



Agenda
Planning Commission Meeting
Wednesday, October 28, 2020
Zoom (206) 337-9723 or (253) 215-8782
Meeting ID 942 9824 0910

Pursuant to Resolution No. 100-20, this meeting will be conducted remotely via Zoom. The public may attend remotely by calling one of the numbers listed above.

Commission Members: Chair Palmer, Vice-Chair Maier, and Commissioners Eadie, Mealer, Smith and Townsend

Liaisons: Council Liaison Alvarez
Staff Liaison: Planning Manager Stevens

Regular Meeting - 6:00 p.m. (City Hall Council Chambers)

Welcome and Roll Call

Approval of Agenda: (Approved by Motion)

Approval of Minutes: (Approved by Motion)

October 14, 2020 Special Meeting Minutes

Public Hearing Explanation:

New Business - Public Hearing:

I. CPA2020-101 - 2020 Comprehensive Plan Amendments

Communications:

Adjournment

The next Planning Commission Workshop is November 18, 2020

The next Planning Commission Meeting is November 25, 2020

This meeting is broadcast live on CityView Channel 192 and online at ci.richland.wa.us

Richland City Hall is ADA accessible. Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the meeting by calling the City Clerk's Office at 942-7389.



PLANNING COMMISSION AGENDA ITEM COVERSHEET

Meeting Date: 10/28/2020

Agenda Category: Approval of Minutes

Prepared By: Mike Stevens, Planning Manager

Subject:

October 14, 2020 Special Meeting Minutes

Request:

Core Focus Area I - Promote Financial Stability & Operational Effectiveness

Recommended Motion:

Approve the minutes of the Planning Commission Special meeting held on October 14, 2020.

Summary:

Attachments:

1. 2020-10-14 Planning Commission Meeting Minutes DRAFT



**MINUTES
PLANNING COMMISSION SPECIAL MEETING
WEDNESDAY, OCTOBER 14, 2020
VIA ZOOM MEETING**

Call to Order:

Chairman Palmer called the meeting to order at 6:00 p.m. and welcomed attendees.

Attendance:

Present: Chairman Palmer, Vice-Chair Maier, Commissioners Townsend, Smith, Mealer, and Eadie. Council Liaison Alvarez, Development Services Director Jensen, Planning Manager Stevens, and Permit Technician Ghbein were also present.

Approval of Agenda:

Chairman Palmer presented the meeting agenda for approval.

COMMISSIONER TOWNSEND MOVED AND COMMISSIONER EADIE SECONDED THE MOTION TO APPROVE THE OCTOBER 14, 2020 MEETING AGENDA AS WRITTEN. MOTION CARRIED 6-0.

Approval of Minutes:

Chairman Palmer presented the minutes of the September 23rd meeting for approval.

COMMISSIONER TOWNSEND MOTIONED AND COMMISSIONER MEALER SECONDED THE MOTION TO APPROVE THE MINUTES OF THE SEPTEMBER 23, 2020 MEETING AS WRITTEN. THE MOTION PASSED 6-0.

Items of Business:

ANX2020-101 Allenwhite Drive Annexation Request Zoning District Determination

Chairman Palmer asked Planning Manager Stevens to give the staff report.

Mr. Stevens presented the staff report. He outlined the annexation request, site data, and surrounding land uses. No comments were received from surrounding property owners. He advised that staff is recommending the R-1-12 zoning designation for this proposed annexation area as it would be consistent with the surrounding zoning.

At the conclusion of his presentation, the item was opened for Commission questions.

Commissioner Maier asked about the zoning recommendation and how the property is currently developed. Mr. Stevens confirmed that the zoning recommendation is in accordance with how the property is currently developed. He provided some history on the proposed annexation area.

COMMISSIONER MAIER MOVED AND COMMISSIONER MEALER SECONDED THE MOTION TO RECOMMEND THAT COUNCIL APPROVE THE R-1-10 ZONING DESIGNATION FOR THIS PROPOSED ANNEXATION AREA AS RECOMMENDED IN THE STAFF REPORT DOCUMENT. MOTION PASSED 6-0.

Mr. Stevens noticed an error was made when preparing the staff report. He said that the surrounding areas are zoned R-1-12, not R-1-10, so staff's zoning designation recommendation would actually be R-1-12.

Commissioner Smith asked for clarification on the staff report and meeting comments.

COMMISSIONER MAIER MOVED AND COMMISSIONER EADIE SECONDED THE MOTION TO CHANGE THEIR RECOMMENDATION TO COUNCIL TO APPROVE THE R-1-12 ZONING DESIGNATION FOR THIS PROPOSED ANNEXATION AREA. MOTION PASSED 6-0.

ANX2020-102 Badger Mountain Vineyards Annexation Request Zoning District Determination

Chairman Palmer asked Mr. Stevens to present the staff report.

Mr. Stevens presented the staff report. He outlined the annexation request, site data, and surrounding land uses. He spoke of the reasoning and need for an Urban Growth Area. He noted that many comments were received for this item, and that the Planning Commission is responsible for providing a zoning designation recommendation to City Council. He advised that staff is recommending the R-1-12 zoning designation for this proposed annexation area as it would help create a buffer between the nearby R-1-10 lots currently within Richland city limits and the larger approximately 1-acre sized lots located within Benton County, while also meeting the sprawl reduction intent of the Growth Management Act. Mr. Stevens read comments that were received after the staff report deadline.

Chairman Palmer opened the public hearing up to those registered to speak on this item.

Paula Butterworth, property owner at 97004 E Clover Rd in Kennewick, questioned staff's recommendation of the R-1-12 zoning designation. She also spoke of traffic on the surrounding roads in the area. She asked why the SAG zoning designation was not recommended and why the AG zoning designation was not considered.

Michael Butterworth, property owner at 97004 E Clover Rd in Kennewick, spoke of the areas surrounding the proposed annexation area and how the existing vineyards are a jewel in the community.

Joseph Rastovich, property owner at 404 S Agua Mansa Ct in Kennewick, provided comments on quality of life, sprawl, and upward growth rather than outward growth.

After public comments were heard, the item was opened for Commission questions.

Commissioners Smith and Townsend asked when the Urban Growth Area was designated. Mr. Stevens stated that the Comprehensive Plan from 2007 or 2010 included the proposed annexation area in the Urban Growth Area, though it could have been designated earlier than that.

Commissioner Smith asked for clarification on the SAG zoning district. Mr. Stevens provided an answer with reference to minimum lot size requirements.

Commissioner Townsend asked Mr. Stevens if he was aware when the proposed annexation area was purchased by the current property owners. Mr. Stevens said he did not have an answer to that question.

Mr. Stevens asked Chairman Palmer if he could answer Mrs. Butterworth's question regarding why the AG zoning designation was not considered. He referenced the County's current zoning designation for the proposed annexation area. He stated that the recommended R-1-12 zoning designation will be less dense than what the County currently has it zoned. He said that the City is prohibited from assigning a zoning district that is not compliant with the comprehensive plan designations. He explained why only three zoning designations were considered, and also explained that density varies depending on municipality.

Commissioner Maier acknowledged all of the public attendees and those who provided written or verbal comments. She explained the Planning Commission's current responsibility regarding this item. She said that she would be in favor of the R-1-10 zoning designation for the proposed annexation area.

Commissioners Maier, Smith, and Townsend expressed their empathy for concerned landowners near the proposed annexation area.

Chairman Palmer asked Mr. Stevens about access to the site and connectivity. Mr. Stevens answer included plat requirements for the proposed preliminary plat of Sienna Hills, which is near the proposed annexation area.

Commissioner Maier stated that the Benton-Franklin Council of Governments maintains a travel demand model that forecasts future traffic based on the land use designations in our comprehensive plan, so any long-term traffic impacts are already being taken into consideration.

Commissioner Eadie said that some County roads may also be affected by a possible

increase in traffic. Mr. Stevens stated that if development occurs, a traffic study would be required.

Commissioner Smith questioned the possibility of split zoning. Mr. Stevens stated that though it is a possibility, it is difficult to draw that line for a potential development.

Councilman Alvarez asked if the owners of Badger Mountain Vineyards requested a specific zoning designation. Mr. Stevens said that he had spoken with a representative of the owners and they preferred the R-1-10 zoning designation.

Commissioner Townsend asked if the Planning Commission has the possibility to designate a certain amount of green or open space when providing a zoning designation recommendation to City Council. Mr. Stevens stated they do not have that ability.

Commissioner Maier asked if the City has considered cluster zoning. Mr. Stevens stated that cluster zoning is a process allowed through subdivision codes. He stated that a subdivision code change has been discussed, and it will be a later topic for another Planning Commission meeting.

COMMISSIONER MAIER MADE A MOTION TO RECOMMEND THAT CITY COUNCIL ASSIGN THE R-1-10 ZONING DESIGNATION FOR THIS PROPOSED ANNEXATION AREA. THE MOTION DIED FOR LACK OF A SECOND FROM ANOTHER COMMISSIONER.

Commissioner Maier asked if the Planning Commission could postpone their recommendation and have a workshop to discuss this item further. Development Services Director discouraged a workshop session for this item. He encouraged the Planning Commission to make a recommendation to Council and keep this proposed annexation request moving forward.

COMMISSIONER EADIE MOVED AND COMMISSIONER SMITH SECONDED THE MOTION TO RECOMMEND THAT CITY COUNCIL APPROVE THE R-1-12 ZONING DESIGNATION FOR THIS PROPOSED ANNEXATION AREA AS RECOMMENDED IN THE STAFF REPORT DOCUMENT. MOTION PASSED 6-0.

Communications:

Mr. Stevens noted that a Public Works memo was prepared in response to Commissioners' questions regarding a previous agenda item.

Commissioner Maier thanked the Public Works Department for preparing the memo in response to her question. She also thanked the attendees and those who provided comments. She again expressed her empathy regarding the possible loss of the existing vineyards.

Commissioner Townsend thanked Mr. Stevens for his staff reports.

Councilman Alvarez thanked Commissioner Maier for her motion to amend their initial recommendation for ANX2020-101. He also addressed Commissioners Maier and Townsend's comments regarding Leslie Groves Park from an earlier meeting. He said the no-wake zone is currently being reviewed by the Corp of Engineers. Regarding ANX2020-102, he said it was a difficult recommendation to make.

Mr. Stevens agreed that it was a difficult recommendation to make for ANX2020-102. He spoke of agenda items for the Planning Commission meeting scheduled for October 28, 2020. He also advised that the Planning Commission will need to have a workshop to discuss the Shoreline Master Program update. He provided November 4th or 18th as workshop date options. He said that subdivision code changes would likely be brought before the Planning Commission in November or December.

Chairman Palmer thanked those who attended this meeting.

Adjournment:

Chairman Palmer adjourned the meeting at 7:47 p.m.

PREPARED BY: Briana Ghbein, Permit Technician
REVIEWED BY: Mike Stevens, Planning Manager



PLANNING COMMISSION AGENDA ITEM COVERSHEET

Meeting Date: 10/28/2020

Agenda Category: New Business - Public Hearing

Prepared By: Mike Stevens, Planning Manager

Subject:

CPA2020-101 - 2020 Comprehensive Plan Amendments

Request:

Core Focus Area 1 - Promote Financial Stability & Operational Effectiveness

Core Focus Area 3 - Increase Economic Vitality

Recommended Motion:

Staff recommends that the Planning Commission conduct a public hearing for the proposed amendments and then take public comment prior to making a formal recommendation to City Council.

Summary:

CPA2020-101 - 2020 Comprehensive Plan and Development Regulation Amendments

Pursuant to Washington State Law, the City of Richland is allowed to amend its comprehensive plan and associated development regulations annually. The 2020 docket consists of two (2) applications to change the comprehensive land use designations and zoning designations upon lands located north of State Route 240 (Vantage Highway) near the northwestern boundary of the City of Richland.

The City Council has directed the Planning Commission to conduct a public hearing on each application and then vote to consider to recommend the docket as proposed or with changes to the City Council for further consideration.

The Comprehensive Plan serves as a policy document which sets forth guiding principles to ensure smart growth and desirable development occurs. The document conveys policy and plans to accommodate 20 years of growth and development, looking to provide strategic plans to provide needed services and amenities far into the future. The City's Comprehensive Plan is intended to be an all-inclusive document that should bring together various planning documents such as the City's Economic Development Strategic Plan, Park Plan, Transportation, Capital Facilities and financial/budgetary plans.

The City's Comprehensive Plan should be well understood by City Council, Boards and Commissions, and City Staff; and most importantly should bring together Council's vision and various plans into an integrated and effective planning tool. In doing so, city leaders ensure lasting health and vitality for the current citizenry. The Comprehensive Plan serves as a living document to guide land-use decisions well into the future.

Attachments:

1. Complete 2020 Staff Report

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: CPA2020-101

PREPARED BY: MIKE STEVENS
HEARING DATE: OCTOBER 28, 2020

This report includes detailed analyses and the attachments are lengthy. Here is a general outline of how this report is organized:

- Background
- Processing Timeline *and* Notes on Next Steps for Processing
- Overview of Proposed Comprehensive Plan Amendments
- Analysis of the Markel/Vantage Way Properties Application (CPA2020-102 & Z2020-101)
- Analysis of the City of Richland Application (CPA2020-103 & Z2019-102)
- Analysis of the Associated Rezones
- Staff Recommendation
- Suggested Conclusions of Law and Suggested Findings of Fact
- Recommended Motion
- List of Attachments

BACKGROUND

In accordance with RMC 19.90.060; the City Council shall consider each comprehensive plan amendment and forward those selected to the Planning Commission for processing. Plan amendment applications may be submitted via private application and/or proposed by City Staff and the Council.

The Comprehensive Plan serves as a policy document which sets forth guiding principles to ensure smart growth and desirable development occurs. The document conveys policy and plans to accommodate 20 years of growth and development, looking to provide strategic plans to provide needed services and amenities far into the future. The City's Comprehensive Plan is intended to be an all-inclusive document that should bring together various planning documents such as the City's Economic Development Strategic Plan, Park Plan, Transportation, Capital Facilities and financial/budgetary plans.

The City's Comprehensive Plan should be well understood by City Council, Boards and Commissions, and City Staff; and most importantly should bring together Council's vision and various plans into an integrated and effective planning tool. In doing so, city leaders ensure lasting health and vitality for the current citizenry. The Comprehensive Plan serves as a living document to guide land-use decisions well into the future.

Council has also directed staff to ensure a public process that is open and transparent to the public, creating a more vital and competitive community, developing quality neighborhoods and business centers, and ensuring smart growth planning principles are used.

PROCESSING COMPLETED UNTIL NOW

The following key dates and milestones describe action and processing taken by staff, the Planning Commission, and Council to date on the 2020 Docket.

- March 1, 2020: Deadline for Private Party Application submission
 - Two (2) private party applications were received and deemed complete
- August 18, 2020: City Council Workshop to review the 2020 Comprehensive Plan Amendment Docket
- September 1, 2020: City Council Public Hearing Establishing the 2020 Comprehensive Plan Amendment Docket and forwarding the docket to the Planning Commission for processing
- September 17, 2020: Notice of Intent to Adopt Amendment 60 Days Prior to Adoption sent to the Department of Commerce by the City's Community Development Department
- September 17, 2020: Notice of Public Hearing

- Notice of the October 28 Planning Commission, 2020 Public Hearing was mailed to affected parcels and those neighboring properties within 300-feet of parcels under consideration.
- A notice of public hearing was published in the newspaper and posted at City Hall and the City's website.
- Pending Land Use Action signs were posted at the properties on September 18, 2020.
- October 22, 2020: SEPA Threshold Determination of Non-Significance issued by the City's Development Services Department

NEXT STEPS REQUIRED FOR PROCESSING

Once Planning Commission holds one (or more, if they so choose) public hearing(s), they may vote to consider to recommend the docket as proposed or with changes to the City Council and thereby forward the docket to the council for consideration.

Next, the City Council shall consider the Planning Commission's recommendations and decide to either adopt or deny the amendments during a regular council meeting. If the Council makes any changes to the Planning Commission's recommendation, the Council is required to hold a public hearing (per RCW 36.70A.035(2)). Comprehensive plan amendments that are approved are to be adopted by ordinance and any amendments that are rejected are addressed in a resolution.

Following Council action, the Planning Division will then transmit a copy of the amendments and adopted ordinances to the State Department of Commerce who will review the submission for compliance with the State's Growth Management Act.

OVERVIEW

The 2020 Comprehensive Plan Docket includes the following changes; *staff evaluation including findings and conclusions for the proposed amendments are provided later in this report:*

2020 Applications	
<u>APPLICANT: Greg Markel (Vantage Way Properties)</u> <u>Change the Comprehensive Plan Map:</u> Designate approximately 177 acres as Medium Density Residential and approximately 123 acres as Commercial (from Public Facility).	The applicant would like the comprehensive plan designation changed from Public Facility to Medium Density Residential and Commercial. The site is currently undeveloped. Staff recommends an associated rezone to change the zoning for the site from Parks & Public Facilities (PPF) to Medium Density Residential (R-2) and Commercial (C-3) and (C-LB).
<u>APPLICANT: City of Richland (Economic Development Dept).</u> <u>Change the Comprehensive Plan Map:</u> Change the comprehensive plan designation on approximately 30 acres from Industrial to Commercial.	The City of Richland Economic Development Dept. is requesting to change the comprehensive plan designation on approximately 30 acres from Industrial to Commercial. Staff recommends an associated rezone to change the zoning for the site from Medium Industrial (I-M) to Commercial (C-3).

ANALYSIS: GREG MARKEL – VANTAGE WAY PROPERTIES (CPA2020-102).

DESCRIPTION OF PROPOSAL

Greg Markel (Vantage Way Properties) is the owner of the subject property. Mr. Markel is proposing to change the comprehensive plan land use designation on the site from its current Public Facility designation to Medium Density Residential and Commercial.

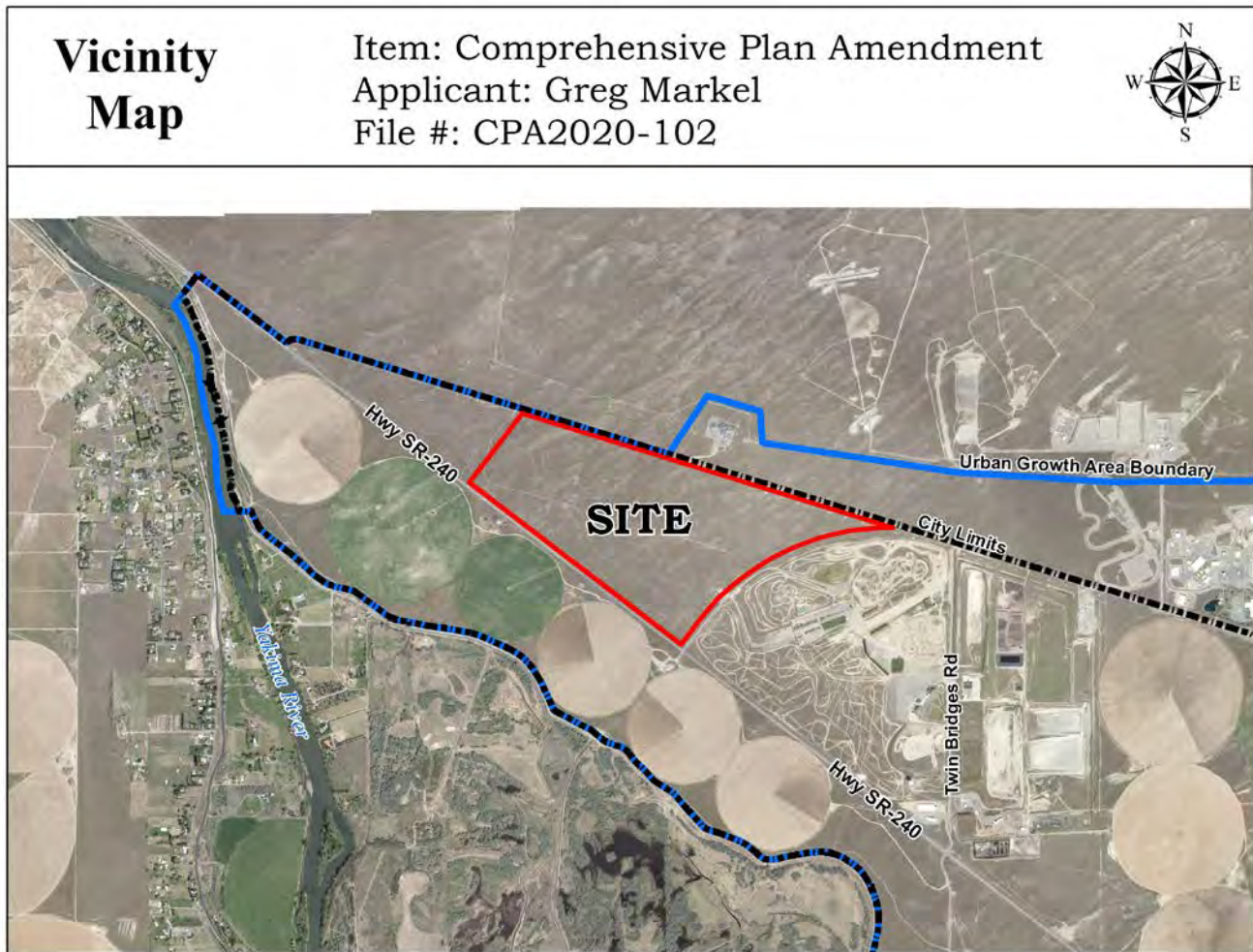


Figure 1 – Vicinity Map *(site highlighted in red)*

SITE DESCRIPTION & ADJACENT LAND USES

The subject site is approximately 300 acres in size and is located in the very northwest portion of the City along SR 240. The area in question is currently undeveloped and was previously owned by Washington State University. The subject site is an irregular trapezoid in shape with a curved base, whose borders are formed by SR 240 to the south, Horn Rapids Road unimproved right-of-way (north) and Beardsley Road unimproved right-of-way (east) as well as City of Richland owned property to the west. The site has an undulating topography with approximately 58 vertical feet of elevation difference between the property's highest and lowest points. Property beyond Beardsley Road to the southeast contains the City of Richland's Off-Road Vehicle Park.

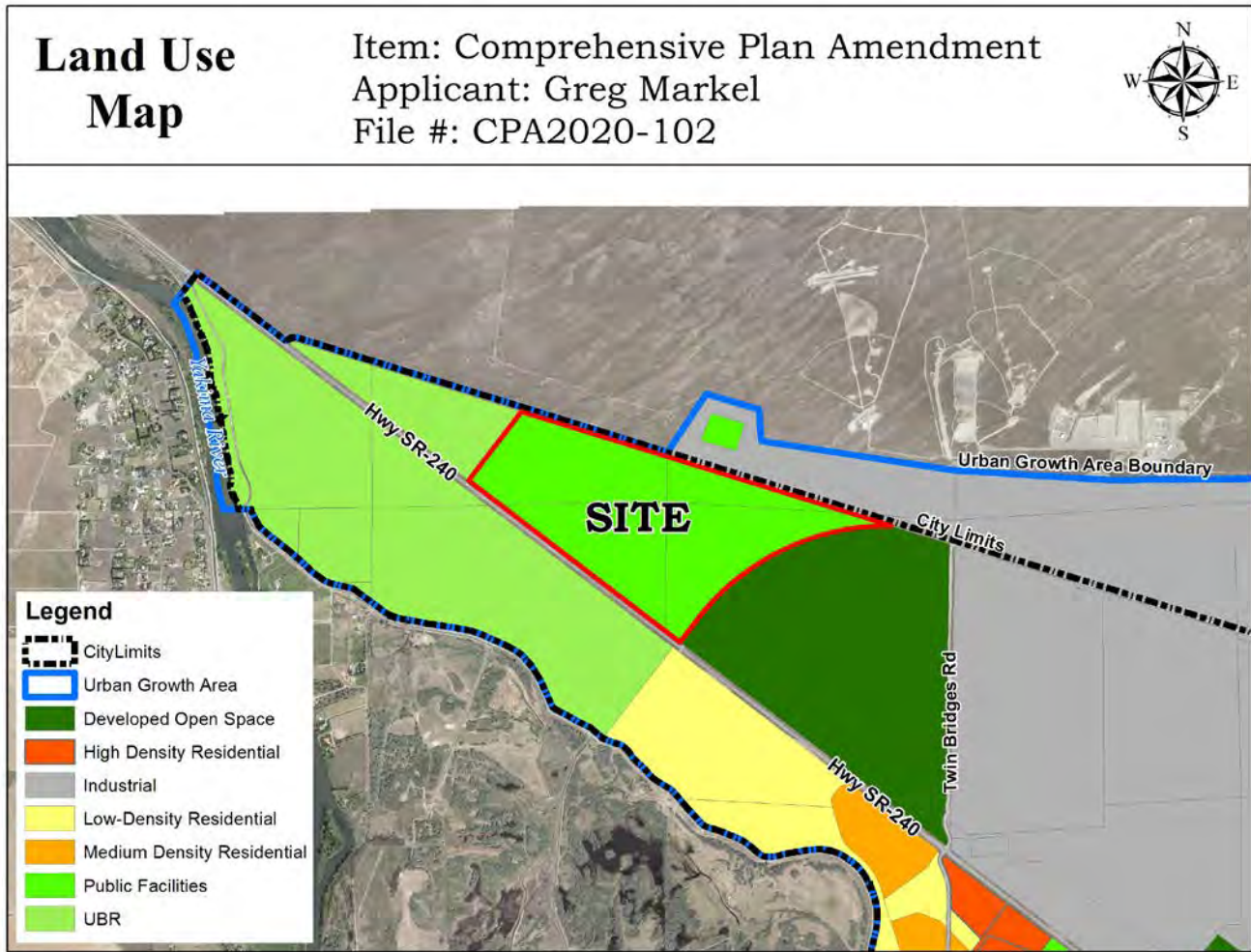


Figure 2 – Comprehensive Plan

COMPREHENSIVE PLAN

The site is designated as Public Facilities under the City's current comprehensive plan. The adjacent properties are designated as Urban Reserve or Developed Open Space.

The plan defines Public Facility lands as follows:

This category includes a variety of public and institutional uses including facilities operated by federal, state, county, municipal, or other government agencies; public educational institutions; public libraries; hospitals; cemeteries; and some developed parks.

The Medium Density Residential land use category is described as follows:

The MDR category includes single-family residential uses with an average density of eight dwelling units per acre.

The Commercial land use category is described as follows:

The commercial land use category includes a variety of retail, wholesale, and office uses. Within this category are professional business offices, hotels, motels, and related uses. It also includes a variety of retail and service uses oriented to serving residential neighborhoods, such as grocery stores, hardware supply, and garden supply. Other

commercial uses include automobile-related uses, and uses that normally require outdoor storage and display of goods. In transitional areas between more intensive commercial uses and lower density residential uses, high-density residential development may also be located within the Commercial designated areas.

The comprehensive plan identifies the following goals and policies that pertain to this amendment request:

Community Goal 10: Achieve a diversified mix of private industry and commerce capable of supporting a strong and growing economy.

LU Goal 1: Plan for growth within the urban growth area and promote compatible land use.

Policy 2 – *Facilitate planned growth and infill developments within the city.*

LU Goal 2: Establish land uses that are sustainable and create a livable and vibrant community.

Policy 1 – *Maintain a variety of land use designations to accommodate appropriate residential, commercial, industrial, healthcare, educational, recreational, and open space uses that will take advantage of the existing infrastructure network.*

LU Goal 3: Maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

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

Policy 2 – *Encourage higher residential densities especially in and near the Central Business District area.*

Policy 3 – *Innovative and non-traditional residential developments can occur through the use of planned unit developments, density bonuses, new types of housing, and multi-use or mixed-use developments.*

LU Goal 4: Promote commercial and industrial growth that supports the City's economic development goals.

HE Goal 1: Provide a range of housing densities, sizes, and types for all income and age groups of the Richland community.

ZONING

The subject property, as well as the properties located on the three (3) sides of it that are located within city limits are all zoned Agriculture. The Hanford Nuclear Reservation is located to the north of the subject property and is located within unincorporated Benton County.

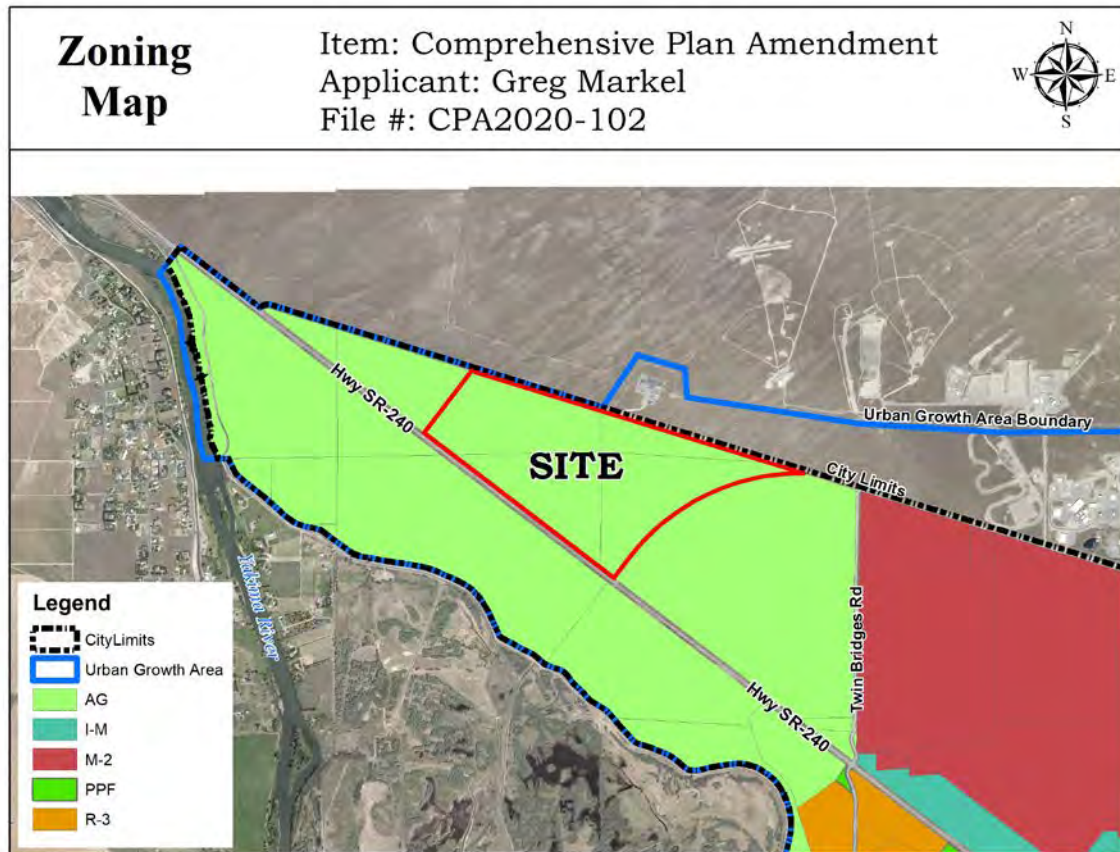


Figure 4 – Existing Zoning

UTILITY AVAILABILITY

There is an existing 18-inch sewer main and an 8-inch water main located adjacent to SR 240. The sewer main is currently located approximately 2 miles southeast of the subject property while the existing water line is located approximately .80 miles southeast of the subject property. Electrical power is also available to the site as there is a large substation located immediately north of the subject property.

TRANSPORTATION

SR 240 and Horn Rapids Road currently provide access to the subject property. It is likely that improvements to one or both of these roadways will need to occur as a result of future development activities.

ENVIRONMENTAL REVIEW

The applicants have submitted an environmental checklist. Planning staff reviewed the documents and issued a Determination of Non-Significance for the entire 2020 Comprehensive Plan Docket on October 22, 2020. A copy of the checklist and determination of non-significance is attached.

ANALYSIS

The applicant recently purchased the 300 acres site from Washington State University as it was no longer in their long-range plans to be used for educational purposes. Since the property has been removed from public ownership, the applicant has requested that the land use designation and zoning of the site be changed from Public Facility (PPF – Zoning) to Medium Density Residential and Commercial (R-2, C-LB and C-3).

APPROVAL CRITERIA

1. Have circumstances related to the proposed amendment and/or the area in which it is located substantially changed since the adoption of the comprehensive plan?

Circumstances regarding the ownership of the subject property have changed since the last major update of the comprehensive plan. The property was sold to the applicant in September, 2019 resulting in the new ownership having plans and visions for the site which have changed from the plans and intentions of Washington State University to use the site for education/research purposes.

2. Are the assumptions upon which the comprehensive plan is based no longer valid, or is new information available which was not considered during the initial comprehensive plan adoption process or during previous annual amendments?

The current comprehensive plan assumes that the subject property will continue to be owned by Washington State University and will eventually be used for the construction of future education/research facilities. The University has concluded that the subject property is no longer in their long-range plans and as a result, sold the site to a private party in September, 2019. Continuing to have a land use designation of Public Facility upon land that is within private ownership is contrary to the intent of the Comprehensive Plan. While the site could be set aside as open space or park type land, the site is also located along a very busy state highway and would provide ample room and opportunity for future commercial and residential uses.

SUMMARY

Approval of the proposed comprehensive plan amendment would provide the applicant an opportunity to develop the site in a way that would provide additional housing and business opportunities to the residents of Richland.

ANALYSIS OF CITY OF RICHLAND ECONOMIC DEVELOPMENT APPLICATION (CPA2020-103).

DESCRIPTION OF PROPOSAL

The City of Richland is proposing to change the land use designation on approximately 30 acres of land located within the Horn Rapids Industrial Park from Industrial to Commercial and to subsequently change the underlying zoning from Medium Industrial (I-M) to General Business (C-3).

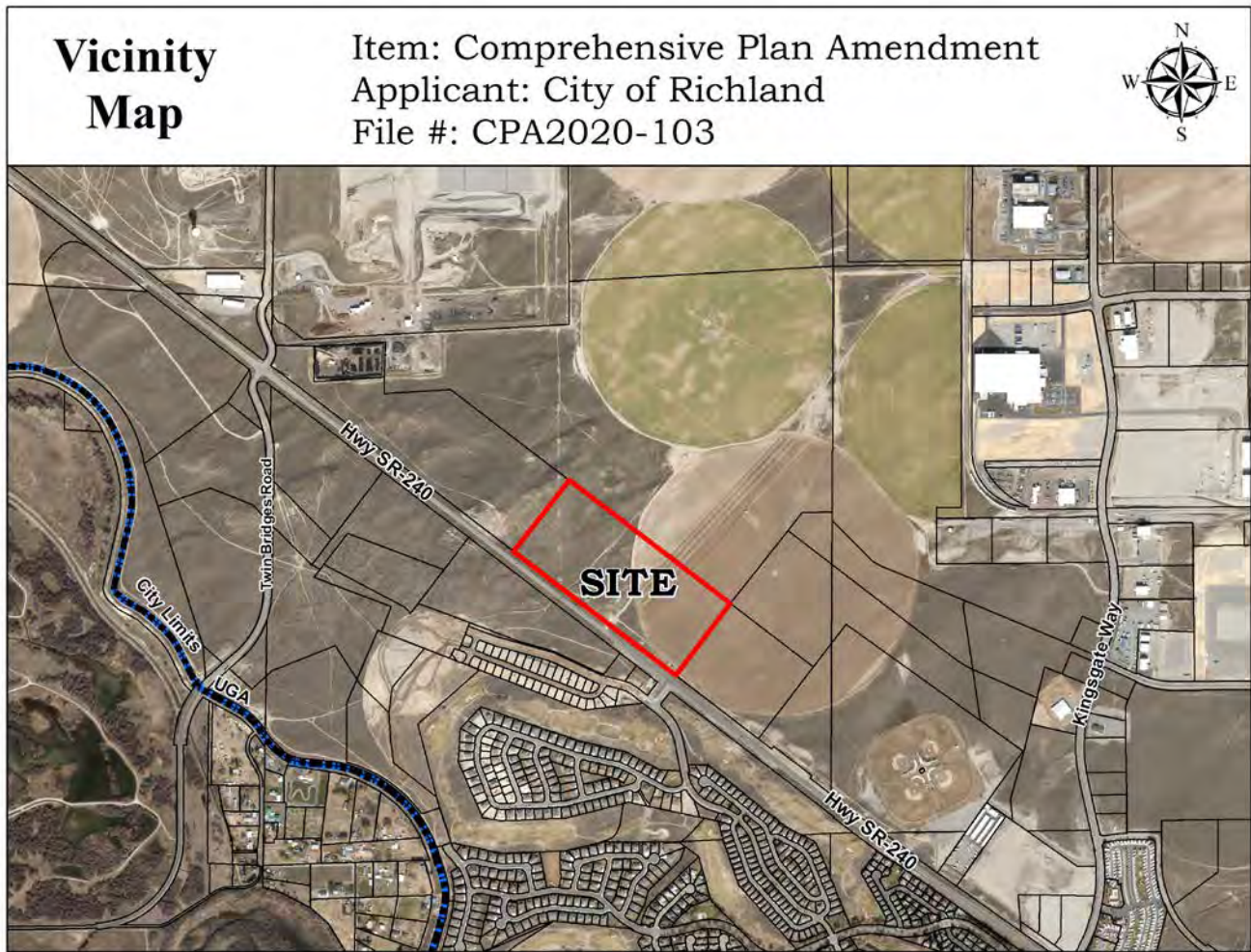


Figure 1 – Vicinity Map *(site highlighted in red)*

SITE DESCRIPTION & ADJACENT LAND USES

The site is part of a larger parcel and is located within the Horn Rapids Industrial Park located north of SR 240 and across from the Village Parkway entrance to the Horn Rapids housing community. Currently, with the exception of SR 240 and the Horn Rapids community located south of SR 240 there is no development on or adjacent to the site. The Horn Rapids Sports Complex is located approximately 2,000 feet southeast of the subject property.

