



Agenda

PLANNING COMMISSION MEETING

City Hall - 505 Swift Boulevard - Council Chamber

WEDNESDAY, January 14, 2015

7:00 p.m.

Commission

Members: Chair Madsen, Vice-Chair Boring, Berkowitz, Clark, Palmer, Wallner and Wise

Liaisons: Council Liaison Lemley
Staff Liaison Planning and Development Services Manager Simon

Regular Meeting - 7:00 p.m.

Welcome and Roll Call

Approval of the Agenda

Approval of December 3, 2014 Meeting Minutes

Public Comments

Public Hearing Explanation

New Business – Public Hearings

1. **APPLICANT: NOR AM INVESTMENT, LLC (Z2015-100)**

REQUEST: TEXT AMENDMENTS TO THE LAND USE & DEVELOPMENT REGULATIONS FOR THE BADGER MOUNTAIN SOUTH MASTER PLANNED COMMUNITY.

LOCATION: BADGER MOUNTAIN SOUTH, GENERALLY LOCATED SOUTH OF BADGER MOUNTAIN, EAST OF DALLAS ROAD AND NORTH OF REATA ROAD.

Communications

Adjournment of Regular Meeting

Planning Commission Workshop Meeting, Wednesday, January 28, 2015

Planning Commission Regular Meeting – Wednesday, February 28, 2015

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MINUTES
RICHLAND PLANNING COMMISSION MEETING No. 11-2014
Richland City Hall – 550 Swift Boulevard – Council Chamber
WEDNESDAY, December 3, 2014
7:00 PM

Call to Order:

Chairman Madsen called the meeting to order at 7:00 PM

Attendance:

Present: Commissioners Berkowitz, Clark, Palmer, Wallner, Wise, Vice-Chair Boring and Chairman Madsen. Also present were Deputy City Manager Bill King, Transportation and Development Manager Jeff Peters, Development Services Manager Rick Simon, Senior Planner Aaron Lambert and Recorder Penny Howard.

Chairman Madsen introduced Commissioner Kyle Palmer and welcomed him to the Planning Commission.

Approval of Agenda:

Chairman Madsen presented the July 23, 2014 meeting agenda for approval.

The agenda was approved as presented.

Approval of Minutes

Chairman Utz presented the meeting minutes of the October 22, 2014 regular meeting for approval.

A motion was made by Vice-Chair Boring and seconded by Commissioner Wallner to approve the meeting minutes of the October 22, 2014 regular meeting as written.

The minutes were unanimously approved by voice vote.

Public Comment

Chairman Madsen opened and closed the public comment period at 7:03 PM with no one wishing to speak.

PUBLIC HEARING

Public Hearing Explanation: Ms. Howard explained the public hearing notice and appeal process and asked Commissioners to identify any conflicts of interest, ex-parte contact or any other appearance of fairness issues.

Commissioner Berkowitz recused herself from Agenda Item 3 (SM2-2014).

New Business

- 1. APPLICANT: WASHINGTON SECURITIES & INVESTMENTS CORPORATION (BSP2014-101)
APPROVAL OF A BINDING SITE PLAN TO DIVIDE 4.87 ACRES INTO 5 COMMERCIAL LOTS LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF JADWIN AVENUE AND MCMURRAY STREET**

Mr. Simon presented the staff report, discussed the undeveloped site and displayed aerial photographs and maps. He explained that commercial developers often preferred to use a binding site plan because it provided more flexibility for future lot division than the standard subdivision. **Mr. Simon** stated that the request did not require the construction of access roads and utilities were available on the property. He identified the location of future access driveways as the only area of concern. For that reason, a condition requiring access at the north boundary was recommended.

Chairman Madsen opened and closed the public hearing at 7:10 PM with not one wishing to speak.

Discussion:

Commissioner Wise asked if the developer would be able to change the number of lots in the future. **Mr. Simon** informed all that they had the flexibility to do just that, but there would still be one building allowed per lot, but the building could house multiple tenants.

Commissioner Clark discussed access corridors and Lot 3. **Mr. Simon** pointed out several potential access locations for Lot 3. He noted that the use of the lot would determine access needs.

