders the proposed new subdivision on Little Badger Mountain. Judy and I are unavailable to provide personal comments at the hearing on May 4, and therefore respectfully submit these written comments for consideration during the upcoming proceedings.

The Falconcrest community has not yet been fully developed (there are approximately 46 lots total, with 13 residences built, and 3 under construction [not sold]), and now, this new undertaking for 203 lots is being planned. Our major concern is **congestion and safe ingress and egress from the current Falconcrest residences as well as the new proposed community**. Currently only ONE road goes to the top of Little Badger Mountain - Morency Drive, which becomes Falconcrest Loop. The road has hairpin turns, is treacherous in bad weather, and even under good conditions, can barely accommodate one car in each direction.. There is no other way into, or out of, Falconcrest. Further, in addition to current residents navigating Falconcrest hill and connecting Morency Drive, view seekers and potential buyers frequent the road - already creating potentially dangerous conditions.

Before additional development is approved, new city-maintained roads with the appropriate lighting, curbing, and sidewalks must be planned, cut, and paved. Safety - under normal, off-normal, and emergency conditions - is our concern and should be the concern of the City. The Falconcrest hill and Morency Drive must NOT remain the only available conveyance. Neither should they become the "preferred" route because of convenience or the lack of city maintenance.

We therefore request that the petition for the new development be denied UNLESS additional roads are built to accommodate the increased residential traffic.

Respectfully submitted.
Carl & Judy Connell

ONeill, Shane

From: Matt Rasmussen <Matt.Rasmussen@co.benton.wa.us>
Sent: Friday, May 12, 2017 1:09 PM
To: O'Neill, Shane
Subject: RE: Westcliffe Heights County Road Connections

Shane,

I have no objection to the TAC condition #23 including the modification proposed by the applicant team.

Matt

Matt Rasmussen, PE

County Engineer
Benton County
620 Market St, Prosser, WA 99350
matt.rasmussen@co.benton.wa.us
509-786-5611

From: O'Neill, Shane [mailto:soneill@CI.RICHLAND.WA.US]
Sent: Friday, May 12, 2017 12:18 PM
To: Matt Rasmussen <Matt.Rasmussen@co.benton.wa.us>
Subject: FW: Westcliffe Heights County Road Connections

Matt,

Does the County have any objections to the TAC condition #23 as further revised per Jason Mattox's response as included herein?

Shane O'Neill

Senior Planner
942-7587

From: Jason L. Mattox [<mailto:Jason.Mattox@pbsusa.com>]
Sent: Friday, May 12, 2017 10:26 AM
To: O'Neill, Shane <soneill@CI.RICHLAND.WA.US>; matt.rasmussen@co.benton.wa.us; Simon, Rick <RSimon@CI.RICHLAND.WA.US>; Mark Bauder <mborchards@aol.com>; Jerrod MacPherson <Jerrod.MacPherson@co.benton.wa.us>
Subject: RE: Westcliffe Heights County Road Connections

Shane,

The applicant team has reviewed the revised conditions for Item #23 of the Westcliffe Heights Preliminary Plat. We would provide the following direct responses to each of the items established with this condition:

Condition 23:

Item A: We agree with this condition as stated and have no further comment.

Item B: We agree with the intent of this condition and would like to clarify that our understanding is that the “Primary Drive” connection to Morency would be completed with the construction drawings that would establish the subdivision for the creation of the 26th lot. Therefore, should the statement read that:

The “primary drive” shall be constructed to establish an access route connecting Morency Drive to Queensgate Drive [\(prior to the final platting of the\)](#) 26th lot belonging to Phases 3 through 7 as indicated on the Preliminary Phase Exhibit sheet of Exhibit 1 as contained in the May 4, 2017 staff report.

This would mean that we would be completing those Primary Drive road improvements in step with the creation of the phase that would establish this 26th lot.

Item C: We agree with this condition as stated and have no further comment.

Jason Mattox, PE

Senior Engineer/Operations Manager

PBS

6115 Burden Blvd: Suite E, Pasco, WA 99301

office: 509.547.5119 | cell: 509.430.4252

jason.mattox@pbsusa.com

pbsusa.com



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From: O'Neill, Shane [<mailto:soneill@CI.RICHLAND.WA.US>]

Sent: Thursday, May 11, 2017 2:59 PM

To: Jason L. Mattox <Jason.Mattox@pbsusa.com>; matt.rasmussen@co.benton.wa.us; Simon, Rick <RSimon@CI.RICHLAND.WA.US>; Mark Bauder <mborchards@aol.com>; Jerrod MacPherson <Jerrod.MacPherson@co.benton.wa.us>

Subject: Westcliffe Heights County Road Connections

During our meeting on May 10th between City Planning, the applicant team and Benton County Planning & Engineering staff, we discussed connecting City roads proposed in the Westcliffe Heights preliminary plat to Jurupa Street and Rachel Road across the city limits line and any associated requirements by the County. Included herein you will find the revised TAC report containing conditions of approval for the plat reflecting the outcome of our meeting that day. Particularly, condition # 23 (pg 5) has been modified as shown below.

This email is the opportunity for County officials and the applicant team to review the modified condition and to provide, in writing, either a statement of agreement to the changes or input to further modify the TAC report. Please review the attachment and provide your response to be entered into the official record for review by the Hearing Examiner relative to file #S2017-101.

Providing your response on or before Friday, May 12 would greatly facilitate the scheduled for a decision on this item.

23. A) The off-site portion of Queensgate Drive and “Primary Drive” shall be constructed to the City’s standard rural road section at the same time that the initial phase is constructed.
- B) The “primary drive” shall be constructed to establish an access route connecting Morency Drive to Queensgate Drive prior to beginning construction on the 26th lot belonging to Phases 3 through 7 as indicated on the Preliminary Phase Exhibit sheet of Exhibit 1 as contained in the May 4, 2017 staff report.
- C) The applicant shall obtain all necessary right-of-way permits from Benton County prior to constructing road connections to Jurupa Street and Rachel Road.

Thank you for coordinating with city staff on this matter,

Shane O’Neill

Senior Planner
City of Richland
(509)942-7587

Hearing Examiner Testimony

Good evening. My name is Craig Whiteley and I live at 2108 Morency Drive in Richland.

I am here tonight as a member of the Crested Hills Homeowners Association board of directors – and I am also here as a City of Richland resident who will be directly impacted if the *Westcliff Heights* application is approved.

I would like to start my testimony with some numbers. It is 1.8 miles from the edge of this proposed subdivision on the top of Little Badger Mountain traveling through the Crested Hills subdivision to the Starbucks coffee shop at the corner of Keene Road and Gage Boulevard. Travel time is 3-1/2 minutes. It is just over 3 miles to the same intersection if you travel from the southern edge of the property in Rancho Reata, but it takes over twice the time – 7-1/2 minutes. Traveling someplace in half the time is something all drivers look for -- even if it is down a mountain road with a 10% road grade with switchbacks and 15 mph hair pin turns. If you've lived in South Richland for any length of time, you've seen how traffic patterns immediately change when a new route opens up. This new route over the top of Little Badger Mountain may result in the largest traffic migration change in the history of South Richland. Approval of the *Westcliff Heights* preliminary plat will open up the potential for a minimum of hundreds and more likely, thousands of additional travelers into Crested Hills each and every day.

In terms of impact... Summerview Terrace, the application we discussed in March, is relatively minor, but still an impact of potentially 100 to 200 extra trips per day into Crested Hills. Once the path to Rancho Reata is opened up, the impact to Crested Hills will be significant. [I'd like to correct a number we used in our April 26th letter where we indicated there were 300 homes in Rancho Reata, according to El Rancho Reata Community Alliance President Judy Ruppert, there are 750 residents in their association] With nearly 750 existing Rancho Reata homes and over 203 new homes planned for *Westcliff Heights*, the total traffic levels will reach 9,000 to 10,000 trips per day out of this area. We do not have a traffic study to rely on, so it is a pure guess, on both sides of this discussion, as to how many will travel on Morency. Because it is twice as fast as the southern route and if you use a low-end assumption of 10 to 20% of the homeowners traveling through Crested Hills, the additional traffic will be 1,000 to 2,000 trips per day – or a doubling of our traffic levels into an already over-capacity local street system.

As we indicated in our April 26 letter, there are similarities between these two preliminary plat applications. The 5 primary similarities include the following:

1. Both bring additional traffic into Crested Hills.

- # 2. Both applications fail to install adequate infrastructure to address the increased traffic load. Requiring the developer to install a part of Queensgate is great. And I appreciate Mr. Bauder's infrastructure investment. But not upgrading Bermuda and then connecting other parts of the development to a series of local streets is not adequate infrastructure.
- # 3. Both applications connect into Crested Hills on local streets which is inconsistent with Richland municipal code **12.02.070**. As we discussed in the March hearing -- for local streets, the municipal code says, service to through traffic is deliberately discouraged.
- # 4. Both applications are inconsistent with the Transportation Element of the Richland Comprehensive Plan, Goal 4 which states "**Existing local residential streets should not be converted into collector street routes.**" Connecting to Morency will convert it into a collector, and in a few years the City will revise the street classification drawing to magically make it so.
- # 5. Both applications fail to take into consideration the previous decision made by the Richland City Council back in 2011 during approval of Falcon Crest subdivision, that no additional traffic should be routed into Crested Hills without addressing the need for additional access points or collector roads. Reading your recommendation on Summerview Terrace I apparently sent you down a rabbit hole – unintentionally. The facts are, the City Council recognized that adding 600 trips to Crested Hills was not the right thing to do and forced the developer to install the Baum Street connector over the KID canal. Period. The Richland City Council had the vision to see the missing infrastructure that the city planning staff could not see, and they fixed the problem. Once again, the City planning organization does not have the vision to see the magnitude of the problem. We hope you see the impact and not approve this application.

Based on a telephone conversation I had on April 24th with Tavis Hatfield of the Benton County Road Department, the county had not seen this application, so I forwarded it to them. Previously Benton County was not going to allow connection to Rachel Road unless road improvements were made by the developer. That fact is conveniently missing from the City staff report. My rough estimate is there are 8,000 to 10,000 feet of road between Jurupa and Rachel, not including Bermuda, that needs to be upgraded, and using rural standards that could cost from \$6-10M which is something the developer will be reluctant to do. According to Mr. Hatfield, the county's position has not changed, so if this application is approved and county road improvements are not made, then all 3,020 trips would have to go through Crested Hills.

If your decision is to recommend approval of this application, the Crested Hills Homeowners Association would like you to consider recommending that access to

Morency would be for emergency use only. We cannot tolerate an additional 1,000 to 3,000 vehicle trips per day into our neighborhood.

I'd like to close with 6 questions that I need your help getting answered by City staff, or county staff, or the developer. I will leave this testimony with you, so you don't need to write the questions down:

- # 1. What is the timing, and the sequence of connection -- for Bermuda Road, Jurupa Street, Rachel Road, and Morency Drive? Bermuda Road is tied to completion of Phase 1 (50 properties and Tracts A, B, & E), but the developer might not start with Phase 1. Prevent starting other phases until Queensgate/Bermuda is installed. Will the developer use access other than Bermuda for properties in Phase 1?
- # 2. Will Benton County allow *Westcliff Heights* to connect to existing roads in Rancho Reata without any developer funded road improvements?
- # 3. Why does the City continue to allow developers to connect to adjacent subdivisions using local neighborhood streets, which are not collectors, when Richland Municipal Code says connecting adjacent subdivisions with local streets should be deliberately discouraged? What is the City's definition of "deliberately discouraged"?
- # 4. Will the City consider making the connection to Morency for emergency access only until the primary Queensgate connection over the hill is available?
- # 5. How many vehicle trips per day does the City think will access Morency Drive once this new route is opened? And what mitigation steps will they commit to tonight if Crested Hills receives an additional 300-500 vehicle trips per day from this development?
- # 6. On page 16 of the City Staff Report a Conclusion of Law states -- "**The proposed project would not result in a decline of transportation service levels within the area surrounding the project and so is consistent with the provisions of RMC 19.60.095**". Without an independent traffic study or a credible estimate, there is no way city staff can substantiate whether there is or is not an impact to level of service for each street surrounding this development, so please have City staff provide the basis for that conclusion because it is not substantiated, and frankly, is false. So maybe the last question is -- How many trips into Crested Hills will be necessary for the level of service to fall below City Council levels?

I hope you can get answers to these six questions.

Thank you for your time. Do you have any questions for me at this point?