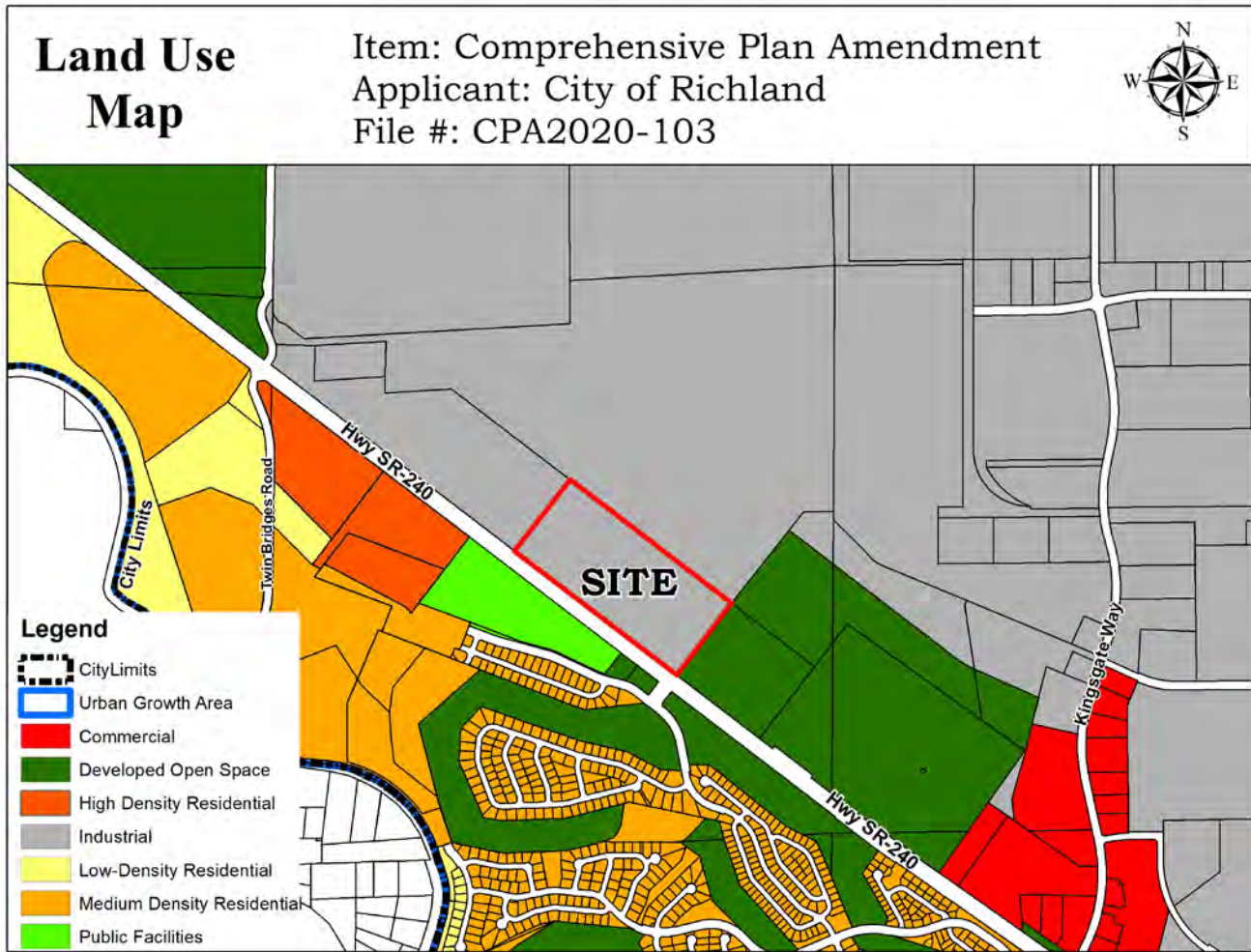


Figure 2 – Comprehensive Plan

COMPREHENSIVE PLAN

The site is designated as Industrial under the City's current comprehensive plan as are areas to the north and west/northwest. The property located east/southeast of the site is designated as Developed Open Space, while lands located south of SR 240 are designated as Public Facility and Developed Open Space.

The plan defines Industrial lands as follows:

This category includes a variety of light and heavy manufacturing, assembly, and warehousing and distribution uses. It also includes uses devoted to the sale of retail and wholesale products manufactured on-site, and a variety of research and development uses for science-related activities.

The Commercial land use category is described as follows:

The commercial land use category includes a variety of retail, wholesale, and office uses. Within this category are professional business offices, hotels, motels, and related uses. It also includes a variety of retail and service uses oriented to serving residential neighborhoods, such as grocery stores, hardware supply, and garden supply. Other commercial uses include automobile-related uses, and uses that normally require outdoor storage and display of goods. In transitional areas between more intensive commercial uses and lower density residential uses, high-density residential development may also be located within the Commercial designated areas.

The comprehensive plan identifies the following goals and policies that pertain to this amendment request:

ED Goal 3: Support businesses of all sizes.

LU Goal 1: Plan for growth within the urban growth area and promote compatible land use.

Policy 2 – *Facilitate planned growth and infill developments within the city.*

LU Goal 2: Establish land uses that are sustainable and create a livable and vibrant community.

Policy 1 – *Maintain a variety of land use designations to accommodate appropriate residential, commercial, industrial, healthcare, educational, recreational, and open space uses that will take advantage of the existing infrastructure network.*

LU Goal 4: Promote commercial and industrial growth that supports the City's economic development goals.

ZONING

Property to the northwest is zoned Medium Industrial (I-M), while property located to the north is zoned Heavy Manufacturing (M-2). Property located to the southeast is zoned General Business (C-3), while properties located south of SR 240 are zoned Parks & Public Facilities (PPF) and High-Density Residential (R-3).

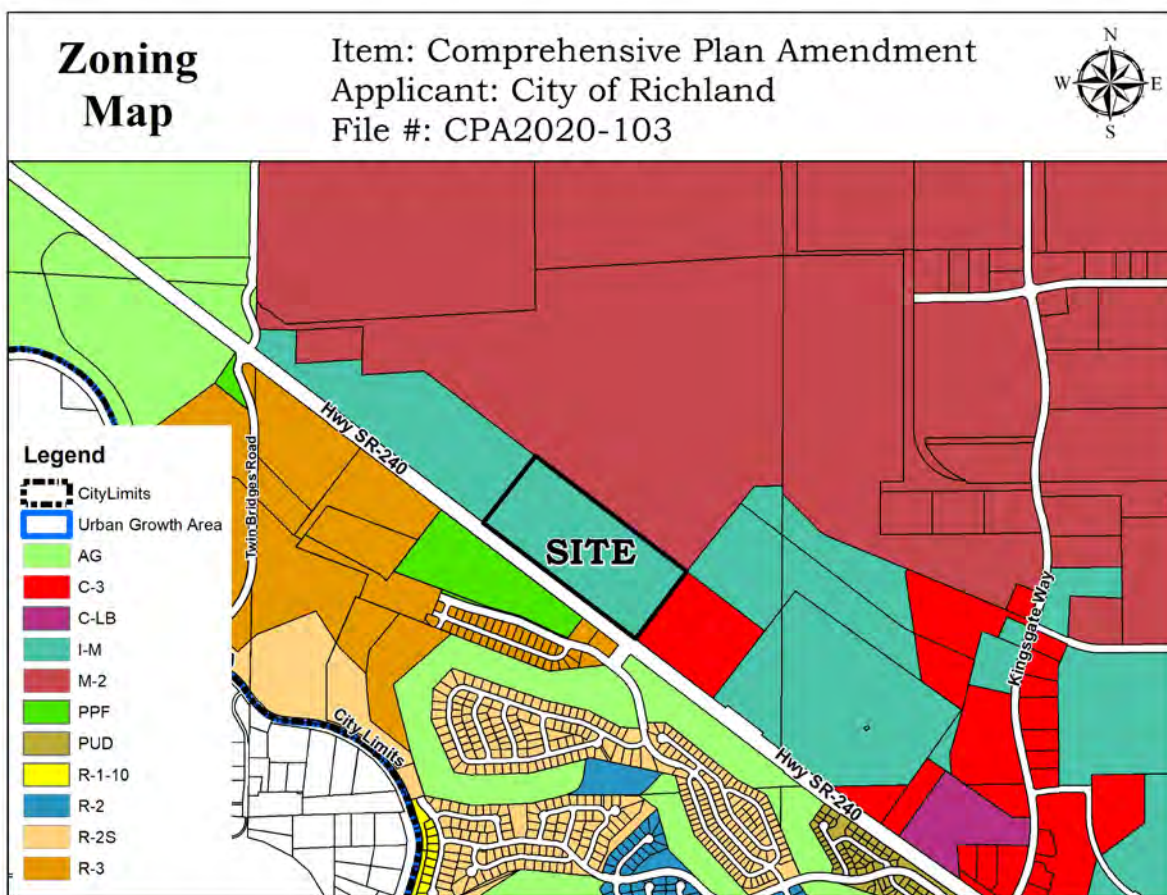


Figure 4 – Existing Zoning

UTILITY AVAILABILITY

There is an existing 16 inch water main as well as an 18' sewer main located adjacent to the subject property. Electrical power is also available to the site.

TRANSPORTATION

Access to the site is via SR 240 (south) and a future un-named city road located to the east between the subject property and the adjacent Commercially zoned site.

ENVIRONMENTAL REVIEW

The applicants have submitted an environmental checklist. Planning staff reviewed the documents and issued a Determination of Non-Significance for the entire 2020 Comprehensive Plan Docket on October 22, 2020. A copy of the checklist and determination of non-significance is attached.

ANALYSIS

The requested comprehensive plan change and subsequent change of zoning to General Business (C-3) appears to be consistent with the development patterns occurring within the Horn Rapids Industrial Park and other lands located adjacent to SR 240. The City plans to develop a new roadway north of SR 240 on the eastern boundary of the subject property and commercial nodes are best located at the intersections of high traffic roadways. The proposed change is consistent with the Economic Development Department's plans for the area and are consistent with the overall Horn Rapids Industrial Park Master Plan.

APPROVAL CRITERIA

1. Have circumstances related to the proposed amendment and/or the area in which it is located substantially changed since the adoption of the comprehensive plan?

With the development and growth of the Horn Rapids Residential area there is a definite need for more commercial businesses in the area to serve the rapidly expanding housing development. The City of Richland issued a record 360 single-family residential building permits in 2019 and are on pace to exceed that number in 2020 with a large portion of those homes permitted for the Horn Rapids residential area.

2. Are the assumptions upon which the comprehensive plan is based no longer valid, or is new information available which was not considered during the initial comprehensive plan adoption process or during previous annual amendments?

The assumptions on which the comprehensive plan is based take into consideration the Horn Rapids Industrial Park Master Plan which allows for the use of the proposed site for commercial purposes due to its location adjacent to SR 240 and the future, yet to be named, roadway that will extend north from SR 240.

SUMMARY

Approval of the proposed comprehensive plan amendment would provide additional areas for much needed commercial development near the rapidly expanding Horn Rapids residential community.

ASSOCIATED REZONE ANALYSIS

The State of Washington's Growth Management Act (RCW 36.70A) requires that comprehensive plans be effectuated by various development regulations such as subdivision regulations, critical areas and zoning. As a result, any time land use designations are changed the underlying zoning district must be brought into conformance with the comprehensive plan. The city is requesting that the Planning Commission authorize an the associated rezone in order to bring the zoning into compliance with the change of land-use designation authorized by the passage of the two (2) above listed comprehensive plan amendment applications.

The associated rezones must be a separate action by the Planning Commission and must result in the re-zoning of lands so that the underlying zoning regulations are consistent with the intent and goals of the City's comprehensive plan. Failure to have the zoning designations match the underlying comprehensive plan designation usually results in "spot-zoning", which is not allowed in the State of Washington.

In determining whether an area shall be rezoned, the planning commission and city council should consider how the proposed area-wide rezone implements the comprehensive plan, growth management act and benefits the community.

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

The proposed rezones would not result in any non-conformities as it would just effectuate the intent of the already approved comprehensive plan changes. Denial of the rezoning would result in a situation in which the zoning districts are out of compliance with, and do not effectuate, the comprehensive plan.

2. The benefits or detriments accruing to the city which would result from the approval of the associated rezones;

Benefits to the city as a result of the granting of the associated rezones come in the form of additional tax revenue due to the creation of higher density housing and additional commercial development.

3. Impacts on the environment and public safety.

Both the change in land-use designation and subsequent area-wide rezoning have been reviewed by the City of Richland and other local and state agencies for compliance with the State of Washington's Growth Management Act and State Environmental Policy Act (SEPA).

SEPA THRESHOLD DETERMINATION:

The City of Richland issued a Determination of Non-Significance (DNS) for the proposed comprehensive plan amendment and associated rezoning on October 22, 2020. The Determination of Non-Significance was issued after utilizing the Optional DNS review process as outlined in WAC 197-11-335.

RECOMMENDATION:

1. Staff recommends that all text and map amendments included in the 2020 Comprehensive Plan Docket be incorporated into the City's official Comprehensive Plan Document.
2. Staff recommends that the associated rezoning be approved, on condition of approval of the Comprehensive Plan amendment.

Alternatives:

- a. Recommend approval of the amendments and subsequent associated rezones as proposed.
- b. Hold additional public hearings

- c. Modify the proposed changes before forwarding the document to council.

SUGGESTED CONCLUSIONS OF LAW

1. The Planning Commission has a legal obligation to hold an open record public hearing and issue a recommendation to the City Council that meets the requirements of Chapter 36.70A RCW.
2. The City staff, Planning Commission and City Council have involved the public in this planning exercise.
3. The docket is deemed complete and ready for action by the Planning Commission.
4. For areas that are incorporated into the associated rezoning: future development of any property will be reviewed for consistence and compliance with applicable development regulations in effect at the time of future development. Approval of these zoning map amendments do not vest or imply approval of subsequent developments.
5. The 2017 City of Richland Comprehensive Plan (as amended in 2018-2019) and the associated environmental review comply with the goals and requirements of Chapter 36.70A RCW, Chapter 365-195 WAC, Chapter 43.21C RCW, Chapter 197-11 WAC, and City of Richland Municipal Code Chapter 22.09.
6. The Washington State Growth Management Act (GMA), Chapter 36.70A RCW, mandates that Counties and Cities required or choosing to plan under the authority of the Growth Management Act must adopt development regulations consistent with the jurisdictional Comprehensive Plan and state law.
7. The 2020 Comprehensive Plan amendment (docket) will produce no probable significant adverse environmental impacts. A determination of non-significance (DNS) under the State Environmental Policy Act (SEPA) is appropriate for this Comprehensive Plan amendment and Zoning Ordinance Map changes.

SUGGESTED FINDINGS OF FACT

1. WRMC 14.09 indicates that the City Council shall consider each comprehensive plan amendment and forward those selected to the Planning Commission for processing. Plan amendment applications may be submitted via private application and/or proposed by City Staff and the Council.
2. The deadline for the submittal of Private Party Applications for the consideration as part of the 2020 Comprehensive Plan Docket Policy and Map, and Code Amendments docket was March 1, 2020.
3. Two (2) applications were received and deemed complete.
4. The City Council conducted a Workshop on August 18, 2020 to review the 2020 Comprehensive Plan Policy and Map, and Code Amendment Docket.
5. The City Council conducted a Public Hearing on September 1, 2020 establishing the 2020 Comprehensive Plan Policy and Map, and Code Amendment Docket.
6. Public Notice was sent to property owners within 300 feet of each of the proposed Comprehensive Plan Map and Zoning Map changes on September 17, 2020.
7. The City of Richland Community Development Department issued a SEPA Threshold Determination of Non-Significance on October 22, 2020 for the proposed 2018-2019 Comprehensive Plan Policy and Map, and Code Amendment Docket. The SEPA Threshold Determination of Non-Significance was issued after utilizing the Optional DNS Method.

8. On September 17, 2020 the City of Richland provided the required sixty (60) day notification under RCW 36.70a.106 to the State of Washington of the City's proposed Comprehensive Plan Policy and Map, and Code Amendment docket and intent to adopt.
9. On September 17, 2020 the City of Richland provided Notice of Public Hearing to be held on October 28, 2020 to affected parcels and neighboring properties within a 300-foot radius of parcels under consideration.
10. On September 27, 2020 a Notice of Public Hearing was published in the Tri-City Herald.
11. On September 17, 2020 a Notice of Public Hearing was posted at the City Hall and on the City Website.
12. Public Hearing Notice signs were posted on, or near, the two (2) properties which had submitted applications for consideration by September 18, 2020.
13. All public notification requirements for the public workshops and public hearings were met.
14. CPA 2020-102 & Z2020-101 consists of an application to change the land use designation and zoning districts on approximately 300 acres from Public Facilities (Agriculture Zoning District) to Medium-Density Residential (R-2) and Commercial (C-LB & C-3).
15. CPA2020-103 & Z2020-102 consists of an application filed by the City of Richland Economic Development Department to change the land use designation on approximately 30 acres from Industrial to Commercial and change the zoning district from Medium Industrial (I-M) to General Business (C-3)
16. Based upon the application materials submitted and upon presentation by the applicants, the proposed amendments will not adversely impact the city's ability to provide sewer and water, and will not adversely affect adopted levels of service standards for other public facilities and services such as parks, police, fire, emergency medical services and governmental services.
17. Adequate infrastructure, facilities and services are available to serve the proposed or potential development expected as a result of these amendments.
18. The proposed amendments are consistent with the goals, policies and objectives of the comprehensive plan.
19. The proposed comprehensive plan amendments will not result in probable significant adverse impacts to the transportation network, capital facilities, utilities, parks, and environmental features.
20. The subject parcels being re-designated are physically suitable for the allowed land uses in the designation being requested.
21. The proposed amendments are consistent with the Washington State Growth Management Act, the Benton County planning policies and other applicable local and state policies, agreements, and laws.
22. The proposed amendments will not have a cumulative adverse effect on the planning area.
23. The State of Washington's Growth Management Act (RCW 36.70A) requires that comprehensive plans be effectuated by various development regulations such as subdivision regulations, critical areas and zoning.
24. The proposed area-wide rezoning of the properties in question is dependent upon a change in the land-use designation of the comprehensive plan.

25. The city is requesting that the Planning Commission authorize the associated rezones in order to bring the zoning into compliance with the change of land-use designations authorized by the passage of the two (2) applications.

RECOMMENDED MOTION:

1. I move that the Planning Commission adopt the findings, conclusions, and recommendation found in the staff report and recommend City Council approve the 2020 Comprehensive Plan Policy and Map, and Code Amendment Docket.
2. I move that the Planning Commission adopt the findings, conclusions and recommendation found in the staff report and recommend City Council approval of the associated rezones.

ATTACHMENTS:

- A. Notice of Intent to Adopt Amendment (60-Days Prior to Adoption)
- B. Public Notice
- C. SEPA Determination of Non-Significance
- D. 2020 Docket
 - File No. 2020-102 (Greg Markel – Vantage Way Properties)
 - File No. 2020-103 (City of Richland – Economic Development Dept.)
- E. Agency/Public Remarks and Comments



Department of Commerce

Notice of Intent to Adopt Amendment / Notice of Adoption Cover Sheet

Pursuant to RCW 36.70A.106, the following jurisdiction provides the following required state agency notice.

1. Jurisdiction Name:	City of Richland – Development Services Dept.
2. Select Submittal Type: Select the Type of Submittal listed. (Select One Only)	☒ 60-Day Notice of Intent to Adopt Amendment. ☐ Request of Expedited Review / Notice of Intent to Adopt Amendment. ☐ Supplemental Submittal for existing Notice of Intent to Adopt Amendment. ☐ Notice of Final Adoption of Amendment.
3. Amendment Type: Select Type of Amendment listed. (Select One Only)	☐ Comprehensive Plan Amendment. ☐ Development Regulation Amendment. ☐ Critical Areas Ordinance Amendment. ☒ Combined Comprehensive and Development Regulation Amendments. ☐ Countywide Planning Policy .
4. Description Enter a brief description of the amendment. Begin your description with “Proposed” or “Adopted”, based on the type of Amendment you are submitting. Examples: “ <i>Proposed comprehensive plan amendment for the GMA periodic update.</i> ” or “ <i>Adopted Ordinance 123, adoption amendment to the sign code.</i> ” (Maximum 400 characters).	Proposed 2020 Comprehensive Plan Annual Amendment and associated Rezones.



Department of Commerce

5. Is this action part of your 8-year periodic update required under RCW 36.70A.130 of the Growth Management Act (GMA)?	☐ Yes ☒ No
6. Proposed Dates: Enter the anticipated public hearing date(s) for your Planning Commission/Planning Board or for your Council/Commission.	Planning Commission: October 28, 2020 City Council: November 17, 2020 Proposed / Date of Adoption: November 17, 2020
7. Contact Information:	
A. Prefix/Salutation: (Examples: "Mr.", "Ms.", or "The Honorable" (elected official))	Mr.
B. Name:	Mike Stevens
C. Title:	Planning Manager
D. Email:	mstevens@ci.richland.wa.us
E. Work Phone:	(509) 942-7596
F. Cell/Mobile Phone: (optional)	
Consultant Information:	
G. Is this person a consultant?	☐ Yes
H. Consulting Firm name?	
8. Would you like Commerce to contact you for Technical Assistance regarding this submitted amendment?	☐ Yes

REQUIRED: Attach or include a copy of the proposed amendment text or document(s). We do not accept a website hyperlink requiring us to retrieve external documents. Jurisdictions must submit the actual document(s) to Commerce. If you experience difficulty, please email the reviewteam@commerce.wa.gov



Department of Commerce

Questions? Call the review team at (509) 725-3066.

Attachment B



CITY OF RICHLAND NOTICE OF PUBLIC HEARING AND OPTIONAL DNS FOR THE 2020 CITY OF RICHLAND ANNUAL COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS UPDATE

Notice is hereby given that the Richland Planning Commission will conduct a virtual public hearing on Wednesday, October 28, 2020 at 6:00 p.m. to consider proposed amendments to the City's adopted comprehensive plan and zoning ordinance. You are receiving this notice because you own property located within 300 feet of one of the proposed amendment locations. The proposed amendments are as follows:

- **CPA2020-102 & Z2020-101:** Filed by Goldsmith Land Development Services on behalf of Washington Securities Investment Corporation (Greg Markel, owner) to change the land use designation on approximately 300 acres from Parks & Public Facilities to a combination of Commercial and Medium Density Residential and to change the zoning from Agriculture to a mix of C-LB (Limited Business Use District), C-3 (General Business Use District) and R-2 (Medium-Density Residential) on property located at 3801 Horn Rapids Road.
- **CPA2020-103 & Z2020-102:** Filed by the City of Richland Economic Development Department to change the land use designation on approximately 30 acres from Industrial to Commercial and to change the zoning from I-M (Medium Industrial) to C-3 (General Business Use District) on property located on the north side of SR 240, northwest of the City of Richland's Legacy Park baseball fields.

Environmental Review: The proposals are subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed projects for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for these amendments. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed amendments. The environmental checklists and related file information are available to the public and can be viewed at www.ci.richland.wa.us/departments/community-development-services/planning/pending-land-use-actions.

Any person desiring to express their views or to be notified of any decisions pertaining to any of these amendment requests should notify Mike Stevens, Planning Manager, 625 Swift Boulevard, Richland, WA 99352. Comments may also be emailed to mstevens@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Thursday, October 15, 2020 to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing. The requested amendment materials are available to the public and can be viewed at www.ci.richland.wa.us. The staff report and recommendation will be available on the

city's website beginning Friday, October 23, 2020. All interested persons are invited to attend the virtual meeting and provide testimony. Directions on how to call-in to attend the virtual meeting are provided on the City's website (www.ci.richland.wa.us).

Attachment C



File No. EA2020-128

CITY OF RICHLAND Determination of Non-Significance

Description of Proposal: 2020 City of Richland Comprehensive Plan Policy and Map, and Code Amendments.

Proponent: City of Richland

Location of Proposal: City of Richland: Comprehensive Plan Land Use Map and Text Amendments and associated Rezones.

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.

() This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for fourteen days from the date of issuance.

(X) 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: Mike Stevens

Position/Title: Planning Manager

Address: 625 Swift Blvd., MS #35, Richland, WA 99352

Date: October 22, 2020

Signature _____

Attachment D



February 19, 2020

City of Richland
Development Services Department
625 Swift Blvd, MS#35
Richland, Washington 99352

Attn: Mike Stevens, Planning Manager

RE: Comprehensive Plan Land Use Map Amendment – Vantage Way Properties

This letter is a formal request to the City of Richland on behalf of our client, Mr. Gregory Markel of Washington Securities & Investment Corporation to process a Comprehensive Plan Land Use Map Amendment during the City of Richland's 2020 Comprehensive Plan review cycle.

The subject property is located at 3801 Horn Rapids Road, is identified as the "Vantage Way Properties" for purposes of the proposed Map Amendment. The property is currently designated Public Facility (PF) as it was owned by Washington State University until it was sold in September 2019 to the Applicant and is now under private ownership. The proposed map amendment is for a combination of Commercial and Medium Density Residential land use designations. A concurrent Zoning Map Amendment is proposed under a separate application as requested by the City, to implement commensurate zoning. The current Agriculture (AG) zoning is proposed to be amended to a mix of C-LB (Limited Business Use District), C-3 (General Business Use District) and R-2 (Medium-Density Residential) consistent with the proposed land use designations.

The property is approximately 300 acres in the northwest portion of the City limits, comprised of four (4) contiguous tax parcels (Tax Parcel 112074000000000, Tax Parcel 113071000002000, Tax Parcel 107083000000000, Tax Parcel 118081000001002). The project is bounded by Highway SR-240 (south), Horn Rapids Road unimproved right-of-way (north) and Beardsley Road unimproved right-of-way (east) and City of Richland Agricultural land / Hanford Site (west).

The attached application provides the necessary and required materials for consideration of a Comprehensive Plan Land Use Map Amendment from Public Facilities to a combination of Commercial and Medium Density Residential. No proposed development or site development design is contemplated with or accompanies this Comprehensive Plan Map Amendment proposal.

The Applicant has had direct discussions and meetings with the City Planners and Staff, including a Formal Pre-Application Meeting on December 4, 2019 regarding the proposed Comprehensive Plan and Zoning Map Amendments applications. Staff requested the inclusion of a SEPA Checklist and Traffic Impact

Analysis specifically to supplement the proposed amendment. These have been prepared at a programmatic level consistent with Comprehensive Plan or Zoning (non-project) level review and are included in the application materials.

We respectfully submit this FORMAL application for your consideration during the City's annual review process for the 2020 Comprehensive Plan Amendments. The application fee of \$1,200.00 is provided directly by Mr. Markel with this submittal package at the City.

We look forward to our continued coordination efforts with you and City Staff during this process. If you have questions on the application materials please contact Greg Markel , me or Keith Goldsmith.

Sincerely,


Trish Clements | Goldsmith Engineering

Entitlement Project Manager | 425.462.1080 | tclements@goldsmithengineering.com

Cc: Greg Markel, WSIC w/application package





Comprehensive Plan Amendment Application

☒ Comprehensive Plan Land Use Map

☐ Text of Comprehensive Plan

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION

☒ Contact Person

Owner: Gregory Markel, Washington Securities & Investment Corporation

Address: 8901 Tucannon Ave., Suite 110, Kennewick, WA 99336

Phone: 509-531-4711 (cell) / 509-735-2255 (office)

Email: wsic@eltopia.com

Attn: Greg Markel

APPLICANT/CONTRACTOR INFORMATION (if different)

☐ Contact Person

Company:

UBI#

Contact:

Address:

Phone:

Email:

PROPERTY INFORMATION

Legal Description: See attached Exhibit (EX - 11A) - Proposed Zoning Legal Descriptions
See attached Exhibit (EX - 2A) - Overall Legal Description of Property

Parcel # 112074000000000, 113071000002000, 107083000000000, 118081000001002

Current Zoning: Agriculture (AG)

Current Land Use Designation: Public Facility (PF)

GENERAL REQUIREMENTS FOR ALL APPLICATIONS – Attach written statements explaining the following

1. Completed Application and Filing Fee;
2. The purpose of the proposed amendment;
3. Describe how the amendment is consistent with Washington State Growth Management Act-RCW 36.70A (The goals the Act are listed in 36.70A.020);
4. How the amendment is consistent with the adopted countywide planning policies;
5. How the amendment furthers the purpose of the city's comprehensive plan;
6. How the amendment is internally consistent with the city's comprehensive plan, as well as other adopted city plans and codes;
7. If applicable, how the project will meet concurrency requirements for transportation;
8. As necessary, supplemental environmental review and/or critical areas review, as determined by the Administrator;
9. **Comprehensive Plan TEXT AMENDMENT applications must also include;**
 - a. The proposed element, chapter, section and page number of the comp plan to be amended;
 - b. The proposed text change, with new text underlined and deleted text crossed out;
10. **Comprehensive Plan MAP AMENDMENT applications must also include;**
 - a. The current land use map designation for the subject parcel(s).
 - b. The land use map designation requested.
 - c. A complete legal description describing the combined area of the subject parcel(s)
 - d. A vicinity map showing:
 - i. All land use designations within 300 feet of the subject parcel(s);
 - ii. All parcels within 300 feet of the subject parcel and all existing uses of those parcels;
 - iii. All road abutting and/or providing access to the subject parcel(s) including information on road classification (arterial, collector, access) and improvements to such roads;
 - iv. Location of shorelines and critical areas on or within 300 feet of the site, if applicable

- v. The location of existing utilities serving the subject parcels including electrical, water and sewer;
- vi. The location and uses of existing structures located on the subject parcel(s);
- e. Topographical map of the subject parcels and abutting properties at a scale of a minimum of one inch represents 200 feet (1:200);
- f. The current official zoning map designation for the subject parcel(s);
- g. A detailed plan which indicates any proposed improve
 - i. Paved streets;
 - ii. Storm drainage control and detention facilities;
 - iii. Public water supply;
 - iv. Public sanitary sewers;
 - v. Circulation and traffic patterns for the development and the surrounding neighborhoods;
- h. A corresponding zoning map amendment application, where necessary to maintain consistency between the land use and zoning maps. The rezone application will be processed separately from, and after, the comprehensive plan amendment;
- i. A description of any associated development proposals. Development proposals shall not be processed concurrent with comprehensive plan amendments, but the development proposals may be submitted for consideration of the comprehensive plan amendments to limit consideration of all proposed uses and densities of the property under the city's SEPA, zoning and comprehensive land use plan. If no proposed development description is provided, the city will assume that the applicant intends to develop the property with the most intense development allowed under the proposed land use designation. The city shall assume the maximum impact, unless the applicant submits with the comprehensive plan amendment a development agreement to ameliorate the adverse impact(s) of the proposed development.

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of the Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: WASHINGTON SECURITIES AND INVESTMENT CORPORATION

Applicant Signature: Sharon S. Marshall President Date 2/20/2020

Vantage Way Properties

Comprehensive Plan Land Use Designation Map Amendment

APPLICATION - GENERAL REQUIREMENTS

1. *Completed Application and Filing Fee.*

The Filing Fee is being submitted to the City by the Applicant, Greg Markel with the **FORMAL Comprehensive Plan Map Amendment Application Submittal**.

2. *The purpose of the proposed amendment.*

The Applicant, Mr. Gregory Markel of Washington Securities and Investment Corporation, is proposing a Comprehensive Plan Map Amendment and concurrent Zoning Map Amendment on approximately 300 Acres ("Site") previously owned by Washington State University. The site was sold in September 2019 to the Applicant and is now privately owned, however, with the current land use designation of Public Facilities (PF). The proposed amendment is for a change in land use designation to a combination of Commercial and Medium Density Residential. A concurrent Zoning Map Amendment is proposed as requested by the City, to implement commensurate zoning, and is submitted as a separate application by the Applicant. The current Agriculture (AG) zoning is proposed to be amended to a mix of C-LB (Limited Business Use District), C-3 (General Business Use District) and R-2 (Medium-density Residential) consistent with the proposed land use designations.

The Applicant formally requests that the City of Richland consider and process a Map Amendment to the current City of Richland Comprehensive Plan adopted in 2017 consistent with the City of Richland Municipal Code (RMC) - Chapter 23.01.020 which states:

"In accordance with Section 2.07(J) of the Richland City Charter, the comprehensive plan shall hereafter be progressively amplified, augmented and amended by including more completely planned areas consisting of natural homogenous communities, distinctive geographic areas, or other types of districts having unified interests within the total area of the municipality as well as that land located adjacent to the existing boundaries of the city and by including additional functional elements in the plan and amplifying and amending those in the plan to adjust to the current and projected needs of the city."

Justification:

No longer Public Land;

- There was previously a reservation on title (Statutory Warranty Deed Recording No. 96



26535 dated October 24,1996). This reservation was removed by virtue of a recorded City of Richland Quit Claim Deed (Recording No. 2008-009787 dated April 8, 2008) releasing the reversionary condition in the original Statutory Warranty Deed. The Reservation and Release are referenced in the Title Report dated March 8, 2019 submitted separately with the Vantage Way Properties Zoning Map Amendment Application,

- Washington State University has since sold the property to a private property owner and it will not be developed as a campus facility.

Why R-2 Residential;

- The Comprehensive Plan concludes that there is not enough land designated residential to accommodate the projected growth;
 - It concludes that even if all vacant and “underdeveloped” residential land were to fully develop, it would fall short of capacity for projected population growth,
 - We believe this to result in a significant underestimation of the short-fall of housing to accommodate growth,
 - This places an undue dependency on Agricultural Land designated as “urban reserve” to be rezoned and developed with residential use,
- Rezoning a portion of the subject property to residential provides better flexibility for the City to accommodate the projected growth without reliance on;
 - The full utilization of all vacant and underdeveloped land in the City within the horizon of the Comprehensive Plan,
 - Willing and timely rezoning and development of active agricultural lands.

See the attached *Market Analysis and Disposition Strategy, Vantage Way Property, Richland WA*, prepared by Wally Hobson, Leland Consulting Group dated February 10, 2020 which supports this proposed Comprehensive Plan Map Amendment.

Why C-LB Commercial;

- The Comprehensive Plan concludes that there is not enough residential land to accommodate growth, it also concludes that the bulk of the future dwelling units anticipated would be low density residential,
- The Comprehensive Plan indicates there is clearly a need for higher density residential and more affordable housing. It concludes that most of this would likely come from C-LB zoned land developing predominantly as multi-family housing (approximately 75% multi-family and 25% other C-LB commercial),



- The C-LB portion of the proposed amendment would provide the same flexibility for a mix of higher density housing with local commercial business in this area of City growth,
- Development of this type of housing is already trending in this area with the recent proposed development of the Horn Rapids Apartments (340 multi-family units) at the intersection of Kingsgate Way and SR-240.

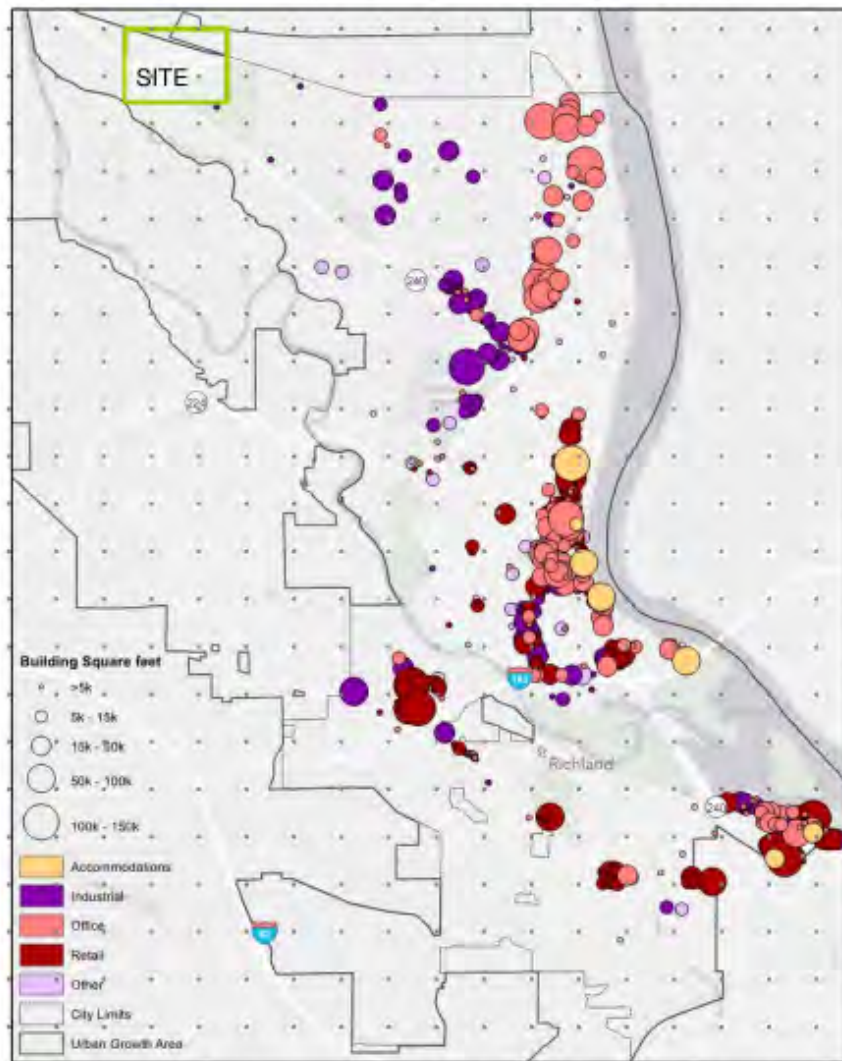
See the attached *Market Analysis and Disposition Strategy, Vantage Way Property, Richland WA*, prepared by Wally Hobson, Leland Consulting Group dated February 10, 2020 which supports this proposed Comprehensive Plan Map Amendment.

Why C-3 Commercial;

- The Comprehensive Plan goals for commercial lands and economic development are to promote, support and ensure the opportunity for balanced growth, expansion and economic development of businesses within the city. This goal includes and supports a balanced mix of commercial business. The proposed Comprehensive Plan Land Use Map Amendment and concurrent Zoning Map Amendment support these goals and policies,
- A critical component of the Comprehensive Plan land use distribution for the City of Richland is to achieve defined employment growth and goals. One of the largest defined land uses for the City is the partnership between the City and the Port of Benton County to support and market the Horn Rapids Industrial Master Plan area to industrial users, including mega site users. The intended and anticipated employment opportunities would include high tech, research, and health services users. Therefore, ancillary commercial uses will be needed to support the influx of those users.
- The current commercial land use designed zones and existing neighborhood commercial development within or in the vicinity of the Horn Rapids Industrial Master Plan or the Horn Rapids Master Planned residential community do not provide sufficiently zoned lands to meet the employment projections as reflected in Figure E-8 of the Comprehensive Plan supporting analysis. Currently, there are no other major commercial designated lands in the northwest vicinity of the City. See Figure ED-8 of Appendix A, City of Richland Comprehensive Plan below.



• **Figure ED-8: Commercial Building Sizes and Types in Richland**



- By expanding commercial zoned lands near new housing development, the goals to enhance and support the economic viability for population growth and to ensure public services will be met. And, at the same time promotes the practical extension of medium and high-density residential uses to support the anticipated employment growth in the Horn Rapids Industrial Park.

See the attached *Market Analysis and Disposition Strategy, Vantage Way Property, Richland WA*, prepared by Wally Hobson, Leland Consulting Group dated February 10, 2020 which supports this proposed Comprehensive Plan Map Amendment.

3. Describe how the amendment is consistent with Washington State Growth Management Act-RCW 36.70A (The goals the Act are listed in 36.70A.020).

See Attachment A - Consistency with Growth Management Act Goals

4. *How the amendment is consistent with the adopted countywide planning policies.*

See Attachment B - Consistency with Countywide Policies 2018 Benton County Comprehensive Plan

5. *How the amendment furthers the purpose of the city's comprehensive plan.*

See #2 Purpose of Proposed Amendment, above for the justification of how the proposed amendment furthers the City's comprehensive plan objectives.

6. *How the amendment is internally consistent with the city's comprehensive plan, as well as other adopted city plans and codes.*

See Attachment C - Consistency with City of Richland Comprehensive Plan Policies

7. *If applicable, how the project will meet concurrency requirements for transportation.*

Not Applicable to the Comprehensive Plan Map Amendment.

City Staff requested that the Applicant include a traffic impact analysis as an attachment to the SEPA Checklist for the proposed map amendments. The Applicant hired John Manix, PE, of PBS Engineering and Environmental, Inc. in Vancouver, Washington to prepare the analysis included as Attachment 4 to the SEPA Checklist submitted herewith. Please see the *Vantage Way Properties – Traffic Impact Analysis Letter* prepared by John Manix, PE, PBS Engineering and Environmental, Inc. dated February 24, 2020 .

8. *As necessary, supplemental environmental review and/or critical areas review, as determined by the Administrator.*

A SEPA checklist for programmatic level SEPA review addressing both the proposed Comprehensive Plan Land Use Map Amendment and concurrent Zoning Map Amendment is submitted herewith. As noted above, City Staff requested the inclusion of a traffic impact analysis to supplement the applications for the proposed map amendments. The SEPA Checklist and Attachments are included in this FORMAL Application submittal package. The Attachments include support documentation requested by the City including: a Washington State Department of Fish and Wildlife (WDFW) EMAIL regarding the Ferruginous hawk nesting and breeding areas north of the site, Washington State Department of Transportation (WSDOT) Access Rights confirmation, and the Traffic Impact Analysis Letter.

9. *Comprehensive Plan TEXT AMENDMENT applications must also include:*
a. *The proposed element, chapter, section and page number of the comp plan to be amended.*

Not Applicable. The proposal is for a MAP Amendment.



- b. *The proposed text change, with new text underlined and deleted text crossed out.*

Not Applicable.