Commissioner Berkowitz brought up the requirement for access to be 150 feet from the Mc Murray Street intersection and asked for a comparison to the Burger King access at Swift Boulevard and George Washington Way. **Mr. Peters** agreed that there were a number of access drives that were undesirably close to intersections and explained the need to keep access drives safely away from the intersection. He added that this proposal afforded the

ability to place accesses where they should be rather than where they had to be due to site constraints.

Commissioner Berkowitz commented that she was looking forward to seeing the improvements to the site.

A motion was made by **Commissioner Wallner** and seconded by **Commissioner Berkowitz** to concur with the findings and conclusions set forth in the Staff Report BSP2014-101 and approve the binding site plan of the Washington Securities and Investment Corporation subject to the conditions of approval set forth in the Technical Advisory Committee Report dated November 26, 2014.

THE MOTION CARRIED 7-0.

**2. APPLICANT: RICHLAND MOBILE HOME PARK (SUP2014-102)
AUTHORIZATION TO ALLOW THE ADDITION OF ELEVEN MORE UNITS TO THE
PARK LOCATED AT 35 APOLLO BOULEVARD**

Mr. Lambert presented the staff report for The Richland Mobile Home Park to convert nine mobile home lots/spaces into twenty recreational vehicle spaces resulting in a net increase of eleven park units. He explained that there were no density concerns for the property and reviewed the allowable twenty units. The proposed change would reduce lot sizes from 32 to 22 feet, which reflects standard sizes for recreational vehicle units.

Chairman Madsen suggested the public hearing be conducted after the staff report presentation. **Mr. Simon** stated no issue as long as the applicant was given the first and last opportunity to speak during the public hearing portion of the meeting.

Chairman Madsen opened the public hearing at 7:23 PM and closed it at 7:24 PM with no one wishing to speak.

Discussion:

Commissioner Wise requested the layout of the twenty units expressing concern for the amount of space between units. **Mr. Lambert** noted that City code hadn't been updated to match Washington State law. He referenced requirements for recreational units and discussed the need for transient type of units. **Commissioner Wise believes there is a need** to house those following temporary jobs, but desired that the accommodations be well planned to eliminate future problems for the City or residents.

Commissioner Berkowitz requested the square footage of the space. **Mr. Simon** calculated approximately 30,000 square feet.

Commissioner Berkowitz asked about storage areas in the park. **Ben Nelson, Heinz Group NW Regional Manager, 35 Apollo Boulevard**, stated they do not have additional storage, but short term recreational vehicle parking was allowed. He also shared that their rules and regulations do not allow transient use. **Mr. Nelson** also explained that mobile

homes in their park were under an annual lease per Washington State law, after which, owners could opt for a monthly lease. He shared that one of the reasons they wanted to add the shorter term recreational vehicle spaces was to provide living areas for temporary Hanford workers.

Vice-Chair Boring complemented Mr. Nelson on the well-kept park and asked if there were age restrictions on the recreational vehicles. **Mr. Nelson** shared that there would be a ten year age restriction.

Commissioner Berkowitz discussed a need for 300 square feet of storage for every five spaces. **Mr. Nelson** stated that there was a requirement to provide 100 square feet of storage per mobile home site. **Mr. Simon** informed that the requirement was not applicable to the park which was established long before the zoning standards were in place. **Commissioner Berkowitz** expressed concern that the storage was being eliminated and that it would be overcrowded. **Vice-Chair Boring** commented that the site was never planned for storage. **Mr. Lambert** shared that the property was used for storage of recreational vehicles and found no record of past property use.

Commissioner Wise asked if the owners could use the existing pads without further approvals. **Mr. Lambert** reported that recreational vehicle use could not be banned, but city regulations could be applied. **Commissioner Wise** believed there was a need for more information.

Commissioner Clark expressed concern about current code being inconsistent with Washington State law and asked if the proposal was consistent with code. **Mr. Lambert** suggested code amendment, but the park was well managed and there was no concern about transient use. **Mr. Lambert** stated that the proposal was consistent with city recreational park standards except for a reduction in the lot width.