Travel Times and Distance to Starbucks at the Intersection of Keene Road and Gage Boulevard

Starting Location	Distance - Miles	Travel Time
Top of Little Badger Mountain	1.8 Miles	3 Min – 30 Seconds
Edge of Rachel Road	3.1 Miles	7 Min – 30 Seconds
Why Crested Hills Will Be Impacted?	1.3 Miles Shorter	4 Minutes Quicker

Follett, Lynne

From: Culley, David E <David.Culley@pnml.gov>
Sent: Wednesday, May 3, 2017 8:33 PM
To: O'Neill, Shane
Subject: CITY OF RICHLAND NOTICE OF APPLICATION AND SEPA DETERMINATION (S2017-101)

Dear Mr. O'Neill,

Regarding your Mitigated Determination of Non-Significance File # EA2017-04.

This proposal was just recently brought to my attention and I would like to point out some problems with the SEPA filed by Mark Bauder Feb. 3, 2017, in case your determination was based on that document:

1. From personal observation, the list of wildlife present in that area is not anywhere near accurate or complete. Little Badger is an island ecosystem, but also serves as part of the Yakima Fold Belt corridor ecosystem linking Rattlesnake Mountain and the Horse Heaven Hills to Wallula Gap... and south from there. The surrounding area is classified as Steppe or Mixed Steppe while Little Badger itself is clearly Shrub-Steppe and appears to be one of a small number of patches of that ecosystem remaining in Richland proper. This is a vibrant ecosystem with a large number of species relying on it for food, cover and breeding. As examples of this diversity, the following is an incomplete list of species living and breeding in the Little Badger area:
 - a. Birds: Little Badger is nesting grounds for Chukar, California Quail, and Killdeer and is a frequent hunting ground for a number of raptors including the Red-tailed Hawk, American Kestrel, Swainsons Hawk, Northern Harrier, Great Horned Owl and others. The number of songbird species frequenting, nesting, seeking cover and feeding in that area is too numerous to list here, but include several species of Swifts, the Horned Lark, Western Meadowlark, American Goldfinch, Sage sparrows, etc. (I would be happy to provide a more complete list if needed). Some of these birds, such as the Chukar and Sage Sparrow for example, are completely dependent on this type of ecosystem.
 - b. Mammals: Besides the "Deer and ground squirrels" listed in the SEPA, there are a large number of mammals that reside and/or forage on Little Badger. A few examples are: Black-tailed Jackrabbits, Nuttall's cottontail rabbits, Grasshopper Mouse, Great Basin Pocket Mouse, Sagebrush Voles, Brush Prairie Pocket Gopher, Coyotes. Many of these species represent critical food sources for hawks, snakes, bobcats and coyotes. As side notes:
 - i. The presence of "ground squirrels" in that habitat is worthy of note. The Washington Ground Squirrel is a candidate for listing as a threatened or endangered species by both the state and federal governments. The Townsend's ground squirrel is also considered a sensitive species by the state of Washington. The species of "ground squirrel" should be determined before disturbing this habitat.
 - ii. On the Northern slope of Little Badger, I have also infrequently observed a small rabbit that may be immature Nuttall's cottontail rabbits, but could also represent an isolated population of the federally endangered Columbia Basin Pygmy Rabbit. That possibility should also be taken into consideration and a survey performed.
 - c. Reptiles: Examples include the Western Rattlesnake, Gopher/Bull Snake, 2 species of Garter Snake and the Yellow-bellied Racer.
 - d. Plants: While less diverse than the Northern slope of Little Badger, the Southern slope also contains a large number of species of native plants including Big Sage, Rabbitbush, Balsamroot, Lupine, Great Basin wild rye, Long-leaf phlox, Sagebrush buttercup, Prairie star to name a few.

I hope this information gives you a better picture of the natural landscape of the area to be developed. I realize that development in Richland is necessary to accommodate growth, but the sacrifice of more of the remnant Shrub-Steppe ecosystem in this area seems to me to be a disservice to the community-- particularly when so many previously disturbed areas are available for construction.

It was gratifying to see that a geological hazards study was being required as the plan apparently includes development of the crest of Little Badger. Besides the loss of aesthetic appeal to our Tri Cities skyline with development of the crest itself, the possibility of erosion and danger of slides in the event of an earthquake is of concern.

As a practical consideration related to allowing building on the crest of Little Badger, I would also caution you to consider the extremely high winds often present on that crest. The Falcon Crest residents have experienced some of the wind problems on Little Badger, including broken doors and roofing damage, but I can assure you that the wind force experienced farther up that hill is considerably stronger. In addition to any wind related problems that future residents might experience, the potential for blowing construction dust to cause health problems for residents with respiratory impairments, to cause damage to our property and vehicles and to increase our cleaning costs is of great concern to those of us who live downwind of the proposed development.

Finally, one further concern I have is related to the statement that the proposed development apparently incorporates former apple orchard land. If that is the case, I would strongly recommend determining if that land was in apple production before 1988, (when Lead Arsenate use was banned in the USA) and, if so, performing a soil analysis of the orchard land and immediate surroundings to determine if Lead Arsenate was used as an insecticide in those orchards in the past. Considering the high winds often present in that area, I would be VERY concerned about dust from disturbance of contaminated soil during construction... and I'm pretty sure that any property owners in the new development would be concerned as well. Neither lead nor arsenic is particularly good for citizens. Lead arsenate itself is classified as acutely toxic and just the lead alone is a significant health concern- particularly with small children.

Thank you for your consideration of these concerns,

David E. Culley

709 Meadow Hills Dr

Richland WA, 99352

cell: 509-308-5998



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

1250 W Alder St • Union Gap, WA 98903-0009 • (509) 575-2490

March 16, 2017

Shane O'Neill
City of Richland
PO Box 190
Richland, WA 99352

Re: EA2017-04

Dear Mr. O'Neill:

Thank you for the opportunity to comment on the mitigated determination of nonsignificance for the Westcliff Heights subdivision of 140.3 acres into 203 lots and 11 tracts. This project is proposed by Mark Bauder. We have reviewed the documents and have the following comments.

WATER QUALITY

Project with Potential to Discharge Off-Site

The NPDES Construction Stormwater General Permit from the Washington State Department of Ecology is required if there is a potential for stormwater discharge from a construction site with disturbed ground. This permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit is a minimum of a 38 day process and may take up to 60 days if the original SEPA does not disclose all proposed activities.

The permit requires that Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) is prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water (this includes storm drains) by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading or construction.

More information on the stormwater program may be found on Ecology's stormwater website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>. Please submit an application or contact **Lloyd Stevens Jr.** at the Dept. of Ecology, (509) 574-3991, with questions about this permit.

TOXICS CLEAN-UP

Based upon the historical agricultural use of this land, there is a possibility the soil contains residual concentrations of pesticides. Ecology recommends that the soils be sampled and



Mr. O'Neill
March 16, 2017
Page 2

analyzed for lead and arsenic, and for organochlorine pesticides. If these contaminants are found at concentrations above the Model Toxics Control Act cleanup levels Ecology recommends that potential buyers be notified of their occurrence.

If you have any questions or would like to respond to these Toxics Clean-up comments, please contact **Valerie Bound** at (509) 454-7886 or email at valerie.bound@ecy.wa.gov.

Sincerely,



Gwen Clear
Environmental Review Coordinator
Central Regional Office
(509) 575-2012
crosepacoordinator@ecy.wa.gov

To: Shane O'Neill, Senior Planner
soneill@ci.richland.wa.us
City of Richland, Public Hearing Notice (S2017-101)

Our address is 2715 Katie Rd and our property is adjacent to the proposed application for preliminary approval to subdivide an approximately 140.3 acre site into 203 single family residential lots.

Unfortunately we are not available to attend the public hearing scheduled for Thursday, May 4, 2017. However, we do have concerns with the proposed application.

In accordance with Richland Municipal Code, Chapter 24.16.290, residential lots which have street frontage along two opposite boundaries shall be avoided (full text included below). Our quality of life will be drastically altered should our property have two opposite street boundaries, which will happen should this application be approved. We are one of many who will be in the same situation. An active street that can be accessed from our backyard by children and pets also raises safety concerns as well as the noise level created by being bounded by streets on the front and back yards. We believe that there are multiple alternatives that would facilitate a safe and quality driven subdivision in the proposed area. Movement of the roadway so that houses backyards border each other; creation of a parkway (not just a sidewalk) of significance that would create a buffer zone between the Katie Rd. houses and N. Jurupa Street; creation of a park or natural habitat area between the Katie Rd. houses and N. Jurupa Street; Complete removal of N. Jurupa Street.

I respectfully request that this application be denied until such time that the applicant provides an acceptable alternative to this potential code violation.

Should you desire, I would be happy to discuss this with you further and at your convenience. I also encourage you to continue to reach out to the Katie Rd. neighborhood and continue discussions associated with this application.

Thank you for your time and consideration of our concerns.

Donald and Barbara Hawkins
2715 Katie Rd
Kennewick, WA 99338
(509) 396-0826

24.16.260 Lots – Double frontage.

Residential lots which have street frontage along two opposite boundaries shall be avoided except for reverse-frontage lots which are essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation. For such lots, there shall be an easement in favor of the appropriate governmental entity for a planting screen at least 10 feet wide along the lot lines abutting such a traffic arterial or other disadvantageous use across which there shall be no right of access. [Ord. 73 § 4.26].



CITY OF RICHLAND PUBLIC HEARING NOTICE (S2017-101)

Notice is hereby given that Mark Bauder on February 3, 2017, filed an application for preliminary plat approval to subdivide an approximately 140.3 acre site into 203 single family residential lots (Preliminary Plat of Westcliffe Heights). The proposed plat is located north of N. Jurupa Street and south of Meadow Hills Drive, in an area locally referred to as Little Badger Mountain. The proposed plat would have an average lot size of 14,557 square feet.

The Richland Hearings Examiner, on Thursday, May 4, 2017, will conduct a public hearing and review of the application at 6:00 p.m. in the Richland City Hall Council Chambers, 505 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 840 Northgate Drive, Richland, WA 99352. Comments may also be faxed to (509) 942-7587 or emailed to sonell@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, April 25, 2017 to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.



Follett, Lynne

From: Juliehunter Juliehunter <juliehuntjuliehunt@sbcglobal.net>
Sent: Sunday, April 30, 2017 9:05 PM
To: O'Neill, Shane
Subject: Public hearing notice s2017-101

Mr. O'Neill,

I am writing this email in opposition of the the application of the development of Westcliff Heights. While I am sure that you are receiving many of these emails and feel that they address the same issue, it is my intent to hopefully shed a different light on this matter.

First off, my husband and I moved into the Tri-Cities seven years ago from Michigan as my husband began working as a physician at Kadlec. At the time we had three small children and rented a home in Crested Hills. As we began looking for a home to purchase, we looked everywhere but Crested Hills as we were wanting land. As our search stretched out, we began realizing that our kids were very happy in Crested Hills and enjoyed the families, the safety of riding their bikes to the park to play ball and the ability to live in a family friendly neighborhood. To make this story short, we wound up purchasing a home on Morency Drive. However, prior to our purchase, we read over the HOA and spoke to several people at the city and was told that Morency Drive would not become a through street to other subdivisions.

Fast forward seven years and this is the third or fourth time that we are addressing this issue. To say that this is discouraging is an understatement. While I do not hold you personally responsible for the city of Richland's decision, I am absolutely baffled by the lack of integrity and ethics that I am seeing being represented by those who speak on behalf of the City of Richland. To me, there has been no honesty, no transparency and clearly no ability to honor the commitment that the city gives to its property owners. At the end of the day, if those who represent the city of Richland can't honor their words, then what do they have? If this was their home subdivision, if these were their children who were trying to cross an increasingly busy street to get to a neighborhood park, if this was their property value that was decreasing because of an increase of traffic, you and I both know that there would be a more serious in depth look at alternative solutions and what is truly best for the subdivision.

As someone who has a degree in accounting and believe wholeheartedly in capitalism and development, I understand and appreciate economic growth and the need for it. However, there has to be a balance and foresight in how the city of Richland continues to build developments- and that is one, if not the biggest problem with this. The city of Richland has failed in having foresight with building proper roads and holding the developers to higher standards to protect children- not just their pocketbooks. The subdivision of Crested Hills is no exception to this. To actually think that Morency Drive can now handle increased traffic of two pending new subdivisions is beyond belief. It is only a matter of time that a child gets hurt from this potential increase of traffic. Is the city ready for that potential liability?

It is my hope that you and the City of Richland will take the necessary time and truly research ALL possible solutions to this new subdivision. I know there is a solution where both parties can be happy; there has to be alternative solutions to a road other than Morency Drive. Now is the time for the city of Richland to protect its property owners and to put their needs above that of the developer. On behalf of all of the families who live in Crested Hills we thank you for your time in considering this issue.