10. *Comprehensive Plan MAP AMENDMENT applications must also include:*

**See the List of Application Exhibits and supporting Exhibits attached hereto.
The exhibits are provided as either 8 ½ x 11 OR 11x17 format.**

- a. *The current land use map designation for the subject parcel(s).*

EX-3 Current Comprehensive Plan Land Use Designation Map

- b. *The land use map designation requested.*

EX-4 Proposed Comprehensive Plan Land Use Designation Map

- c. *A complete legal description describing the combined area of the subject parcel(s).*

EX-2A Overall Legal Description of Property

EX-11A Proposed Legal descriptions for the concurrent Zoning Map Amendment.

- d. *A vicinity map showing:*

See the attached Regional Vicinity Map and Aerial Site Map that provide a full representation of the location of the site, surrounding areas and existing uses.

EX-1 Regional Vicinity Map

EX-2 Aerial Site Map

- i. *All land use designations within 300 feet of the subject parcel(s),*

EX-5 Local Vicinity Map

- ii. *All parcels within 300 feet of the subject parcel and all existing uses of those parcels,*

EX-5 Local Vicinity Map

- iii. *All road abutting and/or providing access to the subject parcel(s) including information on road classification (arterial, collector, access) and improvements to such roads,*

EX-5 Local Vicinity Map

EX-9 City Transportation Future Functionally Classified Street Network Plan (Fig T-11)

- iv. *Location of shorelines and critical areas on or within 300 feet of the site, if applicable,*
Not applicable.

- v. *The location of existing utilities serving the subject parcels including electrical, water and sewer,*

EX-8 City of Richland Existing Sewer System (Fig A1)

EX-8A City of Richland Master Plan System (Fig A9)



EX-8B City of Richland Sewer - CIP Summary (Fig A13)

vi. The location and uses of existing structures located on the subject parcel(s).

Not applicable.

e. Topographical map of the subject parcels and abutting properties at a scale of a minimum of one inch resents 200 feet (1:200).

EX-5 Topographic Map (1"=1,000')

Scale agreed to via email confirmation with Mike Stevens, City of Richland Planning Manager on January 14, 2020.

f. The current official zoning map designation for the subject parcel(s).

EX-7 Current Zoning Map

g. A detailed plan which indicates any proposed improve[ments]:

- i. Paved streets,*
- ii. Storm drainage control and detention facilities,*
- iii. Public water supply,*
- iv. Public sanitary sewers,*
- v. Circulation and traffic patterns for the development and the surrounding neighborhoods.*

Not applicable.

h. A corresponding zoning map amendment application, where necessary to maintain consistency between the land use and zoning maps. The zoning application will be processed separately from, and after, the comprehensive plan amendment.

EX-11 and EX-11A depict the proposed corresponding Zoning Map Amendment. The FORMAL Application for the Vantage Way Properties Zoning Map Amendment is submitted concurrently by the Applicant as a separate application per the request of the City.

i. A description of any associated development proposals. Development proposals shall not be processed concurrent with comprehensive plan amendments, but the development proposals may be submitted for consideration of the comprehensive plan amendments to limit consideration of all proposed uses and densities of the property under the city's SEPA, zoning and comprehensive land use plan. If no proposed development description is provided, the city will assume that the applicant intends to develop the property with the most intense development allowed under the proposed land use designation. The city shall assume the maximum impact, unless the applicant submits with the comprehensive plan amendment a development agreement to ameliorate the adverse impact(s) of the proposed development.

No proposed development or site development design is contemplated or accompanies this Comprehensive Plan Land Use MAP Amendment or the concurrent Zoning MAP Amendment applications.



A programmatic level SEPA review for the proposed Comprehensive Plan Map Amendment and concurrent Zoning Map Amendment has been prepared, and a SEPA Checklist is included in both of the formal map amendment applications as requested by City Staff.



Vantage Way Properties
Comprehensive Plan Amendment Application
Attachment A
Consistency with Growth Management Act Goals

1. **Urban growth.** *Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

Response: The proposed comprehensive plan amendment site is located within the City of Richland. It lies within Water and Sewer Service Areas as identified in both the *Existing Retail Water Service Area (Figure 6-1)* and *Proposed Year 2036 Water Improvements - North (Figure 8-1)* of City of Richland 2017 Comprehensive Water System Plan. The City of Richland 2015 General Sewer Plan Update cites accommodating sewer service for the site area with growth per Capital Improvement Plan (CIP) projects. Accordingly, the City is committed to providing public services and the proposed plan amendment is consistent with this goal.

2. **Reduce sprawl.** *Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*

Response: The proposed amendment would promote future development in an area currently planned by the City of Richland for growth.

3. **Transportation.** *Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

Response: The City of Richland Citywide Transportation Plan adopted in 2005 supports the City's vision and servicing planned growth within this area, including multimodal elements over the next 20 years. The proposed map amendment would promote the opportunity for planned safe and efficient regional roadway connections and extensions within this area of the City. Development in the area of the site would be key to the City's planned connection of State Route 240 to Horn Rapids Road via unimproved Right-of-Way of Beardsley Road, and therefore is consistent with this planning goal.

4. **Housing.** *Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

Response: The proposed amendment would promote future development of a variety of residential densities and housing types, including single family, duplex and multi-family units as allow by the proposed C-LB and R-2 zoning.

5. **Economic development.** *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient*



economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Response: The amendment would provide and support development compatibility within the City Urban Growth Area by promoting the expansion of new commercial development and businesses to support the existing residential and industrial uses in the surrounding area, encourage regional economic growth and provide an opportunity for a variety of new jobs. The proposed plan amendment is consistent with this economic development goal.

6. **Property rights.** *Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*

Response: The proposal does not involve the taking of private lands for public purposes.

7. **Permits.** *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*

Response: The proposed comprehensive plan amendment is being filed in accordance with City regulations and processing procedures along with all other comprehensive plan amendments that have been filed within the City's annual plan review cycle, in accordance with the State Growth Management Act.

8. **Natural resource industries.** *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.*

Response: The proposed comprehensive plan amendment does not involve natural resource land, and albeit the site is currently zoned Agriculture, it has not been used as agricultural land previously.

9. **Open space and recreation.** *Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*

Response: The proposed comprehensive plan amendment would change the public facilities designation to a mix of Commercial and Residential on the site. The site is not designated as parks or open space in the current comprehensive plan and would not impact natural resource lands and is therefore consistent with this goal.

10. **Environment.** *Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*

Response: Development of the site would be subject to City and State environmental regulations whether developed under either the existing or proposed land use designations and zoning. There are no natural water features on-site. The Washington State Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) database shows a Ferruginous hawk nest and breeding area on the Hanford property, north of the site. According to the Department of Fish and Wildlife the hawk nest has been abandoned. The WDFW Fish and Wildlife Area Habitat Biologist evaluated the site in January 2020 specific to the Ferruginous hawk habitat and breeding



grounds and potential impact from the proposed comprehensive plan and rezone map amendments and determined that “...given the high level of disturbance that currently exists in this area, plus that to the east, reduces/eliminates the suitability of the private property for use by the Ferruginous hawks.” Therefore, the application would not negatively impact the natural environment, nor air or water quality.

11. **Citizen participation and coordination.** *Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

Response: The application is filed in accordance with existing City regulations, which will require public notification and hearings before both the Planning Commission and City Council.

12. **Public facilities and services.** *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

Response: As noted in Policy 1 above, the proposed comprehensive plan amendment site is located within the City of Richland’s Water and Sewer Service Areas and identified in the respective system plans. The site abuts Highway SR-240, Beardsley Road (future neighborhood collector - unimproved right-of-way) and Horn Rapids Road (undeveloped non-designated portion extending to an existing arterial). The site is located in an area where public facilities and services are present in proximity to the site, and serve existing adjacent recreational and industrial development, along with residential development in the Horn Rapids Master Plan. The amendment would result in an increase public facilities and services. Those facilities and services are anticipated in the City’s Management Plans for Water Service, Sewer Service, Transportation Planning, etc., based upon need for future growth within the area. Therefore, the proposed amendment is consistent with this goal.

13. **Historic preservation.** *Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.*

Response: There are no structures on the site and no known sites of historical or archaeological significance.

14. **Shoreline management.** *Develop a Shoreline Master Program (SMP) pursuant to the Shoreline Management Act. The goals and policies of a SMP for a county or city approved under chapter 90.58 RCW shall be considered a part of the county or city’s comprehensive plan.*

Response: The site does not lie within the jurisdiction of the City of Richland Shoreline Master Program.



Vantage Way Properties
Comprehensive Plan Amendment Application

Attachment B

Consistency with Countywide Policies
2018 Benton County Comprehensive Plan

Policy 1: *The comprehensive plans of Benton County and each of the cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the 14 goals of the Growth Management Act.*

Response: A specific response as to how the application is consistent with the 14 goals of the Growth Management Act is addressed in Attachment A.

Policy 2: *The County shall allocate future projected populations through the use of the latest population projections published by the Washington State Office of Financial Management (OFM). Allocation of future populations shall be based on the following distribution: City of Kennewick 40% of total county population; City of Richland 28% of total county population; Benton County 19% of total county population; City of West Richland 8% of total county population; City of Prosser 3% of total county population and City of Benton City 2% of total county population. The County, in consultation with the Cities will review the OFM population projection ranges (Low, Medium, and High) and allocation percentages whenever OFM publishes new GMA population projections.*

Response: The proposed comprehensive plan amendment would provide additional flexibility for the City of Richland to accommodate projected population growth in their 2017 Comprehensive Plan. The amendment is consistent with this policy.

Policy 3: *The locating of Urban Growth Areas within the County shall be accomplished through the use of accepted planning practices which provide sufficient land and service capacity, up to the determined need, to meet project populations at urban densities and service standards within the Cities, and urban densities for those portions of the County located within the urban growth areas.*

Response: The subject property is currently within the City of Richland. This amendment is consistent with the policy.

Policy 4: *That Urban Growth Areas of each City shall be based upon official and accepted population projections for [a] minimum of 20 years. The gross undeveloped and underdeveloped acreage within the city limits and the Urban Growth Area shall be sufficient to meet all the land requirements, for the following: community and essential public facilities, population projection, commercial and industrial activities ,employment projections, infill and to prevent inflation of land cost due to a limited land supply. (Note: The complex formula for identifying per capita land needs included in this policy has not been reprinted here.)*

Response: The proposed comprehensive plan amendment is consistent with the overall intent of the existing plan. It is intended to provide additional flexibility for the City of Richland to accommodate projected population growth in their 2017 Comprehensive Plan. It would not lead to expansion of city limits into the adjacent County Urban Growth areas.



Policy 5: *That within the urban growth area, urban uses shall be concentrated in and adjacent to existing urban services or where they are shown on a Capital Improvement Plan to be available within 6 years.*

Response: The proposed comprehensive plan amendment occurs within the City limits. The City Management plans include the anticipation of extension of streets and utility systems to serve this area. The proposed plan amendment is consistent with the intent of this policy.

Policy 6: *That cities limit the extension of service district boundaries and water and sewer infrastructure to areas within each jurisdiction's urban growth area contained in their adopted Comprehensive Plan. Utility plans should attempt to reflect possible needs for 50 years.*

Response: The proposed comprehensive plan amendment would not involve extending service district boundaries outside of the City of Richland City Limits. The City's Water and Sewer Comprehensive Plans address future growth, utility extension and reserve capacity for the amendment area located within the existing service areas, and therefore the proposed amendment is consistent with this policy.

Policy 7: *Within each Comprehensive Plan, the Land Use Plan for urban growth areas should designate urban densities and indicate the general locations of greenbelt and critical areas.*

Response: The proposed comprehensive plan amendment is intended to provide additional flexibility for the City of Richland to accommodate projected population growth in their 2017 Comprehensive Plan. There are no known critical areas on the site. Therefore, the proposal is consistent with this policy.

Policy 8: *Wherever possible, given consideration of all other variables, such as existing unused service infrastructure, the placement of an urban growth line into an area of existing commercial agriculture shall be avoided.*

Response: The proposed comprehensive plan amendment does not involve revisions to the urban growth boundary. The proposed plan amendment is consistent with this policy. Albeit the site is currently zoned agriculture, no commercial agriculture farming or agricultural activity has occurred on the site.

Policy 9: *The appropriate directions for the expansion of urban growth areas are those which are unincorporated land with existing service infrastructure and lands adjacent to corporate limits.*

Response: The proposed comprehensive plan amendment does not involve an expansion of an urban growth area boundary. The site is within the corporate limits of the City of Richland. The plan amendment is consistent with this policy.

Policy 10: *All policies within each jurisdiction's Comprehensive Plans shall be modified to be consistent with adopted Countywide Policies.*

Response: The proposed comprehensive plan amendment would not require the amendment of any policies within the City of Richland Comprehensive Land Use Plan. The amendment is consistent with this policy.



Policy 11: *The County and Cities, along with public participation shall develop a cooperative regional process to site essential public facilities of regional and statewide importance. The objective of the process shall be to ensure that such facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the region or county.*

Response: The proposed comprehensive plan amendment is not anticipated to impact City planned public facilities. The current land use designation of Public Facilities (PF) was due to the Washington State University ownership. The amendment is consistent with this policy.

Policy 12: *Support the existing solid waste program that promotes and maintains a high level of public health and safety, protects the natural and human environment of Benton County and encourages public involvement by securing representation of the public in the planning process.*

Response: The proposed comprehensive plan amendment would not impact the City's solid waste collection program or commitment to public health. The proposed comprehensive plan amendment would not impact existing solid waste programs and is consistent with this policy.

Policy 13: *Encourage and expand coordination and communication among all jurisdictions and solid waste agencies/firms in Benton and Franklin Counties in order to develop consistent and cost effective programs that avoid duplication of effort and gaps in program activities.*

Response: The proposed comprehensive plan amendment would not impact existing solid waste programs and is consistent with this policy.

Policy 14: *Maintain active County-City participation in the Regional Transportation Planning Organization in order to facilitate City, County and State coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties.*

Response: The proposed comprehensive plan amendment would potentially facilitate existing regional and city planning of transportation facilities and infrastructure improvements, including TIP and CIP project funding, etc. The City Transportation Plan identifies expansion of future infrastructure improvements for the area in their planned Future Functionally Classified Street Network. It is consistent with this policy.

Policy 15: *The County and Cities within shall work together to provide housing for all economic segments of the population. All jurisdictions shall seek to create the conditions necessary for the construction of affordable housing, at the appropriate densities within the cities and county. The following actions should be accomplished:*

- a. Jointly quantify and project total countywide housing needs by income level and housing type (i.e. rental, ownership, senior, farm worker housing, group housing.)*
- b. Establish a mechanism whereby the housing efforts/programs of each jurisdiction address the projected countywide need.*
- c. Address the affordable housing needs of very low, low and moderate income households, and special needs individuals through the Comprehensive Housing Affordability Strategy (CHAS).*
- d. Develop design standards for implementation within the Comprehensive Plan with special attention to be given to the residential needs of low to moderate income families.*



Response: The proposed plan amendment would not impact the City's Plans and Policies for affordable housing but could facilitate additional flexibility to accommodate a need for higher density housing. The proposed comprehensive plan map amendment is consistent with the intent of the policy.

Policy 16: *Urban growth areas may include territory located outside of a city if such territory may be characterized by urban growth or is adjacent to territory already characterized by urban growth. Within urban growth areas, only urban development may occur. (Note: the definition of "urban" included in the policy language has not been reprinted here.)*

Response: The proposed comprehensive plan amendment is located within the incorporated City of Richland city limits. The amendment is consistent with this policy.

Policy 17: *To encourage logical expansion of corporate boundaries into urban growth areas, and to enable the most cost efficient expenditure of public funds for the provision of urban services into newly annexed areas. The County and each City shall jointly develop and implement development, land division and building standards, and coordinated permit procedures for the review and permitting of new subdivision within Urban Growth Areas.*

Response: The proposed comprehensive plan amendment site is located within the City of Richland city limits. The amendment is consistent with this policy.

Policy 18: *Consistent with the protection of public health, safety, welfare and the use of natural resources on a long-term sustainable basis, the ability of service capacity to accommodate demands, and the expressed desires of each community, Comprehensive Plans shall jointly and individually support the County and region's economic prosperity in order to promote employment and economic opportunity for all citizens.*

Response: The proposed comprehensive plan amendment occurs within the City limits. The City Management plans include the anticipation of extension of streets and utility systems to serve this area. The proposed plan amendment is consistent with the intent of this policy.

Policy 19: *The County and Cities have historically partnered with each other as well as with other organizations to achieve economic development throughout the region. It is the intention of the County and Cities to continue to actively pursue mutually beneficial partnerships that promote growth in all sectors of business and industry, including but not limited to areas of agriculture, agri-business, industrial, commercial, public schools, recreation and tourism. Key strategies will include promoting family wage jobs, increasing business formation, expansion and retention and creating jobs and financial investment to improve the economics of our communities. (Note: specific economic development policies a -g are not reprinted here.)*

Response: The proposed comprehensive plan amendment is intended to facilitate the City's planned expansion of commercial, businesses and associated job creation; support economic growth and development opportunities; and create of a variety of housing options. It is consistent with this policy.

Policy 20: *Capital Improvement Plans and Land Use Plans, shall conduct fiscal analyses which identify and refine the most cost effective use of regional and local public services. (Note: specific policies (a-c) to accomplish this goal have not been reprinted here.)*



Response: The proposed comprehensive plan amendment is within the City limits. The existing City Management Plan(s) anticipate providing infrastructure and public services necessary to support future development within this area. It is consistent with this policy.

Policy 21: *Support the development of public schools in areas where utilities are present or can be extended, is financially supportable at urban densities, where the extension of public infrastructure will protect health and safety and the school locations are consistent with the analysis recommended by WAC 365-196-425(3)(b).*

Response: The proposed comprehensive plan amendment site is in an area anticipated to accommodate future housing in the City's Comprehensive Plan. The amendment is consistent with this policy.

Policy 22: *The Growth Management Act requires counties planning under the Act to adopt a countywide planning policy in cooperation with the cities located in the county. The countywide planning policy is to be a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this (GMA) chapter.*

The purpose for the Benton County Wide Planning Policies is to meet this requirement of the Act. This document is a tool that will provide the necessary guidance to achieve consistency during the updating of comprehensive plans for the county and the cities.

Response: The proposed comprehensive plan amendment is consistent with the framework and cooperation between the County and City Comprehensive plans. The amendment is consistent with this policy.



Vantage Way Properties
Comprehensive Plan Amendment Application
Attachment C
Consistency with City of Richland Comprehensive Plan Policies

ECONOMIC DEVELOPMENT ELEMENT

ED Goal 1: *Build the diversity, resiliency, and equity of the City's economy to ensure opportunities for growth and shared prosperity.*

***Policy 1:** Support the growth of a balanced mix of companies in the following sectors: high technology, professional service, personal service, retail trade, agricultural processing, energy industries, manufacturing, and tourism.*

***Policy 2:** Support expansion and improvement of business recruitment, retention and expansion programs to provide outreach and assistance to startup and existing businesses.*

***Policy 3:** Encourage educational institutions and non-profits to train a skilled future workforce.*

***Policy 4:** Recognize that infrastructure, including transportation and utility planning are vital to economic development and attracting businesses.*

Response: The amendment would provide and support development compatible with the City's growth projection by promoting the expansion of new commercial development and businesses to support the existing residential and industrial uses in the surrounding area, encourage regional economic growth and provide an opportunity for a variety of new jobs. The proposed plan amendment is consistent with this economic development goal.

ED Goal 5: *Ensure that Richland's economic development goals are aligned with regional economic development and marketing efforts.*

***Policy 1:** Coordinate with local, regional, and state economic development organizations in activities to attract new businesses and industries to the community.*

***Policy 2:** Facilitate collaboration with Tri-City Development Council (TRIDEC) and the Tri-Cities Visitor and Convention Bureau to develop and implement seamless, collaborative, low-cost, and effective marketing efforts designed to recruit new businesses, expand existing businesses, and build a positive national image.*

***Policy 3:** Accommodate the continued use of the Port of Benton barging facilities in north Richland, consistent with the City's Shoreline Master Program (SMP).*

***Policy 4:** Market the newly transferred 1,341 acres land from DOE to the City, the Port of Benton, and Energy Northwest for large industrial developments.*



Response: The proposed comprehensive plan amendment occurs within the City limits. The City Management plans include the anticipation of extension of streets and utility systems to serve this area. The proposed plan amendment is consistent with the intent of this policy.

ED Goal 6: *Encourage vibrant mixed-use areas in Tri-Cities as destinations to live, work, and visit.*

Policy 1: *Stimulate the development of quality retail and entertainment venues through incentives and infrastructure investments.*

Policy 2: *Assist small business owners to enhance their skills and profit opportunities.*

Policy 3: *Work with public and private groups to expand the range of tourist attractions within the city.*

Policy 4: *Facilitate retail development and Business District, Uptown, and nearby commercial areas.*

Policy 5: *Promote performing arts venues and activities through partnerships with regional economic development agencies.*

Policy 6: *Expand the range of options for housing in areas planned for higher density development.*

Policy 7: *Support development of higher density housing.*

Policy 8: *Attract young professionals by promoting their preferred types of job, housing, and entertainment options.*

Response: The proposed amendment would promote future development of a variety of residential densities and housing types. Additionally, the inclusion of commercial zones would provide much needed expansion of retail and businesses to support existing Horn Rapids Industrial Park and residential uses with the area. The proposed amendment is consistent with this economic development goal as it would provide opportunity for regional economic growth, a variety of new jobs and mix of housing, including high density multi-family.

LAND USE ELEMENT

LU Goal 1: *Plan for growth within the urban growth area and promote compatible land use.*

Policy 1: *Revitalize areas that are already within the City, especially areas within the Central Business District, such as the Parkway and Uptown, and the Island View areas.*

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

Response: The proposed comprehensive plan map amendment consists of a land use designation and zoning map change on a site located within the City Limits providing flexibility to accommodate projected growth.

LU Goal 2: *Establish land uses that are sustainable and create a livable and vibrant community.*



Policy 1: *Maintain a variety of land use designations to accommodate appropriate residential, commercial, industrial, healthcare, educational, recreational, and open space uses that will take advantage of the existing infrastructure network.*

Policy 2: *Ensure that adequate public services are provided in a reasonable time frame for new developments.*

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

Response: The proposed comprehensive plan amendment will result in additional flexibility to provide living and working environments for existing Horn Rapids Industrial Park employees and a mix of supporting commercial retail and business to the Horn Rapids Master Plan community residents. The proposed zoning will allow for a variety of residential housing types which is very limited in the area. The proposed amendment is consistent with this goal and policies.

LU Goal 3: *Maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.*

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

Policy 2: *Encourage higher residential densities especially in and near the Central Business District area.*

Policy 3: *Innovative and non-traditional residential developments can occur through the use of planned unit developments, density bonuses, new types of housing, and multi-use or mixed-use developments.*

Response: As noted in LU Goals 2 and 3 above, the proposed comprehensive plan amendment would provide for future development of a variety of residential densities and housing types. The proposed amendment is consistent with the land use goal.

LU Goal 4: *Promote commercial and industrial growth that supports the City's economic development goals.*

Policy 1: *Accommodate a variety of commercial land uses including retail and wholesale sales and services, and research and professional services.*

Policy 2: *Promote developments such as business and research parks, office parks, technology centers, manufacturing and processing facilities, and other types for high- tech uses.*

Policy 3: *Locate neighborhood-oriented commercial land uses in Neighborhood Retail Business areas.*

Policy 4: *Encourage the use of buffers or transition zones between non- compatible land uses.*

Policy 5: *In areas where residential uses are in close proximity to industrial or commercial lands, adequate development standards should be used in industrial or commercial developments to mitigate the impacts on residential uses.*

Policy 6: *Support industrial developments on lands previously owned by the Department of Energy and transferred to the City and the Port of Benton.*

Response: The proposed comprehensive plan amendment would provide opportunities for commercial services needed for projected growth ancillary to the Horn Rapids Industrial Park and



existing Horn Rapids Master Plan community. The proposed amendment is consistent with the intent of this land use goal.

LU Goal 5: *Ensure connectivity that enhances community access and promotes physical, social, and overall well-being so residents can live healthier and more active lives.*

Policy 1: *Locate commercial uses so that they conveniently serve the needs of residential neighborhoods, workplaces, and are easily accessible via non-motorized modes of transport.*

Policy 2: *Promote pedestrian and bicycle circulation throughout the community by connecting with the infrastructure and the City's network of parks and trail system.*

Response: The proposed comprehensive plan amendment site is in proximity of the Horn Rapids Master Plan area. It is bounded by SR-240, Horn Rapids Road and the future undeveloped Beardsley Road neighborhood connector. The City's Transportation plan identifies future extensions and development with these city roadways as well as a regional trail envisioned west of the Horn Rapids Master Plan. The proposed comprehensive plan amendment is consistent with this land use goal.

LU Goal 6: *Develop an attractive and vibrant Central Business District that displays the unique character of Richland.*

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

Policy 2: *Designate land use and zoning for higher-density residential uses, mixed-use, and business uses within and adjacent to the Central Business District.*

Policy 3: *Encourage infill development and redevelopment in the Central Business District. Public Facilities*

Response: The site is not located near the Central Business District, so this goal would not directly apply to this proposal.

LU Goal 7: *Encourage efficient use and location of public facilities such as transit centers, utility facilities, schools, parks, and other public uses.*

Policy 1: *Locate municipal facilities within their service areas and ensure the grouping of facilities within neighborhoods, whenever feasible.*

Policy 2: *Ensure that the scale, and location of public facilities are compatible with or buffered from existing and planned surrounding areas.*

Policy 3: *Wherever possible, the City will locate park and school facilities together for efficient use of public facilities.*

Policy 4: *Encourage the development of private and public regional sports and recreational facilities of a size and quality to attract significant numbers of users and spectators.*



Response: The proposed plan amendment is not anticipated to impact the City's plan for public facilities as the current land use designation of Public Facilities was due to the Washington State University ownership.

LU Goal 8: *Address unique land use situations in the urban area with policies specific to those situations that ensure compatibility between land uses without infringing on private property rights.*

Policy 1: *Ensure that lands designated Urban Reserve remain in this holding category to serve future demand for land.*

Policy 2: *Apply the Agricultural designation in the Yakima River floodplain.*

Policy 3: *At designated Waterfront land use locations, encourage an active mix of commercial, residential, and marine uses as allowed in the SMP.*

Policy 4: *Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*

Policy 5: *Define and identify mineral resource lands located within its boundaries that are not already compromised by on-site, immediate, or adjacent urban growth and that have long-term significance for the extraction of minerals on a commercially-viable basis.*

Policy 6: *Property and/or mineral rights owners should work with the City and appropriate agencies for protection of these sites. Designate mineral resource lands located in the City of Richland that meet the Criteria for Classification of Mineral Resources (WAC 365-190-070).*

Policy 7: *Ensure that land uses surrounding the Richland Airport are compatible with existing and future airport operations and do not restrict the airport's ability to maintain or expand its existing and future aviation demands. Coordinate with the Port of Benton to restrict land uses in airport areas that would create conflict or negatively impact the safe and effective airport operations.*

Response: The unique circumstances addressed in these land use policies do not apply to this application, as the site is not used for agricultural production; is not within any shoreline; is without any known historical or archeological significance; is not a mineral resource area; or in close proximity to the Richland Airport.

LU Goal 9: *Within Island View, the City will implement a Single Family Overlay land use designation for clusters of property that are currently used as single family residences which have high probability of being redeveloped with non-residential land uses.*

Policy 1: *The city will use the Single Family Overlay concept only in those instances where the majority of property owners have expressed a preference for its use.*

Policy 2: *Areas designated as Single Family Overlay will be zoned for single- family residential uses, as identified in the city's R-2 Medium Density Residential zoning district.*

Policy 3: *Areas designated as Single Family Overlay will remain as such until property owner(s) bring forward a request to remove the overlay and change the zoning to the designation contained in the Island View Subarea Plan. In such cases, an amendment to the comprehensive plan is not necessary.*



Policy 4: Applicants bringing forward a request to change the zoning of property designated Single Family Overlay should demonstrate that the land proposed for amendment is: a) large enough to support redevelopment for non-single family residential land uses; and b) will have sufficient access to City streets and utility systems to support redevelopment.

Policy 5: Whenever properties designated with the Single Family Overlay are rezoned for non-single family residential uses in accordance with Policy 4 above, the Single Family Overlay designation should be removed from the subject property.

Response: The site is not located within the Island View area, so these land use policies do not apply.

LU Goal 10: Follow controlling law and constitutional requirements, both state and federal, to ensure the appropriate protection of private property rights.

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

Policy 2: Process comprehensive plan amendments and development regulations using a fair and open hearing process, with adequate public notice and opportunities to participate to ensure the protection of all due process rights.

Policy 3: Process timely, fair, and predictable processing and review of land use permit applications in conformance with applicable federal and state legal and regulatory requirements.

Response: The application has been prepared and filed in compliance with City regulations that are in place to facilitate a fair and open hearing process and provide the public with adequate notice. The proposed plan amendment is consistent with this Land Use goal.

HOUSING ELEMENT

HE Goal 1: Provide a range of housing densities, sizes, and types for all income and age groups of the Richland community.

Policy 1: Ensure that the comprehensive plan and development regulations allow for a variety of housing types, sizes, densities, and lot configurations such as small lot single family housing, multi-family housing, mixed-use development, cluster development, live/work housing, co-housing, accessory dwelling units, single room occupancy units, zero lot line and similar subdivisions, and planned unit developments.

Policy 2: Encourage mixed-use developments with apartments and condominiums above commercial uses in the City's urban core. Where redevelopment or infill opportunities arise, allow for increased housing density in residential-designated areas that immediately surround the CBD, while respecting the character and scale of the existing neighborhood.

Policy 3: Support the development of senior housing care/assisted living facilities in the City in close proximity to commercial uses and medical services and facilities.



Policy 4: *Promote and provide incentives (such as zoning/rezoning, revised regulations, and provision of infrastructure) for infill development and redevelopment, while respecting the character and scale of the existing neighborhood.*

Policy 5: *Allow and regulate manufactured homes in the same way as site-built homes.*

Policy 6: *Plan for an adequate supply of land appropriate land designations and zoning categories to accommodate household growth, accommodating other commercial, industrial, and open space needs of the City.*

Response: As noted in LU Goals 2 and 3 above, the proposed comprehensive plan amendment would provide for future development of a variety of residential densities and housing types. The proposed amendment is consistent with the land use goal.

HE Goal 2: *Improve affordable housing opportunities for lower-income individuals, households, and first time homebuyers.*

Policy 1: *Expand the supply of affordable units by promoting owner- and renter-occupied housing throughout the City, consistent with Comprehensive Plan.*

Policy 2: *Promote the use of mixed-income , housing developments and mixed- use developments that provide both affordable housing and economic opportunities throughout the City consistent with Comprehensive Plan.*

Policy 3: *Sustain or improve the quality of existing affordable housing stock by encouraging rehabilitation of housing units by current owners.*

Response: The amendment would not impact the City's goals and policies for the promotion of affordable housing.

TRANSPORTATION ELEMENT

TE Goal 1: *Provide an efficient and multi- modal transportation network including road, trail, rail, water, and air, to support the City's land use vision and existing needs.*

Policy 1: *Plan new street segments and consider modifying existing streets to provide comfortable and safe elements for bicyclists, pedestrians, and transit users in addition to vehicles.*

Policy 2: *Identify and secure the rights of way for new and/or expanded transportation corridors.*

Policy 3: *Support rail services for industries and commerce within the area.*

Policy 4: *Support regional planning efforts for roadway, rail, air, and non- motorized travel.*

Policy 5: *Plan and implement transportation system improvements that meet the needs of all areas and residents.*

Policy 6: *Plan transportation facilities that are compatible with adjacent land uses.*



Policy 7: Plan and implement an appropriately classified and designed roadway system that provides for efficient movement of people and goods and the comfort and safety of residential neighborhoods.

Response: The City of Richland Citywide Transportation Plan adopted in 2005 supports the City's vision and servicing planned growth within this area, including multimodal elements over the next 20 years.

TE Goal 2: *Improve safety, connectivity, and operating efficiency of the transportation system.*

Policy 1: Implement appropriate access control for arterial collectors and arterial streets.

Policy 2: : Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas.

Policy 3: Evaluate, plan, and install traffic control devices and intersection designs to improve travel safety and efficiency.

Response: The City of Richland Citywide Transportation Plan adopted in 2005 supports the City's vision and servicing planned growth within this area, including multimodal elements over the next 20 years. The proposed comprehensive plan amendment would promote the opportunity for planned safe and efficient regional roadway connections and extensions within this area of the City. The proposed plan amendment is consistent with this transportation goal.

TE Goal 3: *Encourage the use of transportation modes that promote energy conservation, circulation efficiency, and an active lifestyle.*

Policy 1: Support increased use of transit, bicycling, and pedestrian travel.

Policy 2: Plan facilities for non-motorized travel across jurisdictional boundaries.

Policy 3: Require sidewalks, improved shoulders, appropriate signage, or off-street trails within new developments to accommodate internal bicycle and pedestrian circulation within and between neighborhoods.

Policy 4: Encourage new developments to be pedestrian-friendly and compatible with the public transportation system.

Policy 5: Design a circulation system to become a bicycle-friendly community with complete streets.

Response: As noted in TE Goal 2 above, the City's Citywide Transportation Plan adopted in 2005 supports the City's vision and servicing planned growth within this area, including multimodal elements over the next 20 years. The proposed plan amendment is consistent with this transportation goal.

TE Goal 4: *Ensure that the road network is sensitive to the natural and built environment and offers a sense of the community.*

Policy 1: Use appropriate streetscape and gateway features along the major entryways into the City.

Policy 2: Implement landscaping and other types of buffers along major transportation corridors.



Policy 3: *Construct street system improvements to reduce traffic congestion as a measure to improve air quality.*

Policy 4: *Plan new streets and consider modifying existing streets to include storm water management best practices to reduce pollution from stormwater runoff.*

Policy 5: *Plan and implement new streets with features that mitigate the hazard to wildlife.*

Policy 6: *Plan and implement new streets and consider modifying existing streets to improve access control to sensitive areas.*

Response: The amendment would not impact the City's goals and policies for road networks.

URBAN DESIGN ELEMENT

UD Goal 3: *Development through appropriate design, should protect natural features such as rivers, shorelines, ridgelines, steep slopes, and archaeological and historical resources.*

Policy 1: *Development should be sensitive to existing topography and landscape, and should minimize environmental impacts.*

Policy 2: *Hillside development should, as much as practical, blend with the natural shape and texture of the land.*

Policy 3: *Lighting should be designed so as to promote public safety as well as promote "Dark Sky" principals.*

Response: The site of the proposed plan amendment does not contain shorelines, steep slopes or ridgelines and there are no known archeological or historical resources on site. Therefore, this Urban Design goal is not directly applicable to this proposed plan amendment.

UTILITIES ELEMENT

UE Goal 2: *Maintain existing service levels to current customers and ensure that public facilities and services necessary to support development are planned, sized, and constructed to serve new development*

Policy 3: *Promote the efficient use of land and minimize environmental disturbance by requiring that the facilities of various utilities be located together in the City right-of-way wherever possible.*

Response: The proposed comprehensive plan amendment occurs within the City limits. The City Management plans include the anticipation of extension of streets and utility systems to serve this area. The proposed plan amendment is consistent with the intent of this policy.