A motion was made by Commissioner Wallner and seconded by Vice-Chair Boring to concur with the findings and conclusions set forth in Staff Report (SUP2014-102) and approve the request for special permit to allow for the addition of 20 recreational vehicles to the Richland Mobile Home Park addressed at 35 Apollo Drive subject to the following conditions:

1. All requirements found in RMC sections 23.42.130 and 23.42.140 shall be applied to the subject development excluding the minimum space width and square footage required by RMC 23.42.140(B)(4)(a).
2. The recreational vehicles spaces shall be developed in accordance with the site plan, see exhibit 4.
3. New units shall be assigned addresses by the City of Richland Building Department.

Discussion of the Motion:

Commissioner Berkowitz opined that code revision should be considered prior to approval to assure consistent rulings.

Chairman Madsen stated that he had no problem voting in support because the Washington State code trumps city codes. **Mr. Lambert** explained that the State does not mandate a site design, but simply states that recreational vehicles cannot be banned. He clarified that the issue at hand was the approval of additional units.

Chairman Madsen asked Mr. Nelson how they arrived at the proposed number of units. **Mr. Nelson** pointed out existing pads with existing utilities on a projected map. He explained that after measuring the lots, there seemed to be plenty of space. He also shared that the park across the street had units end to end and this would be a much nicer layout; a definite plus for the city and the park.

Commissioner Wise asked for a schematic design showing recreational vehicles on each site. **Mr. Nelson** understood the desire for a visual representation and was willing to provide a schematic.

Vice-Chair Boring discussed the difference between 25 feet vs 22.5 feet and various lots on the property. She pointed out that the last five or six lots were over 80 feet and assumed the proposed width would provide buffer space between the units and believed there would be sufficient space.

Chairman Madsen shared that he had no problem envisioning the proposed units.

Commissioner Berkowitz suggested the application should be guided by mobile home park standards rather than recreational vehicle standards.

THE MOTION CARRIED 5-2.

Commissioners Berkowitz and Wise voted against.

**3. APPLICANT: BRUCE NAPIER AND JUDITH BAMBERGER (SM2-2014)
APPROVAL OF A SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT FOR
REMOVAL AND REPLACEMENT OF A PRIVATE DOCK & STAIRS LOCATED ON
THE COLUMBIA RIVER SHORELINE AT 2608 HARRIS AVENUE**

Mr. Lambert presented the staff report to replace and enlarge the private dock located at 2608 Harris Avenue. He provided a copy of a letter dated 12/3/14 which was received earlier in the day from the Department of Ecology that discussed the high water mark. **Mr. Lambert** explained that the proposed dock would comply with current standards.

Chairman Madsen opened the public hearing at 8:01PM.

John Fox, 2614 Harris Avenue, offered full support and shared that several neighbors had already replaced their docks to comply with the current standards.

Chairman Madsen closed the public hearing at 8:02PM.

A motion was made by Vice-Chair Boring and seconded by Commissioner Wallner to concur with the findings and conclusions set forth in Staff Report (SM2-2014) and approve a shoreline substantial development permit authorizing the replacement of the existing shoreline improvements at 2608 Harris Avenue with aluminum gangways, a pier and floating dock as requested in the application subject to the conditions of approval included in Exhibit 1.

THE MOTION CARRIED 6-0.
Commissioner Berkowitz was recused.

Communications:

Mr. Simon

- Reminded all of the workshop on December 10th.

Mr. Lemley

- Welcomed Commissioner Palmer and looked forward to the new Planning Commission configuration.

Commissioner Palmer

- Thanked all for the opportunity and stated that he was “excited to serve the community and do some good work”.

Commissioner Clark

- Noted that a hearing examiner might not have approved the mobile home park application because it was not consistent with current code.

Commissioner Wise, Vice-Chair Boring and Chairman Madsen

- Wished all Happy Holidays.

ADJOURNMENT:

The December 3, 2014 Richland Planning Commission Regular Meeting 11-2014 was adjourned at 8:06 PM. The next regular meeting of the Planning Commission will be held on January 28, 2015.

PREPARED BY: Penny Howard, Recorder, Planning and Development

REVIEWED BY:

Rick Simon, Secretary
Richland Planning Commission

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: Z2015-100

PREPARED BY: RICK SIMON
MEETING DATE: JANUARY 14, 2015

GENERAL INFORMATION:

APPLICANT: NOR AM INVESTMENT, LLC

REQUEST: TEXT AMENDMENTS TO THE LAND USE & DEVELOPMENT REGULATIONS FOR THE BADGER MOUNTAIN SOUTH MASTER PLANNED COMMUNITY.