Sincerely,
Julie Hunter

Follett, Lynne

From: Karen Mann <supermanns6@yahoo.com>
Sent: Sunday, April 30, 2017 10:41 PM
To: O'Neill, Shane
Subject: Westcliff Heights

Mr. O'Neill,

My family and I moved to the Crested Hills neighborhood 4 years ago because it was a quiet place where we could watch our 5 children and our home investment grow. We live directly at the bottom of the big hill where Meadow Hills Drive meets Morency Drive. It is a great spot just across the street from the neighborhood park where our children like to congregate with the neighborhood kids to play and socialize. We heard that the city was planning to approve a new neighborhood that would connect Rancho Reata to Crested Hills and more than a few concerns came to mind. Morency Drive would transform into a major artery as hundreds of new residents of Westcliff Heights and hundreds more current residents of Rancho Reata are given a shortcut to Gage Boulevard and Keene Road that would shave minutes off of their respective commutes. It makes zero sense from a traffic and safety standpoint. Morency Drive was not made to handle the increased traffic with the **two hairpin switchbacks** that these many hundreds of travelers would have to safely negotiate to get up and down the hill. If you throw in the dangerous combination of that long steep hill and snow, and it makes infinitely less sense to introduce that kind of traffic volume to a quiet family neighborhood. A few years ago, we had a 4-wheel drive truck try to negotiate this hill in the snow and not only did he not make it up the hill, when it started sliding back down and picking up speed, this truck was turned into a wrecking ball that smashed the garage of one of the houses up there after totaling two vehicles. The owners of that house have felt the need to place large boulders in their yard to protect against future incidents, but if that truck had gone over the curb on the other side of the street, he goes down the steeper hill and lands in someone's house going much faster and greatly increasing the odds of a fatality. The fact that this proposal is even being entertained, tells me that you have not driven from the bottom to the top with the increased traffic, safety and weather concerns I just listed in mind. This hill is so steep that the school buses will not go to the top, meaning the school bus stop for all of the children near the intersection where Meadow Hills Drive meets Morency Drive and up that hill into the current neighborhood not receiving bus service is right at the bottom of that hill. Every morning there are about 15 elementary aged children camped at the bottom of the hill waiting for the bus. Turning that stretch into a shortcut for the hundreds or thousands of morning and afternoon commuters would be a safety concern even if we never got bad weather including rain, snow, and wind. Its a recipe for disaster and my kids have to cross that street to get to the bus stop. Putting Westcliff Heights on the other side of Little Badger Mountain and connecting Rancho Reata to Gage and Keene in this manner will sell lots of houses over there, but it will kill Crested Hills and most likely a few children. If it goes through, I would expect to see a bunch of homes going up for sale - mine included. We moved here specifically because of the quiet, close knit feeling we get here, and the safety I and my kids enjoy. All of that get stripped away when you turn Morency Drive into South Richland's Bombing Range Road.

Respectfully,

Jacob Mann
509-942-8464 mobile

Follett, Lynne

From: Juno Choe <junochoe@sbcglobal.net>
Sent: Tuesday, May 9, 2017 11:49 PM
To: O'Neill, Shane
Subject: Westcliffe Heights project
Attachments: 90 degree turn.jpg; accident1.jpg; accident2.jpg; switchback1.jpg; switchback2.jpg

Dear Shane O'Neill,

I spoke at the public hearing on May 4 in opposition to the Westcliffe Heights project. In particular, I live at the corner of Falconcrest Loop and Morency Drive, and this is one of the connection points for ingress and egress out of the proposed development. The proposed project will place several hundred additional cars onto Morency Drive on a daily basis, which I believe is a recipe for disaster.

Morency Drive is currently a 2 lane (1 lane in each direction) road that winds its way along several blind hairpin turns (switchbacks) and very steep elevation changes. In addition, it is a regular spot for visitors who commonly park their cars along the road (most of the time illegally) to enjoy the view. This already results in very dangerous situations in which cars must swerve into oncoming traffic to avoid hitting parked cars. This presents a hazard as the oncoming traffic cannot see around these 90 degree turns and hairpin loops. Add to this the large number of pedestrians and bicyclists who are on the road. There are many stretches of the road that also do not have sidewalks, forcing pedestrians onto the road. I have enclosed several pictures of the road for your review.

As several of the members of the public stated at the hearing, there have been many accidents along Morency drive including several cars that have lost control and ended up in people's driveways. I know of several accidents in which cars have sped down the hill and gone off the side of hill at one of the hairpin loops. I spoke personally about a car that collided with my house at high speeds in approximately November 2014 as it was almost done being constructed. This cracked my house foundation requiring extensive repairs. The car was totaled. I have also enclosed pictures from this accident.

This area of Morency Drive and Falconcrest Loop are already extremely dangerous and should be left as low volume access roads for the residents of Crested Hills and Falconcrest. There have been numerous accidents along the road at what I am sure is at a much higher rate compared with other residential streets. I don't know of any fatalities, but I believe that it is only a matter of time. I implore you to reject the Westcliffe Heights project or to require different accommodations for ingress and egress out of the development.

Falconcrest Loop and Morency Drive are already dangerous and cannot handle the several hundred cars per day that the proposal will entail.

The applicant, Mr. Bauder, does not care about the safety of these drivers (and pedestrians and bikers on the road). It is up to the city to ensure the safety of its citizens and the roadways. If this project proceeds, the blame for any fatalities or injuries will rest squarely with the city.

Feel free to contact me at junochoe@sbcglobal.net or 206-387-5520 if I can be of any additional assistance.

Sincerely,

Juno Choe

This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>

Follett, Lynne

From: Mollie Schlotthauer <mbsing@hotmail.com>
Sent: Sunday, April 23, 2017 11:22 PM
To: Craig Whiteley; O'Neill, Shane; Simon, Rick
Cc: Culley, David E; culleyman@gmail.com; ranbswanson@yahoo.com; David
Subject: Re: S2017-101 Little Badger - North of N. Jurupa Street and south of Morency

I'm not kidding when I say this traffic stuff is making me reconsider my homes location. If the city is unwilling to support our neighborhood, I don't know that we'll be staying here for more than a couple of years.

Mollie

Sent from [Outlook](#)

From: Craig Whiteley <treasurer@crestedhills.com>
Sent: Sunday, April 23, 2017 11:38 AM
To: soneill@ci.richland.wa.us; RSimon@CI.RICHLAND.WA.US
Cc: Culley, David E; culleyman@gmail.com; ranbswanson@yahoo.com; mbsing@hotmail.com; David
Subject: S2017-101 Little Badger - North of N. Jurupa Street and south of Morency

Shane or Rick,

Can you please send all information you have concerning Mark Bauder's proposed subdivision south of Little Badger Mountain (S2017-101)? Specifically, the Crested Hills Homeowners association is very interested in the road infrastructure related to how this preliminary plat will tie into the rest of the South Richland collector roads. If you have the City report available I would appreciate getting a copy of that document too. I hope the City of Richland realizes how impactful this development could be if a connection is made to Falcon Crest via Morency Drive.

Thank you in advance for any information you can send us.

Regards,

Craig Whiteley and the rest of the

Crested Hills Homeowners Association Board of Directors

Follett, Lynne

From: Roger Snyder <pmsnyder@hotmail.com>
Sent: Friday, May 5, 2017 6:14 PM
To: O'Neill, Shane
Subject: FW: Photo accompanying 5/5 testimony on Bauder application PUBLIC HEARING NOTICE (S2017-101)

As committed in last night's public hearing please find photo I used to illustrate concerns in objection to connection to morency

-Roger Snyder

Subject: Photo accompanying 5/5 testimony on Bauder application



KEPR Action News's Photos
in **Timeline Photos**

Follett, Lynne

From: The Swansons <ranbswanson@yahoo.com>
Sent: Monday, May 1, 2017 8:04 AM
To: O'Neill, Shane
Subject: Westcliff Heights Proposal

As residents of Crested Hills, we strongly oppose the planned development on the back of Little Badger Mountain. This proposed subdivision would impact increased traffic into Crested Hills. For this reason we stand opposed to this plan, and through this email, I for one voice opposition to this plan.

Rollin Swanson
2258 Morency Dr. Richland, WA 99352







COUNCIL AGENDA ITEM COVERSHEET

Council Date: 07/18/2017

Agenda Category: Items of Business

Key Element: Key 2 - Infrastructure & Facilities

Subject:

Resolution No. 125-17, Approving the Proposed Alignment of Rachel Road

Department:
Public Works

Ordinance/Resolution Number:
125-17

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 125-17, approving Alignment G from the Rachel Road Alignment Study as the recommended alignment of Rachel Road.

Summary:

Rachel Road has long been an element of the City's transportation system plan and Comprehensive Land Use Plan. Rachel Road, connecting Leslie Road with Steptoe Street, has been designated an arterial collector street. Because of its location, Rachel Road will provide connectivity beyond the City limits to areas of unincorporated Benton County and the City of Kennewick. Arterial Collector Streets are important elements of an efficient transportation system.

In 2007, the City partnered with public and private interests to purchase and set aside the Amon Creek Nature Preserve. The Preserve, roughly parallel to Leslie Road, is intended to function as natural open space. The Preserve's acquisition transaction noted the presence of Rachel Road as a planned street crossing the Preserve.

In 2014, the City processed a land development application called the Clearwater Creek Subdivision. The subdivision activated the City's Comprehensive Land Use Plan for the property, and brought into focus the street system elements of the Plan, specifically Rachel Road. The subdivision was approved, including requirements to complete segments of Rachel Road within its boundary.

During consideration of the subdivision, Richland City Council received significant public input opposed to completion of the westerly segment of Rachel Road crossing the Amon Creek Preserve. The Kennewick School District announced its intent to locate an elementary school within the subdivision. To be effective, traffic circulation to and from the school would rely on completion of Rachel Road. Council responded to this input by retaining Rachel Road in its plans, and committing to a participatory study to confirm this choice and select a preferred alignment.

In July 2016, the City hired the Langdon Group to complete the Rachel Road Alignment Study. The Study is now complete, resulting in a recommendation to select Alignment G as the preferred alignment. The public process was robust and effective.

Fiscal Impact:

The selection of an alignment does not, by itself, carry any costs. The costs to complete the street construction are presented in the Capital Improvement Plan. The completed study will be used to update the cost figures for the 2018 Capital Improvement Plan.

Attachments:

1. Resolution No. 125-17
2. Exhibit A - 2017 Rachel Road Alignment Study

RESOLUTION NO. 125-17

A RESOLUTION of the City of Richland establishing Alignment G as the preferred alignment for completion of an arterial collector street between the preliminary plat of Clearwater Creek and Leslie Road.

WHEREAS, the Comprehensive Land Use Plan and the City-wide Transportation Plan include Rachel Road as an arterial collector street between Steptoe Street and Leslie Road; and

WHEREAS, the 2017–2022 Six-year Transportation Improvement Program includes Rachel Road; and

WHEREAS, in 2007, the City participated in the acquisition of the Amon Creek Preserve, receiving ownership and management responsibilities for the property; and

WHEREAS, the property management goals for the Amon Creek Preserve are to preserve and maintain the property as natural open space and to establish a linear trail system to support education, passive recreation, and quiet enjoyment; and

WHEREAS, the Amon Creek Preserve acquisition documents preserved the City's ability to complete the planned Rachel Road across the Preserve; and

WHEREAS, completion of the segment of Rachel Road crossing the Amon Creek Preserve has been a contentious issue in recent years, with significant public input opposing the street construction; and

WHEREAS, preliminary plat approval for the Clearwater Creek subdivision includes a provision requiring the developer to cooperate with a City alignment study that could require the development to be redesigned to accommodate a selected alignment; and

WHEREAS, in June, 2016, the City hired the Langdon Group to complete the Rachel Road Alignment Study; and

WHEREAS, the Rachel Road Alignment Study was scoped to provide an extensive public participation process enabling diverse interests to contribute to evaluation of alternative street alignments, including a no-build alternative; and

WHEREAS, the completed Rachel Road Alignment Study process compared four street alignments and the no-build alignment using a set of criteria established collaboratively by Study participants; and

WHEREAS, Alignment G, terminating at Leslie Road and Lorayne J Boulevard, received the highest score and most public support; and

WHEREAS, the City's Parks and Recreation Commission reviewed the Study and recommended that the City Council adopt Alignment G as the preferred alignment.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Richland adopts Alignment G, as presented in the Rachel Road Alignment Study Report, attached hereto as Exhibit A, as its preferred alignment to complete the planned arterial collector street connection between the Clearwater Creek preliminary plat and Leslie Road, and directs staff to complete construction of the planned street.