VANTAGE WAY PROPERTIES
Comprehensive Plan Map Amendment
LIST OF EXHIBITS

EX - 1	Regional Vicinity Map
EX - 2	Aerial Site Map
EX - 2A	Overall Legal Description of Property
EX - 3	Current Comprehensive Plan Land Use Designation Map
EX - 4	Proposed Comprehensive Plan Land Map Amendment
EX - 5	Local Vicinity Map
EX - 6	Topographic Map (1"=1,000')
EX - 7	Current Zoning Map
EX - 8	City of Richland Existing Sewer System (Fig A1)
EX - 8A	City of Richland Master Plan System (Fig A9)
EX - 8B	City of Richland Sewer - CIP Summary (Fig A13)
EX - 9	City Transportation Future Functionally Classified Street Network Plan (Fig T-11)
EX - 10	City of Richland Water Proposed 2036 Water System Improvements – North (Fig 8-1)
EX - 11	Proposed Zoning Map Amendment
EX - 11A	Proposed Zoning Legal Descriptions



REGIONAL VICINITY MAP

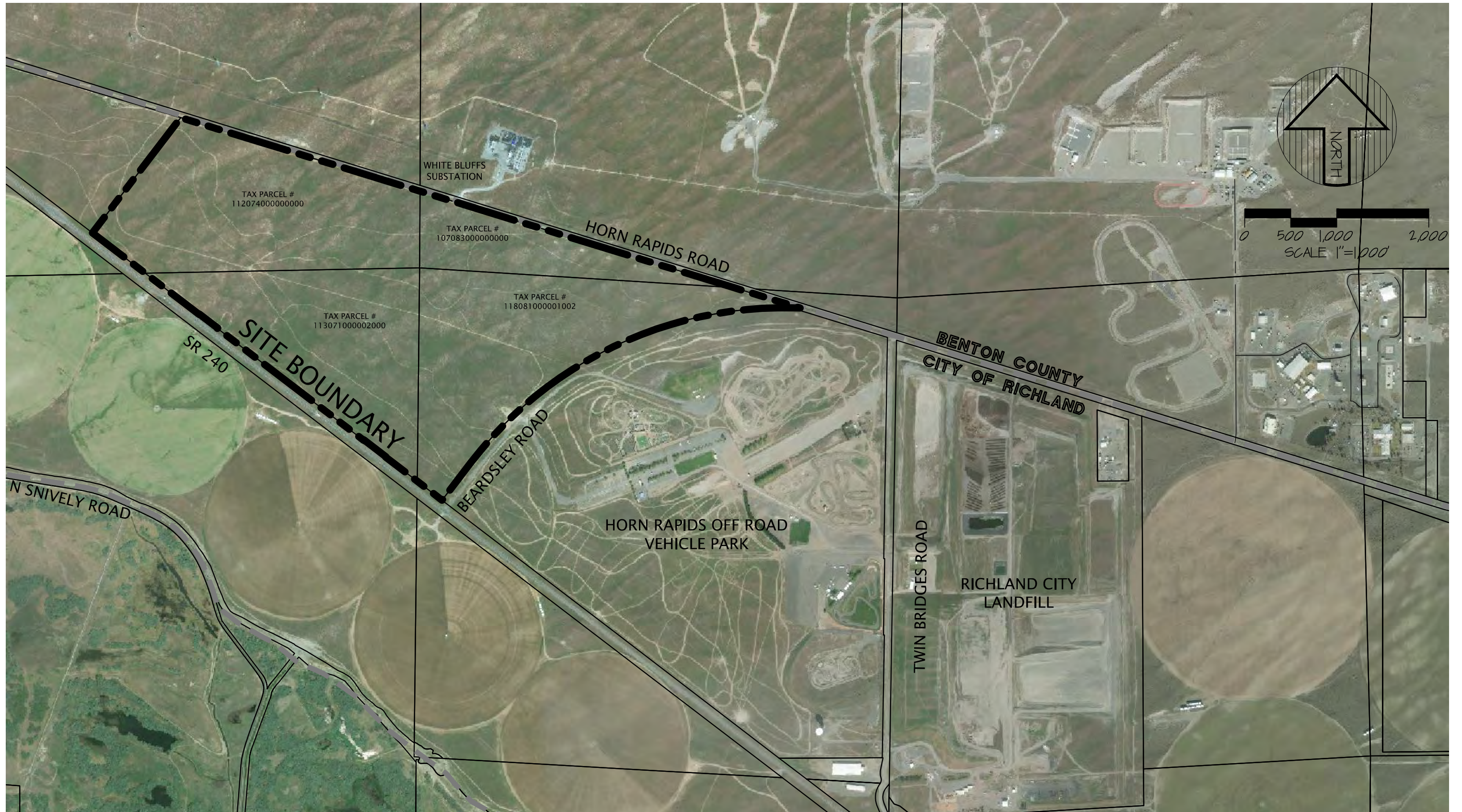


GOLDSMITH

LAND DEVELOPMENT SERVICES

1215 114th Ave SE, Bellevue, WA 98004 | PO Box 3565, Bellevue, WA 98009
T 425 462 1080 F 425 462 7719 www.goldsmithengineering.com

EX-1

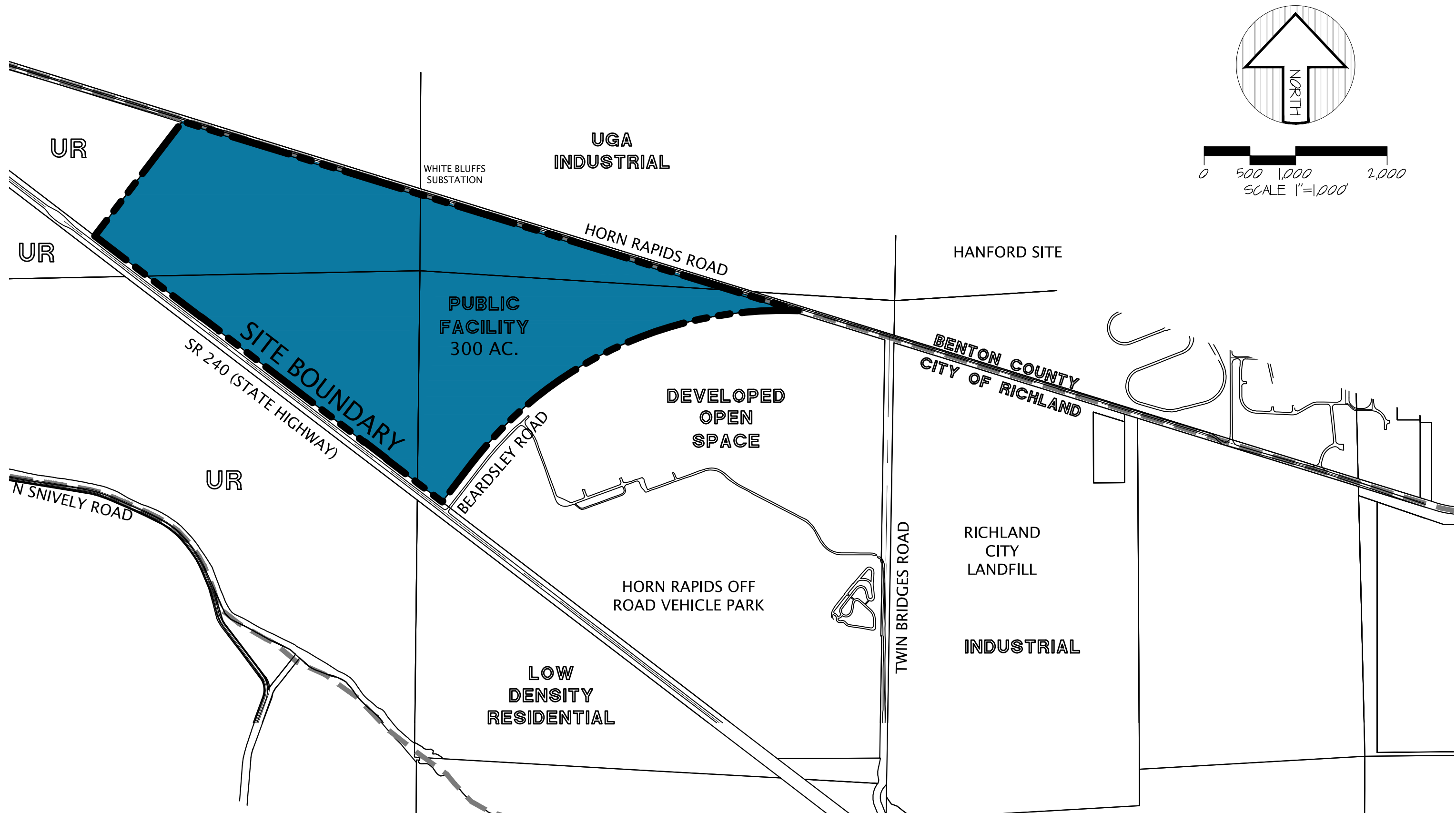


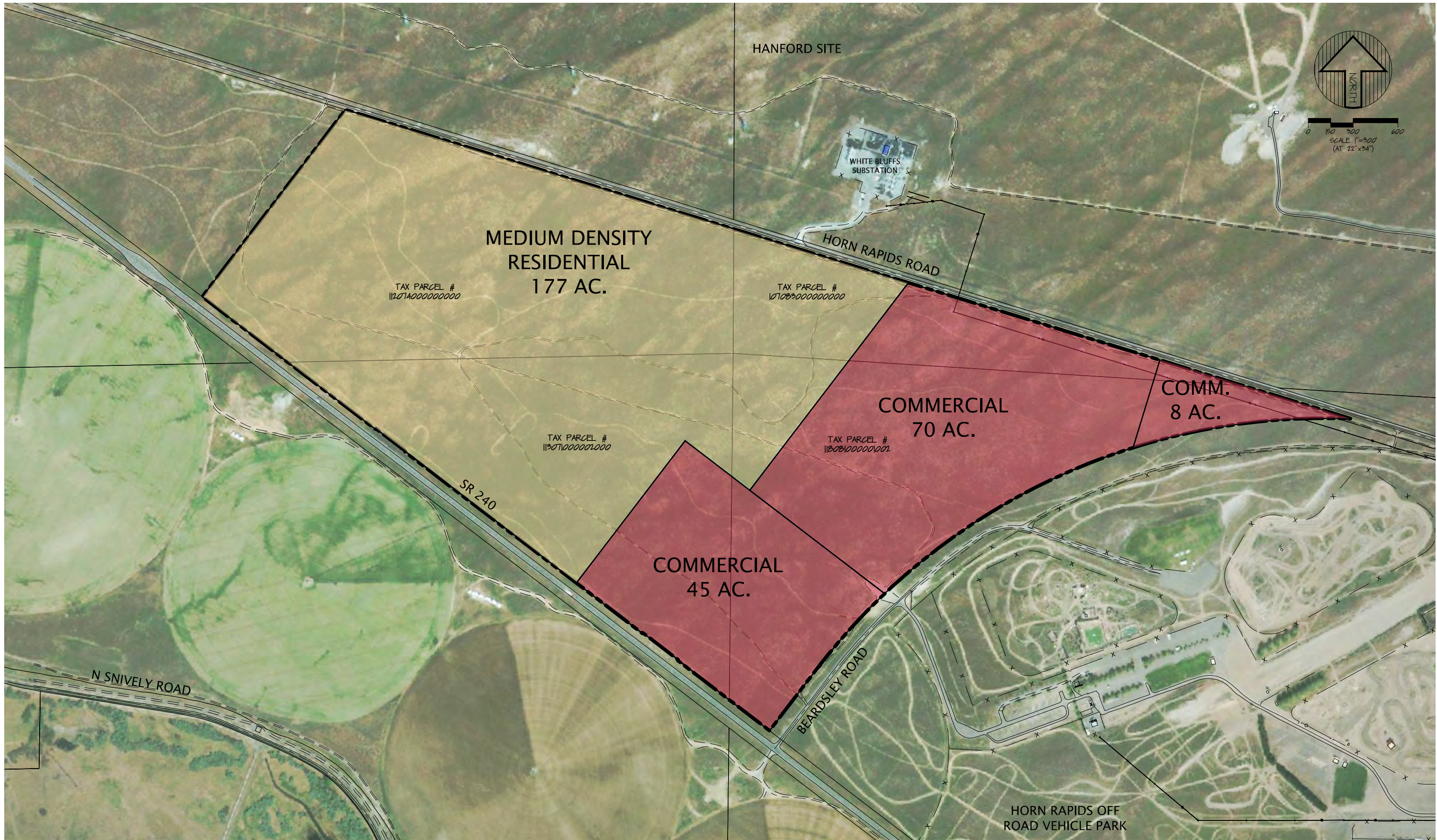
VANTAGE WAY PROPERTIES
Comprehensive Plan Map Amendment Application

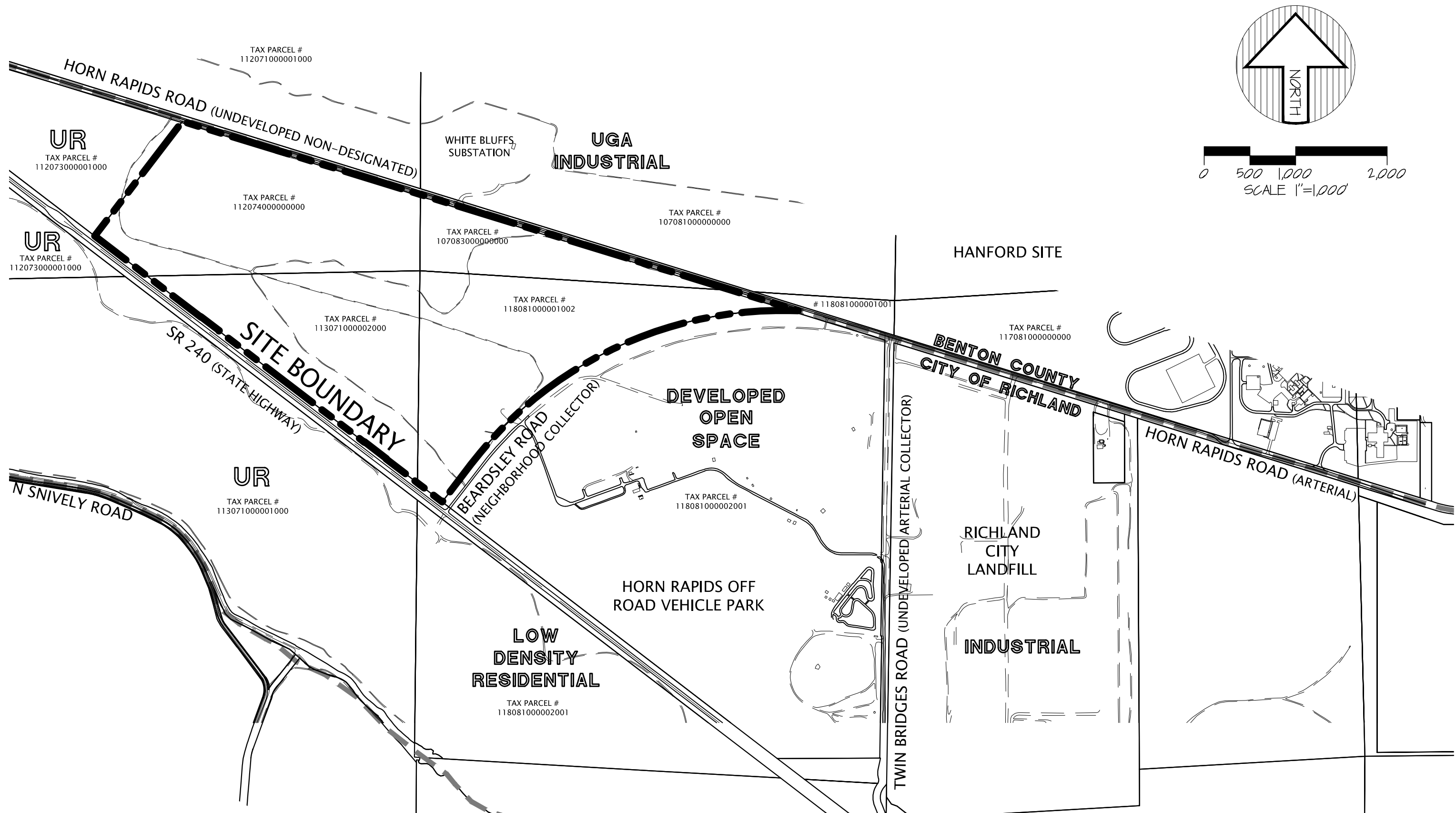
OVERALL LEGAL DESCRIPTION OF PROPERTY

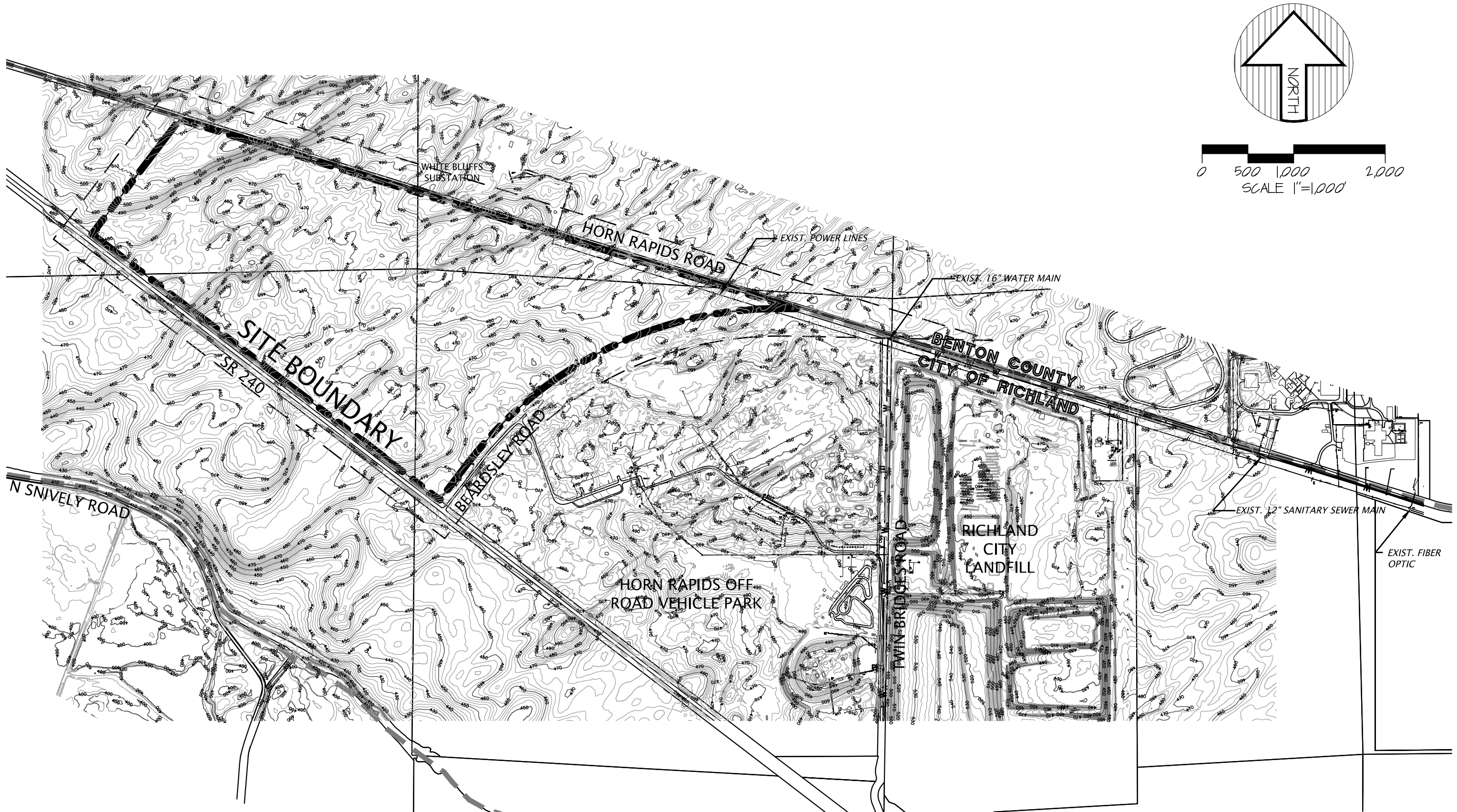
A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 12 AND 13, TOWNSHIP 10 NORTH, RANGE 27 EAST, W.M., AND PORTIONS OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

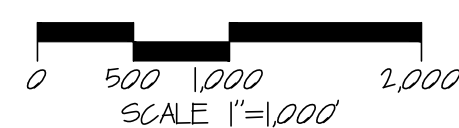
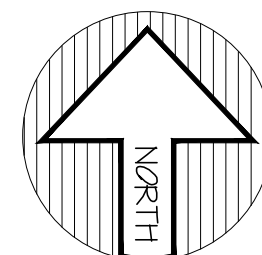
COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3,420.30 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF HORN RAPIDS ROAD AND THE TRUE POINT OF BEGINNING; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID RIGHT-OF-WAY, 754.21 FEET TO A POINT ON A CURVE WHOSE RADIUS POINT BEARS SOUTH $02^{\circ}17'02''$ WEST 4,290.00 FEET; THENCE SOUTHWESTERLY 4,108.22 FEET ALONG THE ARC OF SAID CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF $54^{\circ}52'05''$ TO A POINT OF TANGENCY; THENCE SOUTH $37^{\circ}24'57''$ WEST, 515.00 FEET TO THE NORTHERLY RIGHT-OF-WAY OF SR 240; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY THE FOLLOWING COURSES; NORTH $52^{\circ}35'03''$ WEST, 773.00 FEET; NORTH $37^{\circ}24'57''$ EAST, 5.00 FEET; NORTH $52^{\circ}35'03''$ WEST, 300.00 FEET; SOUTH $37^{\circ}24'57''$ WEST 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 2000.00 FEET; NORTH $37^{\circ}24'57''$ EAST, 5.00 FEET; NORTH $52^{\circ}35'03''$ WEST, 250.00 FEET; SOUTH $37^{\circ}24'57''$ WEST, 5.00 FEET; NORTH $52^{\circ}35'03''$ WEST, 1,459.03 FEET; THENCE LEAVING SAID RIGHT-OF-WAY, NORTH $37^{\circ}24'57''$ EAST, 1577.67 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF SAID HORN RAPIDS ROAD; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID RIGHT-OF-WAY DISTANCE OF 6,287.48 FEET TO THE TRUE POINT OF BEGINNING.











VANTAGE WAY PROPERTIES
CURRENT ZONING MAP
GREG MARKEL
RICHLAND, WA

19141
JANUARY 2020
EX-7



Figure A1

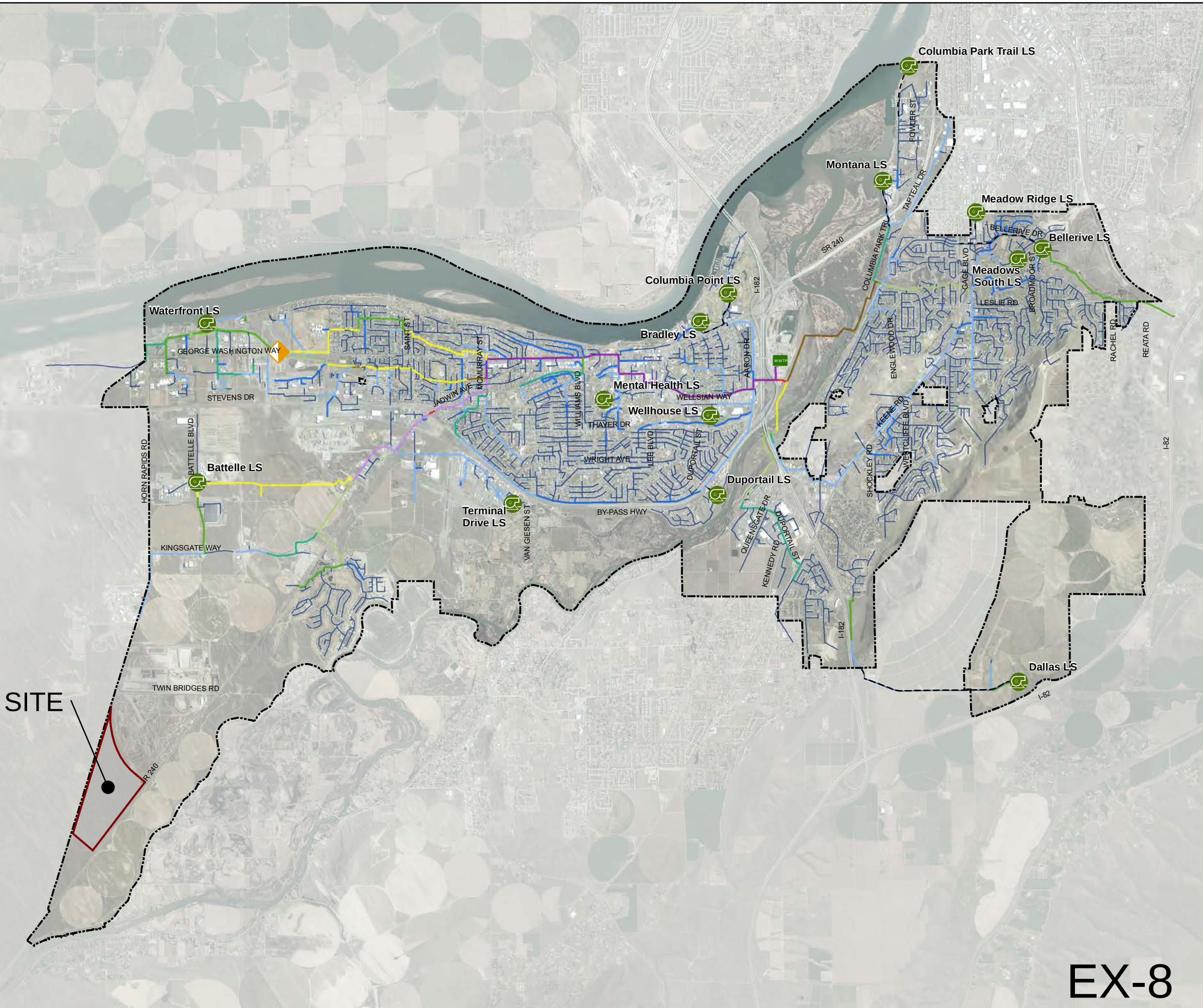
Existing System

Legend

- City Limits
- Waste Water Treatment Plant
- City Lift Stations
- George Washington Way Diversion Structure
- Forcemain

Existing Pipe Size (in)

- Collector
- 10
- 12
- 15
- 18
- 21
- 24
- 27
- 30
- 36
- 42
- 54



Date: Dec 4, 2015





Figure A9
Master Plan System

Legend

City Limits

UGA

50-yr Planning

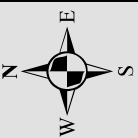
Waste Water Treatment Plant

City Lift Stations

MP City Lift Station

Existing Size (in)	MP Pipe Size (in)
Collector	Collector
10	10
12	12
15	15
18	18
21	21
24	24
27	27
30	30
36	36
42	42
54	54
Forcemain	MP Forcemain

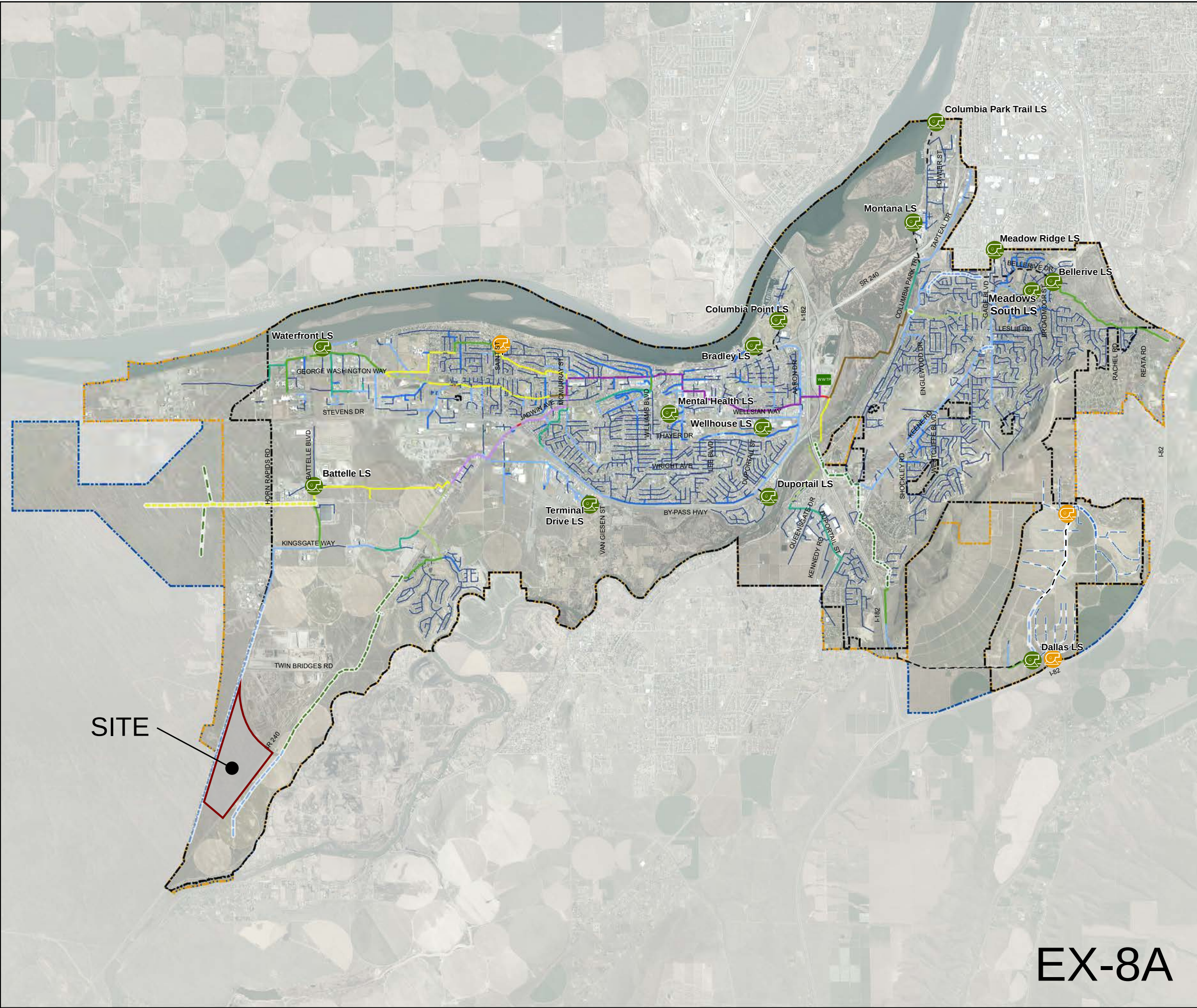
0 6,000 12,000 Feet



Date: Dec 10, 2015



J-U-B ENGINEERS, INC.



EX-8A



Figure A13
CIP Summary Map

Legend

City Limits

UGA

50-yr Planning

Waste Water Treatment Plant

City Lift Stations

MP City Lift Station

2015-2019

2020-2024

With Growth

Existing Size (in)

10

12

15

18

21

24

27

30

36

42

54

Forcemain

NOTE
A Master Plan is conceptual in nature and intended for planning purposes only. Field verification, survey, utility locates, and investigation of other potential upstream and downstream conflicts should be completed prior to preliminary and final design.

0 6,000 12,000 Feet



Date: Dec 9, 2015

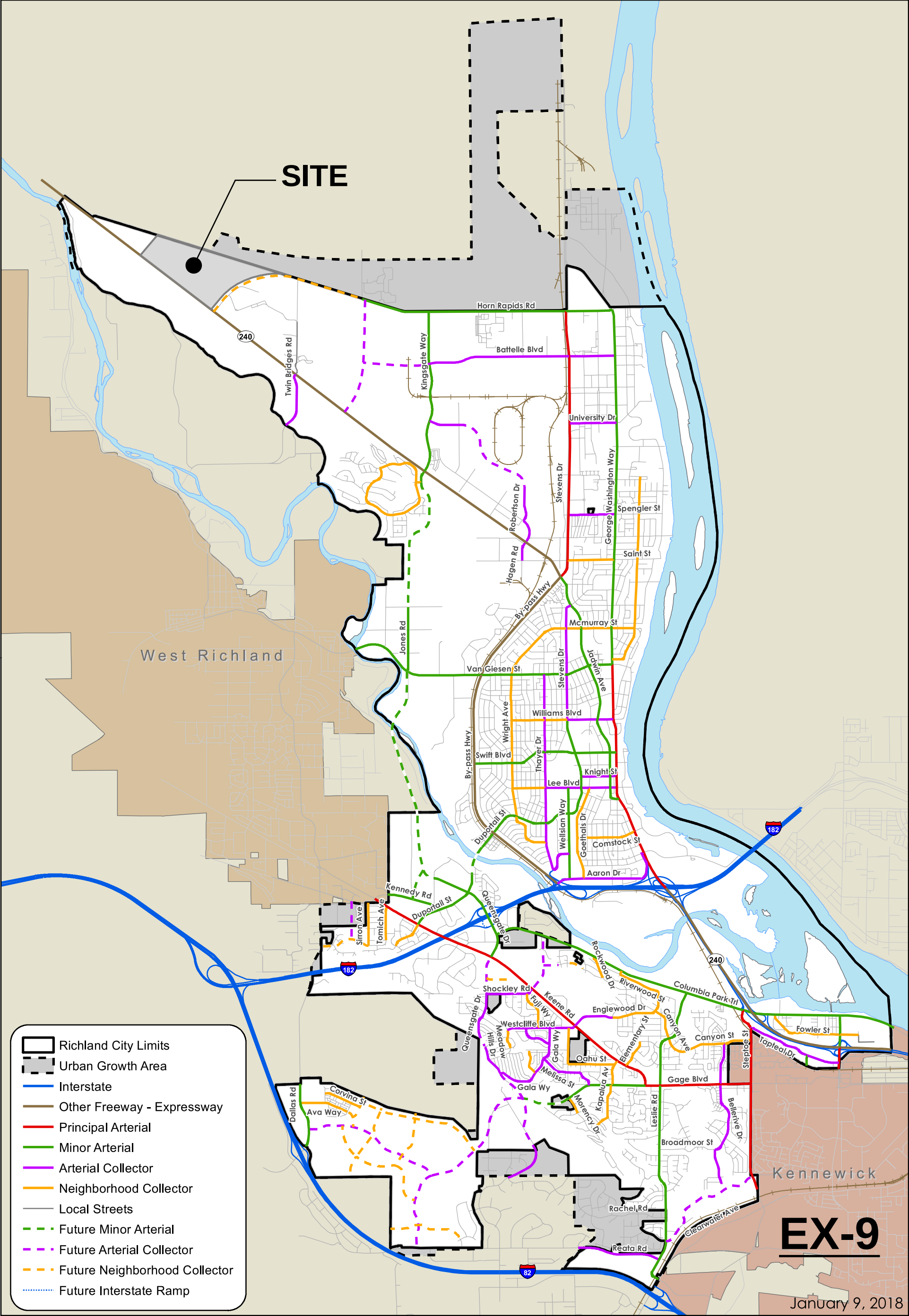


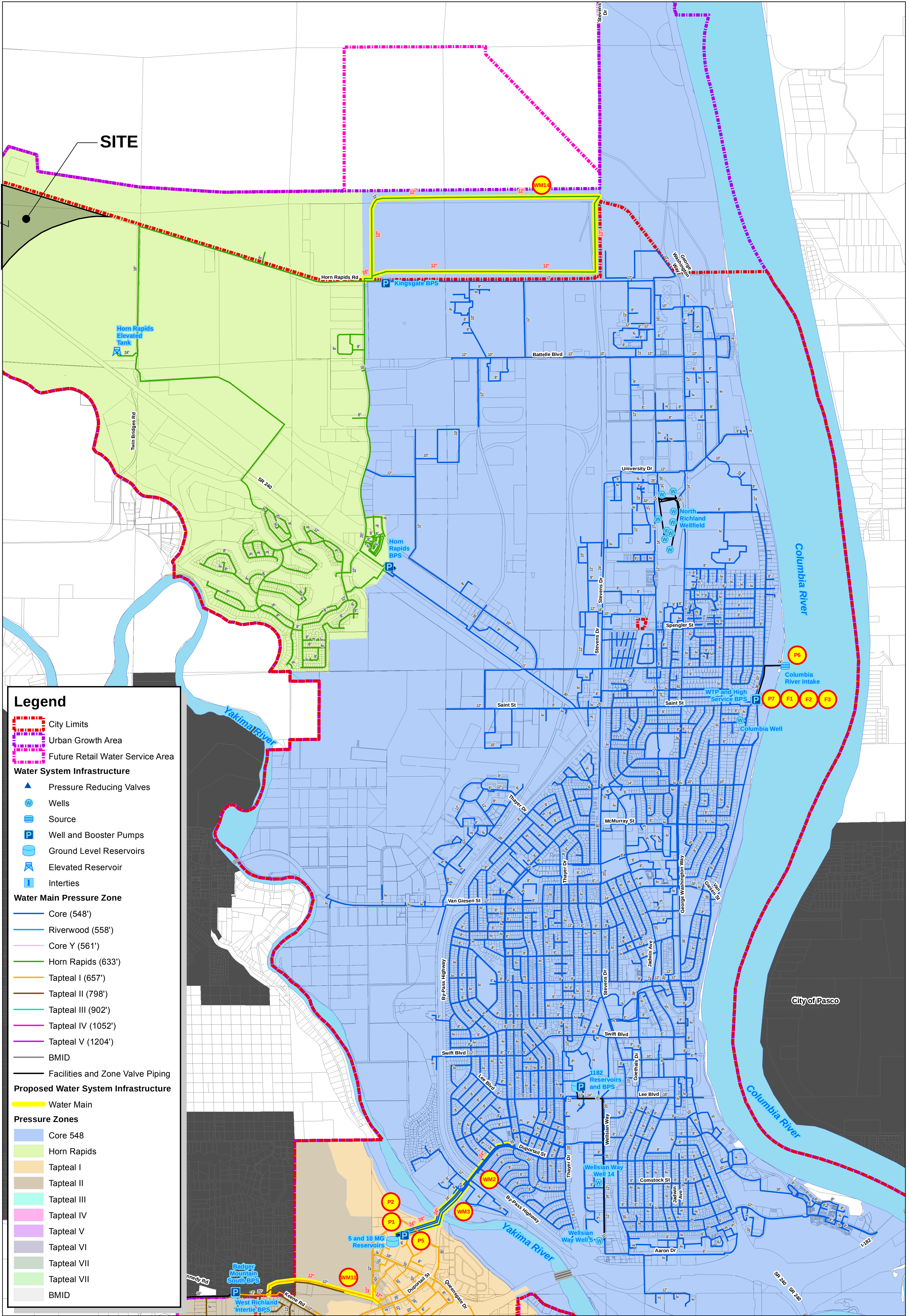
EX-8B



City of Richland

T-11 - Future Functionally Classified Street Network





\\RH2\DFS\RICHLAND\DATA\RIC\715-107\GIS\MAPS\FIG8-1.MXD BY: RWITHERS PLOT DATE: MAR 20, 2017 COORDINATE SYSTEM: NAD 1983 STATEPLANE WASHINGTON SOUTH FIPS 4602 FEET



1 inch = 1,500 feet

0 750 1,500 3,000 Feet

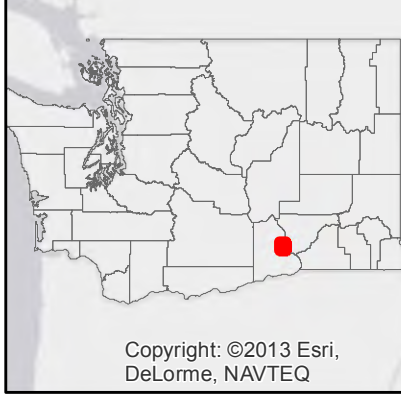
DRAWING IS FULL SCALE WHEN BAR MEASURES 2"



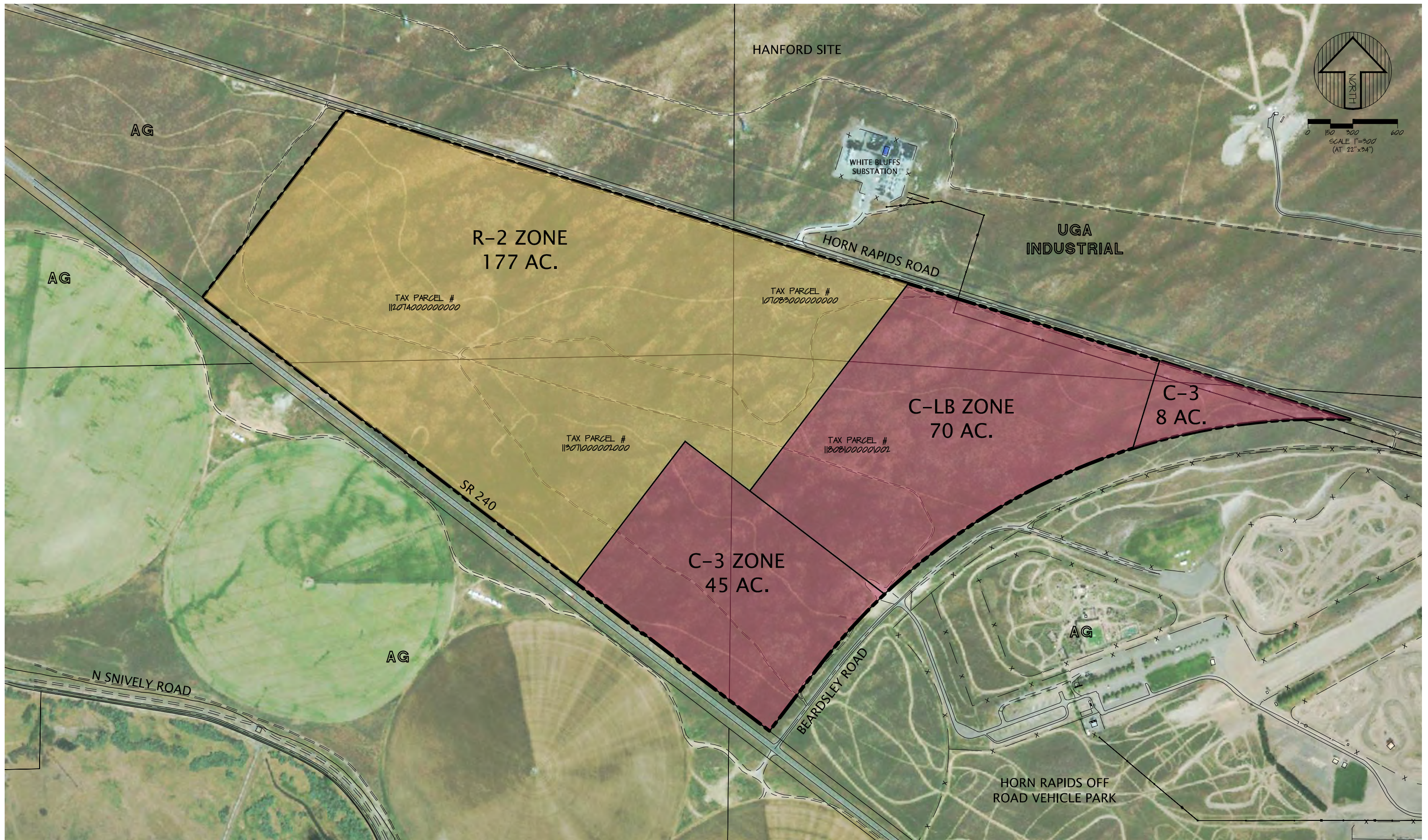
Figure 8-1 Proposed Year 2036 Water System Improvements - North City of Richland 2017 Comprehensive Water System Plan

EX-10

Vicinity Map



Copyright: ©2013 Esri, DeLorme, NAVTEQ



**VANTAGE WAY PROPERTIES
PROPOSED ZONING LEGAL DESCRIPTIONS**

C-LB DESCRIPTION

A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3420.30 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD; THENCE NORTH $72^{\circ}54'30''$ WEST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN 583.03 FEET TO THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY MARGIN SOUTH $17^{\circ}05'30''$ WEST 614.63 FEET TO A POINT ON A CURVE WHOSE RADIUS POINT BEARS SOUTH $17^{\circ}28'12''$ EAST 4290.00 FEET; THENCE SOUTHWESTERLY 1941.22 FEET ALONG THE ARC OF SAID CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF $25^{\circ}55'34''$; THENCE NORTH $52^{\circ}35'03''$ WEST 1141.42 FEET; THENCE NORTH $37^{\circ}24'57''$ EAST 1746.52 FEET TO A POINT ON SAID SOUTHERLY RIGHT-OF-WAY MARGIN; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN 1763.43 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 70.00 ACRES MORE OR LESS.