LOCATION: BADGER MOUNTAIN SOUTH, GENERALLY LOCATED SOUTH OF BADGER MOUNTAIN, EAST OF DALLAS ROAD AND NORTH OF REATA ROAD.

REASON FOR REQUEST

Nor Am Investment, LLC, the owners of the Badger Mountain South master planned community have identified a number of amendments to the Land Use and Development Regulations (LUDR) that would enhance their ability to develop the master planned community in a fashion that is consistent with local market demands.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the proposed zoning amendments to the Badger Mountain South Land Use and Development Regulations (Z2015-100) and submits that:

- 1) The City adopted the Badger Mountain Subarea Plan on September 7, 2010, which includes a detailed master planned community known as "Badger Mountain South".
- 2) The Badger Mountain South master plan includes a finer level of detail than other City planning documents. To fully implement the plan, a more detailed development regulation was needed. Nor Am Investment drafted the Land Use and Development Regulation (LUDR) which was adopted by the City to fully implement the Badger Mountain South master plan.
- 3) The purpose of the LUDR is to:
 - a) Establish neighborhoods with a range of housing styles and types to accommodate a population of diverse ages and incomes;
 - b) Promote health benefits of a walkable, pedestrian environment;
 - c) Establish mixed-use neighborhoods where daily activities can occur within walking distance of most homes;
 - d) Reduce traffic and congestion by creating a traditional neighborhood development street grid;
 - e) Improve the character and quality of the built environment;

- f) Promote building and landscape design that conserve energy, water and other resources;
 - g) Promote lot and block orientation that accommodates passive solar capture; and
 - h) Conserve areas for parks, trails and open spaces by established a connected open space network.
- 4) The LUDR was originally adopted by the City on December 7, 2010, was amended on June 19, 2012 and again on April 15, 2014 and has been used to regulate the development within the Badger Mountain South community.
 - 5) The initial development of the site included a 156 lot residential subdivision known as West Vineyards, which was recorded on April 2, 2013. Veneto Villaggio, a 40 lot commercial binding site plan was recorded in 2014.
 - 6) Prior to the residential and commercial platting activity, Badger Mountain South needed to extend utility services to the site, including construction of over 2.5 miles of sewer main, a similar length of water main along with the construction of a million gallon domestic water reservoir.
 - 7) To date, a total of 15 building permits for single family residences and 1 commercial building (Country Mercantile) have been issued within the Badger Mountain South Master Planned Community.
 - 8) Given the large capital investments made by Badger Mountain South, a faster rate of development is needed in order for the master planned community to be successful.
 - 9) The slow market absorption of the lots within the plat of West Vineyards is at least in part created by LUDR standards that contribute to higher construction costs and more stringent standards than those that are in place in competing market areas.
 - 10) The proposed changes in the LUDR are designed to provide relief from some of the standards that have increased cost and/or restricted choice in the development of single family residences.
 - 11) Additionally, review of the LUDR has revealed that there are a number of minor corrections, clarifications and improvements that constitute desirable improvements to the LUDR.
 - 12) The proposed amendments do not impact the overall intent or purpose of the LUDR. Rather, they provide some relief from standards that result in increased cost of development and expand choice.
 - 13) Based on the above findings and conclusions, adoption of the proposed LUDR would be in the best interest of the community of Richland.

RECOMMENDATION

Staff recommends the Planning Commission concur with the findings and conclusions set forth in Supplemental Staff Report (Z2015-100) and recommend to the City Council adoption of the proposed amendments to the Badger Mountain South Land Use & Development Regulations, as set forth in the draft document.