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

ADOPTED by the City Council of the City of Richland at a regular meeting on the 18th day of July, 2017.

ROBERT J. THOMPSON
Mayor

ATTEST:

APPROVED AS TO FORM:

MARCIA HOPKINS
City Clerk

HEATHER KINTZLEY
City Attorney

EXHIBIT A

City of Richland, Washington Rachel Road Alignment Study FINAL Summary Report July 2017



**THE
LANGDON
GROUP**
a J-U-B Company

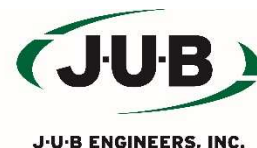


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- A. Public Involvement Plan
- B. Wildlife Report
- C. Open House #1 Display Boards
- D. Open House #2 Display Boards and Presentation Slides
- E. Newsletters
- F. News Releases
- G. Engineers Opinion of Probable Cost
- H. Safety Analysis

Project Contact:

Bryant Kuechle, The Langdon Group Senior Project Manager (208-739-3048, bk@langdongroupinc.com)

Executive Summary

The Langdon Group (TLG), a subsidiary of J-U-B ENGINEERS, was selected by the City of Richland in June 2016 through a competitive process to lead the Rachel Road Alignment Study. Public involvement featured a situational assessment of stakeholders, management and facilitation of three Community Advisory Committee (CAC) meetings, organization and facilitation of two public meetings at key project milestones and presentation of the CAC supported preferred alternative to the Richland Parks and Recreation Commission and Richland City Council in June and July 2017. Additional public involvement tasks included the creation of a public involvement plan (**APPENDIX A**); project branding, messaging and materials; and ongoing stakeholder coordination and communication.

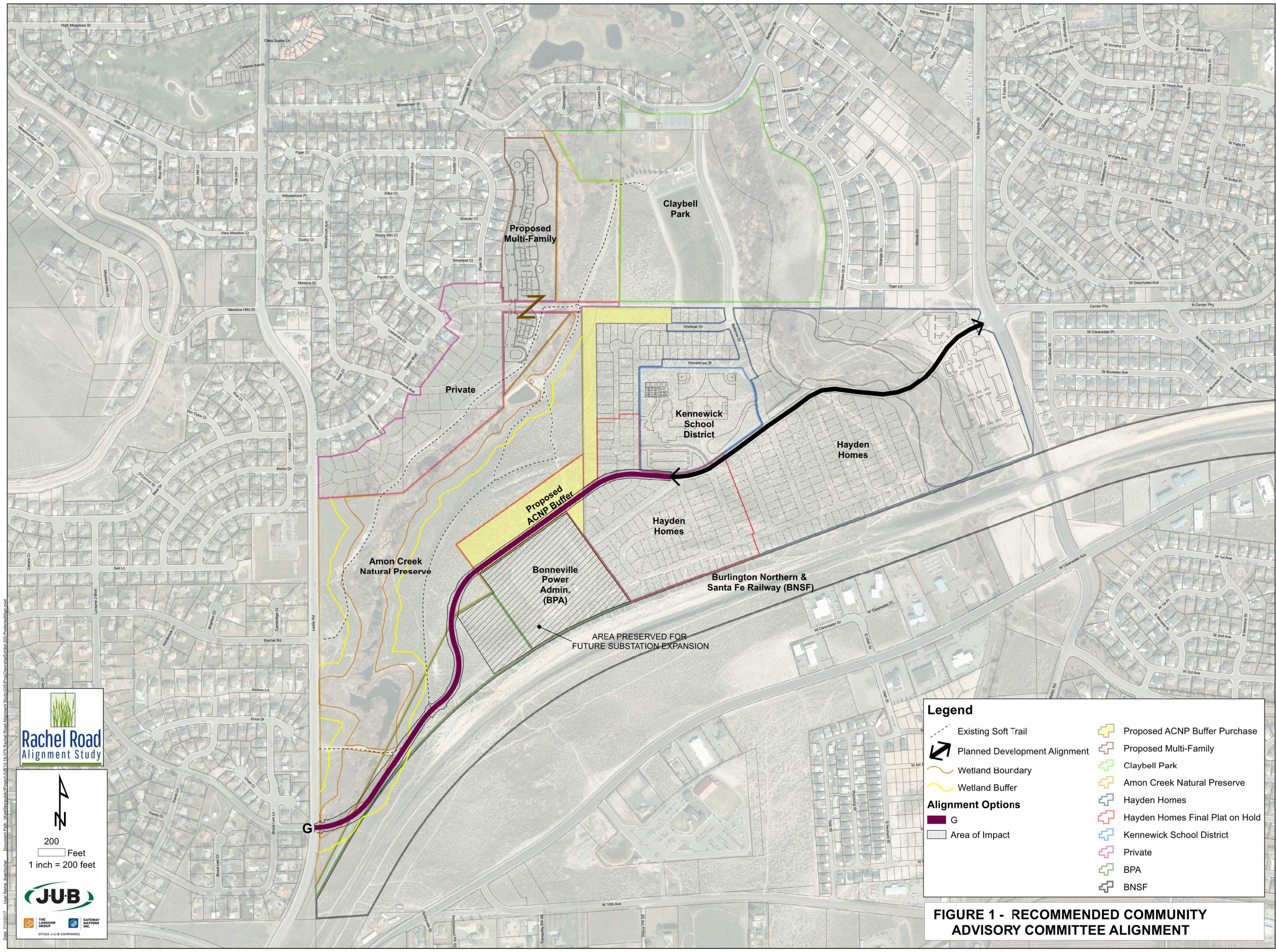
Supporting the public involvement efforts, J-U-B conducted an alternatives analysis of the potential alignments, including creation of evaluation criteria, potential street-design elements, alternative alignment development and alternative evaluation. J-U-B also created a wildlife report and identified potential enhancements and mitigation measures to the Amon Creek Natural Preserve (ACNP) for consideration in future projects phases.

This project involves a history of controversy surrounding the potential connection of two roadways with a heightened level of interest from area conservation and neighborhood organizations. TLG's collaborative process helped answer the question: How does the community maintain and potentially enhance the natural benefits of a nature preserve while providing roadway connectivity and sufficient emergency access to a new school and surrounding neighborhoods?

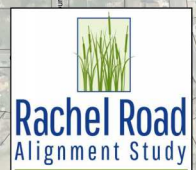
The CAC alternative ranking process and unscientific results from comments received through the Dec. 5, 2016 and April 12, 2017 public open houses supported what became referred to as Alternative G (see Figure 1 below). Alternative G aligns at Leslie Road with Lorrayne J Boulevard; extends east across the southern tip of the ACNP onto Bonneville Power Administration (BPA) property, hugging the eastern edge of the ACNP into the ACNP buffer; joining the planned development alignment of Rachel Road at the southwest corner of the Kennewick School District property.

BPA confirmed their willingness to work with the City through the needed right-of-way acquisition process on June 1, 2017. The CAC unanimously backed the recommendation of Alternative G. BPA elected to not weigh in on a preference.

TLG presented the project to City Council on June 27 and formally recommended Alternative G on July 18. The Richland Parks and Recreation Commission supported Alternative G at their July 13 meeting. For consideration and discussion in future project phases, TLG communicated to council the popular public position that the roadway should be rural, narrow, include a separated bike/pedestrian path and low speeds. The Wildlife Report (**APPENDIX B**) features a section on potential enhancement and mitigation measures also for discussion in a future project phase.



DATE: 7/12/2017 USER: NAME: RACHAEL Document Path: W:\Development\Projects\JUB-15-275 Rachel Road Alignment Study\GIS\Prop\Community\Figure 1-2017\RachelRoadAlignment.mxd



Rachel Road
Alignment Study



200 Feet
1 inch = 200 feet



JUB



THE LARSON GROUP



GATEWAY MAPPING INC.

OTHER J-U-B COMPANIES

Legend

- Existing Soft Trail
- Planned Development Alignment
- Wetland Boundary
- Wetland Buffer
- Alignment Options**
- G
- Area of Impact
- Proposed ACNP Buffer Purchase
- Proposed Multi-Family
- Claybell Park
- Amon Creek Natural Preserve
- Hayden Homes
- Hayden Homes Final Plat on Hold
- Kennewick School District
- Private
- BPA
- BNSF

FIGURE 1 - RECOMMENDED COMMUNITY ADVISORY COMMITTEE ALIGNMENT

Situational Assessment

The Situational Assessment conducted with stakeholders in September 2016, was designed to identify concerns, perceptions and issues that may be lingering below the surface, identify alignment preferences, identify additional key stakeholders, determine what outreach techniques have been effective in the past, establish how individuals and groups want to be involved and communicated with, and draw out concerns up-front and early. Assessment meetings were also used to help educate stakeholders on the project's purpose and schedule.

With the City, the Consultant developed a preliminary list of key stakeholders beginning with those identified in the Request For Qualifications (RFQ) and covering representation from government, organized citizen groups, public/resident interests, emergency services, utilities, schools and property owners. Cooperatively developed key messages and conversation guide helped steer the stakeholder discussions. TLG contacted stakeholders as a neutral third party and met in-person, one-on-one, on their turf whenever possible. Some conversations occurred over the phone. This early engagement, before alternatives have been conceptualized, promotes genuine interest in a collaborative process from the City, particularly for organized citizen groups, agency partners and neighboring residents. Through the assessment process, the Consultant was able to identify key individuals for inclusion on the Community Advisory Committee.

Stakeholders

Conversations occurred with representatives from the following:

1. Bonneville Power Administration
2. Lower Columbia Audubon Society
3. Tapteal Greenway
4. Kennewick School District
5. Kennewick Irrigation District
6. Willowbrook Home Owners Association
7. Richland Police Department
8. Richland Fire Department
9. Richland Energy Services
10. Hayden Homes
11. The Heights at Meadow Springs Home Owners Association
12. El Rancho Reata Community Alliance
13. Meadows East Home Owners Association
14. Meadows South Home Owners Association
15. Meadows Springs Back Nine resident

Summary

The assessment revealed nearly unanimous interest in using the existing BPA access road as the western terminus for the new connection. This interest was particularly emphasized by area residents and proponents for the ACNP and received no negative comments by any parties, only support. BPA indicated that this road is on an existing easement and does not become their ownership until the second power line crossing east from Leslie Road, close to the substation. Any use of this road west of

that power line crossing is not on their property. BPA would install a new gate at that junction. BPA is interested in keeping their property whole for future expansion needs and would prefer any roadway alignment stays outside of their ownership.

Although comments were made that the extension is not needed, all stakeholders were generally amenable to considering alternatives that do not extend Rachel Road directly east over the “heart” of the preserve. Stakeholders expressed concern that an extension at Rachel Road would affect the natural and recreation value of the preserve through negative visual, sound and shade impacts as well as more severe impacts during construction.

Multiple stakeholders identified the opportunity to provide car/school bus parking and signage in the area of the current BPA access road if this alignment is determined the preferred. The creation of a wider crossing than the current culvert under the BPA access road is also seen as a potential enhancement with this alternative.

The preserve area is defined differently by multiple parties. It is the recommendation of TLG not to enter into the discussion of defining the preserve as part of this project, rather to acknowledge that it exists and has natural and aesthetic value.

The following comments were made by individuals and required consideration moving forward:

- When determining alternatives, it was suggested to not only look at the crossing points but determine where people are trying to get to and where they are coming from. This will help determine how best to connect the region.
- Be cognizant of potential wildfire dangers in the area that the road will impact. The fire department will need access to the open space.
- The new elementary school schedule is ahead of this project. The site was selected because of the planned extension of Rachel Road and will include a majority of students west of Leslie Road. Construction bids will open in late February/early March 2017. The school is anticipated to open in fall 2018. Access points for the new school’s design are on the south border of the property.
- Hayden Homes has completed final design of Rachel Road from Steptoe Street to the Kennewick School District (KSD) property. Preliminary design is completed west of the KSD property, pending the location of the extension.
- Traffic studies for the Dwayne Smith Apartment Complex produced unreliable numbers.
- Consider the future of the water in the preserve in the alternative selection. If it is possible that the water will not be there this may impact the crossing location.
- Look at stormwater impacts and retention in the alternative selection.
- Connecting arterials, particularly in the area of schools, decreases response time for police and fire and is seen as a positive.
- New roadway needs enough shoulder for emergency vehicles to pass.
- Consider child safety in all decisions.
- Coordination needs to occur in alternative selection with Richland Energy Services to account for planned electrical and fiber expansion in the region. Additionally, coordination needs to occur at the design phase with Charter Communications, Frontier Internet and Cascade Natural Gas to accommodate any future expansion plans. Alternatives should accommodate utility expansion plans with shared utilities within roadway ROW and any potential crossing of the ACNP.