C-3 DESCRIPTION (NE)

A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3420.30 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD AND THE TRUE POINT OF BEGINNING; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN, 754.21 FEET TO A POINT ON A CURVE WHOSE RADIUS POINT BEARS SOUTH $02^{\circ}17'02''$ WEST 4,290.00 FEET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY MARGIN SOUTHWESTERLY 1479.05 FEET ALONG THE ARC OF SAID CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF $19^{\circ}45'13''$; THENCE NORTH $17^{\circ}05'30''$ EAST 614.63 FEET TO A POINT ON SAID SOUTHERLY RIGHT-OF-WAY MARGIN; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN 583.03 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 8.00 ACRES MORE OR LESS.

C-3 DESCRIPTION (SE)

A TRACT OF LAND SITUATED IN A PORTION OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 27 EAST, W.M., AND SECTION 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3420.30 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN, 754.21 FEET TO A POINT ON A CURVE WHOSE RADIUS POINT BEARS SOUTH $02^{\circ}17'02''$ WEST 4,290.00 FEET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY MARGIN SOUTHWESTERLY 3420.27 FEET ALONG THE ARC OF SAID CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF $45^{\circ}40'48''$ TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTHWESTERLY 687.94 FEET ALONG AN ARC CONCAVE TO THE SOUTHEAST WITH A RADIUS OF 4290.00 FEET THROUGH A CENTRAL ANGLE OF $09^{\circ}11'17''$ TO A POINT OF TANGENCY; THENCE SOUTH $37^{\circ}24'57''$ WEST, 515.00 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY MARGIN OF SR 240; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY MARGIN THE FOLLOWING COURSES AND DISTANCES: THENCE NORTH $52^{\circ}35'03''$ WEST, 773.00 FEET; THENCE NORTH $37^{\circ}24'57''$ EAST, 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 300.00 FEET; THENCE SOUTH $37^{\circ}24'57''$ WEST 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 551.24 FEET; THENCE LEAVING SAID NORTHERLY RIGHT-OF-WAY MARGIN NORTH $37^{\circ}24'57''$ EAST 1200.00 FEET; THENCE SOUTH $52^{\circ}35'03''$ EAST 1679.30 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 45.00 ACRES MORE OR LESS.

R-2 DESCRIPTION

A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 12 AND 13, TOWNSHIP 10 NORTH, RANGE 27 EAST, W.M., AND A PORTION OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

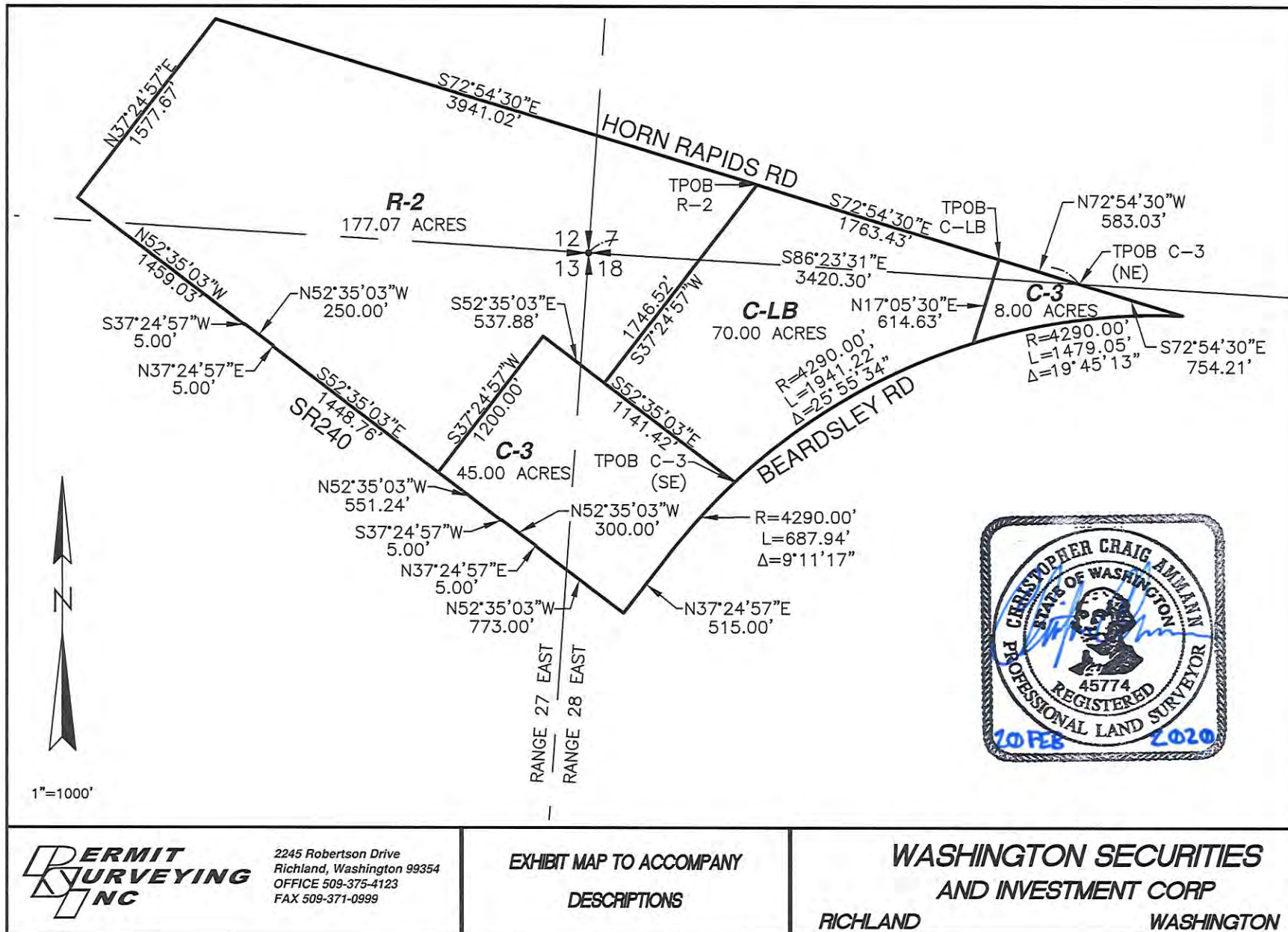
COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3420.30 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD; THENCE NORTH $72^{\circ}54'30''$ WEST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN, 2346.46 FEET TO THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY MARGIN SOUTH $37^{\circ}24'57''$ WEST 1746.52 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST 537.88 FEET; THENCE SOUTH $37^{\circ}24'57''$ WEST 1200.00 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY MARGIN OF SR 240; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY MARGIN THE FOLLOWING COURSES AND DISTANCES: THENCE NORTH $52^{\circ}35'03''$ WEST, 1448.76 FEET; THENCE NORTH $37^{\circ}24'57''$ EAST, 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 250.00 FEET; THENCE SOUTH $37^{\circ}24'57''$ WEST, 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 1,459.03 FEET; THENCE LEAVING SAID NORTHERLY RIGHT-OF-WAY MARGIN, NORTH $37^{\circ}24'57''$ EAST, 1577.67 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD; THENCE ALONG SAID

SOUTHERLY RIGHT-OF-WAY MARGIN, SOUTH 72°54'30" EAST 3941.02 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 177.07 ACRES MORE OR LESS.



EX-11A



PROPOSED ZONING
PLOTTED: 02/19/20



2245 Robertson Drive
Richland, Washington 99354
OFFICE 509-375-4123
FAX 509-371-0999

EXHIBIT MAP TO ACCOMPANY
DESCRIPTIONS

WASHINGTON SECURITIES
AND INVESTMENT CORP
RICHLAND WASHINGTON



Market Analysis and Disposition Strategy

Vantage Way Property, Richland WA

-

Date: February 10, 2020

To: Mr. Greg Markel
Washington Securities and Investment Corp.

From: Wally Hobson
Leland Consulting Group

Introduction

Leland Consulting Group (LCG) has been retained by Greg Markel (property owner and client) to prepare an analysis of the market opportunity for the development of a 300-acre site (Vantage Way Property). The site is well located within the city limits and urban growth area of Richland, on SR-240 in the northwestern portion of the City of Richland, Washington in close proximity to the Horn Rapids Industrial District and the Horn Rapids Master Planned Residential Golf Community.

Figure 1. Location – Vantage Way Property



Objective

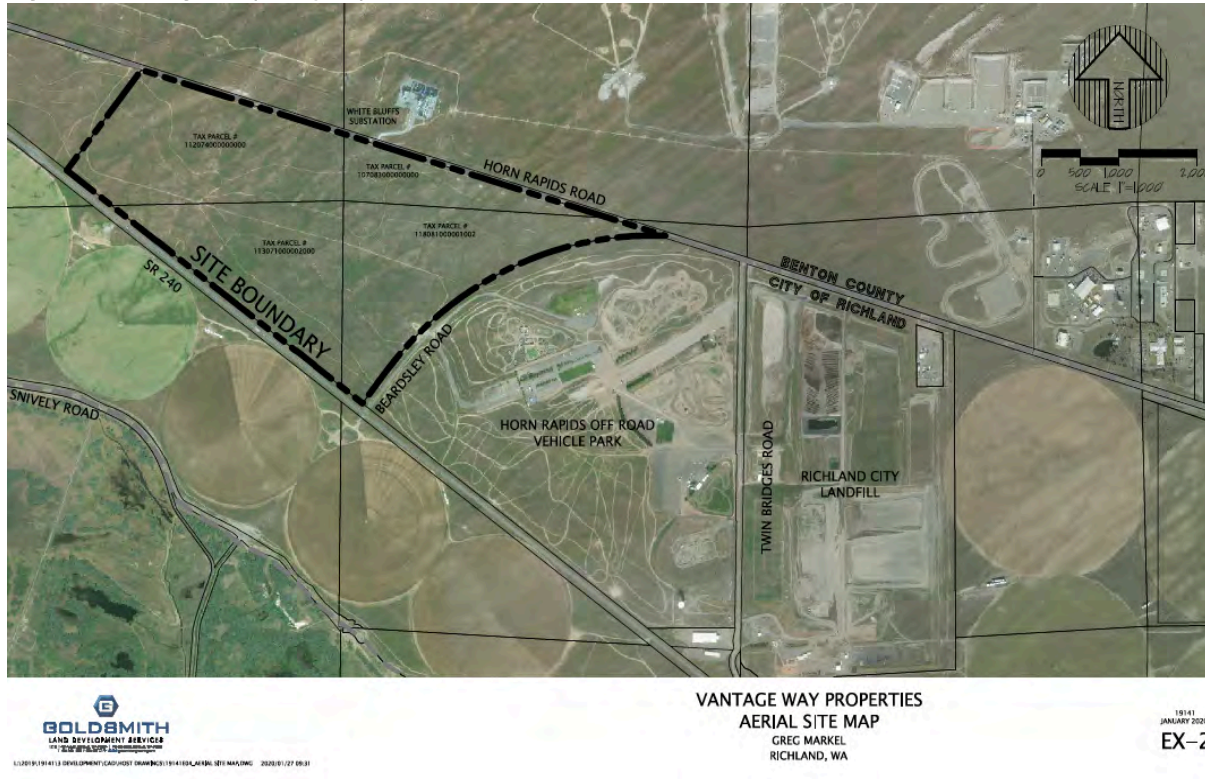
The client's objective is to obtain a comprehensive plan and map amendment and a concurrent zone map amendment for the site. The objective of LCG's participation in this process is to:

- Provide an assessment of current and future market conditions within the Tri-Cities Region and the City of Richland for selected residential and commercial land uses,
- Provide recommendations on the quantity and mix of these land uses for the subject property based on the market, and
- Identify and recommend a disposition strategy for the site.

Site Description

The figure below shows the approximate boundaries of the subject property.

Figure 2. Vantage Way Property



Source: Goldsmith Engineering

The site totals approximately 300-acres and is fully developable without any topographical or known environmental constraints.

Property Strengths

The primary strength of the subject property is its location on SR-240 with direct access to two major employment centers; the Horn Rapids Industrial Park and the 581 square mile Hanford reservation and proximity to the Horn Rapids Master Planned Golf Course Community.

Horn Rapids Industrial Park

The Horn Rapids Industrial Park is "one of the largest industrially-zoned properties available in the Pacific Northwest." (Source: *Tri-City Development Council*). The industrial district, established in 1995, totals 2,466-acres.

Figure 3. Horn Rapids Master Plan



Source: City of Richland; Horn Rapids Master Plan Update; McKay Sposito; Jan. 2016

- In 2015 the Federal Department of Energy (DOE) transferred an additional 1,641-acres of land, referred to as the North Horn Rapids Industrial Park, to Tridec, the regional economic development agency. Tridec subsequently transferred 1,341-acres of this property to the Port of Benton and the City of Richland.
- This land grant from the DOE brings the total area of the industrial district to approximately 4,100-acres, which ultimately could accommodate 30 to 35 million square feet of industrial and office space.
- An additional 650-acres of adjoining land has been identified as a possible future land transfer from the DOE to Tridec or the City and Port.

Figure 4. North Horn Rapids Industrial District



Source: City of Richland and Port of Benton; North Horn Ridge Master Plan

- The Port and the City have entered a cooperative agreement to coordinate economic activities for the transfer area, including reserving 200 to 500 acres for a major “Mega Property” opportunity (*Source: Port of Benton Comprehensive Plan*).
- An article in May 2018 in the Tri-Cities Journal of Business reports there is “currently 2,100-acres of land available for development in the Horn Rapids Industrial Park and the Horn Rapids Business Center.” This much land could potentially accommodate 15 to 25 million square feet of industrial and business space, in addition to what is already constructed.
- The western boundary of the industrial district is only two miles southeast of the subject property. As the Horn Rapids Industrial Park continues to build out, housing and commercial uses in close proximity to the district will become increasingly important to reduce regional traffic impacts and for the convenience of commuters who want to live and shop close to where they work.
- The Horn Rapids business center, industrial park, and commercial center is absorbing at a healthy pace. In 2018 there were 8 land sales and 10 additional pending land sales totaling \$5.6 million. (*Source: City of Richland: Keeping Pace with Steady Growth; Tri-City Herald April 19, 2019*).

Hanford

Although the region has diversified beyond its dependency on the 581 square mile Hanford reservation, Hanford is still a major economic driver historically, currently and well into the future.

- The expected cost to finish cleaning up the Hanford nuclear reservation has increased substantially from an estimate in the early 90’s of \$50 billion over 30 years.
- A new report published by the Department of Energy put the remaining cleanup cost in a range of \$323 billion to \$677 billion with a time frame from approximately 50 to 80 years (*Source: Tri-City Herald; Hanford cleanup costs triple. And that’s the ‘best case scenario’ in a new report; February 2019*).
- More than 14,000 persons are directly employed in the cleanup of Hanford and related jobs. Hanford is the largest source of employment in the Tri-Cities. (*Source: Tri-Cities Area Journal of Business; DOE looks to way to replace outgoing workers; May 2019*).

- o Approximately one third of this work force is employed by Bechtel the project manager for the cleanup, and the Battelle/Pacific Northwest National Laboratories (PNNL), a U.S. Department of Energy Laboratory.
 - o Hanford employment is estimated at 12 percent of total employment in Benton and Franklin counties.
- Hanford is less than 15 minutes from the subject property, which would be one of the closest residential communities in the region to this facility.

Horn Rapids Master Planned Community

The Horn Rapids master planned community is an 835-acre mixed use community that includes 100-acres of parks and an 18-hole golf course and is located approximately two miles southeast of the subject property.

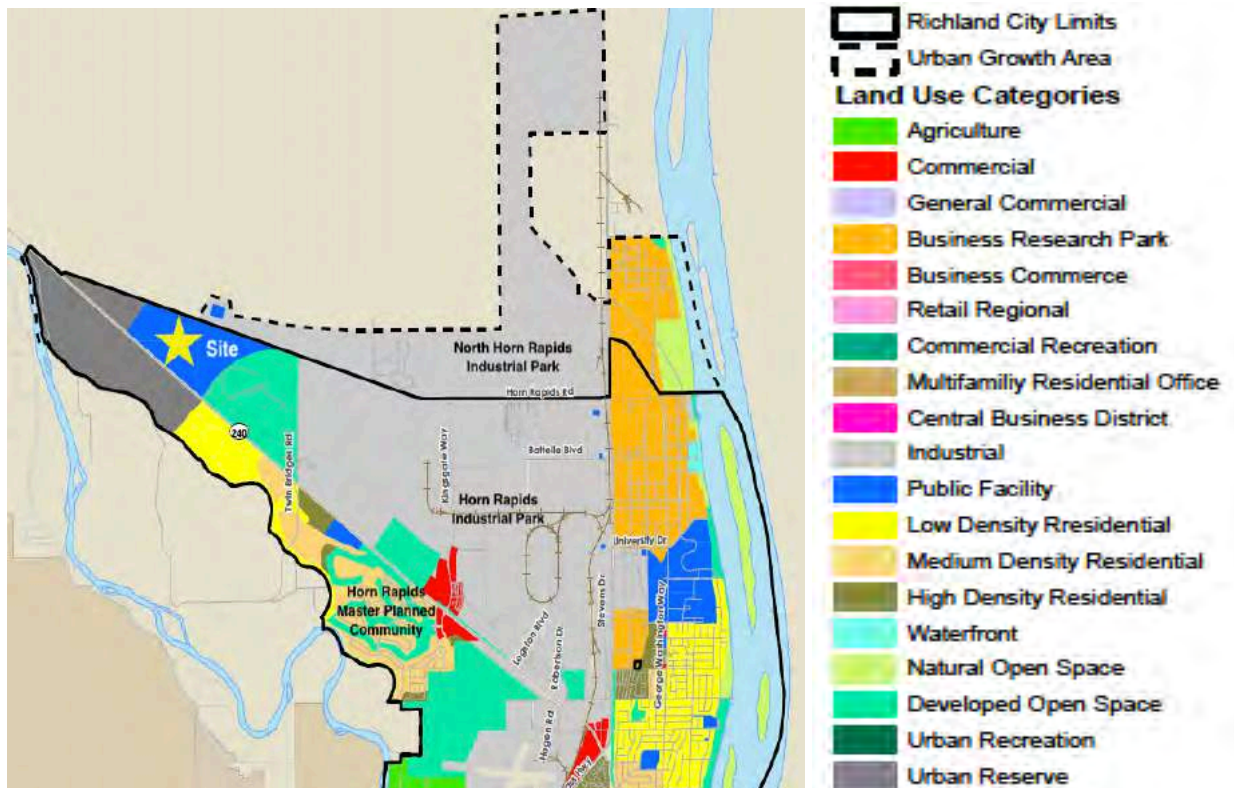
- The Horn Rapids golf course community started in 1994 and when fully built out will contain approximately 3,000 housing units.
- The commercial area on the north side of the community is now planned for approximately 300 apartments and over 100 higher density villas.

Zoning

The 300-acre Vantage Way property was purchased by the current owner in the Fall of 2019 from Washington State University (WSU). Because the site was previously owned by WSU it has a land use designation of Public Facilities (PF).

The City of Richland comprehensive plan, updated in October of 2017, shows the subject property in relation to other surrounding land uses.

Figure 5. North Richland – Future Land Use Zoning



Source: City of Richland Comprehensive Plan; 2017

Proposed Zoning

Since the subject property is now in private ownership, and Washington State University has sold the land and abandoned any plans to construct university facilities on the site.

The subject property is located approximately two miles northwest of the Horn Rapids master planned golf community. Current and future residential development will take place in an east to west direction along the north and south side of SR-240 in the direction of the subject property.

- The subject property is a natural extension of the Horn Rapids golf course community. The proposed future low density residential zoning, highlighted in yellow, touches on the southeast corner of the subject site.

- The proposed single-family and multi-family zones on the Vantage Way property will accommodate the needs of over 5,000 households when the Horn Rapids residential community and the subject property are fully built out.

Much of the land northwest of the Horn Rapids community, on the south side of SR-240, is currently in agricultural production. This land is designated agricultural in the current comprehensive plan is being held as urban reserve land. The subject property is not being utilized for agricultural purposes, nor will it be.

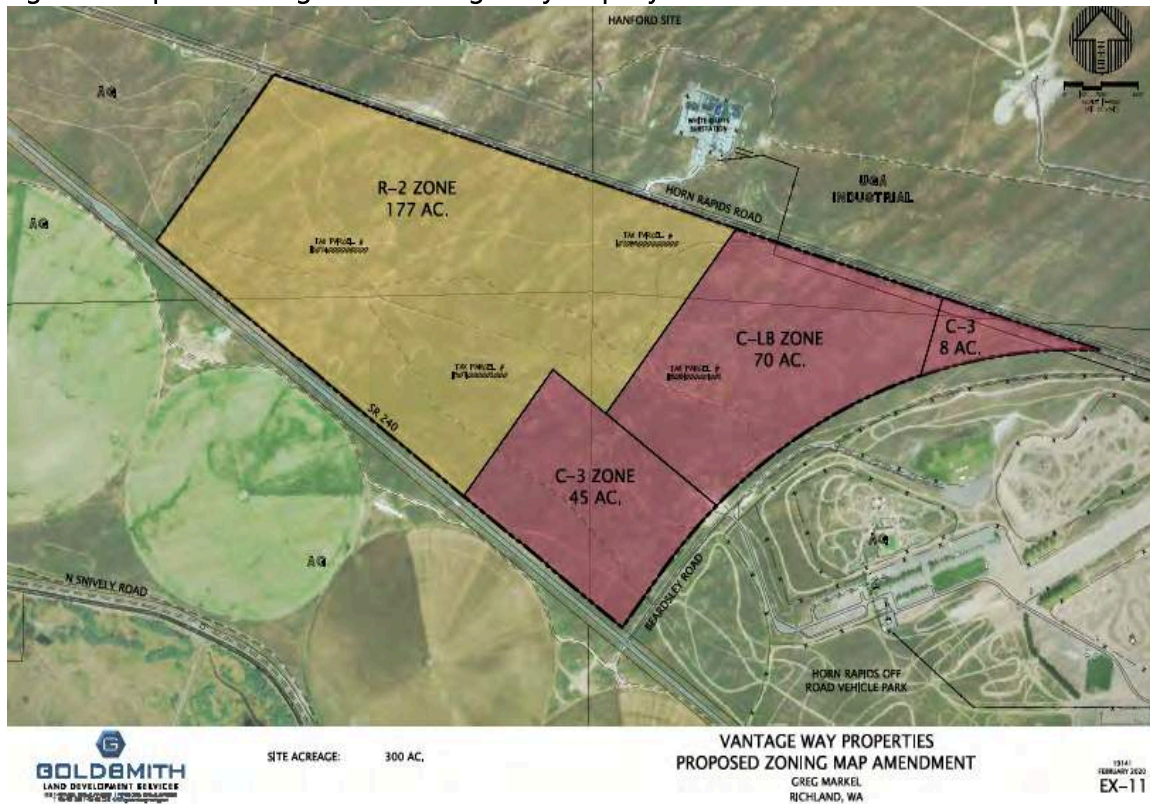
The proposed rezoning of the subject property is as follows:

Table 1. Proposed Rezone for the Vantage Way Property

Zone	Designation	Acres
Medium Density Residential	R-2	177
Limited Business Use District	C-LB	70
General Business Use District	C-3	53
Total		300

Source: Goldsmith Engineering and LCG

Figure 6. Proposed Zoning for the Vantage Way Property



Source: Goldsmith Engineering

The primary permitted uses and restrictions in each of the proposed zones, within the context of what might be constructed on the subject property, is shown below.

Medium Density Residential (R-2)

- Single family detached dwelling units
- Restrictions include:
 - o Minimum lot size – 6,000 square feet
 - o Minimum lot width – 50 feet

Limited Business Use District

- Multi-family apartments and condominiums
- Office (Professional, medical/dental, R&D, Corporate)
- Assisted living facilities
- Hotels or motels
- Schools
- Restrictions include:
 - o Maximum density of 29 units per acre for housing.
 - o Minimum of 3 residential multi-family units.
 - o Height limit of 55 feet (4 stories)

General Business Use District (C-3)

- Retail
- Office (Professional, medical/dental, R&D, Corporate)
- Public and Quasi Public Uses
- Hotels or motels
- Automotive related uses (gas/fuel station, auto repair, car wash, etc.)
- Only restriction is an 80 foot height limits (6 to 7 stories).

Summary and Recommendations

This section of the report summarizes our recommendations and principal findings with respect to estimated future regional demand by land use, the probable capture rate of this demand at the subject property, and the acres required to accommodate the market by land use.

Market Area

A primary market area is defined as the geographical area from which a majority of households will originate. Because of a location in proximity to the 4,000-acre Horn Rapids Industrial/Commercial District and the 835-acre Horn Rapids Master Planned Golf Community, North Richland will likely become the predominant employment center in the region with potentially over 30 million square feet of commercial and industrial space when fully built out.

The City of Richland is also in competition with Kennewick, Pasco, and West Richland to achieve their vision, objectives, and land use targets outlined in the 2017 comprehensive plan. Providing an adequate supply of available, affordable, and properly zoned land in the right mix and locations is critical to achieving these objectives.

Households making decisions on where they will live have multiple options including new housing in Badger Mountain South, the 1,600-acre Broadmoor District in West Pasco, across the river from Columbia Point, and other large communities in Kennewick and future communities in West Richland and other locations within the region. The subject property will compete against all of these areas as it builds out. Thus, the primary market area for the subject property is the Tri-Cities Metropolitan Region. However, none of these competing options enjoy the close proximity to Hanford, Washington State University, and the adjacent expanding industrial community.

A large part of the future market also includes households migrating to the Tri-Cities from many other areas outside of the region including the major West Coast cities in Washington, Oregon, and California and the neighboring cities in Washington like Spokane and Yakima. Migrants from these secondary markets move to the Tri-Cities to fill jobs or to retire. The Vantage Way property will compete with other communities for these new migrants moving into the Tri-Cities from outside of the region.

The following sections of this report quantify projected regional demand for residential and commercial land uses, compares this projected demand to historical absorption, estimates the potential capture of this demand by the subject property, and recommends a market driven land use mix for the Vantage Way property.

Regional Demand

The following table summarizes projected regional demand, expressed as average annual demand, for a ten to twenty year period. These projections are based on LCG's review of a variety of data sources, including:

- State of Washington; Office of Financial Management
- Washington State Employment Security Department
- U.S. Department of Labor, Bureau of Labor Statistics
- Tri-Cities Economic Development Council
- Comprehensive Housing Market Analysis, HUD, October 2018

- ESRI
- SOCDS Building Permit Data Base
- Metro Study
- CoStar
- Appraisal Group SEWA
- Local realtors and property managers

Projected residential unit demand and square foot commercial demand is converted into land demand, expressed in acres, using approximate densities LCG believes are reasonable for the Tri-Cities market.

Table 2. Projected Annual Demand and Land Absorption – Tri-Cities Region

	Annual Regional Demand		
	Region	Density	Gross Acres
Detached Single Family Residential	Units	DU's per Acre	
Smaller Lots	400	5.0	80
Larger Lots	700	3.5	200
Subtotal	1,100	3.9	280
Multi-Family Residential			
Attached Townhouses/Duplexes	50	8.0	6
Multi Family Apartments	500	25.0	20
Subtotal	550	21.0	26
Total Residential	1,650	5.4	306
Commercial	Square Feet	SF per Acre	
Retail	150,000	10,000	15
Office	55,000	15,000	4
Total Commercial	205,000	10,982	19
Total Acres Absorbed per Year			325
<i>Source: Tri-Cities brokerage and appraiser reports, CoStar, LCG, and other sources</i>			

The above forecast is based on new structural demand generated from employment and population growth and does not take into consideration the ability of a developer to capture/displace demand from other parts of the region.

Historical absorption of new housing and retail and office space over the last five years, compared to projected annual demand is as follows:

Table 3. Historical Annual Absorption – 2014 -2019 Compared to Projected Annual Demand

	Historical 2014-2019			Projected	
	Annual Ave.	Density	Acres	Units/SF	Acres
Single-Family	1,026	3.9	261	1,100	280
Multifamily	295	25.0	12	550	26
Total Residential Units	1,321	4.8	273	1,650	306
Retail (SF)	130,000	10,000	13.0	150,000	15
Office (SF)	108,000	15,000	7.2	55,000	4
Total Commercial (SF)	238,000	11,782	20.2	205,000	19.0
<i>Source: Appraisal Group SEWA, SOCDs, CoStar & LCG</i>					

- Residential and retail demand is forecasted to increase because population growth is projected to grow from an annual historical average growth rate of 1.3 percent in the last five years to 1.7 percent into the foreseeable future (Source: State of Washington and ESRI).
- However, employment growth, which drives office demand, is projected to decline from a historical average annual growth rate of 3.0 percent in the last five years to 1.1 percent. (Source: Washington State Employment Securities Department and ESRI).
- Based on the densities shown above the average range of residential lot sizes are as follows:
 - o Detached smaller lots – 6,000 to 7,500 square feet
 - o Detached larger Lots – 7,500 to 10,000 square feet
 - o Attached townhouses/triplexes – 3,500 to 4,000 square feet
- The apartment and commercial densities assume surface parking.
- The above retail forecast does not take into consideration the ability of a retail developer to capture/displace demand from other retailing districts in the region.
- The office forecast does not include the potential to attract and import businesses from outside of the region at a higher rate than in the recent past. The Tri-Cities has an educated labor force, a high quality of life, a relatively low cost of living with affordable housing, and other qualities that could be attractive to businesses seeking a new national or regional headquarters, or entrepreneurs who might move their home and business to the Tri-Cities.

Market Capture

The table below is a projection of the market potential for the Vantage Way Property based on capture rates of the projected regional absorption/demand of residential and commercial acreage in the Tri-Cities over the next ten to twenty year period. Future demand is expressed as average annual regional demand.

Table 4. Projected Market Capture and Time to Full Buildout

Land Use	Annual Regional Demand (Gross Ac.)	Vantage Way Property		
		Capture Rate	Annual Demand (Acres)	Percentage Distribution
Detached Single Family Residential				
Smaller Lots	80	5.0%	4.0	24.9%
Larger Lots	200	3.0%	6.0	37.3%
Subtotal	280	3.6%	10.0	62.2%
Multi-Family Residential				
Attached Townhouses/Triplexes	6	15.0%	0.9	5.8%
Multi Family Apartments	20	12.0%	2.4	14.9%
Subtotal	26	12.7%	3.3	20.8%
Total Residential	306	4.4%	13.3	83.0%
Commercial				
Retail	15	17.0%	2.6	15.9%
Office	4	5.0%	0.2	1.1%
Total Commercial	19	14.6%	2.7	17.0%
Total Residential & Commercial	325	4.9%	16.1	100.0%
Vantage Way Buildout				
Gross Acres			300.0	
Approximate Years to Full Buildout			18.7	
<i>Source: LCG</i>				

- The site is in an excellent location to capitalize on the Horn Rapids Industrial and Commercial District and the Hanford reservation with Battelle and the Pacific Northwest National Laboratory, the largest employers in the region.
- The estimated time it is likely to take to achieve full buildout is approximately 19 years, assuming the site captures an approximate overall average of 4.4 percent of total regional residential demand and 14.6 percent of regional commercial demand.
- This absorption period may be conservative because it does not take into consideration a significant economic driver like the siting of a major corporate user on 200 to 500 acres in the Horn Rapids Industrial District. A user of this magnitude could greatly accelerate the absorption of the housing and commercial land on the subject property.
- There is a severe shortage of properly zoned multifamily housing land in proximity to the Horn Rapids Industrial District. Apartments are needed to create a better balance between “for sale” single family housing and more affordable “rental” housing.

- There is also a shortage of commercial land in the area. This commercial/retail land is needed to support households residing in the Horn Rapids Master Planned Golf Community and the subject property, the total of which will be over 5,000 dwelling units.
- The commercial portion of the property will be the largest retailing center in North Richland and will curtail retail leakage to Queensgate and other major retailing districts in Kennewick. Plugging this leakage will be advantageous to future traffic flows in Richland in a north and south direction.
- The property is likely to attract at least one hotel developer.
- A school is also a strong possibility for the Vantage Way Property.

Land Use Distribution

The following table shows the approximate distribution in acres by land use based on estimated capture rates of regional demand over time.

Table 5 Recommended Land Use Distribution

Land Use	Distribution (Acres)	Total Acres	Average Density	Approx. Number of
Single Family Residential			DU's perAcre	Units
Smaller Lots	24.9%	75	5.0	370
Larger Lots	37.3%	112	3.5	390
Subtotal	62.2%	187	4.8	900
Multi-Family Residential				
Attached Townhouses/Triplexes	5.8%	18	8.0	140
Apartments	14.9%	45	25.0	1,120
Subtotal	20.8%	62	20.2	1,260
Total Residential	83.0%	249	6.3	2,020
Commercial			SF per Acre	Sq. Feet
Retail and Office	17.0%	51	11,000	561,000
Subtotal	100.0%	51		
Total Residential & Commercial		300		
<i>Source: LCG</i>				

The best way to control and maximize the pace of land sales and absorption is to distribute land uses based approximately on market demand. Too much land in any single land use will reduce liquidity and extend the holding period for the property.

Based on the market analysis and assessment of future demand, the following distribution of land uses by zone is recommended.

Table 6. Recommended Land Use Distribution by Zone

	Market Demand			Recommended		
	Percent	Acres		Zone	Acres	Percent
Medium Density Residential	62%	187		R-2	177	59%
Limited Business Use District	21%	62		C-LB	70	23%
General Business Use District	17%	51		C-3	53	18%
Total	100%	300			300	100%
Source: LCG						

- The above recommended land use mix is in approximate proportions to projected market demand over the next 10 to 20 years.
- The 70-acres of C-LB land is intended to include an accommodation for a school, in addition to multi-family housing.

Projected unit counts for the subject property by zone are summarized as follows:

Table 7. Summary of Unit Counts by Zone

	Zone	Acres		
Single Family Residential	R-2		DU's per Acre	Units
Smaller Lots		71	5.0	354
Larger Lots		106	3.5	372
Subtotal		177	4.1	726
Multi Family Residential	C-LB*			
Attached Townhouses/Triplexes		20	8.0	157
Apartments		50	25.0	1,260
Subtotal		70	20.2	1,417
Total/Average		247	8.7	2,143
Commercial	C3		SF per Acre	Sq. Feet
Retail and Office		53	11,000	583,000
Total		300		
<i>*The acreage in the C-LB zone includes an accommodation for a possible school.</i>				
<i>Source: LCG</i>				

- As shown the site will accommodate over 2,000 housing units and over a half a million square feet of retail and office space.
- The overall average density for 250-acres of residential land is approximately nine units per acre, which is a relatively high density for the Tri-Cities region and an efficient use of the land.



February 25, 2020

Gregory S. Markel, CCIM
Washington Securities & Investment Corporation
8901 Tucannon Avenue, Suite 110
Kennewick, Washington 99336

Via email: wsic@eltopia.com

Regarding: Traffic Engineering Services to Provide Traffic Impact Analysis Letter
 Vantage Way Properties
 3432 Twin Bridges Road, 3750 State Route 240, and 3801 Horn Rapids Road
 Richland, Washington
 PBS Project 71517.000

Dear Mr. Markel:

This letter presents a traffic impact analysis (TIA) letter to meet the once-a-year opportunity to submit comprehensive plan updates that are due for submittal in late February. The City of Richland (City) has required a TIA letter to assist in the review of comprehensive plan map and zoning map amendments proposed for the subject property. The TIA letter was scoped based on the comments from the City.

This TIA letter is intended to meet State Environmental Policy Act (SEPA) checklist data requirements for comprehensive plan land use review and is based on a market analysis that estimated the land uses and building sizes/units.

PROJECT DESCRIPTION

The 300-acre site is located between State Route 240 (SR 240) and Horn Rapids Road and west of the Horn Rapids Off-Road Vehicle Park. The site is currently designated with a Public Facility (PF) land use designation, and an Agriculture (AG) zoning designation. The proposal is to amend the land use designation to a combination of Commercial and Medium Density Residential land uses; and amend the site zoning from Agriculture (AG) to a mix of C-LB (Limited Business Use District), C-3 (General Business Use District) and R-2 (Medium-Density Residential). The proposed zoning amendment will implement the proposed land use designations.

Figure 1 presents a vicinity map.

The proposed zoning for the site would consist of 177 acres of medium-density residential (R-2 zone), 70 acres of limited business use district (C-LB zone), and 53 acres of general business use district (C-3 zone). The C-3 zone would be in two areas, 45 acres in the southeast end of the site and 8 acres in the northeast end of the site. Figure 2 presents a site plan with the proposed zones. Development would likely proceed in multiple phases according to market demands; for the sake of analysis, this TIA assumes all 300 acres are fully built out by 2040.

This TIA letter analyzes three intersections in the 2040 build-out year:

- New Site Access/SR 240
- Beardsley Road/SR 240
- Beardsley Road/Horn Rapids Road

ATTACHMENT 4

Only the Beardsley Road/SR 240 intersection currently exists; the others are assumed to be created within the study period, likely in conjunction with the Vantage Way Properties development. The new site access on SR 240 and the Beardsley Road/Horn Rapids Road intersection are assumed to have the same lane configuration as the Beardsley Road/SR 240 intersection: two-lane roadways with stop control on the roadway with a lower functional classification.

TRAFFIC VOLUMES

Existing traffic volumes were obtained from the City of Richland Comprehensive Plan Supporting Analysis document (*City of Richland Comprehensive Plan – Supporting Analysis*, page 56). The “T-5 – 2016 Peak Traffic Volume” diagram provided the PM peak hour volumes (see Appendix A). For the AM peak hour, the same PM peak hour volumes were assumed but the direction of travel was reversed. For example, trips going southeast in the PM peak hour (towards the City of Richland) were assumed to travel northwest in the AM peak hour.

Background Growth

Background growth is a generic increase in traffic volumes that either is not attributable to specific developments or is attributable to influences outside the study area. A linear background growth rate of 1.0% per year was applied to 2016 peak hour volumes between public roadways at the studied intersections. The background growth volumes are included in the 2040 With Project volumes presented in Figure 4.

Network Growth

Estimated network growth of 50 trips traveling both southeast and northwest on Horn Rapids Road was assumed with the anticipated future extension of Horn Rapids Road to SR 240.

Baseline Volumes

The 2040 baseline volumes represent the study area traffic volumes without the Vantage Way Properties project development trips. The baseline volumes are calculated as the sum of existing traffic, background growth, and network growth.

TRIP GENERATION AND DISTRIBUTION

The following section relies on data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017). Detailed trip generation calculations are provided in Appendix B.

Proposed Trip Generation

The City of Richland roadway network would see an increase in traffic volume from the proposed Vantage Way Properties project when site development is proposed. The developed size of each zone was provided by a market analysis study prepared by Leland Consulting Group (Market Analysis and Disposition Strategy, February 10, 2020). A copy of the Leland study is submitted in the application materials. Table 1 presents the preliminary uses and corresponding ITE land use models organized by land zone. The conceptual site plan on Figure 2 provides location references.