ATTACHMENTS

- A. Supplemental Information
- B. Proposed LUDR Text Amendments

ATTACHMENT A
(Z2015-100)

SUPPLEMENTAL INFORMATION

BACKGROUND

The Badger Mountain Subarea Plan was officially adopted by City Council on September 7, 2010. A major part of this subarea plan included the master planned community of Badger Mountain South. The development of a master planned community of this scale, nearly 1,500 acres, is unique to the City of Richland. At completion, with 5,000 dwelling units anticipated, it would be more than double the size of the Horn Rapids community. Given the very detailed master planning that the property owner, Nor Am Investment, has completed for this area, and their specific goals for sustainable development, the City's standard zoning regulations were deemed insufficient to implement this master plan. Consequently, Nor Am proposed and the City adopted an alternative and more highly detailed development regulation to fully implement the plan for this master planned community. This document is referred to the "Land Use Development Regulation" (LUDR).

The LUDR was drafted to implement the very specific vision contained in the Badger Mountain South master plan. In many areas, the LUDR includes standards that are not addressed in the City's standard development regulations.

The LUDR has been in place since December of 2010 and was amended in 2012 and again in 2014. The LUDR was used as the guide for development of the first residential project within the Badger Mountain South community which is West Vineyards as well as the first commercial project, Veneto Villaggio.

The developers have made significant investments through the extension of water and sewer mains to serve the development site and the slow rate of development (only 15 homes under construction since the West Vineyards plat was finished in April, 2013) have created a need for a reassessment of the LUDR standards. LUDR changes to make future development more palatable to the existing market and more affordable are the driving force behind the proposed amendments.

PURPOSE

The stated purpose of the LUDR (as listed in Chapter 1) is to:

- a) Establish neighborhoods with a range of housing styles and types to accommodate a population of diverse ages and incomes;
- b) Promote health benefits of a walkable, pedestrian environment;
- c) Establish mixed-use neighborhoods where daily activities can occur within walking distance of most homes;
- d) Reduce traffic and congestion by creating a traditional neighborhood development street grid;

- e) Improve the character and quality of the built environment;
- f) Promote building and landscape design that conserve energy, water and other resources;
- g) Promote lot and block orientation that accommodates passive solar capture; and
- h) Conserve areas for parks, trails and open spaces by established a connected open space network.

SUMMARY OF LUDR CHANGES

The following is a summary of the changes proposed within the LUDR. Many, but not all of these can be classified as clarifications or minor adjustments to existing standards:

- Changes to use tables to allow a wider range of uses in the Neighborhood Collector district, specifically providing for single family residential uses;
- Provisions to allow the administrative approval of sidewalk use licenses within the commercial areas of Badger Mountain South;
- Provisions to allow a maximum of 20% of required off-street parking for commercial uses to be satisfied through the use of compact stalls (8' by 16', rather than the standard 9' by 20');
- Amendments to building height requirements to specify height measured in feet, rather than stories. Example: commercial buildings within the mixed use village must be between 24 and 50 feet in height instead of between 2 and 4 stories);
- Reduction in the number of required off-street parking spaces for commercial uses are to be granted when nearby on-street parking are available, similar to the provision in the City's standard zoning regulations for Central Business District properties;
- New provision to require a 5 foot wide landscape strip between the rear yards of a residential property abutting a collector street;
- In residential areas, side yard setbacks are reduced from 6 feet to 5 feet;
- In residential areas, driveway width is limited to 35 feet or 50% of the lot's street frontage;
- Three car garages would be permitted on residential lots;
- Restrictions limiting the location of off-street parking spaces on a residential lot are eliminated;
- Street cross sections are simplified, but lane widths and configurations are unchanged;
- Maximum length of blocks is increased from 650 feet to 1,000 feet;
- Cul-de-sac streets are permissible in limited circumstances;
- Dead-end alleys up to 150 feet in length are permitted;
- Lots that are directly accessed from the street (non-alley loaded) are permitted on both sides of the same street;
- The prohibition on placing a parking lot in front of a civic building is eliminated;
- Standards for arcades on commercial buildings are reduced from a minimum depth of 12 feet to a minimum depth of 8 feet;