The open house format where the community can attend at their leisure near the project area was supported as the preferred method of public outreach. It was commented that Richland residents respond well to utility bill announcements. This is a preferred method of open house notification. Recommended issues to address in public communication and open houses include:

- Maintain transparency throughout the process and demonstrate an open mind to all possibilities.
- Clearly show where development is occurring and already planned, both residential and the new elementary school.
- Share plans for the new elementary school and its transportation needs considering where students will be traveling from.
- Define the type of road (arterial, collector, etc.), what it could look like, its potential features and recommended speed.
- Anticipate questions and concerns over the mitigation that occurred with the sewer line running adjacent to the preserve. There are negative perceptions about this impact.
- Confusion exists over why a KSD school is in Richland. It is not understood by all that school district boundaries do not align with City boundaries. Overlaying school district and City boundaries will help the public understand.
- Fire and police will set up their own stations at the open house to discuss safety.
- Present how extensions will impacts existing road, particularly Steptoe Street and Leslie Road.

Community Advisory Committee

The CAC was a representative working group that met three times during the project (Oct. 11, 2016; Dec. 6, 2016; Feb. 7, 2017) at key milestones. The CAC demonstrates the commitment of the community and its partners to keep open lines of communication. TLG worked with the City to determine group membership and to define group roles and responsibilities. The RFQ stakeholder list and the situational assessment helped identify representatives for each of the relevant interests. This forum allowed representatives to serve as a conduit to their constituents and provide equal voice to each interest, removing the opportunity for more vocal and organized interests to dominate the space.



At the conclusion of the CAC process, after the second Public Open House, Bryant worked with each member of the CAC individually to reach consensus on a recommendation of Alternative G to Richland City Council.

CAC Membership

- Bonneville Power Administration
- El Rancho Reata Community Alliance
- Hayden Homes
- Heights at Meadow Springs Home Owners Association
- Kennewick Irrigation District
- Kennewick School District
- Lower Columbia Basin Audubon Society
- Meadow Springs Second Nine Home Owners Association
- Richland Fire Department
- Richland Police Department
- Richland Parks and Recreation Commission
- Tapteal Greenway
- Willowbrook Home Owners Association
- Willowbrook Heights Home Owners Association

Project team and resource representatives that also attended CAC meetings:

- Bryant Kuechle, The Langdon Group
- Spencer Montgomery, J-U-B ENGINEERS
- Vince Barthels, J-U-B ENGINEERS
- Kelly Hill, Richland Energy Services
- Jeff Peters, Richland Public Works
- Catherine Reed, Washington Department of Ecology

CAC Meeting #1 (Oct. 11, 2016)

At the CAC kickoff, the group developed the following goals and goal statement:

1. Listen to each other and work together as a team.
2. Address all community interests and perspectives.
3. Share our ideas and perspectives in a comfortable space.
4. Evaluate and consider the benefits for all community members.
5. Understand and embrace the values, interests and concerns of all members.
6. Maintain consistency in our messages with the public.
7. Look to the City and State Department of Ecology as valuable resources.
8. Receive and use public input.
9. Reach consensus on a decision that meets the needs and interests of all parties.

Goal Statement: Reach consensus, a publicly led decision that benefits the community, by considering the environmentally sensitive aspects of the Amon Creek Natural Preserve (ACNP) including impacts to water quality and the requirements of City Parks and Recreation; the growth needs of the Bonneville Power Administration Substation; the need for safe and efficient transportation to and from the new elementary school and the future growth of the utility corridor.

The group drew all potential alignments for further exploration on a large aerial image of the project area and identified the following draft alternative selection criteria for feedback at the first open house:

- Functionality
- Mobility
- Safety (consider student travel from west of Leslie)
- Mitigation opportunities
- Impact to species and habitat
- Cost (cut/fill and structures)
- Context sensitivity (aesthetic impact)
- Ease of implementation (construction schedule and political/administrative interest/requirements)
- Public acceptance
- Public access/education opportunity to ACNP
- Opportunity for enhancement to ACNP
- Property/neighborhood impacts

CAC Meeting #2 (Dec. 6, 2016)

The second CAC meeting occurred the day after the first open house. CAC members were given the opportunity to discuss issues raised during the open house and input gathered from open house comment forms received to-date. The CAC also discussed and provided feedback on the draft Wildlife Report (**APPENDIX B**). During the meeting the CAC made the following consensus decisions:

- Since there was no specific support for alignments B, D and F, the CAC discussed and unanimously agreed to eliminate these alignments for future consideration in the criteria evaluation process.
- CAC agreed to keep all criteria for evaluation, in some cases combining two criteria into one. CAC members received a spreadsheet to compare and weight criteria using the pairwise comparison system.

CAC Meeting #3 (Feb. 7, 2017)

The third CAC meeting centered on review of the ranking that resulted from the alternative evaluation process and the associated weights assigned to each criterion. The group redefined and recalculated some criteria. Most heavily impacted was “Wetlands and Habitat” which now gave 8 of 10 points to fragmentation (instead of 5) and 2 to on-the-ground impacts. Mitigation/Enhancement was also simplified to give credit to those alignments that could remove the existing BPA access road. Through this process, Alternative G ranked the highest by a narrow margin. Bryant worked with each member of the CAC following the meeting to reach consensus that the process was fair, inclusive and collaborative, and should be shared at the second public open house for community feedback.

Public Open Houses

Two public open houses were held at key project milestones:

- Dec. 5, 2016 at the Reata Springs Baptist Church (121 people signed-in; 40 comments received)
- April 12, 2017 at Desert Hills Middle School (46 people signed-in; 32 comments received)

Notification and advertisement was provided in the form of direct mailers; e-newsletters; utility bill inserts; media coverage; web and social media.

Open House #1 (Dec. 5, 2016)

The first open house provided the public an opportunity to learn about the project, comment on the draft wildlife report, meet the CAC, review preliminary alignments developed by the CAC and weigh in through a sticker exercise on the importance of the draft criteria (displays boards in **APPENDIX C**). Draft criteria shared at the open house was refined from the list developed at CAC Meeting #1 in coordination with the CAC via email prior to the open house. The following is a non-scientific summary of the input gathered:

Evaluation Criteria scoring:

1. Extent of Impacts to Wetlands and Habitat (235)
2. Property/Neighborhood Impacts (56)
3. Bicycle and Pedestrian Accommodations (47)
4. Traffic Safety (41)
5. Opportunities for Enhancement/Mitigation (28)
6. Mobility – Connectivity for Vehicle Traffic (26)
7. Emergency Response Access (8)
8. Cost (6)
9. Ease of Implementation (3)

Alignment preferences (extrapolated from comments – not scientific): A (+6/-3); B/C (+3/-6); C (+3); D/E (+2/-3); D -1; E +8; F/G (+7/-2); F (+1); G (+19).

General comments/themes:

Preserve the preserve (15), recommended mitigation:

- Increase hiking access (2)
- No viewing stations or paved trails – keep trails soft (4)
- Support for viewing platform
- Preserve “Walking Path” (BPA Road) (2)
- ACNP parking with kiosks (3)
- NO ACNP parking – use Claybell Park
- Bridge is better than culvert (2)
- Native plants/increased diversity
- Wildlife crossing overpass (1) or underpass (1)

- No weed spraying
- Fishing ponds at north end
- Mitigate for loss of carbon absorbing plants

Design feature considerations:

- Keep speeds low (25-30 mph) (5)
- Include ADA bike and pedestrian accommodations (2)
- Include signal or roundabout for school crossing safety and traffic control (6)
- Parallel roadway with separated bike/pedestrian path to the north (7)
- Consider safe routes to school
- Include traffic calming: speed humps, curves (2)
- Include sidewalks
- Rural road
- Prevent increased traffic on Rachel
- Minimize lighting near ACNP (5)
- Barrier/fencing to reduce litter in the preserve

Alignment selection considerations:

- Support for the road to address growth and traffic (3)
- Tie into intersection, no T intersection (3)
- D/E concern over sight distance at corner
- B/C would create traffic problems as cut through Leslie Road
- If C, use conspan crossing for minimal disturbance

Open House #2 (April 12, 2017)

The second open house provided the public an opportunity to weigh in on the results of the alternative evaluation scoring results . A scheduled presentation and Q&A provided interested members of the community the opportunity to learn about how the criteria was defined, weighted and scored (display boards and presentation slides in **APPENDIX D**).

Alignment preferences (extrapolated from comments – not scientific): A (-1); C (+5/-2); E (+2; 2nd choice +1); G (+17; 2nd choice +4); No Build (+3)

Comments:

Leslie Road school crossing:

- E and G will encourage kids to jaywalk and cut across preserve.



- C with a large bridge will provide safe crossing location and allow wildlife to pass beneath.
- Signal at Lorayne J if G

Environmental concerns:

- Impact during construction
- Road runoff into ACNP
- Limit signage in ACNP

Mitigation/Enhancements:

- Purchase adjacent property and expand ACNP (4)
- Restore disturbed areas, including old BPA access road to a trail (4)
- Replace BPA Access Road gate with large rocks to prevent vehicle passage
- Trailhead kiosk (2)
- Mulch/gravel trail surface
- ACNP parking area: Rachel Road stubout, BPA road (3) and at Lorayne J all suggested
- No further damage to ACNP for parking, use new school parking lot
- Use shrubbery to screen road
- Loop path around ACNP
- Benches at ACNP access points

Design features recommendations:

- If C, expand span of bridge to keep ACNP contiguous beneath (3)
- If G, span the area with a low-level bridge that enhances the aesthetics.
- Rural or narrow road (5)
- Road that accommodates bike lanes and sidewalks
- Separated bike/pedestrian path (5)
- Curb and gutter
- Maintain low speed limit of 25-30 mph (4)
- If G, add curb/gutter sidewalk to Lorayne J west of Leslie to create a clear walking route and encourage safe routes to school
- No lights
- Include low-level lights (5)
- Landscaping along sidewalks

Other Methods of Outreach

Bryant Kuechle, Project Manager, served as the primary point of contact, fielding questions and sharing information with the public throughout the life of the projects. Those interactions were recorded and cataloged in a database. Outside of personal contact, mass public outreach and involvement took many forms over the course of the project. The following lists those methods:

- Four information sheet newsletters (**APPENDIX E**) were emailed to a distribution list developed through key stakeholder interviews, open house sign-in sheets, and contact information provided through the project webpage. In total, 178 unique emails were included in the distribution. Information sheet newsletters were published on the following milestones:
 - o Project kickoff (Aug. 2016)
 - o Prior to Open House #1 (Nov. 2016)
 - o Prior to Open House #2 (March 2017)
 - o After recommendation to City Council (July 2017)
- News Releases (**APPENDIX F**) were distributed to local media contacts at the following milestones:
 - o Website launch and Open House #1 date announcement (Oct. 14, 2016)
 - o Prior to Open House #1 (Nov. 1, 2016)
 - o Prior to Open House #2 (March 20, 2017)
 - o Following City Council Recommendation (July 2017)
- Utility bill inserts and City social media posts prior to each open house
- Project webpage on the City website updated throughout the project with the ability for the public to sign-up for electronic updates
- Meetings occurred with the following groups:
 - o Tapteal Greenway
 - o Willowbrook HOA
 - o Willowbrook Heights HOA
 - o El Rancho Reata Community Alliance
 - o Richland Parks and Recreation Commission
 - o Richland City Council

Alternatives Analysis

Alternative Alignments

At the first CAC meeting, members discussed potential alignments for Rachel Road from Leslie Road on the west, across the ACNP to connect with Steptoe Street on the east. It was discussed that it would be good to consider connecting opposite each roadway that creates an existing “T” intersection on the west side of Leslie Road, including Reata Road. Other alignments discussed that should be considered included the existing BPA alignment, as well as a shortest route alignment just south of the Willowbrook subdivision, each of which would create another “T” intersection on the east side of Leslie Road. Discussion also included the use of the existing abandoned railroad bed as a variation, instead of hugging the BPA property after crossing the ACNP.

It should also be mentioned that the No-Build Alternative was also discussed as an option that would be evaluated against all others. In fact, the Kennewick School District pointed out that the new school would open and be functioning for a period of time essentially under the “No-Build” scenario without a new roadway connection. Those traveling to the new school from west of Leslie Road would either need to go north to Broadmoor Street and then south on Bellerive Drive. Alternatively travelers could go south on Leslie Road across the railroad track to Clearwater Avenue and then north to Steptoe Street, then west on Rachel Road to the school. The Kennewick School District has an agreement with Hayden Homes that that Rachel Road will be extended west from Steptoe Street to the school prior to it opening in the fall of 2018.