Table 1. Vantage Way Properties Proposed Uses

Zone Code	Zone Name	Land Area (acres)	Developed Size ^a	ITE Land Use Code	ITE Land Use Model
R-2	Single-Family Residential	177	726 DU	210	Single-Family Detached Housing
C-LB	Commercial Limited Business	70	1,417 DU	220	Multifamily Housing (Low-Rise)
C-3	General Business	53 ^b	583,000 SF	820	Shopping Center

^a DU = dwelling units; SF = square feet gross leas area

^b Combined C-3 zone lots (45 AC + 8 AC)

The total trip generation estimates for the Vantage Way Properties project were calculated using the ITE weighted average trip rates.

With multiple and diverse uses, internal trip capture reductions were estimated for the project following guidance in the ITE *Trip Generation Handbook*, 3rd Edition (2017), specifically using the National Cooperative Highway Research Program (NCHRP) Report 684 method. For the internal trip capture exercise, the single-family and multifamily uses were treated together as residential development types and the shopping center was treated as a retail development type. All internal trips were applied in the 2040 analysis scenario.

Because of the distance between the future commercial properties slated for retail development and high-volume roadways that might support a pass-by trip capture pattern, pass-by trips were not evaluated in this TIA.

Table 2 summarizes the project-generated trips, including the internal and primary trips. Detailed calculations are provided in Appendix B.

Table 2. Trip Generation Estimates for Vantage Way Properties

Land Use (ITE Code)	Single-Family Detached Housing (210)		Multifamily Housing (Low-Rise) (220)		Shopping Center (820)		Total	
Total Average Weekday Trips (ADT)	6,853		10,372		22,008		39,233	
Peak Hour	AM	PM	AM	PM	AM	PM	AM	PM
Total Trips	537	719	652	794	548	2,221	1,737	3,734
Internal Trips	7	194	8	213	15	407	30	814
Primary Trips	530	525	644	581	533	1,814	1,707	2,920

Findings: Including all land uses and all development phases, the Vantage Way Properties project would be anticipated to generate 1,707 net new vehicle trips during the AM peak hour and 2,920 net new trips during the PM peak hour. In addition, the Vantage Way Properties project is anticipated to generate 30 internal trips during the AM peak hour and 814 internal trips during the PM peak hour.

Proposed Trip Distribution

The proposed distribution of new (primary) trips is based on a review of the land uses within the study area, distribution of existing traffic, and on engineering judgment. The overall distribution pattern is proposed as follows:

- 90% to and from the southeast on SR 240 and/or Horn Rapids Road
- 10% to and from the northwest on SR 240

The distribution pattern above represents an external distribution of the net new trips entering and exiting the study area. The distribution and assignment of the project's net new trips are shown on Figure 3.

As a conservative approach, all single-family trips generated by the R-2 zone are assumed to enter and exit the site at the New Site Access/SR 240 (Intersection 1) only according to the following pattern.

- 90% to and from the southeast on SR 240
- 10% to and from the northwest on SR 240

All multi-family and shopping center trips generated by the C-LB and C-3 zones are assumed to enter and exit the site at Beardsley Road/SR 240 (Intersection 2) and Beardsley Road/Horn Rapids Road (Intersection 3) only according to the following pattern. The distribution is approximately 90% to the southeast and 10% to the northwest as shown in Figure 3, but calculations are based on the following distribution:

- 81% to and from the southeast on SR 240
- 9% to and from the northwest on SR 240, northwest of Beardsley Road
- 9% to and from southeast on Horn Rapids Road, southeast of Beardsley Road
- 1% to and from northwest on Horn Rapids Road, northwest of Beardsley Road

INTERSECTION OPERATIONS AND ROADWAY CAPACITY ANALYSES

Operation Standards

The City's Comprehensive Plan (*City of Richland Comprehensive Plan – Supporting Analysis*, page 44) has adopted a formal level of service (LOS) standard of "D" or better. The Washington State Department of Transportation (WSDOT) requires a level of service "D" or better for Regionally Significant State Highways (non-HSS) in urban areas, including New Site Access/SR 240 and Beardsley Road/SR 240 (WSDOT, "Level of Service Standards for Washington State Highways," January 1, 2010).

Analysis Methodology

Traffic impacts were estimated to determine the extent of change in traffic conditions caused by future development. In order to make this determination, the following assumptions were employed:

- The individual peak hour volumes were analyzed for 2040.
- The peak hour factor (PHF) for the overall intersection, as calculated from the count data, was applied for each analysis scenario. The PHF was adjusted to a minimum of 0.92 for future conditions (2040).
- A minimum value of 2.0% was assumed for each movement in the future 2040 conditions for heavy vehicle percentage (HV%).
- As noted previously, trip generation, distribution, and assignment estimates for the project were prepared for the weekday AM and PM peak hours on the surrounding street system.

- Studied intersections were assumed to include a two-lane roadway with stop control on the roadway with a lower functional classification.
- Cumulative traffic impacts of the proposed project were determined by superimposing the project-generated traffic onto the baseline volumes for the weekday AM and PM peak hour at all studied intersections. This sum is termed the 2040 With Project conditions.
- The LOS for each signalized and stop-controlled intersection was calculated with Trafficware's Synchro software, Version 10, based on Highway Capacity Manual (HCM) 6th Edition (2016) methodologies.
- The LOS for each roundabout intersection was calculated with Akcelik Associates' SIDRA Intersection software, Version 8, based on WSDOT-recommended settings.
- Intersection results are reported differently depending on the control type.
 - Two-way stop-controlled intersection results report the critical approach LOS and delay as well as the critical lane v/c ratio within that approach. This methodology also applies to the stop-controlled approach at a T-intersection.
 - Roundabout, and signalized intersection results report the overall intersection LOS and delay as well as the critical lane v/c ratio.
- No internal intersections were evaluated including intersections of driveways on Beardsley Road.

Level of Service Analyses

Table 3 presents the key LOS findings for each intersection within the study area for 2040 With Project during the studied peak hours. Detailed LOS calculation reports for the study area intersections are provided in Appendix C.

Table 3. Estimated Level of Service at Study Area Intersections for 2040 With Project Conditions

INT. #	INTERSECTION	AM Peak Hour			PM Peak Hour		
		LOS	Delay (sec/veh)	v/c (Lane)	LOS	Delay (sec/veh)	v/c (Lane)
1	New Site Access / SR 240	F	259.6	1.465 (SWL)	F	163.0	1.163 (SWL)
2	Beardsley Road / SR 240	F	2302.9	5.955 (SWL)	F	18346	41.137 (SWL)
3	Beardsley Road / Horn Rapids Road	A	9	0.078 (NBL)	A	9.7	0.56 (NBL)

SWL = Southwest-bound left turn

NBL = Northbound left turn

As shown in Table 3, two out of three studied intersections operate below the acceptable LOS during the AM and PM peak hour for the 2040 With Project conditions. The New Site Access/SR 240 intersection and Beardsley Road/SR 240 intersection operate at LOS F for the southwest-bound left turn.

Finding: The New Site Access/SR 240 intersection and Beardsley Road/SR 240 intersection operate below the acceptable LOS in the 2040 with project conditions.

Signal Warrant Evaluation

The criteria for the analysis of signals at intersections are based on the *Manual on Uniform Traffic Control Devices* (MUTCD), Section 4C.04 Warrant 3, Peak Hour (page 439): The peak hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. Appendix D presents the studied intersections that met the peak hour signal warrants.

Findings: Peak hour signal warrants were met at the following intersections:

- New Site Access/SR 240 during 2040 With Future Project conditions, in the AM and PM peak hour
- Beardsley Road/SR 240 during 2040 With Future Project conditions, in the AM and PM peak hour

SAFETY EVALUATION

Left-Turn Lane Evaluation

The criteria for the analysis of left-turn lanes at uncontrolled intersection legs are based on the WSDOT *Design Manual*, Left-Turn Storage Guidelines (Exhibit 1310-7a): Two-Lane, Unsignalized. The exhibit provides guideline curves for posted speeds of 40, 50, and 60 miles per hours (mph). The posted speeds on SR 240 and Horn Rapids Road are 55 mph and 50 mph, respectively. Appendix E presents the left-turn lane evaluations.

Findings: Left-turn lanes are recommended for further investigation at the following locations:

- Southeast-bound on SR 240 at the New Site Access intersection during the PM peak hour
- Southeast-bound on SR 240 at the Beardsley Road intersection during the AM and PM peak hours

Right-Turn Treatment Analysis

The criteria for the analysis of right-turn lanes at uncontrolled intersection legs are based on the WSDOT *Design Manual*, Right-Turn Lane Guidelines (Exhibit 1310-11), which note:

Right-turn movements influence intersection capacity even though there is not conflict between right-turning vehicles and opposing traffic. Right-turn lanes might be needed to maintain efficient intersection operation. Use the following to determine when to consider right-turn lanes at unsignalized intersections:

- *For two-lane roadways and for multilane roadways with a posted speed of 45 mph or above, when recommended by Exhibit 1310-11.*

For the intersections likely to be upgraded to traffic signals or roundabouts, the need for right-turn lanes should be evaluated as a LOS improvement. This is considered in the following Mitigation section. Appendix E presents the right-turn treatment evaluations.

Findings: A right-turn lane should be considered at the following locations:

- Northwest-bound on SR 240 at the New Site Access intersection during the AM and PM peak hours.
- Northwest-bound on SR 240 at the Beardsley Road intersection during the AM and PM peak hours.

Safety Evaluation Summary

LOS analysis was prepared at the intersections that met the criteria for turn lanes, as discussed in the previous sections. The added turn lanes at New Site Access/SR 240 and Beardsley Road/SR 240 intersections continue to operate below the acceptable LOS after adding turn lanes to the stop control configuration. Appendix E presents the LOS calculations at the studied intersections after adding the turn lanes.

MITIGATION

Table 4 presents the possible mitigations for each studied intersection that operates below the acceptable LOS. The shaded cells represent when intersections are operating at an acceptable LOS and do not require mitigation. A summary of mitigations is presented in Table 5, and LOS calculations for mitigated intersections are presented in Appendix F.

Table 4. Estimated Level of Service at Study Area Intersections for 2040 With Project Conditions

INT. #	INTERSECTION	Improvement	AM Peak Hour			PM Peak Hour		
			LOS	Delay (sec/veh)	v/c (Lane)	LOS	Delay (sec/veh)	v/c (Lane)
1	New Site Access/SR 240	Signal	A	10.0	0.79 (SWL)	B	10.1	0.84 (NW-TH-RT)
		Single-lane Roundabout	A	7.5	0.46 (SEB)	A	7.0	0.58 (NWB)
2	Beardsley Road/SR 240	Signal + Turn Lanes	B	11.7	0.76 (SWL)	B	18.6	0.91 (SWL)
		Multi-lane Roundabout	A	9.4	0.78 (SEB-TH)	B	11.5	0.82 (SWB-LT)
3	Beardsley Road/Horn Rapids Road							

SWL = southwest-bound left turn

SEB = southeast-bound

SEB-TH = southeast-bound through

NW-TH-RT = northwest-bound shared through and right turn

NWB = northwest-bound

SWB-LT = southwest-bound left turn

As shown in Table 4, LOS at the New Site Access/SR 240 intersection can be mitigated by adding a signal to the assumed lane configuration or with a single-lane roundabout. The intersection is estimated to operate at LOS B or better when mitigated with a signal and at LOS A or better when mitigated with a multi-lane roundabout. *PBS recommends a traffic signal, but a formal WSDOT intersection control evaluation (ICE) will be necessary to finalize the intersection improvements.*

As shown in Table 4, LOS at the Beardsley Road/SR 240 intersection can be mitigated by adding a signal together with left- and right-turn lanes or with a multi-lane roundabout. Appendix F provides a visual representation of the proposed improvements. The intersection is estimated to operate at LOS B or better when mitigated with a signal and at LOS B or better when mitigated with a multi-lane roundabout. *PBS recommends a traffic signal, but a formal WSDOT ICE will be needed to finalize the intersection improvements.*

Findings: Intersection upgrades will be needed at the New Site Access/SR 240 and Beardsley Road/SR 240 intersections.

Recommendations: PBS recommends a traffic signal at New Site Access/SR 240 and Beardsley Road/SR 240 intersections, but a formal WSDOT ICE will be needed to finalize the intersection improvements.

Summary and Timing of Mitigations

To estimate when the intersection starts to operate below the acceptable LOS, the volumes at the intersections were estimated for the years 2025, 2030, and 2035 in the PM peak hour. The volumes were estimated by assuming trips generated are proportional to the buildout year. This assumes linear growth of trips generated over a span of 20 years at a five-year interval, as follows.

- In 2020, 0% of the total trips are generated by the development.
- In 2025, 25% of the total trips are generated.
- In 2030, 50% of the total trips are generated.
- In 2035, 75% of the total trips are generated.
- In 2040, 100% of the total trips are generated.

In addition to the trips generated by the development, a linear 1.0% background growth for each analysis year was added together with the assumed trips from the network growth on Horn Rapids Road.

Table 5 summarizes the possible alternatives that mitigate the intersections that operate below the acceptable LOS. The possible alternatives mitigate the intersections from the scenario when the intersections start to operate below the acceptable LOS in 2040 With Project conditions.

Table 5. Alternatives that Mitigate Intersections and Recommended Mitigation

INT. #	INTERSECTION	Scenario When LOS Drops Below D ^a	TWSC with Turn Lanes ^b	Signal	1-Lane RAB	2-Lane RAB	Recommended Mitigation ^c
1	New Site Access/SR 240	2035 With, PM Peak		● ^d	●	●	Signal
2	Beardsley Road/SR 240	2025 With, PM Peak		● ^e		●	Signal

RAB = roundabout, TWSC = two-way stop control

^a Intersection starts to operate below the acceptable LOS from that scenario onward.

^b Addition of all the turn lanes recommended by the WSDOT criteria discussed in the safety evaluation section did not adequately mitigate the intersection LOS.

^c PBS recommends the given mitigation but a WSDOT ICE will be necessary to finalize the intersection improvements.

^d Did not meet peak signal warrant in 2035 but met peak hour signal warrant in 2040.

^e Add two southwest-bound left-turn lanes (one shared with right turns), a northwest-bound right-turn lane and a southeast-bound left-turn lane with signal. Met peak hour signal warrant.

As shown in Table 5, and based on the assumptions in this TIA, the New Site Access/SR 240 intersection begins to experience LOS failure in 2035, and the recommended mitigation is a traffic signal. The Beardsley Road/SR 240 intersection begins to experience LOS failure in 2025, and the recommended mitigation is a traffic signal.

Findings: New Site Access/SR 240 intersection begins to operate below the acceptable LOS in 2035.

Findings: Beardsley Road/SR 240 intersection begins to operate below the acceptable LOS in 2025.

FINDINGS

Including all land uses and all development phases, the Vantage Way Properties project would be anticipated to generate 1,707 net new vehicle trips during the AM peak hour and 2,920 net new trips during the PM peak hour. In addition, the project is anticipated to generate 30 internal trips during the AM peak hour and 814 internal trips during the PM peak hour.

The New Site Access/SR 240 intersection and Beardsley Road/SR 240 intersection will operate below the acceptable LOS in 2040 With Project conditions.

Two intersections meet the peak hour signal warrant during the 2040 with project conditions:

- New Site Access/SR 240
- Beardsley Road/SR 240

Two approaches meet the criteria for further investigation of a left-turn lane:

- Southeast-bound SR 240 at the New Site Access intersection
- Southeast-bound SR 240 at the Beardsley Road intersection

Two approaches meet the criteria for a right-turn lane:

- Northwest-bound SR 240 at the New Site Access intersection
- Northwest-bound SR 240 at the Beardsley Road intersection

Intersection upgrade will be needed at the New Site Access/SR 240 and Beardsley Road/SR 240 intersections.

New Site Access/SR 240 intersection begins to operate below the acceptable LOS in 2035.

Beardsley Road/SR 240 intersection begins to operate below the acceptable LOS in 2025.

RECOMMENDATIONS

When future development plans are designed, prepare a WSDOT ICE at the New Site Access/SR 240 intersection and Beardsley Road/SR 240 intersection for 2035 and 2025, respectively. The project developers should contribute at least a proportionate share of the cost for the selected intersection improvements.

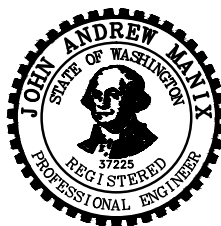
CLOSING

Please feel free to contact me at 360.567.2117 or John.Manix@pbsusa.com with any questions or comments.

Sincerely,



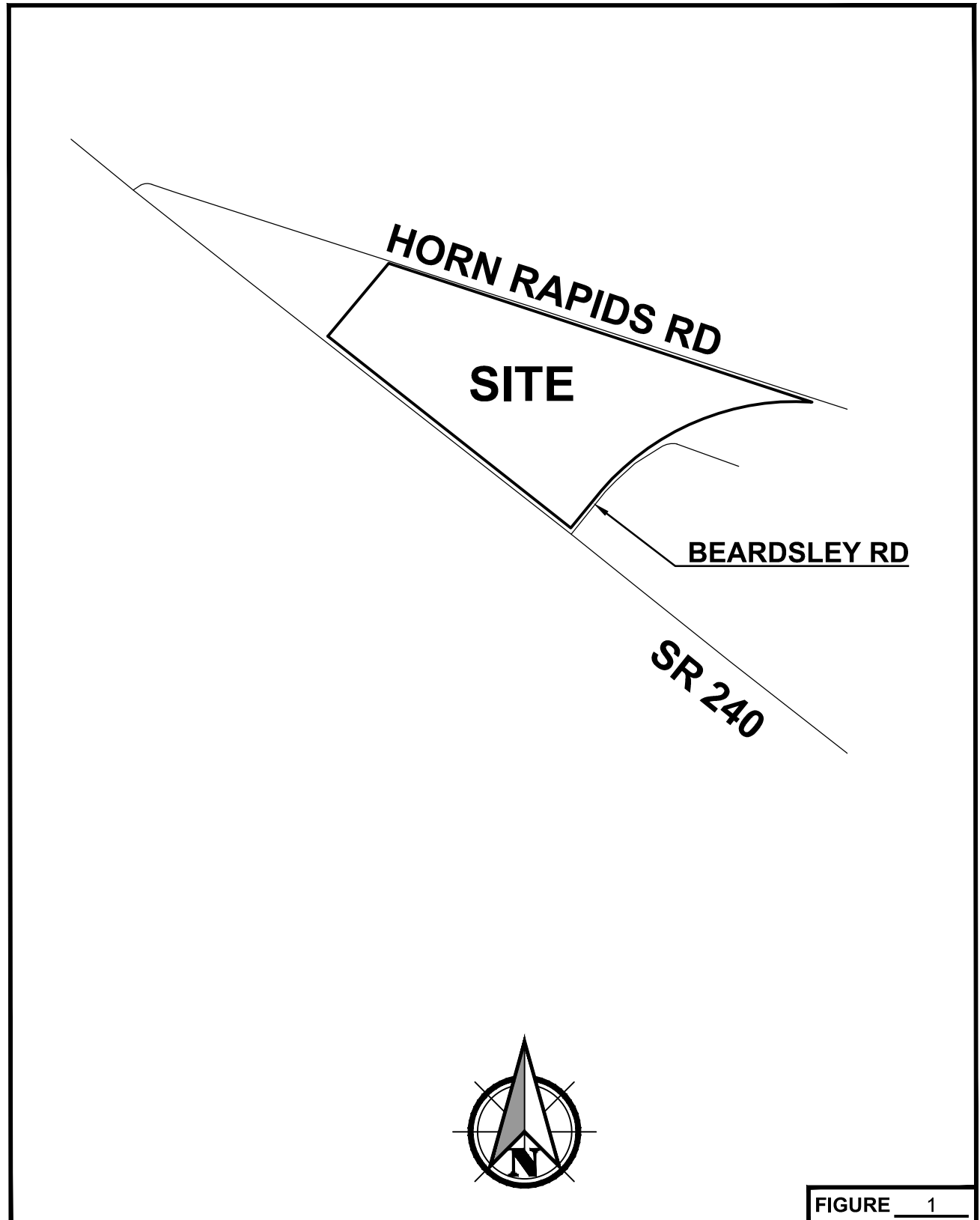
John Manix, PE
Senior Traffic Engineer



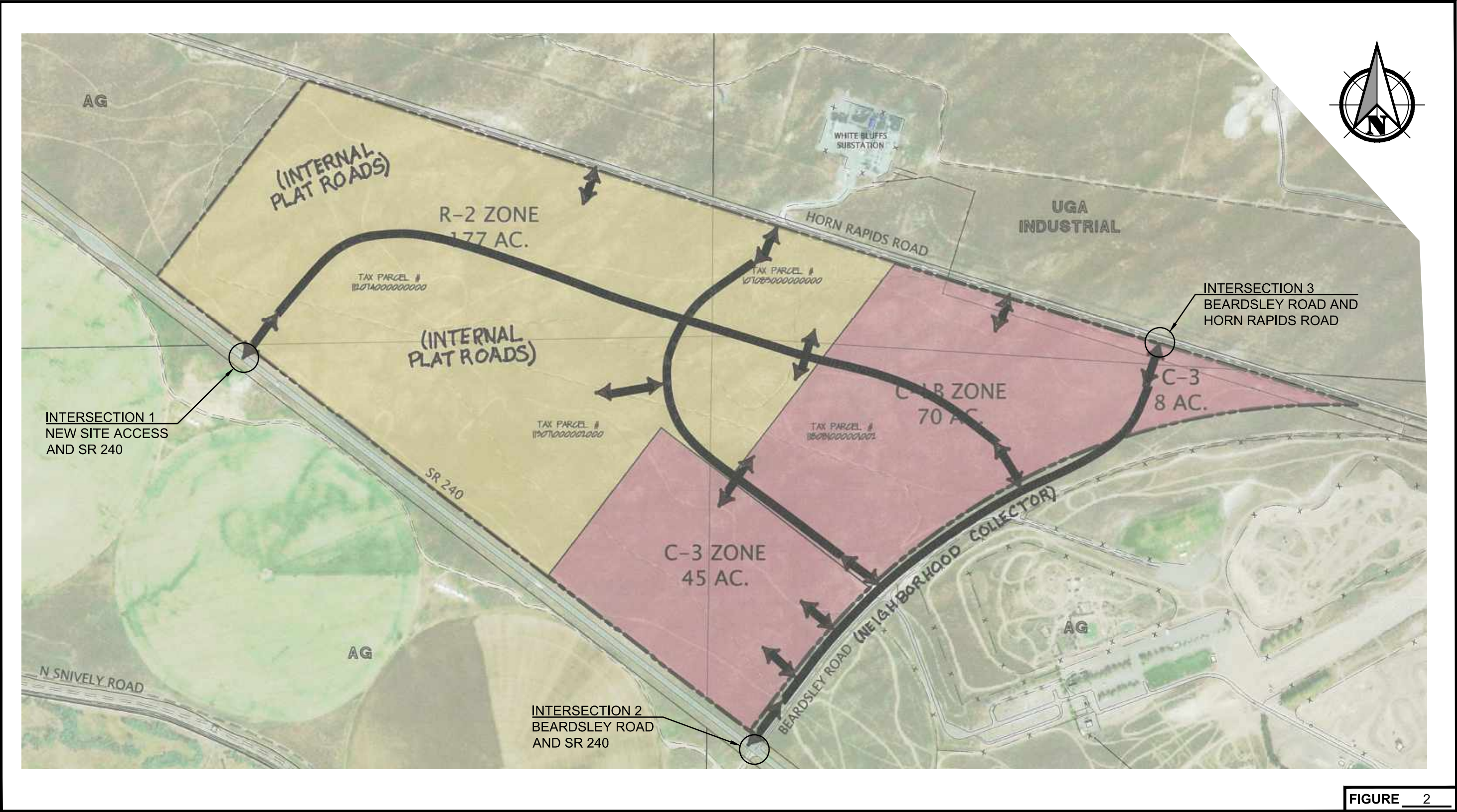
Attachments: Figure 1. Vicinity Map
Figure 2. Site Plan
Figure 3. Trip Distribution and Assignment

Figure 4. 2040 With Project Volumes
Appendix A. Traffic Counts
Appendix B. Trip Generation Calculations
Appendix C. Level of Service Calculations
Appendix D. Peak Hour Signal Warrants
Appendix E. Left and Right Turn Analysis
Appendix F. Mitigated Level of Service Calculations

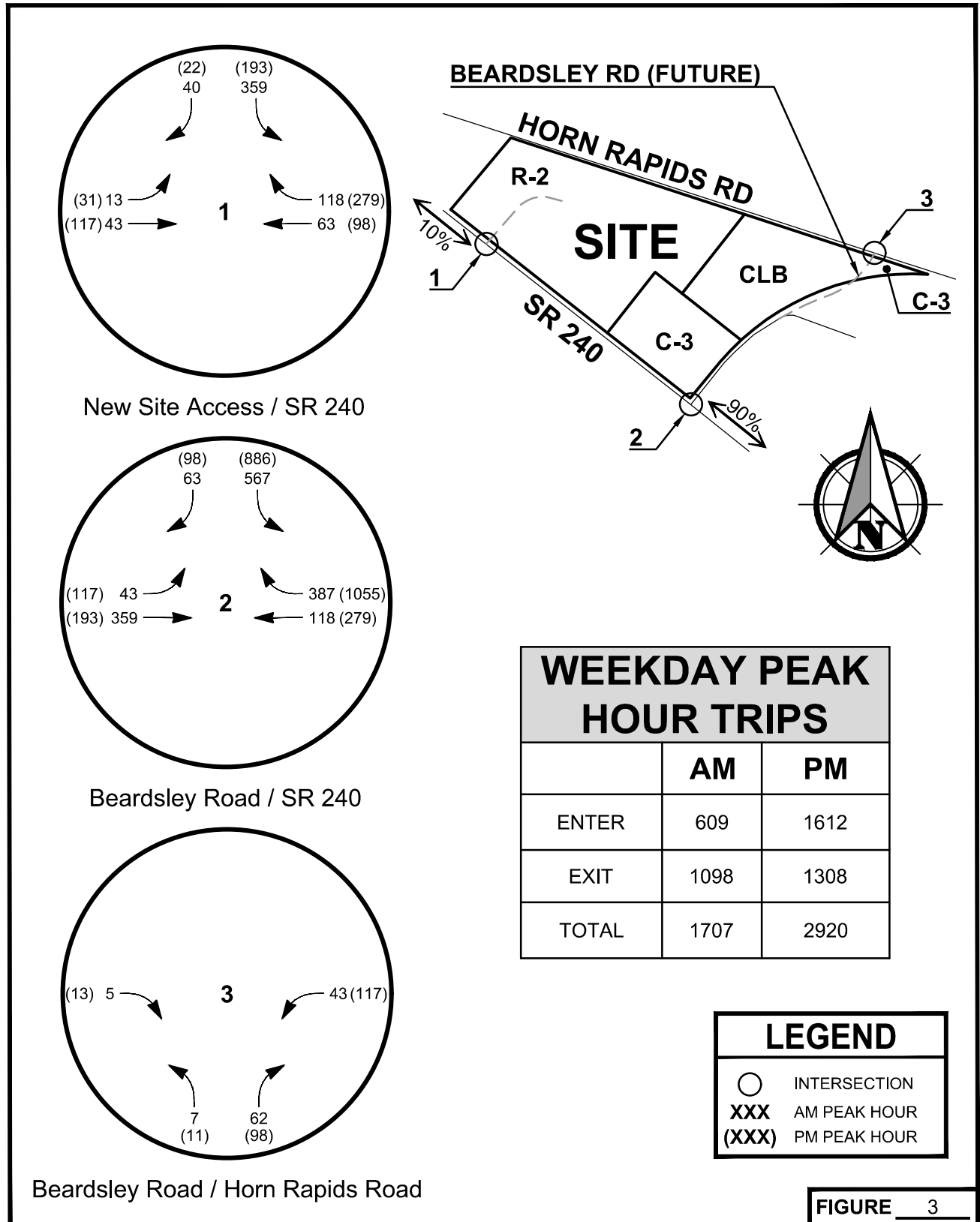
BJ:DAH,JAM:mo



Vicinity Map
Vantage Way Properties

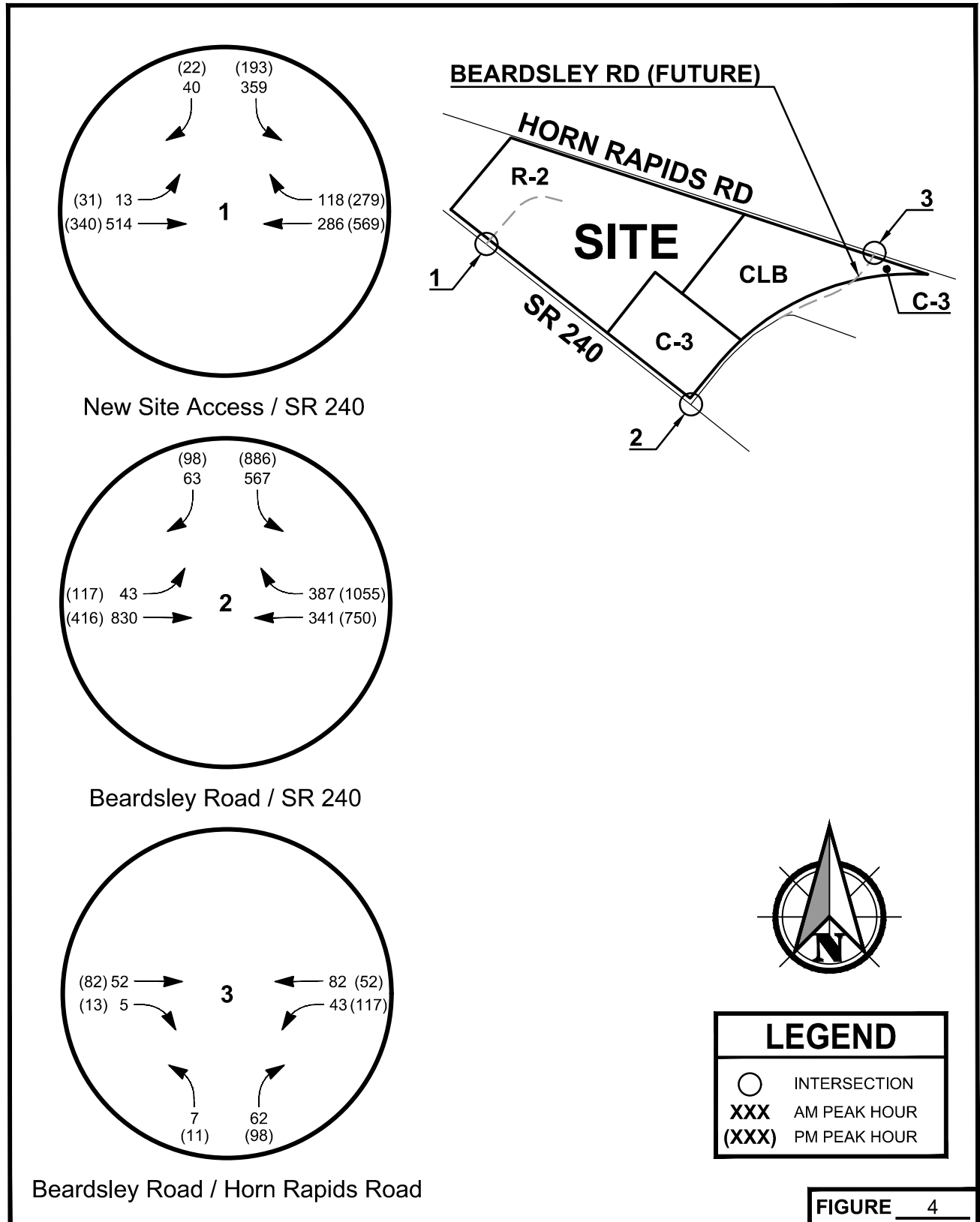


Site Plan
Vantage Way Properties



Trip Distribution and Assignment

Vantage Way Properties



2040 With Project Volumes

Vantage Way Properties

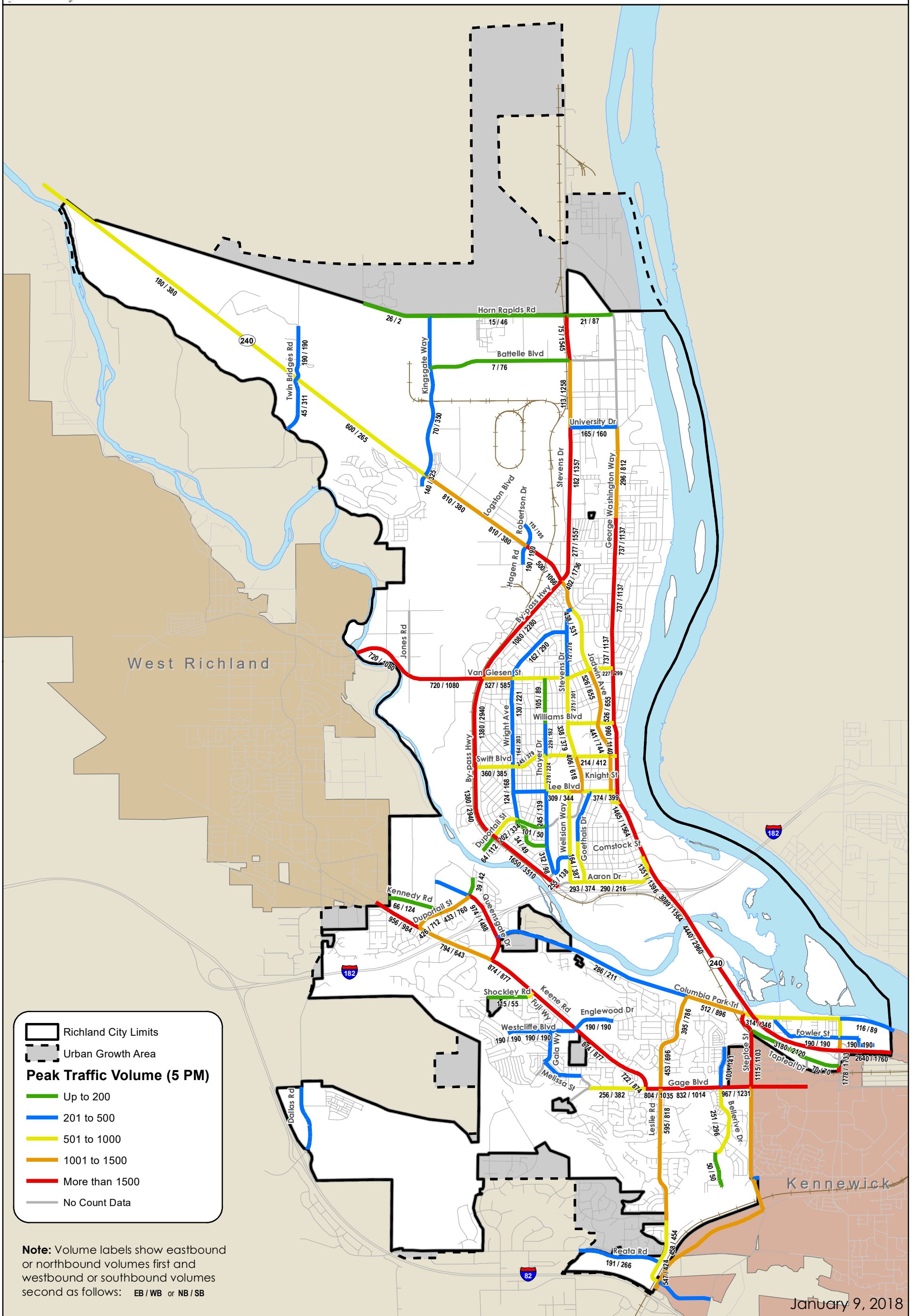
Appendix A

Traffic Counts



City of Richland

T-5 - 2016 Peak Traffic Volumes



Appendix B

Trip Generation Calculations

Vantage Way Properties

ITE Code	Zone	Vantage Way Properties - Total			AM			PM		
		Land Use	Total	Unit	Enter	Exit	Total	Enter	Exit	Total
210	R-2	Single Family Residential	726	dwelling units	134	403	537	453	266	719
220	C-LB	Apartments	1417	dwelling units	150	502	652	500	294	794
820	C-3	Shoping Center	583	1,000 sf	340	208	548	1,066	1,155	2,221
					624	1,113	1,737	2,019	1,715	3,734

	Vantage Way Properties - by 2040			AM			PM		
	Land Use	Total	Unit	Enter	Exit	Total	Enter	Exit	Total
2040	Single Family Residential Phases 6-	726	dwelling	134	403	537	453	266	719
	Internal Trips			-3	-4	-7	-143	-51	-194
	Primary Trips			131	399	530	310	215	525
	Multi Family Residential	1417	dwelling units	150	502	652	500	294	794
	Internal Trips			-3	-5	-8	-157	-56	-213
	Primary Trips			147	497	644	343	238	581
	Commercial General	583	1,000 sf	340	208	548	1,066	1,155	2,221
	Internal Trips			-9	-6	-15	-107	-300	-407
	Pass-By Trips			0	0	0	0	0	0
	Primary Trips			331	202	533	959	855	1,814
	Total Trips Generated			624	1,113	1,737	2,019	1,715	3,734
	Internal Trips			-15	-15	-30	-407	-407	-814
	Pass-By Trips			0	0	0	0	0	0
	Total Primary Trips			609	1,098	1,707	1,612	1,308	2,920

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 2/13/2020

Project: Vantage Way Property

Analysis Date: 2/13/2020

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 1		3427	3426	6853		134	403	537		453	266	719
	726 Dwelling Units												
220	LOW-RISE 1		5186	5186	10372		150	502	652		500	294	794
	1417 Dwelling Units												
820	CENTERSHOPPING 1		11004	11004	22008		340	208	548		1066	1155	2221
	583 1000 Sq. Ft. GLA												
Unadjusted Volume			19617	19616	39233		624	1113	1737		2019	1715	3734
Internal Capture Trips			0	0	0		15	15	30		407	407	814
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			19617	19616	39233		609	1098	1707		1612	1308	2920

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 2 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 22 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 1

Detailed Land Use Data
For 726 Dwelling Units of SFHOUSE 1
(210) Single-Family Detached Housing

Project: Vantage Way Property

Open Date: 2/13/2020
Analysis Date: 2/13/2020

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday Average Daily Trips Source : Trip Generation Manual 10th Edition	6853	0	9.44	4.81	19.39	2.1	264	50	50	False	$\ln(T) = 0.92 \ln(X) + 2.71$	0.95
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 10th Edition	537	0	0.74	0.33	2.27	0.27	219	25	75	False	$T = 0.71(X) + 4.8$	0.89
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 10th Edition	719	0	0.99	0.44	2.98	0.31	242	63	37	False	$\ln(T) = 0.96 \ln(X) + 0.2$	0.92

Detailed Land Use Data
For 1417 Dwelling Units of LOW-RISE 1
(220) Multifamily Housing (Low-Rise)

Project: Vantage Way Property

Open Date: 2/13/2020
Analysis Date: 2/13/2020

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday Average Daily Trips Source : Trip Generation Manual 10th Edition	10372	0	7.32	4.45	10.97	1.31	168	50	50	False	$T = 7.56(X) - 40.86$	0.96
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 10th Edition	652	0	0.46	0.18	0.74	0.12	199	23	77	False	$\ln(T) = 0.95 \ln(X) - 0.51$	0.9
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 10th Edition	794	0	0.56	0.18	1.25	0.16	187	63	37	False	$\ln(T) = 0.89 \ln(X) - 0.02$	0.86

Detailed Land Use Data
For 583 1000 Sq. Ft. GLA of CENTERSHOPPING 1
(820) Shopping Center

Project: Vantage Way Property

Open Date: 2/13/2020
Analysis Date: 2/13/2020

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday Average Daily Trips Source : Trip Generation Manual 10th Edition	22008	0	37.75	7.42	207.98	16.41	453	50	50	False	$\ln(T) = 0.68 \ln(X) + 5.57$	0.76
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 10th Edition	548	0	0.94	0.18	23.74	0.87	351	62	38	False	$T = 0.5(X) + 151.78$	0.5
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 10th Edition	2221	0	3.81	0.74	18.69	2.04	327	48	52	False	$\ln(T) = 0.74 \ln(X) + 2.89$	0.82

Analyst Bhauvishh Jaya
Date 2/12/2020

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt Vantage Way Properties
Time Period AM Peak Hour of
Adj. Street Traffic

LAND USE A SF & MF

ITE LU Code <u>210 & 220</u>			
Size <u>726 + 1417 DU</u>			
	Total	Internal	External
Enter	284	6	278
Exit	905	9	896
Total	1189	15	1174
%	100%	1%	99%

Exit to External

896

Enter from External

278

1% 9	2% 6	%	%
Demand	Demand	Demand	Demand
9	6		
Balanced	Balanced	Balanced	Balanced
17% 69	14% 29	%	%
Demand	Demand	Demand	Demand

CG-SH-CTR LAND USE B

ITE LU Code <u>820</u>			
Size <u>583,000 SF</u>			
	Total	Internal	External
Enter	340	9	331
Exit	208	6	202
Total	548	15	533
%	100	3%	97%

Exit to External

202

Enter from External

331

LAND USE C

ITE LU Code _____			
Size _____			
	Total	Internal	External
Enter			
Exit			
Total			
%			

Enter from External

Exit to External

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	278	331		609
Exit	896	202		1098
Total	1174	533		1707
Single-Use Trip Gen. Est.	1189	548		1737

Source: Kaku Associates, Inc.