- Standards for galleries on commercial buildings are reduced from a minimum depth of 10 feet to a minimum depth of 8 feet;
- Standards for porches on residential buildings are reduced from a minimum depth of 4.5 feet to a minimum depth of 4 feet;
- The standard specifying the minimum height of a stoop to be 2.5 feet is eliminated;
- The size of required trees are reduced from a caliper of 2 inches to a caliper of 1.5 inches;
- The height of landscape hedges or walls is increased from 3 feet to 4 feet;
- The requirement for landscaping the interior of a parking lot is reduced from 8% to 5%;
- The minimum size requirement for a landscape island within a parking lot is reduced from 100 square feet to 75 square feet;
- The minimum width of a landscape planter is reduced from 7 feet to 5 feet;
- The requirement for landscaping the rear yard of a residential lot is replaced with a requirement that a rear yard shall be at a minimum seeded or mulched;
- The requirement for 3rd party verification requirement for green building compliance is eliminated;
- The requirement for energy star certification on all new construction is eliminated, although compliance with energy star standards is still required;
- The requirement for sustainability plans to be filed for all binding site plan/commercial development is eliminated;
- The residential fencing standards are relaxed to allow for fences to be a maximum of 6' in height, rather than 5' feet;

Other changes would amend the standards of park development that are embedded in the LUDR. Less trail construction, fewer landscape plantings and fewer park amenities would be constructed as the development of Badger Mountain South community occurs.

Park Area	Original Standard			Proposed Revision		
	Primary Trail (lineal feet)	Secondary Trail (lineal feet)	Trees/ Shrubs	Primary Trail (lineal feet)	Secondary Trail (lineal feet)	Trees/ Shrubs
The Ravine	2,500	6,800	60/100	1,500	5,000	60/100
The Reserve	14,000	6,000	350/500	8,000	4,000	120/200
The Orchard Green	10,000	5,200	350/500	5,000	2,000	150/200
Totals	26,500	18,000	760/1100	14,500	11,000	330/500

Other proposed changes to park standards are as follows:

- Required park amenities in The Reserve open space area eliminate a paved activity court and 2 volleyball courts and a community garden. In the Orchard Green area a required water feature would be eliminated;
- Restroom facilities have been eliminated as a requirement from local parks;
- Parkour stations have been added to the menu of required park amenities that are to be provided in local parks;
- The village green park has been eliminated altogether;
- The requirement for block parks (small tracts ranging in size between 5,000 square feet and one acre and generally use for passive open spaces) are eliminated;

Finally, there are proposed changes to some of the maps within the LUDR. Specifically, the Regulating Plan for Land Use and Urban Form (Chapter 2) is revised. The primary change is that additional lands located along collector streets are designated as BMS Neighborhood Collector. Additionally, the Trail Layout and Trail Types Map (Chapter 5) and the Regulating Plan for Streets (Chapter 6) have been modified.

ANALYSIS

The LUDR, adopted in 2010, is the City's first form based code. The LUDR places an emphasis on many smart growth planning principles. It encourages pedestrian activity through the integrated system of pedestrian and bicycle trails throughout the community; it will implement the plan to provide parks, shopping and schools within easy walking distance of every residence; it calls for narrow streets and small lots to slow vehicular traffic and make more efficient use of land; its' overall design encourages public transit; it includes provisions for mixed-use development and standards for building form, design and landscaping; and requires the use of energy conservation measures in the development of new buildings. Many of these standards are not even addressed at all in City Code, so the complexity of the LUDR far exceeds that of the City's standard development regulations.

Of all the changes proposed, the most significant ones allow residential lots that are accessed directly from the street and not from an alley. Combined with provisions that allow for three car garages, these amendments respond directly to the reasons listed by a variety of home builders as to why they have chosen to not build within the Badger Mountain South community. There is apparent resistance to alley loaded lots in our local market at this point. The amendments would still provide for alley loaded lots but they would no longer be mandated.

Elimination of alleys also reduces the costs of development. Cost reduction is another major reason for the proposed LUDR amendments. Required improvements to open space have been significantly reduced. The length of trails required to be constructed within the community is reduced by over 40%. Some required park amenities have

been eliminated, such as the requirement to install restrooms in local parks and the requirement to integrate small block parks into neighborhoods has been eliminated. These changes would not only save construction costs at the time of development, but ongoing maintenance costs as well. The majority of the park and trail system would be privately owned and maintained by the future homeowners association.