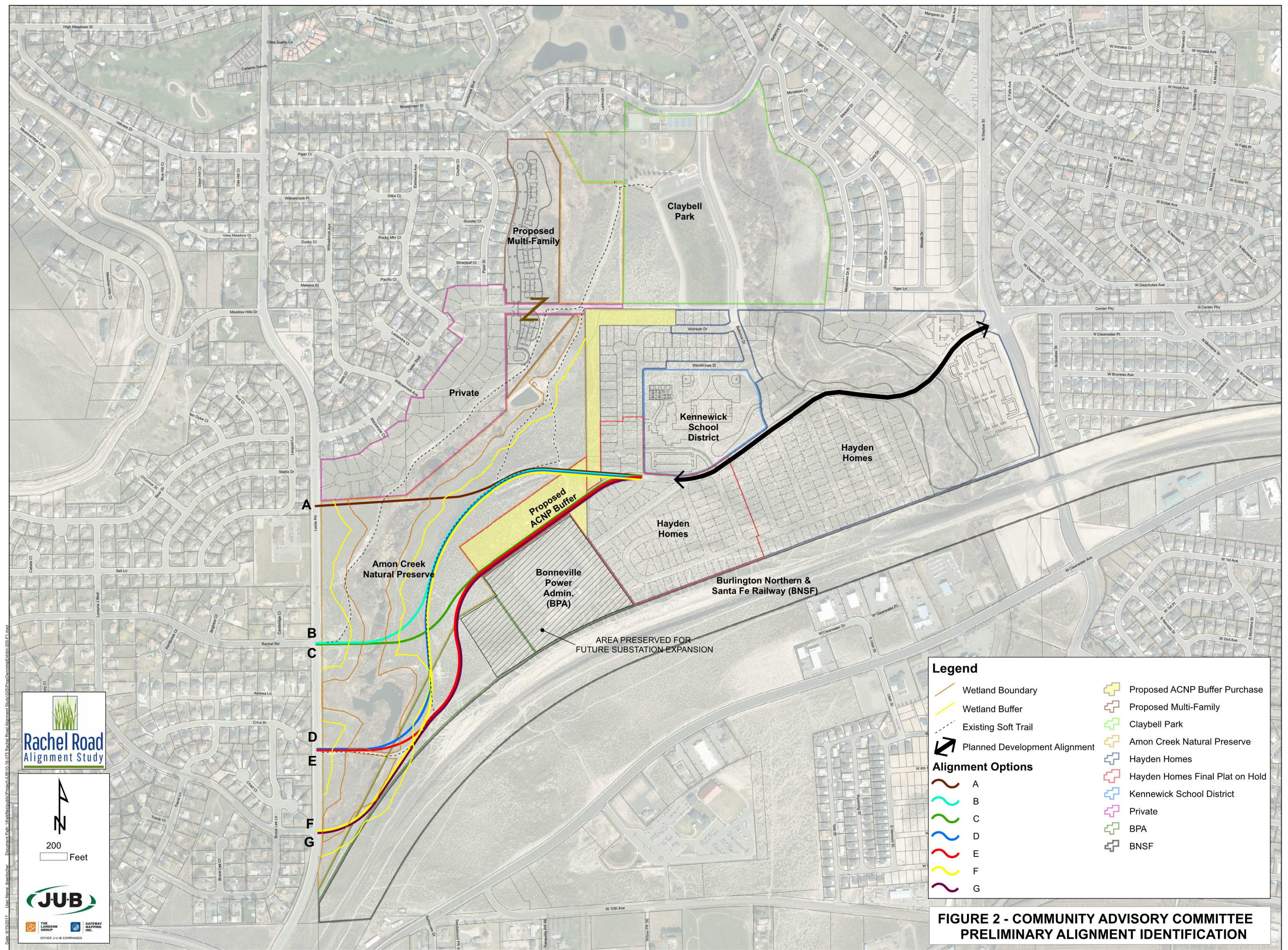
The project team examined the alignments for fatal flaws and determined that connecting with Reata Road would encroach on the Burlington Northern Santa Fe Railroad property, and would also have topographical challenges that would prevent creating an intersection that would meet standards, thus this alignment was eliminated. The resulting seven alignments that were taken to the first public open house are shown in Figure 2. The alignments are labeled A – G, with four connection points to Leslie Road on the west and all ending at the same point on the east near the southwest corner of the proposed new elementary school.

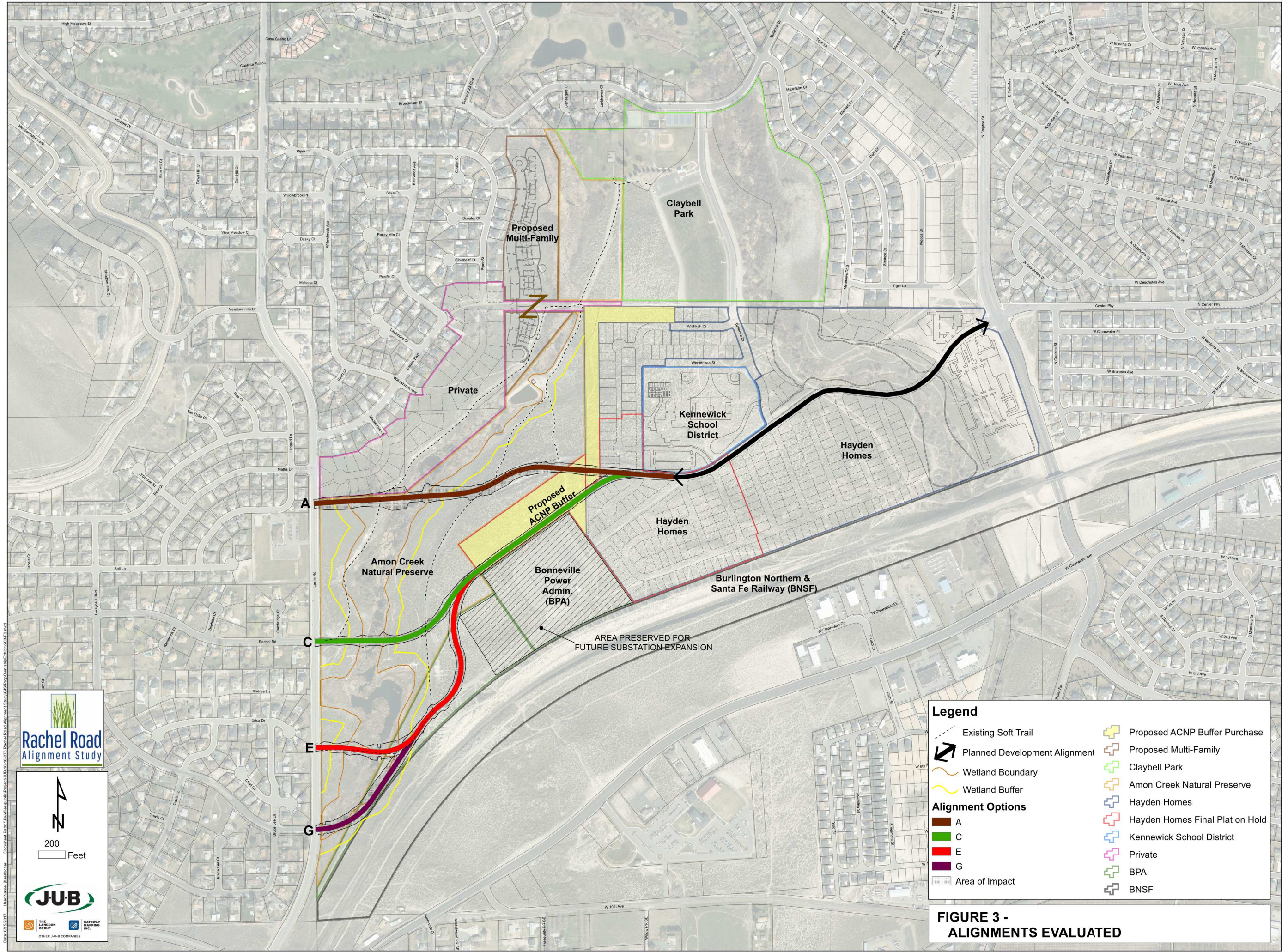
After the first open house, the CAC met to discuss the comments received regarding the various alignments. Since there was no public support for using the old abandoned rail bed, and the community enjoys using it as a soft trail, it was unanimously decided to eliminate those three alternatives, B, D and F.

Subsequently, the project team also visited with the City, more closely examined design standards and refined the remaining alternatives slightly to respond to the interest of moving the roadway as far from the central part of the ACNP as possible. The resulting alignments that were used for evaluation purposes are shown in Figure 3.

Evaluation Criteria

At the first CAC meeting, the consultant team lead a discussion regarding several criteria that could be used to evaluate the various alternative alignments (and shown earlier in the CAC Meeting #1 section above). As a result of the discussion, some of the criterion were combined prior to taking the nine potential criteria shown below to the public open house for feedback.





Rachel Road Alignment Study

200 Feet

JUB

THE LANGRISH GROUP
GATEWAY MAPS INC.
OTHER J-U-B COMPANIES

Legend

- Existing Soft Trail
- Planned Development Alignment
- Wetland Boundary
- Wetland Buffer
- Alignment Options**
- A
- C
- E
- G
- Area of Impact
- Proposed ACNP Buffer Purchase
- Proposed Multi-Family
- Claybell Park
- Amon Creek Natural Preserve
- Hayden Homes
- Hayden Homes Final Plat on Hold
- Kennewick School District
- Private
- BPA
- BNSF

FIGURE 3 - ALIGNMENTS EVALUATED

At the second CAC meeting, the group discussed the evaluation criteria again. Some members felt that all of the criteria should be kept, but most CAC members felt more strongly about some criteria than they did about other criteria, thus it was recognized that each criterion does not have the same value. After the meeting a weighting exercise, called Pair-Wise Comparison, was performed by each CAC member to represent their agency or association. The exercise asks the participant to consider each criterion against all others individually in turn, filling out a table that indicates which of the two criteria are more important to them and whether it is a major medium or minor preference. The consultant team consolidated all responses into a single weight for each criterion, shown below.

Table 1. Evaluation Criteria and Assigned Weight

Criterion	CAC Weight
Bicycle/Pedestrian Accommodations	6
Cost	4
Ease of Implementation	2
Emergency Response Access	8
Extent of Impact to Wetlands and Habitat	10
Mobility - Connectivity for Vehicle Traffic	6
Opportunities for Environmental Enhancement/Mitigation	7
Property/Neighborhood Impacts	8
Traffic Safety	8

Alternatives Evaluation and Scoring

The TLG/JUB team prepared an evaluation for each criterion assessing the four alternative alignments for Rachel Road along with the No-Build alternative for comparative purposes. The details and results were reviewed with the CAC with some modifications based on CAC input to improve clarity, consistency and represent the values of the group. The results of the evaluation are discussed below.

Bicycle/Pedestrian Accommodations

There were multiple factors that were considered when determining the advantages and disadvantages of the various alignments with respect to bicycle and pedestrian accommodations. Around elementary schools a high percentage of walking trips are made by children to and from school. The walking zone for elementary schools, where bus service is not provided is one mile. Those routes, which are more direct with respect to having a shorter distance to Leslie Road, will result in both a shorter walk distance for those living closer to Leslie Road, but will also be able to penetrate the neighborhood further and therefore service more households. Five points were given to Alignment A, which reaches the maximum number of homes within one mile (potentially reducing automobile trips), and the other alignments were give a percentage of five points based on the number of homes within the one-mile walk distance.

If an alignment provided opportunities to connect with existing pathways on the east or west of the wetlands then points were also given. In the case of Alternative A, it was determined that the existing pathways could be reasonably accommodated under a bridge.

Student safety and the directness of route to school for homes within the walk distance was also considered, taking into account the number of homes that would have diminished safety if students were to take the most direct route to school (meaning they would cross Leslie Road at an uncontrolled location). Similarly, the likelihood of casual trail impacts for some alignments could occur under some alignments more so than others. Essentially children in the walk area could be tempted to cause impacts to the ACNP by walking through the brush and creating new trails. Bicycle and Pedestrian Accommodation scores are shown in Table 2.