INTERNAL CAPTURE
2%

Analyst Bhavesh Jaya
Date 02/11/2020

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpmt Vantage Way Properties
Time Period PM Peak Hour of
Adj. Street Traffic

LAND USE A SF & MF

ITE LU Code <u>210 & 220</u>			
Size <u>726 + 1417</u>			
	Total	Internal	External
Enter	953	300	653
Exit	560	107	453
Total	1513	407	1106
%	100	27	73

Exit to External

453

Enter from External

653

42% 215
Demand

107
Balanced

10% 107
Demand

46% 438
Demand

300
Balanced

26% 300
Demand

%
Demand

Balanced

%
Demand

%
Demand

Balanced

%
Demand

CG-SH-CTR

LAND USE B

ITE LU Code <u>820</u>			
Size <u>583,000 SF</u>			
	Total	Internal	External
Enter	1066	107	959
Exit	1155	300	855
Total	2221	407	1814
%	100	18	82

Exit to External

855

Enter from External

959

Demand

%

Balanced

Demand

%

%

Demand

Balanced

%

Demand

LAND USE C

ITE LU Code _____			
Size _____			
	Total	Internal	External
Enter			
Exit			
Total			
%			

Enter from External

Exit to External

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	653	959		1612
Exit	453	855		1308
Total	1106	1814		2920
Single-Use Trip Gen. Est.	1513	2221		3734

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

22%

Appendix C

Level of Service Calculations

HCM 6th TWSC
1: SR 240 & New Site Access

02/13/2020

Intersection

Int Delay, s/veh 78

Movement SEL SET NWT NWR SWL SWR

Lane Configurations 

Traffic Vol, veh/h 13 514 286 118 359 40

Future Vol, veh/h 13 514 286 118 359 40

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 14 559 311 128 390 43

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 439 0 - 0 962 375

Stage 1 - - - - 375 -

Stage 2 - - - - 587 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1121 - - - ~ 284 671

Stage 1 - - - - 695 -

Stage 2 - - - - 556 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1121 - - - ~ 279 671

Mov Cap-2 Maneuver - - - - ~ 279 -

Stage 1 - - - - 682 -

Stage 2 - - - - 556 -

Approach SE NW SW

HCM Control Delay, s 0.2 0 259.6

HCM LOS F

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 1121 - 296

HCM Lane V/C Ratio - - 0.013 - 1.465

HCM Control Delay (s) - - 8.3 0 259.6

HCM Lane LOS - - A A F

HCM 95th %tile Q(veh) - - 0 - 24

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: SR 240 & Beardsley Road

02/13/2020

Intersection						
Int Delay, s/veh	650.5					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	43	830	341	387	567	63
Future Vol, veh/h	43	830	341	387	567	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	902	371	421	616	68
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	792	0	-	0	1578	582
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	996	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	829	-	-	-	~ 120	513
Stage 1	-	-	-	-	~ 559	-
Stage 2	-	-	-	-	~ 357	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	829	-	-	-	~ 106	513
Mov Cap-2 Maneuver	-	-	-	-	~ 106	-
Stage 1	-	-	-	-	~ 495	-
Stage 2	-	-	-	-	~ 357	-
Approach	SE	NW	SW			
HCM Control Delay, s	0.5	0	\$ 2302.9			
HCM LOS			F			
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	829	-	115	
HCM Lane V/C Ratio	-	-	0.056	-	5.955	
HCM Control Delay (s)	-	-	9.6		\$ 2302.9	
HCM Lane LOS	-	-	A	A	F	
HCM 95th %tile Q(veh)	-	-	0.2	-	74.7	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th TWSC

3: Beardsley Road & Horn Rapids Road

02/13/2020

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	5	43	82	7	62
Future Vol, veh/h	52	5	43	82	7	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	5	47	89	8	67

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	62
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1541
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1541
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	1541	-
HCM Lane V/C Ratio	0.078	-	-	0.03	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
1: SR 240 & New Site Access

02/13/2020

Intersection

Int Delay, s/veh 24.6

Movement SEL SET NWT NWR SWL SWR

Lane Configurations

Traffic Vol, veh/h 31 340 569 279 193 22

Future Vol, veh/h 31 340 569 279 193 22

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 34 370 618 303 210 24

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 921 0 - 0 1208 770

Stage 1 - - - - 770 -

Stage 2 - - - - 438 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 741 - - - ~ 202 401

Stage 1 - - - - 457 -

Stage 2 - - - - 651 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 741 - - - ~ 190 401

Mov Cap-2 Maneuver - - - - ~ 190 -

Stage 1 - - - - 430 -

Stage 2 - - - - 651 -

Approach SE NW SW

HCM Control Delay, s 0.8 0 163

HCM LOS F

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 741 - 201

HCM Lane V/C Ratio - - 0.045 - 1.163

HCM Control Delay (s) - - 10.1 0 163

HCM Lane LOS - - B A F

HCM 95th %tile Q(veh) - - 0.1 - 11.6

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: SR 240 & Beardsley Road

02/13/2020

Intersection						
Int Delay, s/veh	5435.1					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	117	416	750	1055	886	98
Future Vol, veh/h	117	416	750	1055	886	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	452	815	1147	963	107
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1962	0	-	0	2095	1389
Stage 1	-	-	-	-	1389	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	296	-	-	-	~ 57	175
Stage 1	-	-	-	-	~ 231	-
Stage 2	-	-	-	-	~ 489	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	296	-	-	-	~ 24	175
Mov Cap-2 Maneuver	-	-	-	-	~ 24	-
Stage 1	-	-	-	-	~ 99	-
Stage 2	-	-	-	-	~ 489	-
Approach	SE	NW	SW			
HCM Control Delay, s	5.7	0	\$ 18346			
HCM LOS			F			
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	296	-	26	
HCM Lane V/C Ratio	-	-	0.43	-	41.137	
HCM Control Delay (s)	-	-	26	-	\$ 18346	
HCM Lane LOS	-	-	D	A	F	
HCM 95th %tile Q(veh)	-	-	2.1	-	133.5	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th TWSC

3: Beardsley Road & Horn Rapids Road

02/13/2020

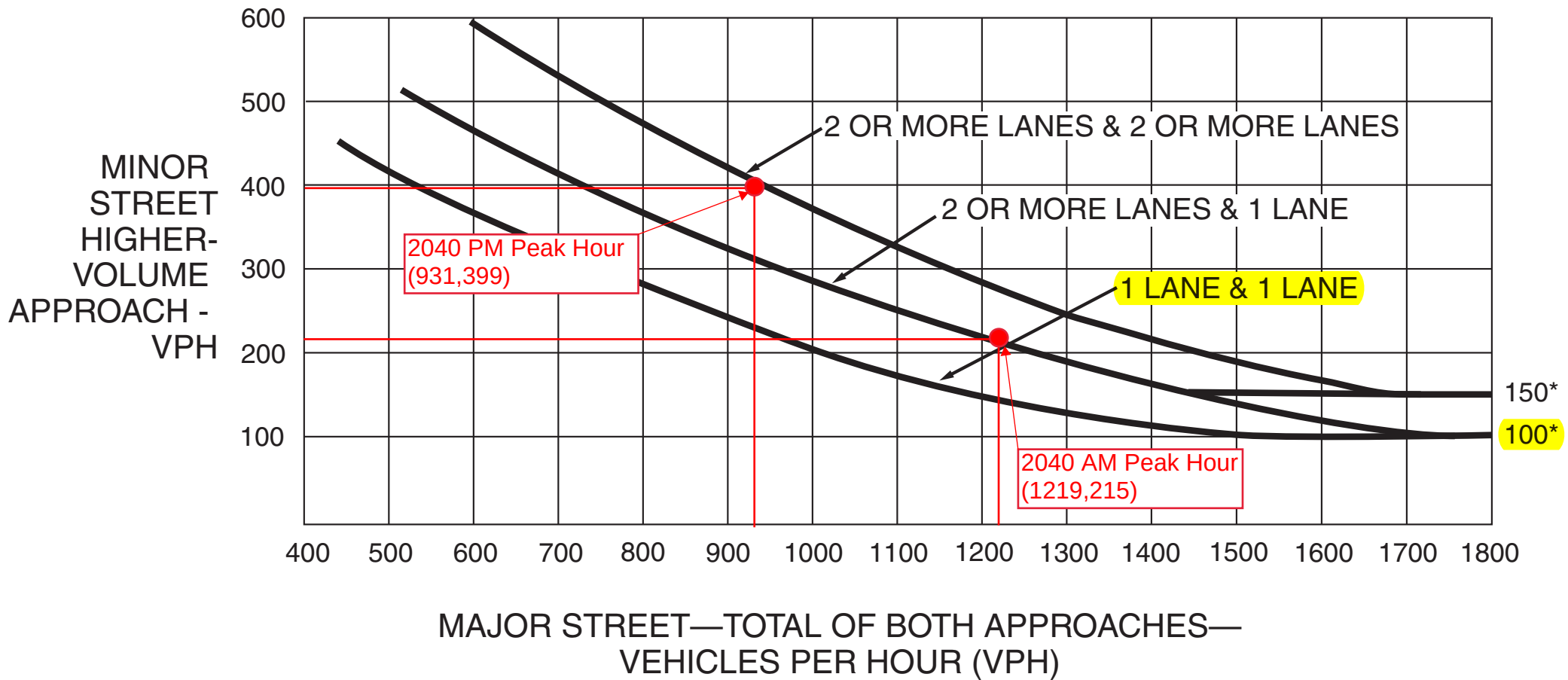
Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	13	117	52	11	98
Future Vol, veh/h	82	13	117	52	11	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	14	127	57	12	107
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	103	0	407	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1489	-	600	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1489	-	547	960
Mov Cap-2 Maneuver	-	-	-	-	547	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	678	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.3		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	892	-	-	1489	-	
HCM Lane V/C Ratio	0.133	-	-	0.085	-	
HCM Control Delay (s)	9.7	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-	

Appendix D

Signal Warrants

New Site Access / SR 240
2040 Conditions

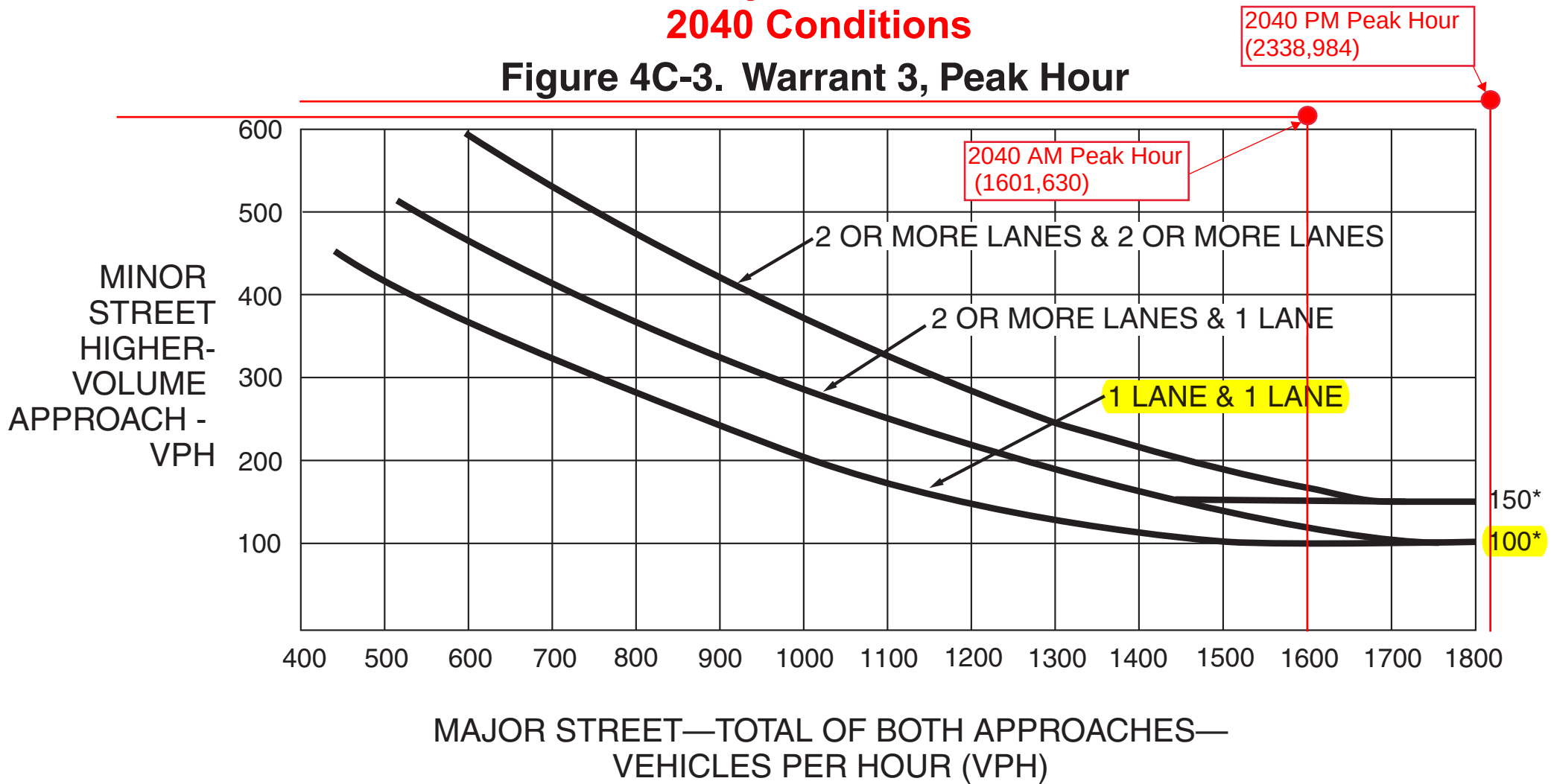
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Beardsley Road / SR 240 2040 Conditions

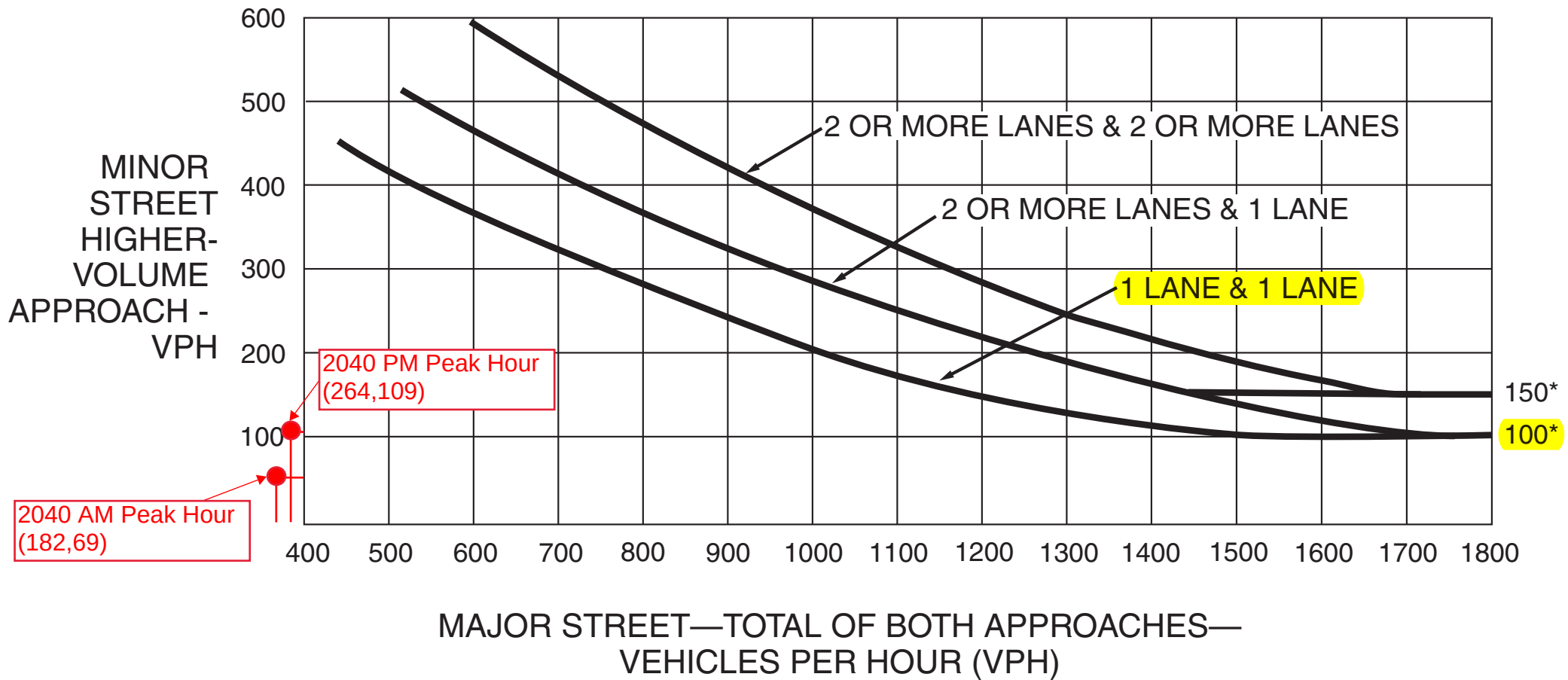
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Beardsley Road / Horn Rapids Road 2040 Conditions

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Appendix E

Left and Right Turn Analysis

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

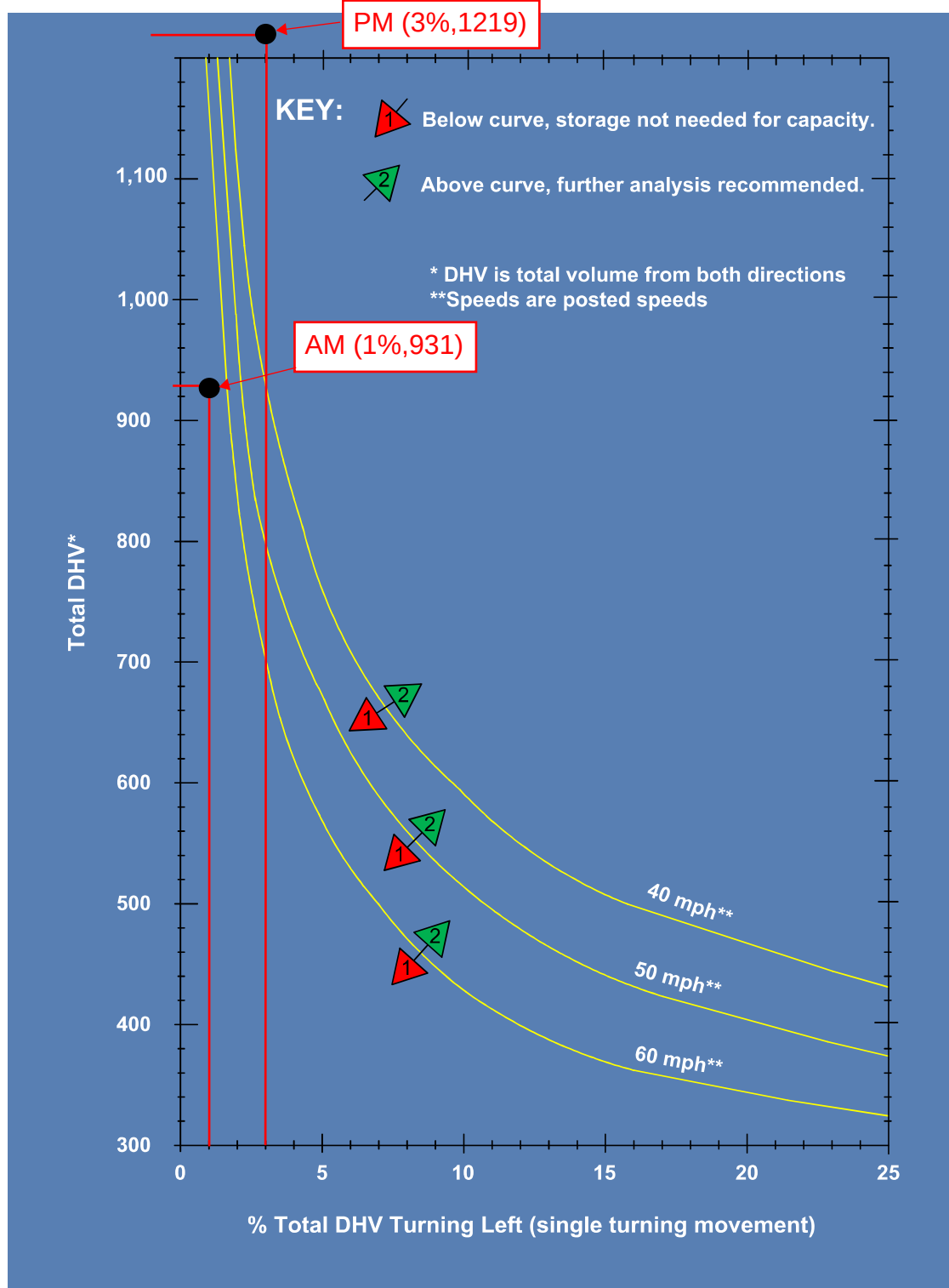


Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

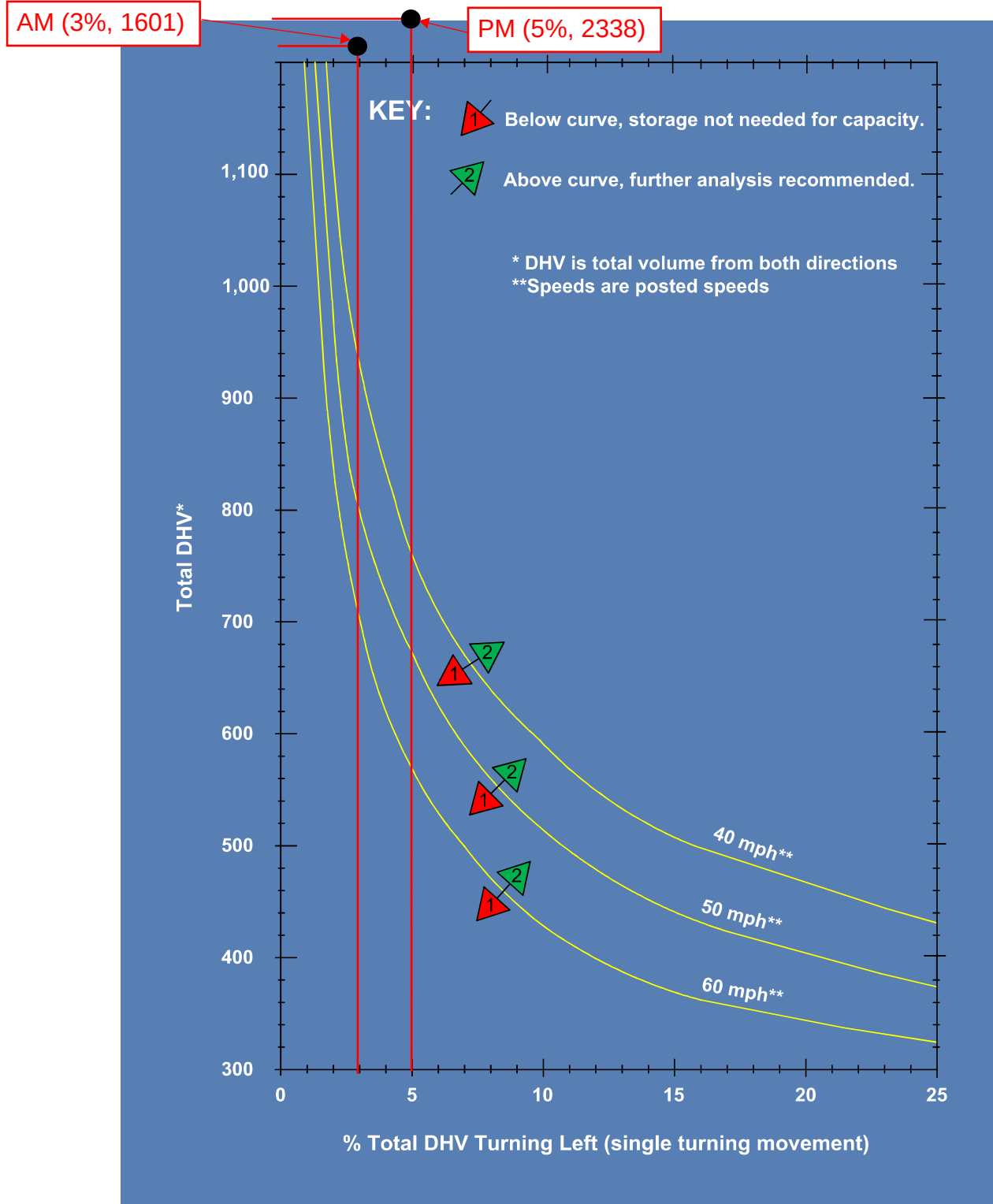


Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

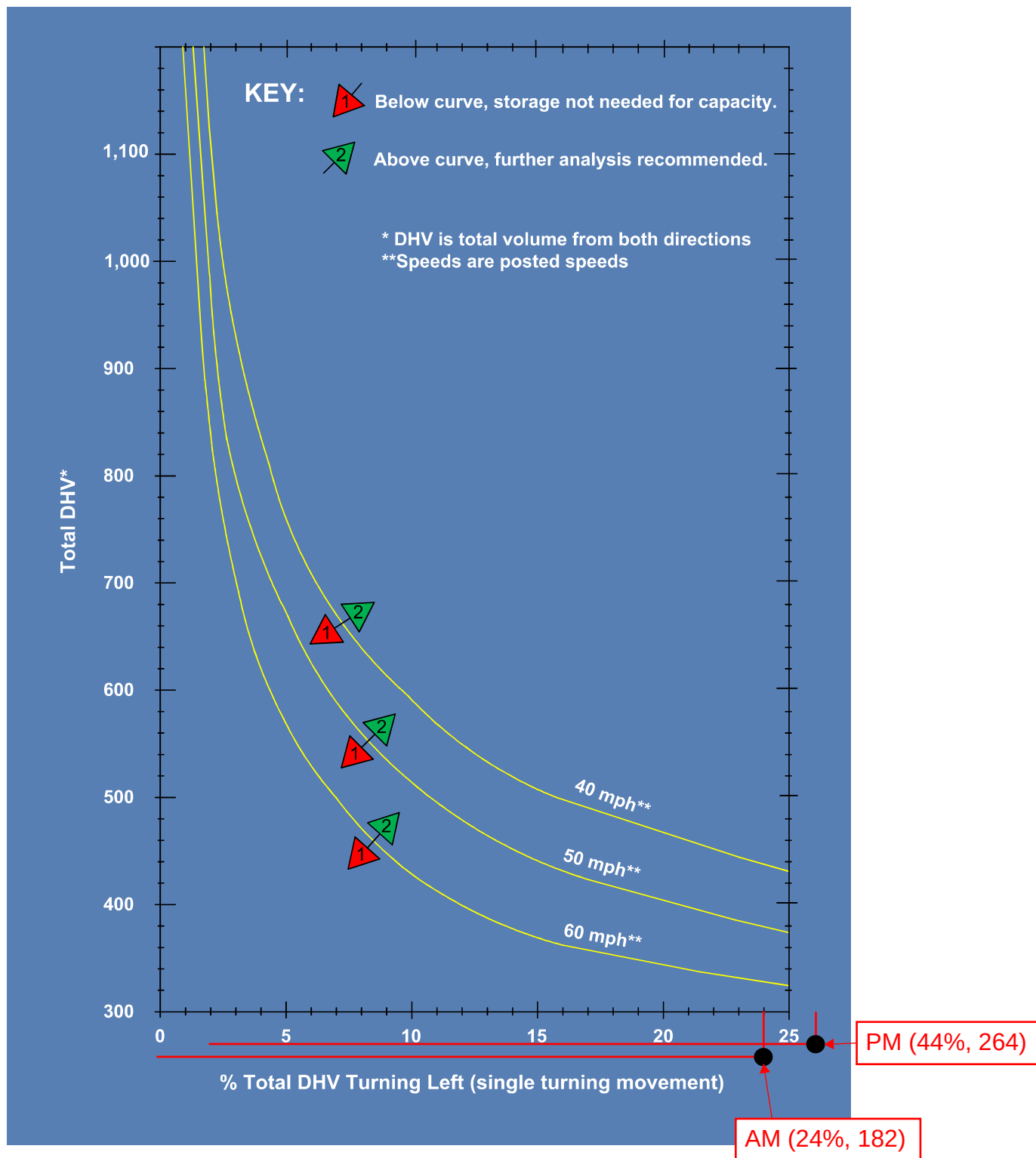
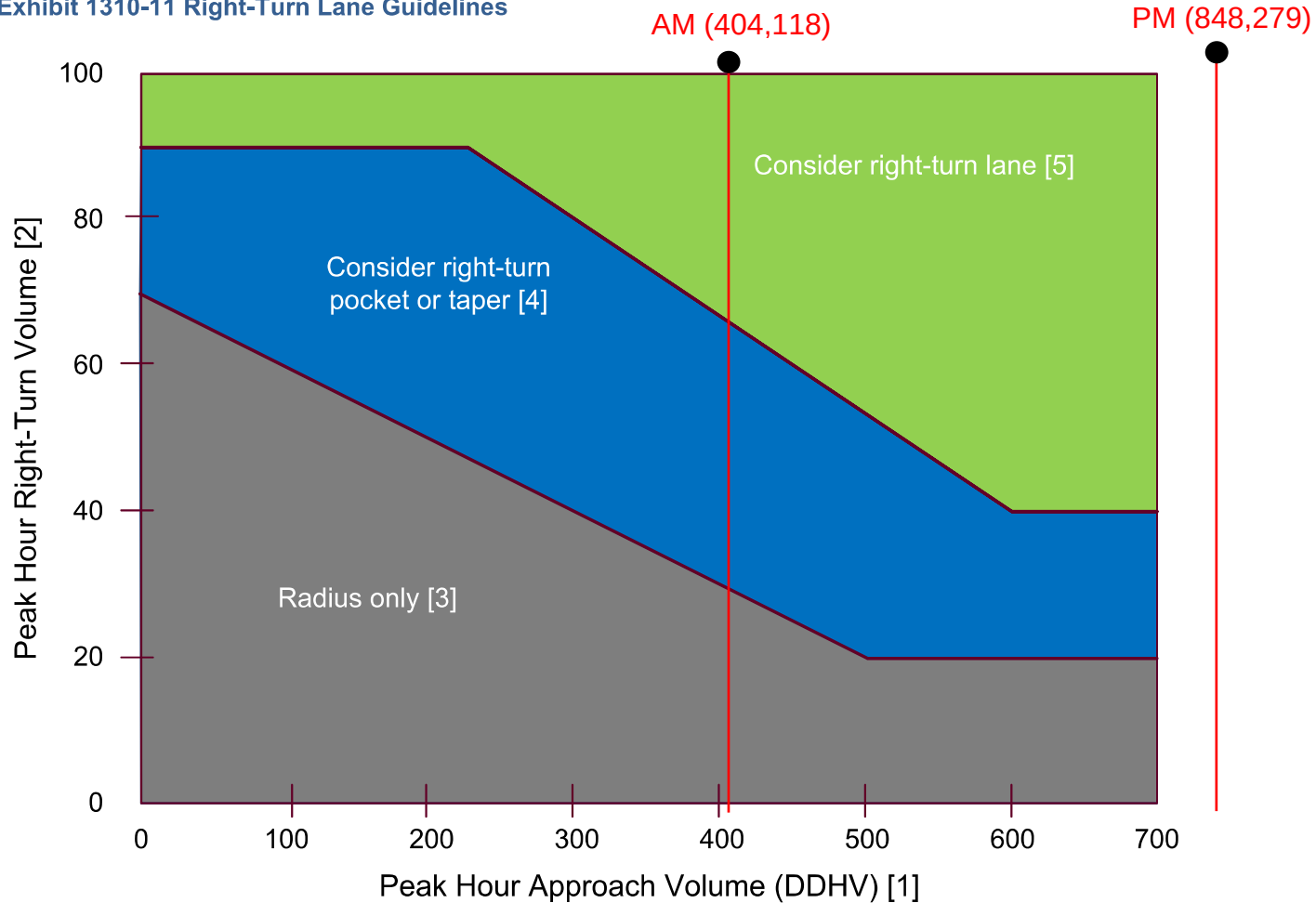


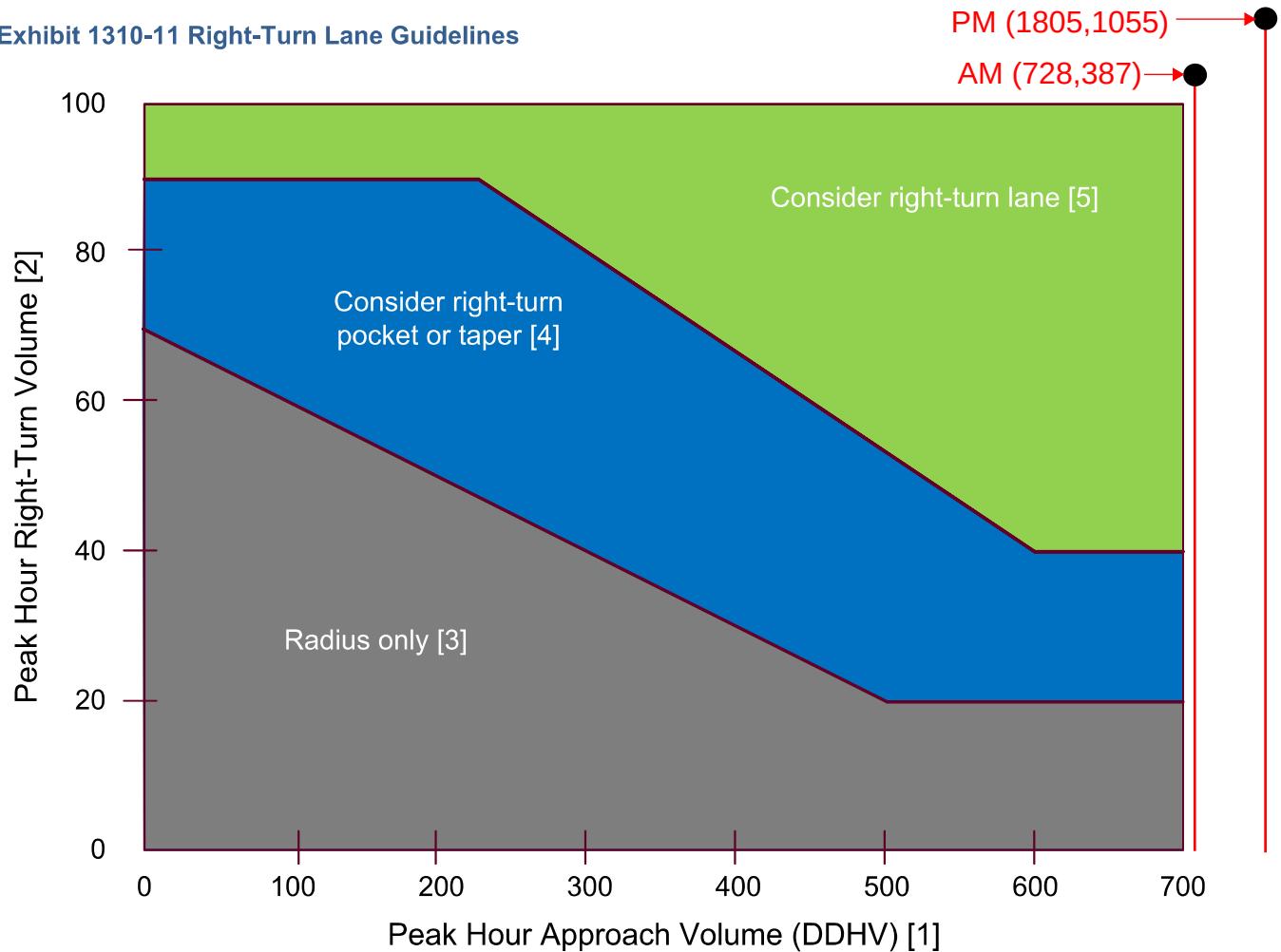
Exhibit 1310-11 Right-Turn Lane Guidelines



Notes:

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- [2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
 - The posted speed is 45 mph or below
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see Exhibit 1310-6.
- [4] For right-turn pocket or taper design, see Exhibit 1310-12.
- [5] For right-turn lane design, see Exhibit 1310-13.

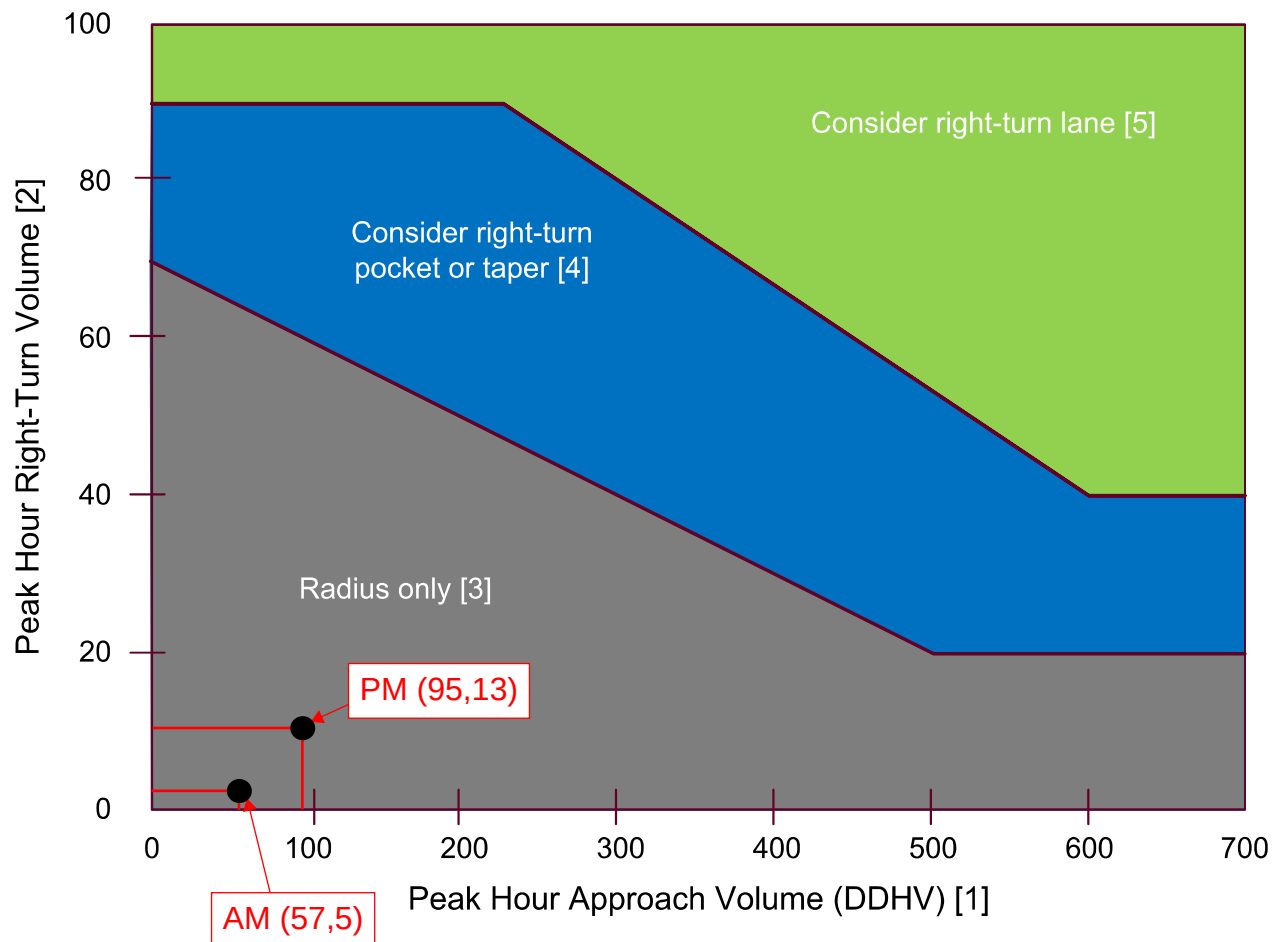
Exhibit 1310-11 Right-Turn Lane Guidelines



Notes:

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Exhibit 1310-11 Right-Turn Lane Guidelines



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 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see Exhibit 1310-6.
- [4] For right-turn pocket or taper design, see Exhibit 1310-12.
- [5] For right-turn lane design, see Exhibit 1310-13.