In spite of the reductions in required park improvements, the amount of park, open space and trail systems mandated by the LUDR would still exceed the standards that the City requires outside of the Badger Mountain South community. The City's comprehensive plan established a level of service standard of 1.76 acres of neighborhood park land for every 1,000 residents and 2.04 acres of community park land for each 1,000 residents. At full build-out the Badger Mountain South community will contain between 4,150 and 5,000 housing units. Based on current average household size (2.4 persons/dwelling), the estimated population at full build out would range between 9,960 and 12,000 persons, resulting in a need for neighborhood and community park land of 35 acres to 45.6 acres according to the City's current level of service standard.

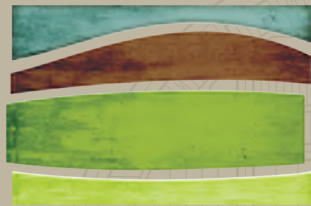
As part of the master agreement, land for a 30 acre community park and a 6 acre neighborhood park has already been transferred to the City. With the construction of the West Vineyards plat, a local park of 2.2 acres has already been constructed, along with .4 miles of primary trail. With the proposed LUDR amendments, there would still be approximately 10 miles of trail and the construction of local parks would be scattered throughout the community.

Standards associated with energy conservation have also been modified. New building construction must still be built in accordance with a green building rating system, such as Built Green or LEED, but third party verification would no longer be required. Additionally, the requirement for a sustainability plan for each commercial development has been eliminated. The project developers are still committed to sustainability principles and have just recently signed an agreement with Orca Energy, a company that installs geothermal heating/cooling systems.

With all the changes proposed, the basic purposes of the LUDR remain intact. The amendments would help to reduce the overall costs of construction as well as reducing the ongoing maintenance costs of the park and open space system. The changes are designed to make the Badger Mountain South community more attractive in the local market place, which is critical to both the developer and the City, given that the master planned community represents a large percentage of the City's potential future growth area.

SUMMARY

The proposed amendments to the LUDR are in keeping with the purposes of the original LUDR document and are necessary to ensure the viability of the Badger Mountain South master planned community.



LAND USE and DEVELOPMENT REGULATIONS

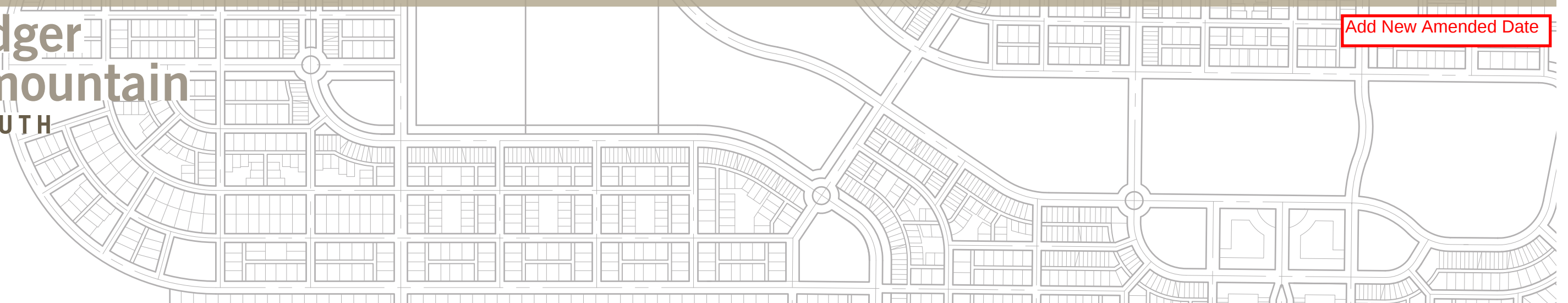
City Of Richland, Washington

Exhibit C to Master Agreement Dated December 7, 2010

Amended Dates: June 19, 2012 and April 15, 2014

badger
mountain
SOUTH

Add New Amended Date



The **LAND USE and Development Regulations** document can be viewed or downloaded from the Official City of Richland Website: <http://www.ci.richland.wa.us>

From the home screen, select Departments, Community & Development Services, Development Services, Badger Mountain Subarea Plan.
Select the following document at the bottom of the page:
PROPOSED LUDR Amendments - Redline Version.

OR use the following link and select the
PROPOSED LUDR Amendments - Redline Version document at the bottom of the page:
<http://www.ci.richland.wa.us/index.aspx?NID=592>