Table 2. Bicycle/Pedestrian Accommodations

Criterion	Alternative				
	No-Build	A	C	E	G
		Near Mattis Drive	Opposite Rachel Road	BPA Access Road	Opposite Lorayne J Blvd
Percent of homes within 1 mile of school (5 pts)	0	5.0	3.7	1.3	1.6
Connection to existing path on west	1	1	1	1	1
Connection to existing path on east	1			1	1
Student crossing of Leslie Road	1	1	0.5	0.75	0.75
Student crossing of Rachel Road	1	1	1	1	1
Potential casual trail impacts	1	1	0.5	0.75	0.75
TOTAL SCORE	5.0	9.0	6.7	5.8	6.1

Cost

Planning-level costs to estimate an order of magnitude cost for comparative purposes of the alternatives were prepared. The Engineers Opinion of Probable Cost for construction is included in **Appendix G**. A summary of costs used for this analysis is included in Table 3, which also includes cost for additional school buses that might be needed as well as off-site mitigation. Thus, the No-Build alternative also has costs associated with it in the form of additional buses as well as a traffic signal at Broadmoor Street/Leslie Road and potential turn lanes at Leslie Road/Gage Boulevard intersection.

There are many ways to assign scores for this particular criterion. The most reasonable approach was to give the alignment with the lowest cost the best score and each other alignment a percentage of the points based on the ratio of costs. In other words, if an alternative cost twice as much as the lowest cost alternative then it received half the possible points.

Table 3. Summary of Cost

Criteria Inputs	Alternative				
	No-Build	A	C	E	G
		Near Mattis	Opposite Rachel Road	BPA Access Road	Opposite Lorayne J Blvd
Order of Magnitude Cost for Comparison (in Millions)	\$ 2.0	\$ 5.3	\$ 4.8	\$ 5.6	\$ 5.5
Score	10.0	3.8	4.2	3.6	3.6

Score assigned based on Lowest Cost/Alternative cost * 10.

Ease of Implementation

This particular criterion is somewhat challenging to assign scores. For the purposes of this analysis it was assumed that a low score for any criteria would cause challenges to implement for one reason or another, be it property impacts, obtaining funding, environmental issues or public opposition. For those alignments that scored extremely poorly in any given criterion, points were subtracted from the possible 10 points, as shown in Table 4.

Table 4. Ease of Implementation

Criterion Inputs	Alternative				
	No-Build	A	C	E	G
		Near Mattis Drive	Opposite Rachel Road	BPA Access Road	Opposite Lorayne J Blvd
BPA Impacts				-1	-1
Bike/Ped. Accommodations	-1.25				
Cost					
Emergency Response	-1.5				
Extent of Impacts to Wetlands and Habitat		-2.75			
Mobility - Connectivity for Vehicle Traffic	-0.5				
Opportunities for Env. Enhancement/Mitigation					
Property/Neighborhood Impacts	-1.5				
Traffic Safety					
Wetlands Mitigation		-2		-2	-2
General Public Opposition	-2	-4	-4		
TOTAL SCORE	3.25	1.25	6.00	7.00	7.00

Subtract 1 point for impacts to BPA.

Subtract 1/2 point for each score ≤ 5 for any given criteria for CAC members who weighted the criteria 9 or 10.

Subtract 1/4 point for each score ≤ 5 for any given criteria for CAC members who weighted the criteria 7 or 8.

Emergency Response

Emergency response is an important community issue. Being able to respond quickly to fires and medical 911 calls is critical. The Richland Fire Department participated in CAC activities and provided input on emergency response issues. It was noted to the CAC that they respond quite frequently to schools. Having a network of roadways with multiple entry points to larger neighborhood gives emergency response options and is considered a valuable attribute. Travel times to the new school from the fire station on Gage Boulevard west of Keene Road were calculated based on various routes and are shown in Table 5 with the resulting scoring. Quicker response times received more points.

Those alternatives which give multiple options for accessing the neighborhood were given additional points, as were those routes which would take substantial traffic off of the shortest route to the school from the fire station. To be clear, under the No-Build alternative the traffic volumes on Broadmoor Street will be significantly higher because of fewer access points to the school and the surrounding neighborhood. This means that the No-Build alternative will have additional traffic that will hinder emergency response, and will also have fewer options in the event of an accident that closes one of the accesses. Similarly, not only will any of the build alternatives significantly reduce traffic volumes on Broadmoor Street, which is the shortest emergency response route, they also provide an alternate route for emergency responders.

Table 5. Emergency Response

Criterion	Alternative				
	No-Build	A	C	E	G
		Near Mattis Drive	Opposite Rachel Road	BPA Access Road	Opposite Lorayne J Blvd
Travel time from nearest fire station to new school	3:51	3:43	4:02	4:32	4:50
Travel time score (1)	4	5	4	4	4
Adds alternative routes for response		1	1	1	1
Takes significant traffic off shortest route			1	1	1
TOTAL SCORE	4.0	6.0	6.0	6.0	6.0

(1) Subtract 1 point from 8 for each 15 seconds more than 3:00 travel time for shortest route. (Note: Shortest route for Alt C, E and G is Leslie to Broadmoor.)

Extent of Impacts to Wetlands and Habitat

There are two key aspects to the impacts that are attributed to a new roadway through the ACNP and are shown below in Table 6:

1. Actual on-the-ground disturbance as a result of the construction of a new roadway. This would include direct impact to the wetlands, the indirect impact to wetlands that could be caused by a shadow from a bridge, the wetland buffer which the an area within 100 feet of the wetland, and the natural habitat lands that make up the remainder of the ACNP.

2. The placement of development, in this case a roadway, through the interior of the ACNP would bisect the ecosystem that has been established. For the purposes of this evaluation, this impact is called fragmentation.

Significant discussions with the CAC surrounded these issues and how to best represent the impacts associated with a road going through the ACNP, whether it was through the middle versus along the edge, and how much the wetland was directly impacted, etc. It was determined that of the 10 points available under this criterion that eight of them should be assigned to the fragmentation issue and the remaining two assigned to the on-the-ground disturbance. For fragmentation purposes, it was felt that a roadway pushed as far from the center of the ACNP as possible would keep as much of the ACNP and its associated ecosystem intact as possible. The worst-case scenario from this perspective would be to put the new roadway directly in the middle, with 50 percent of the ACNP on either side, which would get no points. The best-case scenario would be to go around the ACNP as does the No-Build scenario. As such, the No-Build alternative received all 8 points since it would have no fragmentation issues, and each other alignment was given points for the amount of the ACNP kept contiguous.

Regarding the on-the-ground impacts, the square footage of impacts to the wetland, indirect impacts to wetlands from a potential bridge shadow, wetland buffer and habitat impacts were calculated for each alignment. These numbers were weighted by their importance to the ecosystem and scored as shown in Table 6.

Table 6. Summary of Extent of Impacts to Wetlands and Habitat

Criteria Inputs	Alternative				
	No-Build	A	C	E	G
		Near Mattis	Opposite Rachel Road	BPA Access Road	Opposite Lorayne J Blvd
Percent of ACNP Contiguous	100%	70%	67%	88%	96%
Fragmentation Score ¹ (8 points)	8	3.2	2.7	6.2	7.3
Impacts Measure ²	0	241,620	72,000	53,250	23,787
Wetland/Habitat Impacts Score ³ (2 points)	2	0.0	1.4	1.6	1.8
TOTAL SCORE	10	3.2	4.1	7.8	9.1

Notes:

1 - Score calculated based on percentage of ACNP greater than 50%.

2 - Impacts Measure includes square footage of on the ground impacts, with wetlands weighted *10, indirect wetlands impacts (shadow effect) *5, wetlands buffer *4, habitat *1, with credits for wetland restoration of BPA Road if applicable.

3 - Score calculated based on percentage of maximum Impacts Measure.

Mobility

There were two aspects of Mobility that were considered for this evaluation, travel time and transportation network connectivity. Certainly a variety of origin and destination pairs could be selected to determine which routes provide superior travel times. For the purposes of this analysis, three locations were selected along roadways that penetrate the neighborhood to the west of Leslie Road to the new school. Travel times are shown in Table 7, with the fastest combined travel time getting five points and other alignments a portion of the available points.

It is worth noting that the long-range travel forecast shows significant increases in traffic on Reata Road, which will be a major access route to the Badger South development. Due to the nature of the southwest to northeast orientation of several of the alignments, much of this traffic would benefit from any of the alignments for trips headed to the Columbia Center Mall area, or to businesses on Gage Boulevard.

In addition to having a hierarchy of roadways that make up a transportation network, it is important to have a grid system, with arterial and collector roadways running both north/south and east/west. In many communities there are natural and man-made barriers that prevent the completion of a fully functioning grid. These barriers include rivers, canals, topographical features such as hills and canyons, freeways, airports, railroads or even large developments such as military installations. Often bridges or other means to cross these features are constructed to complete a grid system, especially when nearby roadway reach their capacity. For this particular study a few of these features are evident that inhibit the grid network's ability to function optimally, such as the railroad with its limited crossings, and the ACNP, as well as topographical features to the west. For the purposes of this study and transportation connectivity, with respect to maximizing the usefulness of the roadway to more users, the more east/west the proposed roadway is was felt to be a benefit. Scores were assigned accordingly.

Table 7. Summary of Mobility/Connectivity

Criteria Inputs	Alternative				
	No-Build	A	C	E	G
		Near Mattis	Opposite Rachel Road	BPA Access Road	Opposite Lorayne J Blvd
Travel Time - Reata Rd/Bermuda Rd to School	7:21	4:40	4:32	4:36	4:33
Travel Time - Rachel Rd/Lorayne J Rd to School	4:43	2:03	1:55	2:26	2:44
Travel Time - Lorayne J Blvd/Bear Dr	4:31	1:56	2:13	2:44	3:03
Total Travel Time 3 Locations Combined	16:35	8:39	8:40	9:26	10:20
Percent of Fastest for Combined Locations	192%	100%	100%	113%	119%
Travel Time Score	0	5	5	4	4
Transportation Network Connectivity	1	5	4	3	2
TOTAL SCORE	1	10	9	7	6

Scoring for Travel Time: subtract 1 point from 5 for each 10% increase in travel time over the lowest travel time.

Opportunities for Environmental Enhancement and Mitigation

Significant discussion with the CAC surrounded the topics of environmental enhancement and mitigation. It was noted that many of the things that could be considered enhancements to the ACNP or mitigation of impacts caused by the new roadway could be incorporated into the design of any of the alternatives and thus would not be a differentiator, causing the scoring of this criterion to be somewhat challenging. It was also felt that the scoring for mitigation should not overcome the reduction in points associated with impacts in another criterion. In other words, it did not seem fair to have an alignment get more points in mitigation than it lost for impacts and, therefore, score better in these two categories combined than the No-Build. For example, if the No-Build received all the possible points in the Extent of Impacts criterion because it had no impacts, it would have nothing to mitigate and therefore get zero points for mitigation. Other alignments should only be able to make up a portion of the points lost in the Extent of Impacts category through mitigation.

The discussion above notwithstanding, there were two major elements of mitigation that were discussed, those being the restoration of the existing BPA road to wetlands, and the ability of a bridge to span a portion of the wetlands in order to facilitate wildlife passage beneath, and to connect the northern and southern portions of the ACNP caused by fragmentation. The ability of a bridge to provide safe wildlife passage through calculation of an openness ratio is discussed in the Wildlife Report (**APPENDIX B**). The results of the discussion were that the CAC felt a bridge would not significantly overcome the fragmentation issue and decided to award two points, a portion of the total mitigation points, to those alternatives that could restore the BPA road to wetlands.

Property and Neighborhood Impacts

There were three components to the scoring for property and neighborhood impacts. These included 1) impacts to BPA land as a percentage of the total impacts, possible three points; 2) the avoidance of neighborhood impacts of additional traffic on Broadmoor Street, meaning the No-Build alternative will add significant traffic to Broadmoor Street, which has residential street driveways all along the segment west of Bellerive Drive, a roadway which was not intended to carry such traffic volumes, and 3) the decreased value of the ANCP to the neighborhood, which was considered a detriment for those alignments that significantly bisect the ACNP.

Table 8. Summary of Property and Neighborhood Impacts

Criteria Inputs	Alternative				
	No-Build	A	C	E	G
		Near Mattis	Opposite Rachel Road	BPA Access Road	Opposite Lorayne J Blvd
BPA Property Impacts Score	3	3	3	2.4	2.3
Avoids neighborhood Impacts to Broadmoor Street	0	5	5	5	5
Minimizes Decreased Value of Preserve to Neighborhood	2	0	0	2	2
TOTAL SCORE	5	8	8	9.4	9.3

Traffic Safety

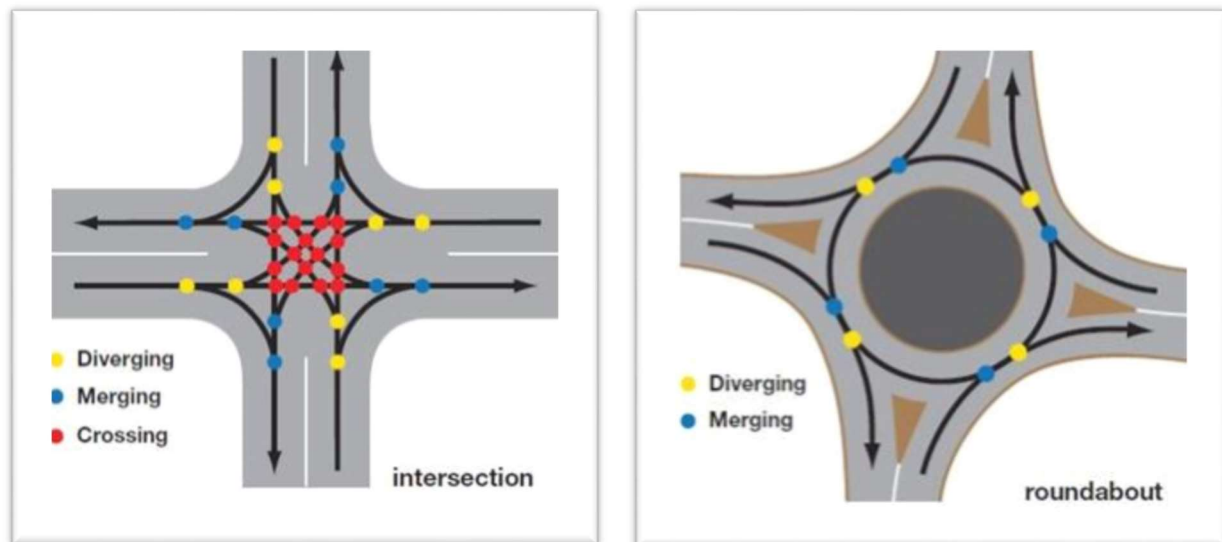
For the purposes of comparing the relative safety merits or potential safety issues of each of the alternatives against each other and against the No-Build scenario, it was felt that a comparison of the types of conflict points and traffic volumes involved in those conflicts would provide the needed comparison. The comparison accounts for the fact that some conflict types are more likely to produce crashes, some conflicts are more likely to lead to greater severity of crashes resulting in injury or fatality, and some involve more vehicles than others.

The first step was to identify all of the potential types of conflicts at the various intersections. There are three types of conflicts:

- 1) Diverging – When one vehicle turns right or left from the through lane of traffic it must slow to make such movement creating friction with nearby traffic.
- 2) Merging – Merges occur when a vehicle from one street joins with traffic from another street. Adequate gaps in traffic must be recognized by the driver in order to enter safely.
- 3) Crossing movements – There are two basic types of crossing movements, one where a vehicle on one street crosses another street, and another where a vehicle from one street turns left in front of opposing traffic on the same street.

The various types of conflicts at traditional intersections and at roundabouts are shown in Figure 3.

Figure 4. Intersection vs. Roundabout Conflict Points



For this study, a Crash Severity Factor was developed for each conflict, accounting for the likelihood and potential outcome of a crash that might occur based on that type of conflict. The factor also accounted for the speed of the facility as well as the intersection control type. For example, a crash involving two high-speed vehicles crossing on perpendicular paths is much more likely to result in a severe injury than a crash involving slower speed turning vehicles that are merging. Similarly, conflicts at signalized versus

unsignalized intersections would have different likelihood and potentially different magnitude of injuries. At unsignalized intersections drivers must select their own gaps in traffic, however at intersections with traffic signals the gaps are created by the signal to allow safe crossing maneuvers. Details on the crash severity factors used for this analysis are included in **APPENDIX H**.

Each conflict at every study intersection for all alternatives was evaluated to identify the number of vehicles crossing the path of other vehicles or merging with other vehicles. The conflicting volumes were multiplied with the product then being multiplied by the corresponding Crash Severity Factor to arrive at a conflict value for each conflict. All conflicts were summed for all movements at all intersections to arrive at a total conflict value for each alternative. The detailed safety analysis is included in **APPENDIX H**. The total conflict value and scores for each alternative are shown in Table 9.

Other considerations for the traffic safety scoring included sight distance issues, proximity of intersections and left turn storage issues as shown in Table 9.

Table 9. Summary of Safety Analysis

Intersection	Alternative				
	No-Build	A	C	E	G
		Near Mattis	Opposite Rachel Road	BPA Access Road	Opposite Lorayne J Blvd
	Safety Conflicts (1)				
Safety Conflicts					
Leslie/Broadmoor	6,259,125	1,952,500	1,952,500	1,952,500	1,952,500
Leslie/Alt A		3,311,800			
Leslie/Rachel/Alt C			5,470,825		
Leslie/Alt E				3,266,575	
Leslie/Alt G					4,327,300
Leslie/Rachel (existing)	1,549,850	1,549,850		2,217,900	1,089,800
TOTAL Conflict Value	7,808,975	6,814,150	7,423,325	7,436,975	7,369,600
Percent of Lowest Total Conflict Value	115%	100%	109%	109%	108%
Conflict Score (2) (5 possible points)	2	5	4	4	4
Other Safety Factors					
Sight-Distance Issues		-1			-2
Proximity of Intersections		-1			
Left-Turn Storage Issues		-1			
Other Safety Factors Score (5 possible points)	5	2	5	5	3
TOTAL SCORE	7	7	9	9	7

Notes

(1) Safety Conflict calculated as the product of total conflicting movements multiplied by a severity factor for each conflict. (2) Subtract 1 point for every 5% more conflicts than the lowest Alternative.

Consolidated Scoring Summary for All Alternatives

The scores for the nine criteria for each of the four alternatives plus the No-Build alternative were multiplied by the relative weighting as determined by the CAC and discussed above. The results are shown in Table 10. Alternative G, the southernmost alternative had the highest overall score at 384 points, but alternative E was only slightly lower at 378, with alternative C at 362 points. Alternative A was only slightly better than the No-Build scenario at 332 and 311 points respectively.

The following observations of the overall scoring were made:

- The results of the scoring in many instances is intuitive and yet interestingly the top three alignments score very close together overall by scoring well in different categories for different reasons.
- The overall raw scores are even closer than the weighted score, indicating that the weighting of the criteria was a valuable exercise in order to represent the interest of the community and balance the multiple interests evaluated by the criteria.
- The No-Build scored a perfect 10 on two of the nine criteria, but scored a five or lower on six of the other seven criteria.
- No alignment scored better than nine in more than two of the criteria.

The results of the scoring were presented to the public at the second open house. Input and feedback were provided and reviewed by the CAC as well. Subsequently, although the scoring of the alternatives is very close together for the top three alternatives, the CAC unanimously endorsed Alternative G as the preferred alignment. BPA abstained from indicating a preference. This alignment balances the competing needs and desires of the community including:

- Alternative G provides an important roadway connection to serve a growing community that is expanding into yet undeveloped land within the City.
- Alternative G helps to complete a grid network of roadways that serves the community that will help to meet emergency response objectives.
- Alternative G will provide improved access to a new school that will improve safety and reduce travel times.
- Alternative G will preserve the majority of the BPA property to meet their expansion needs.
- Alternative G minimizes the impacts to the ACNP by passing avoiding the central portion and traversing the extremities, thus minimizes the fragmentation of the ACNP.
- Alternative G provides an opportunity to restore the existing BPA road to wetlands, or alternatively to maintain the BPA road for enhancement purposes for community access to the ACNP.
- Alternative G preserves opportunities for enhancement to the ACNP.

Table 10. Consolidated Scoring Summary

Criterion	Criteria Weight	Alternative									
		No-Build		A		C		E		G	
				Near Mattis		Opposite Rachel Road		BPA Access Road		Opposite Lorayne J Blvd	
		Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw	Wt.
Bicycle/Pedestrian Accommodations	6	5.0	30.0	9.0	54.0	6.7	40.2	5.8	34.8	6.1	36.8
Cost	4	10.0	40.0	3.8	15.2	4.2	16.8	3.6	14.2	3.6	14.5
Ease of Implementation	2	3.3	6.5	1.3	2.5	6.0	12.0	7.0	14.0	7.0	14.0
Emergency Response Access	8	4.0	32.0	6.0	48.0	6.0	48.0	6.0	48.0	6.0	48.0
Extent of Impact to Wetlands and Habitat	10	10.0	100.0	3.2	32.0	4.1	40.8	7.8	77.5	9.1	90.9
Mobility - Connectivity for Vehicle Traffic	6	1.0	6.0	10.0	60.0	9.0	54.0	7.0	42.0	6.0	36.0
Opportunities for Env. Enhancement/Mitigation (restore BPA road to wetland)	7	0.0	0.0	0.0	0.0	2.0	14.0	0.0	0.0	2.0	14.0
Property/Neighborhood Impacts	8	5	40.0	8.0	64.0	8.0	64.0	9.4	75.4	9.3	74.0
Traffic Safety	8	7.0	56.0	7.0	56.0	9.0	72.0	9.0	72.0	7.0	56.0
TOTAL SCORE	100%	45.3	311	48.2	332	55.0	362	55.5	378	56.1	384
ALTERNATIVE RANK			5		4		3		2		1

Street Design Elements

Context Sensitive Solutions

The Rachel Road Alignment Study was commissioned because the City of Richland understood that the ACNP is an important asset that is valued by the community. The City has long had in its plans to construct an east/west collector roadway south of Gage Boulevard when it was appropriate to do so. Consistent with these plans, when the City entered into an agreement with multiple entities to create the ACNP the agreement included the provision of a future roadway. Recognizing the community value of the ACNP the City is interested in creating a roadway that blends with the surrounding features as much as possible featuring context sensitive design.

The Federal Highway Administration defines Context-Sensitive Solutions as:

“A collaborative interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.”

Certainly the City of Richland has standards for different types of roadways based upon its functional classification. In the case of Rachel Road, the City has expressed a willingness to build something somewhat different than the normal standard, if it would be of value in a context-sensitive solution to the community. Things that could be considered that were discussed as part of this study are discussed below.

Project Design Considerations

Rachel Road has been identified as a Collector Arterial roadway in the City Transportation Plan. The standard for such a roadway is to have a width of 36' with sidewalks on both sides. Community input was requested on whether Rachel Road should have curb, gutter and sidewalks on both sides, or whether a separated pathway with roadside ditches for a rural roadway section would be more appropriate. This would let travelers know that this area is somewhat different and that they might expect animals or wildlife to cross the roadway.

Similarly, lighting was discussed and whether standard overhead lighting and or pedestrian lighting should be used or if some modifications should be made.

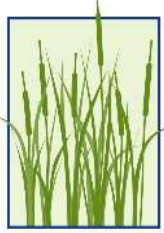
The community was also asked if access enhancements to natural amenities would be of value. These features could include paving of the soft trails, informational kiosks, overlooks to the wetlands, etc. Additional parking to provide access to the ACNP was also discussed.

Feedback received from the CAC and the groups they represented, as well as the public favored the following features: Low speeds, 25 – 30 MPH; low-impact lighting, a rural roadway section without a two-way left turn lane to minimize the roadway width since no turns will take place through the ACNP, a multi-use pathway on the north side instead of sidewalks and bicycle lanes. The existing soft trails are preferred to keep with the natural setting. Additional parking provided at the new school will be a benefit, with the potential of retaining the existing parking on Leslie Road.

Wildlife Report Summary

The Wildlife Report (**APPENDIX B**) was developed pursuant to Richland Municipal Code (Title 22.10) and details the listed sensitive species and current habitat conditions that fall within the defined project study area, which is the ACNP. The report aims to evaluate plant communities and wildlife functions and values contained within the study area. The report also outlines Best Management Practices (BMPs) and potential mitigation measures that could be implemented to offset any encroachments from roadway development activities implemented in this area. It should be noted that the proposed trail enhancement renderings and vegetation re-plantings outlined in the report are preliminary conceptual designs; final designs have not been performed. The vegetation planting suggestions presented are intended for general habitat functionality only. Prior to final design, J-U-B suggests that the impacts of the recommendations outlined in the report be analyzed by a licensed professional engineer with regard to bank stability and slope protection. Should the engineering analysis show that changes to the proposed recommendations are required, such changes should be analyzed for habitat functionality by the project biologist.





Rachel Road

Alignment Study



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