HCM 6th TWSC
1: SR 240 & New Site Access

02/21/2020

Intersection

Int Delay, s/veh 12.5

Movement SEL SET NWT NWR SWL SWR

Lane Configurations      

Traffic Vol, veh/h 31 340 569 279 193 22

Future Vol, veh/h 31 340 569 279 193 22

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 0 - - 0 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 34 370 618 303 210 24

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 921 0 - 0 1056 618

Stage 1 - - - - 618 -

Stage 2 - - - - 438 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 741 - - - 250 489

Stage 1 - - - - 538 -

Stage 2 - - - - 651 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 741 - - - 239 489

Mov Cap-2 Maneuver - - - - 239 -

Stage 1 - - - - 513 -

Stage 2 - - - - 651 -

Approach SE NW SW

HCM Control Delay, s 0.8 0 81.9

HCM LOS F

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 741 - 252

HCM Lane V/C Ratio - - 0.045 - 0.927

HCM Control Delay (s) - - 10.1 - 81.9

HCM Lane LOS - - B - F

HCM 95th %tile Q(veh) - - 0.1 - 8.3

HCM 6th TWSC
2: SR 240 & Beardsley Road

02/21/2020

Intersection						
Int Delay, s/veh	1678.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	117	416	750	1055	886	98
Future Vol, veh/h	117	416	750	1055	886	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	452	815	1147	963	107
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1962	0	-	0	1521	815
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	296	-	-	-	~ 130	377
Stage 1	-	-	-	-	~ 435	-
Stage 2	-	-	-	-	~ 489	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	296	-	-	-	~ 74	377
Mov Cap-2 Maneuver	-	-	-	-	~ 74	-
Stage 1	-	-	-	-	~ 248	-
Stage 2	-	-	-	-	~ 489	-
Approach	SE	NW	SW			
HCM Control Delay, s	5.7	0	\$ 5664.5			
HCM LOS			F			
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	296	-	80	
HCM Lane V/C Ratio	-	-	0.43	-	13.37	
HCM Control Delay (s)	-	-	26	-	\$ 5664.5	
HCM Lane LOS	-	-	D	-	F	
HCM 95th %tile Q(veh)	-	-	2.1	-	126.9	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th TWSC

3: Beardsley Road & Horn Rapids Road

02/21/2020

Intersection

Int Delay, s/veh 5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	13	117	52	11	98
Future Vol, veh/h	82	13	117	52	11	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	14	127	57	12	107

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	103
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1489
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1489
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	892	-	-	1489	-
HCM Lane V/C Ratio	0.133	-	-	0.085	-
HCM Control Delay (s)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

Appendix F

Mitigated Level of Service Calculations

HCM 6th Signalized Intersection Summary

1: SR 240 & New Site Access

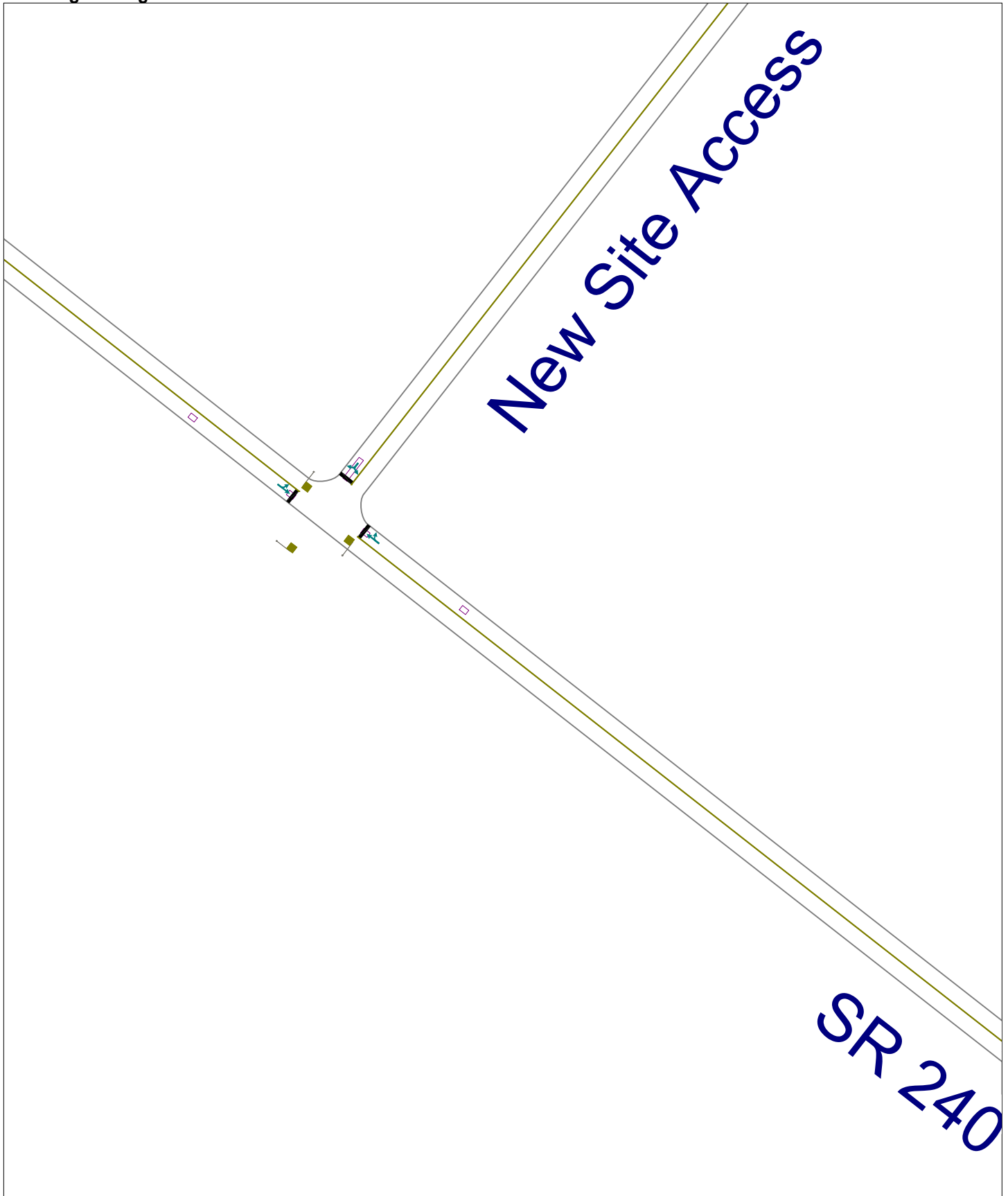
02/21/2020



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	13	514	286	118	359	40
Future Volume (veh/h)	13	514	286	118	359	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	14	559	311	128	390	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	117	772	529	218	492	54
Arrive On Green	0.42	0.42	0.42	0.42	0.31	0.31
Sat Flow, veh/h	16	1839	1259	518	1581	174
Grp Volume(v), veh/h	573	0	0	439	434	0
Grp Sat Flow(s),veh/h/ln	1855	0	0	1777	1760	0
Q Serve(g_s), s	0.0	0.0	0.0	6.4	7.5	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	6.4	7.5	0.0
Prop In Lane	0.02			0.29	0.90	0.10
Lane Grp Cap(c), veh/h	889	0	0	746	548	0
V/C Ratio(X)	0.64	0.00	0.00	0.59	0.79	0.00
Avail Cap(c_a), veh/h	1568	0	0	1407	1025	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	7.5	10.5	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.7	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.6	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	0.0	0.0	8.2	13.2	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		573	439		434	
Approach Delay, s/veh		8.9	8.2		13.2	
Approach LOS		A	A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		18.6			18.6	14.9
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		26.5			26.5	19.5
Max Q Clear Time (g_c+I1), s		8.4			10.6	9.5
Green Ext Time (p_c), s		2.7			3.5	1.1

Intersection Summary

HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A



LANE SUMMARY

Site: 1 [New Site Access & SR 240 - AM]

2040 AM With Project Volumes + Mitigation
Site Category: (None)
Roundabout

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
SouthEast: SR 240													
Lane 1 ^d	404	2.0	1476	0.274	100	6.1	LOS A	1.7	43.8	Full	1600	0.0	0.0
Approach	404	2.0		0.274		6.1	LOS A	1.7	43.8				
NorthEast: New Site Access													
Lane 1 ^d	399	2.0	1242	0.321	100	7.9	LOS A	1.8	45.1	Full	1600	0.0	0.0
Approach	399	2.0		0.321		7.9	LOS A	1.8	45.1				
NorthWest: SR 240													
Lane 1 ^d	527	2.0	1155	0.456	100	8.2	LOS A	3.1	79.8	Full	1600	0.0	0.0
Approach	527	2.0		0.456		8.2	LOS A	3.1	79.8				
Intersection	1330	2.0		0.456		7.5	LOS A	3.1	79.8				

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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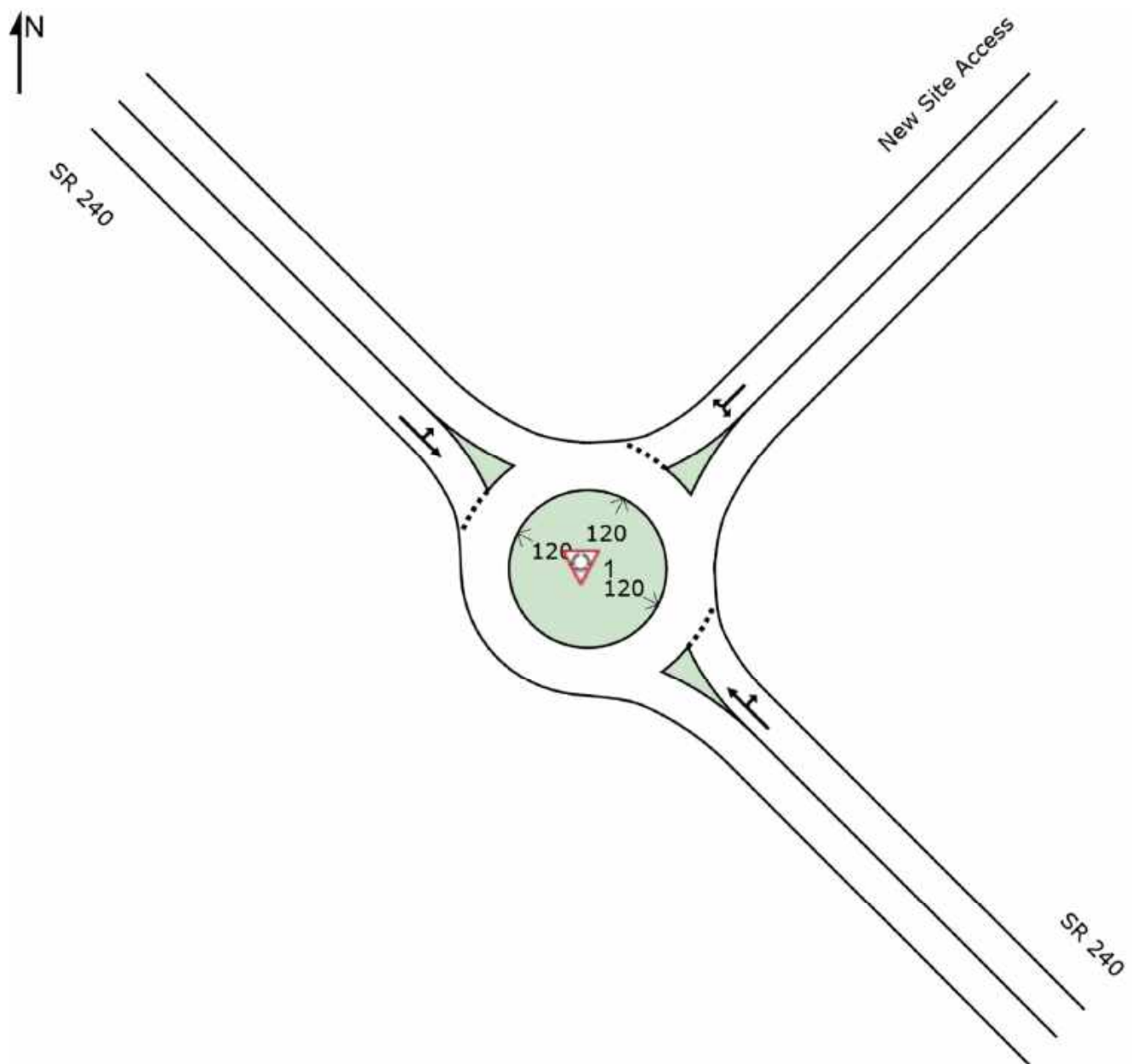
Organisation: PBS ENGINEERING AND ENVIRONMENTAL INC. | Processed: Friday, February 21, 2020 1:24:33 PM

Project: L:\Projects\71000\71517\71517-000\Traffic\Documents\LOS\SIDRA\AM-2040-With-Project.sip8

SITE LAYOUT

Site: 1 [New Site Access & SR 240 - AM]

2040 AM With Project Volumes + Mitigation
Site Category: (None)
Roundabout



HCM 6th Signalized Intersection Summary

2: SR 240 & Beardsley Road

02/21/2020



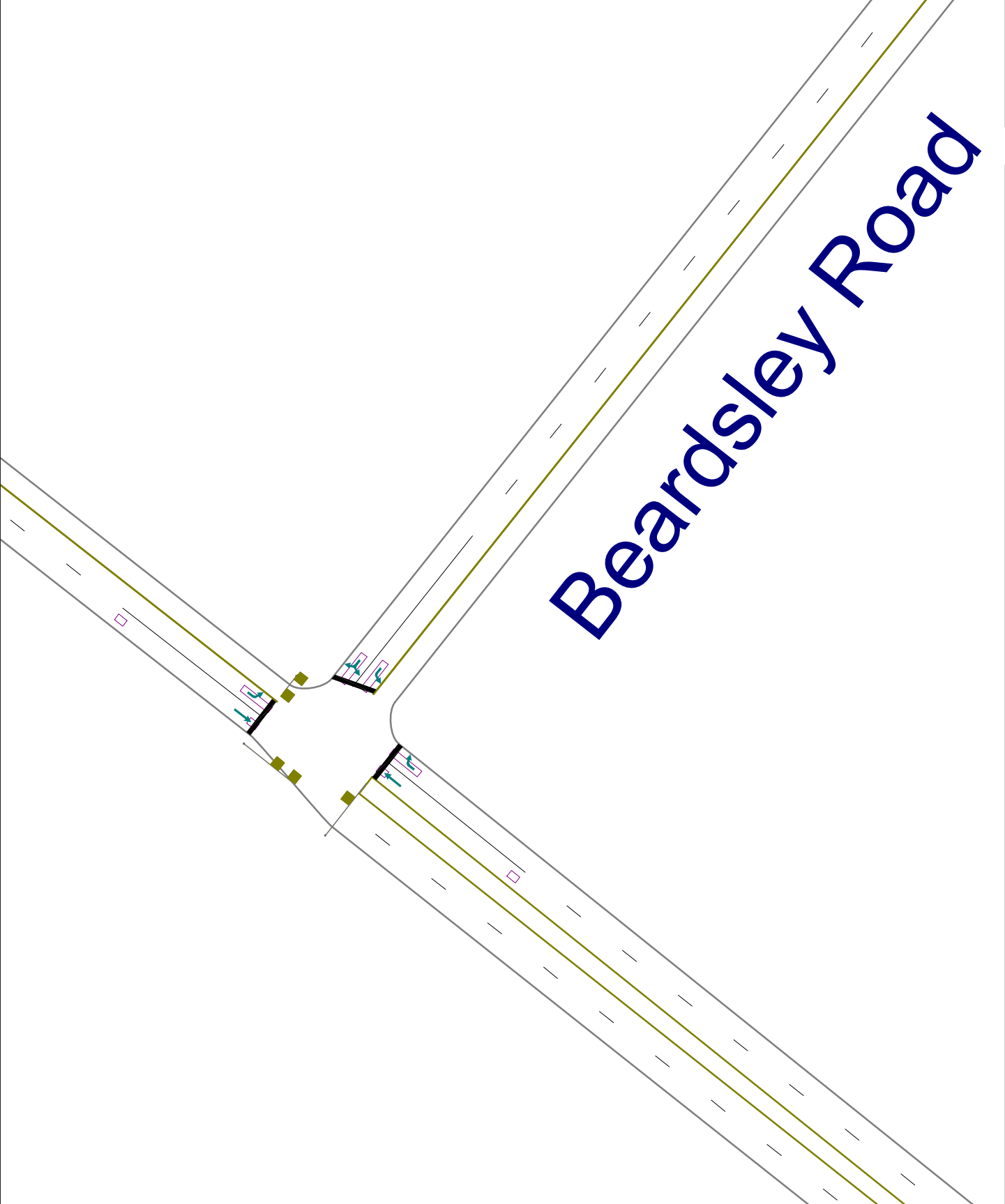
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	43	830	341	387	567	63
Future Volume (veh/h)	43	830	341	387	567	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	47	902	371	421	679	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	0
Cap, veh/h	459	1050	1050	1290	899	406
Arrive On Green	0.56	0.56	0.56	0.56	0.25	0.00
Sat Flow, veh/h	685	1870	1870	1585	3563	1610
Grp Volume(v), veh/h	47	902	371	421	679	0
Grp Sat Flow(s), veh/h/ln	685	1870	1870	1585	1781	1610
Q Serve(g_s), s	1.9	19.8	5.2	3.3	8.5	0.0
Cycle Q Clear(g_c), s	7.2	19.8	5.2	3.3	8.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	459	1050	1050	1290	899	406
V/C Ratio(X)	0.10	0.86	0.35	0.33	0.76	0.00
Avail Cap(c_a), veh/h	542	1276	1276	1481	1326	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.8	9.0	5.8	1.1	16.7	0.0
Incr Delay (d2), s/veh	0.1	5.2	0.2	0.1	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.8	1.5	1.8	3.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.9	14.2	6.0	1.3	18.1	0.0
LnGrp LOS	A	B	A	A	B	A
Approach Vol, veh/h		949	792		679	
Approach Delay, s/veh		13.9	3.5		18.1	
Approach LOS		B	A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		31.7			31.7	16.7
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		7.2			21.8	10.5
Green Ext Time (p_c), s		4.1			5.4	1.7

Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



LANE SUMMARY

Site: 2 [Beardsley Road & SR 240 - AM]

2040 AM With Project Volumes + Mitigation
Site Category: (None)
Roundabout

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
SouthEast: SR 240													
Lane 1 ^d	341	2.0	1463	0.233	100	6.3	LOS A	1.1	28.5	Full	1600	0.0	0.0
Lane 2	387	2.0	1642	0.236	100	5.7	LOS A	0.0	0.0	Short	500	0.0	NA
Approach	728	2.0		0.236		5.9	LOS A	1.1	28.5				
NorthEast: Beardsley Road													
Lane 1 ^d	567	2.0	1480	0.383	100	8.4	LOS A	2.4	60.9	Full	1600	0.0	0.0
Lane 2	63	2.0	1045	0.060	100	3.5	LOS A	0.3	6.9	Full	1600	0.0	0.0
Approach	630	2.0		0.383		7.9	LOS A	2.4	60.9				
NorthWest: SR 240													
Lane 1	43	2.0	683	0.063	100	15.6	LOS B	0.3	6.9	Short	300	0.0	NA
Lane 2 ^d	830	2.0	1064	0.780	100	13.2	LOS B	10.2	259.0	Full	1600	0.0	0.0
Approach	873	2.0		0.780		13.3	LOS B	10.2	259.0				
Intersection	2231	2.0		0.780		9.4	LOS A	10.2	259.0				

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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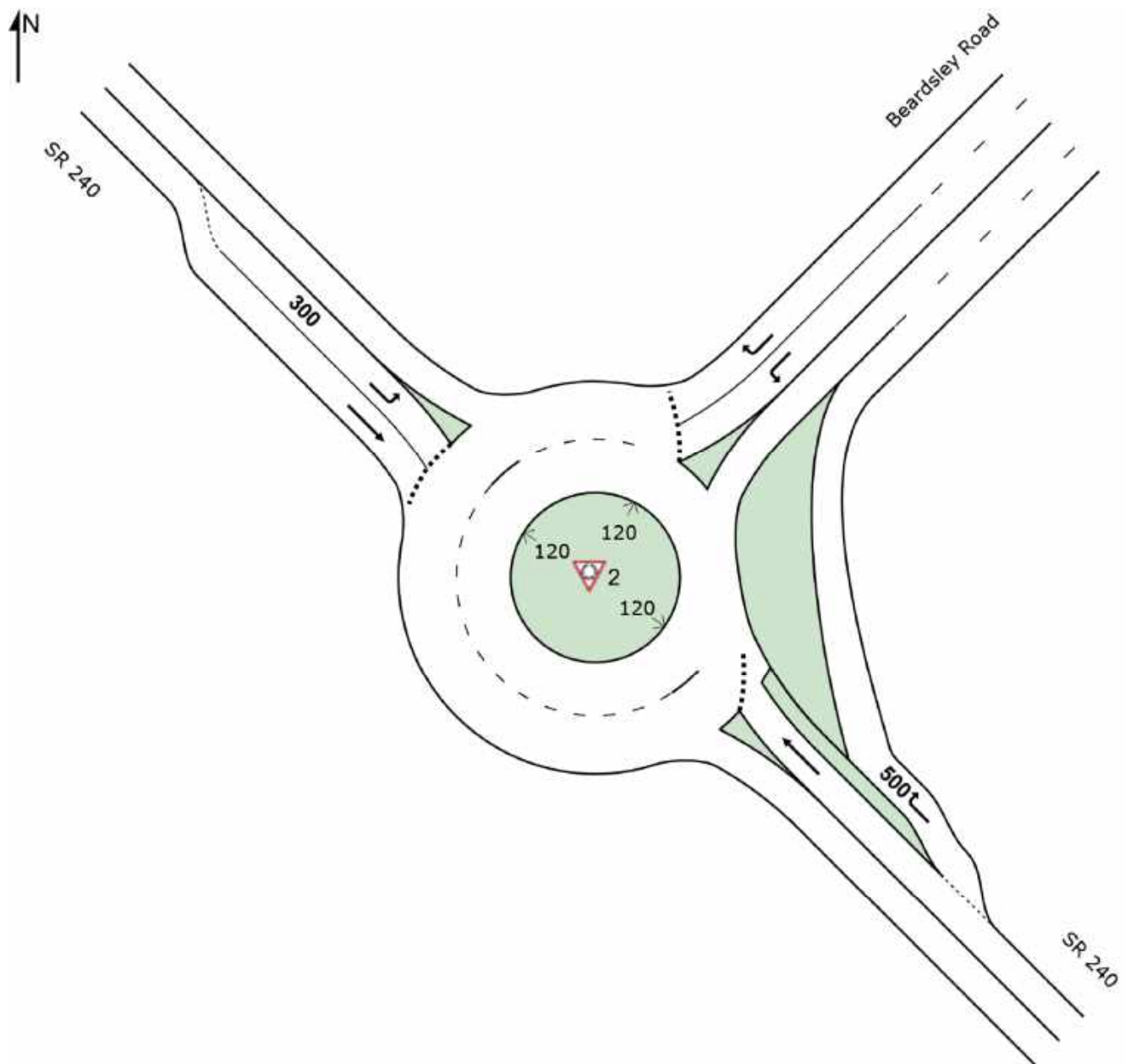
SITE LAYOUT

Site: 2 [Beardsley Road & SR 240 - AM]

2040 AM With Project Volumes + Mitigation

Site Category: (None)

Roundabout



HCM 6th Signalized Intersection Summary

1: SR 240 & New Site Access

02/21/2020



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	31	340	569	279	193	22
Future Volume (veh/h)	31	340	569	279	193	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	34	370	618	303	210	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	117	930	737	361	273	31
Arrive On Green	0.62	0.62	0.62	0.62	0.17	0.17
Sat Flow, veh/h	45	1495	1185	581	1572	180
Grp Volume(v), veh/h	404	0	0	921	235	0
Grp Sat Flow(s),veh/h/ln	1540	0	0	1766	1759	0
Q Serve(g_s), s	1.2	0.0	0.0	18.1	5.6	0.0
Cycle Q Clear(g_c), s	19.3	0.0	0.0	18.1	5.6	0.0
Prop In Lane	0.08			0.33	0.89	0.10
Lane Grp Cap(c), veh/h	1047	0	0	1098	305	0
V/C Ratio(X)	0.39	0.00	0.00	0.84	0.77	0.00
Avail Cap(c_a), veh/h	1431	0	0	1524	719	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.2	0.0	0.0	6.6	17.4	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	3.1	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	4.3	2.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4	0.0	0.0	9.7	21.4	0.0
LnGrp LOS	A	A	A	A	C	A
Approach Vol, veh/h		404	921		235	
Approach Delay, s/veh		4.4	9.7		21.4	
Approach LOS		A	A		C	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		31.9			31.9	12.1
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		38.0			38.0	18.0
Max Q Clear Time (g_c+I1), s		20.1			21.3	7.6
Green Ext Time (p_c), s		7.2			2.5	0.5

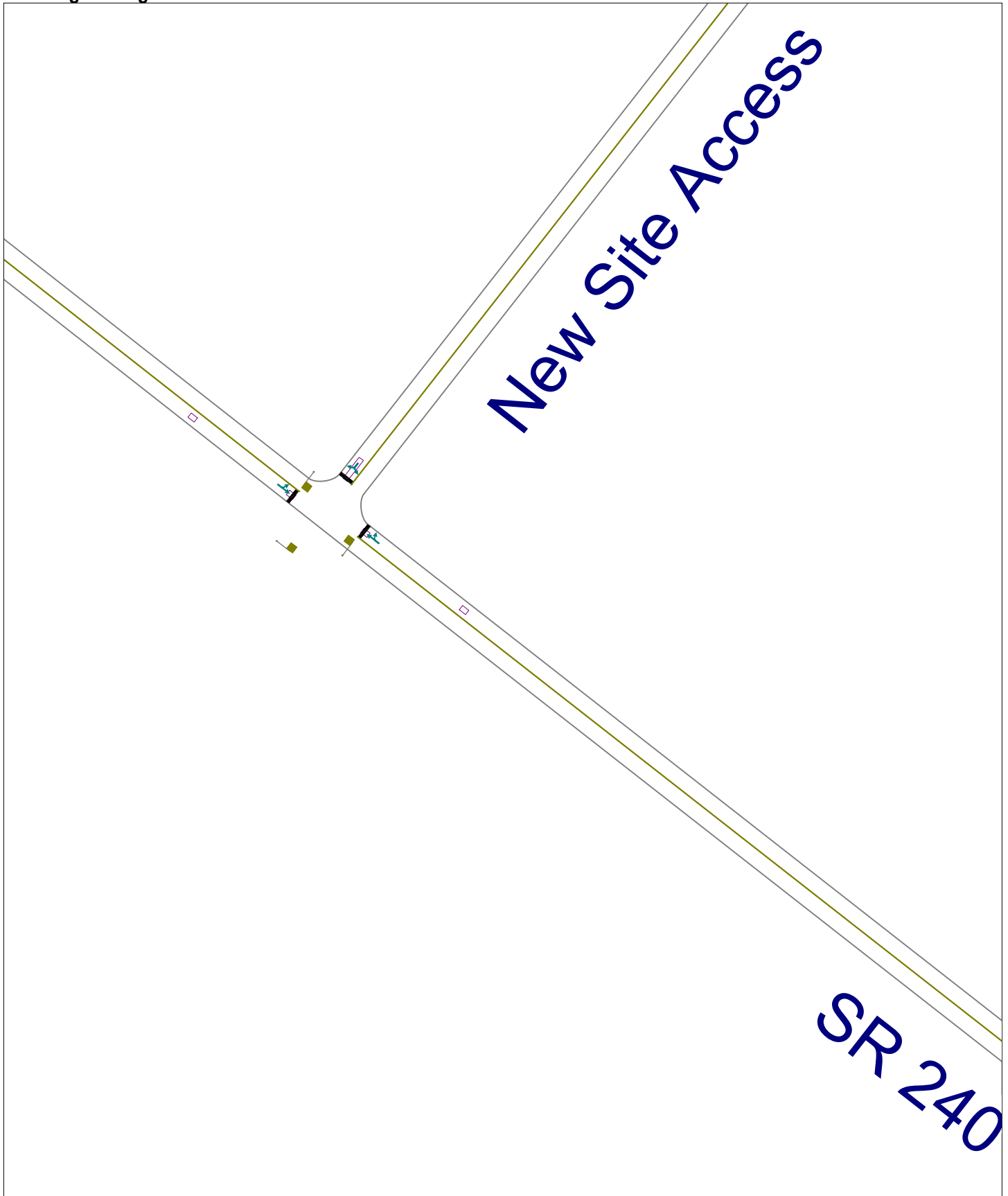
Intersection Summary

HCM 6th Ctrl Delay **10.1**

HCM 6th LOS **B**

Notes

User approved volume balancing among the lanes for turning movement.



LANE SUMMARY

Site: 1 [New Site Access & SR 240 - PM]

2040 PM With Project Volumes + Mitigation
Site Category: (None)
Roundabout

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
SouthEast: SR 240													
Lane 1 ^d	848	2.0	1456	0.582	100	6.3	LOS A	5.3	135.7	Full	1600	0.0	0.0
Approach	848	2.0		0.582		6.3	LOS A	5.3	135.7				
NorthEast: New Site Access													
Lane 1 ^d	215	2.0	1026	0.210	100	9.2	LOS A	1.2	30.3	Full	1600	0.0	0.0
Approach	215	2.0		0.210		9.2	LOS A	1.2	30.3				
NorthWest: SR 240													
Lane 1 ^d	371	2.0	1284	0.289	100	7.5	LOS A	1.8	44.6	Full	1600	0.0	0.0
Approach	371	2.0		0.289		7.5	LOS A	1.8	44.6				
Intersection	1434	2.0		0.582		7.0	LOS A	5.3	135.7				

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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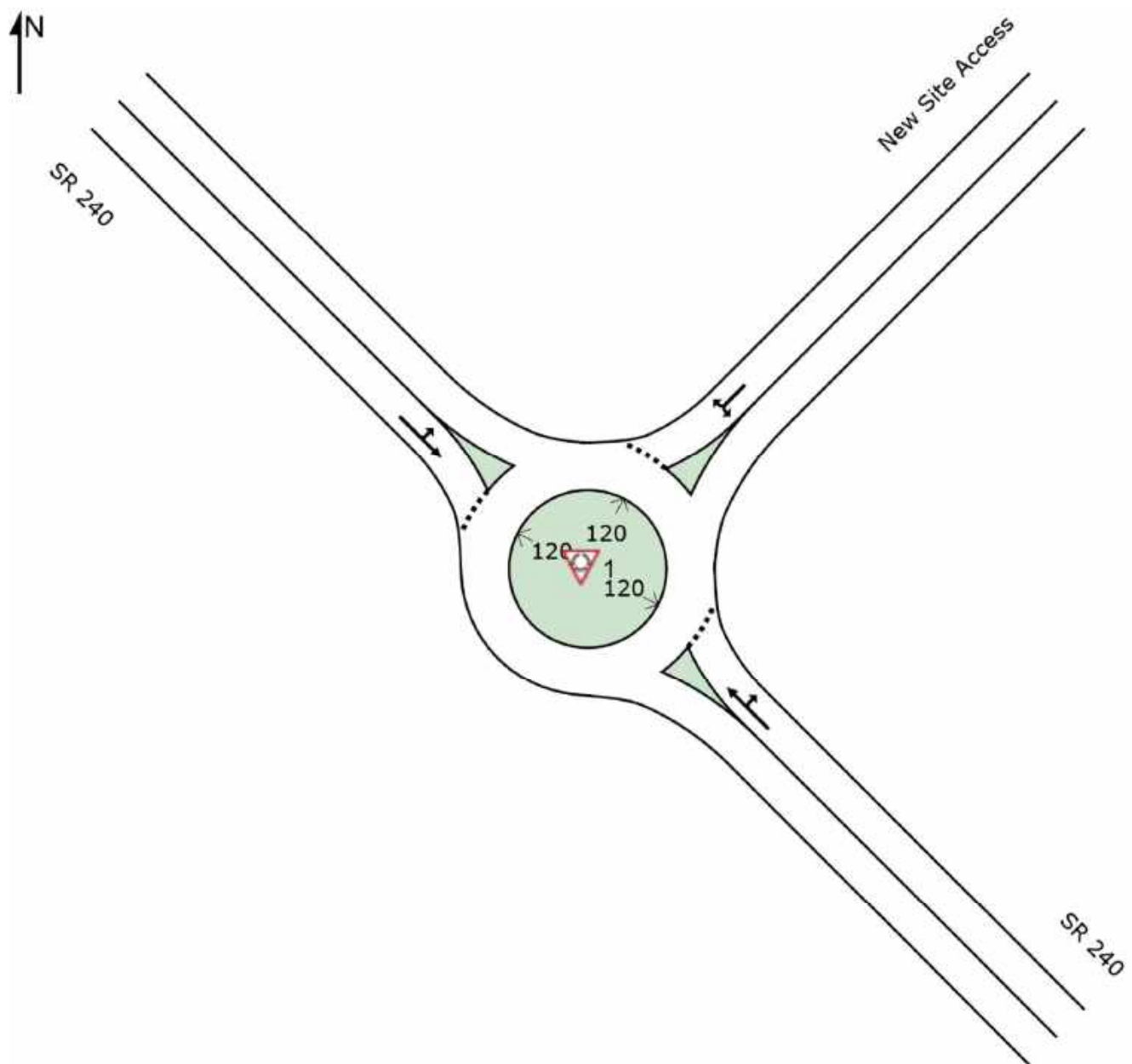
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Project: L:\Projects\71000\71517\71517-000\Traffic\Documents\LOS\SIDRA\PM-2040-With-Project.sip8

SITE LAYOUT

Site: 1 [New Site Access & SR 240 - PM]

2040 PM With Project Volumes + Mitigation
Site Category: (None)
Roundabout



HCM 6th Signalized Intersection Summary

2: SR 240 & Beardsley Road

02/21/2020



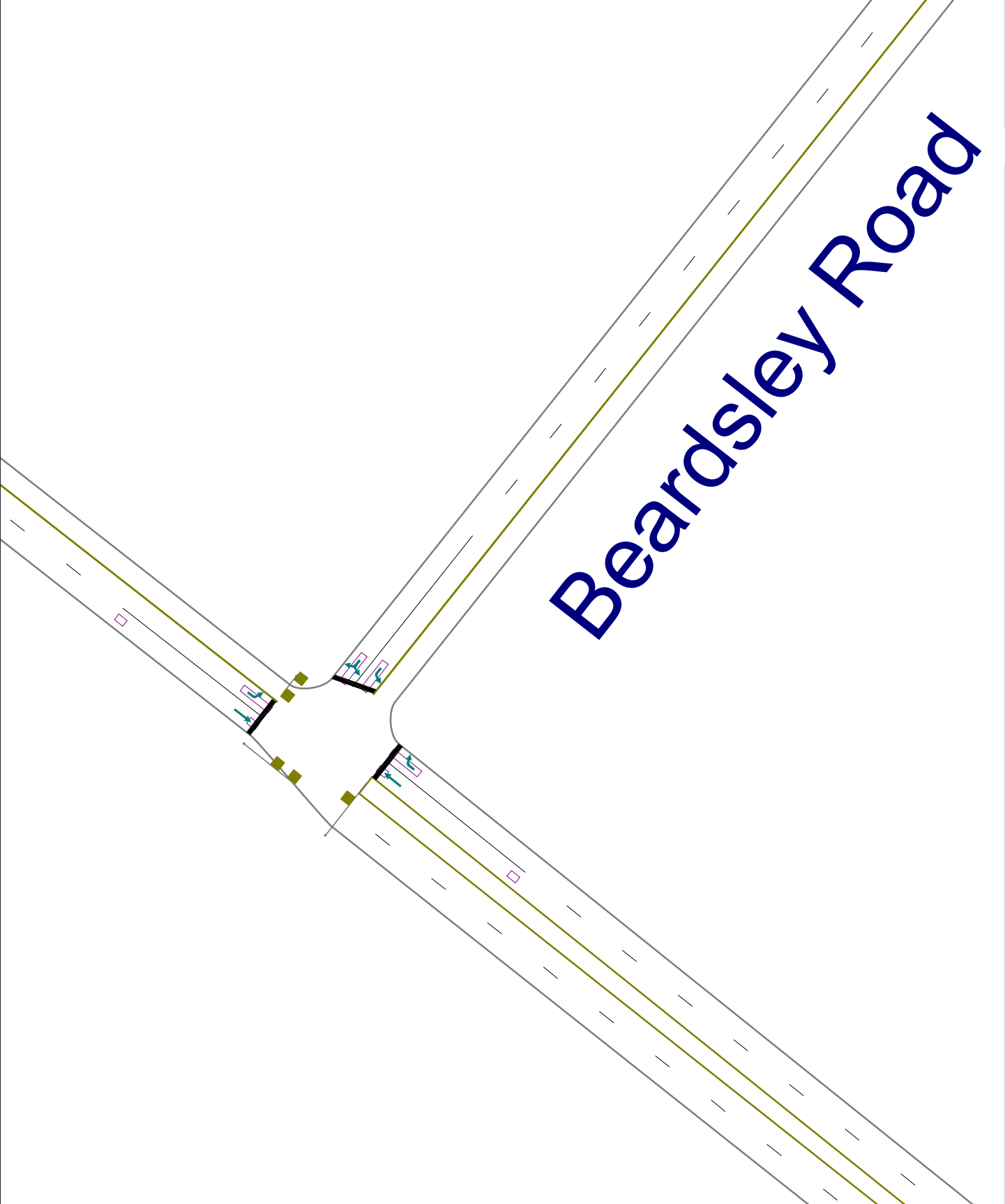
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	117	416	750	1055	886	98
Future Volume (veh/h)	117	416	750	1055	886	98
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	127	452	815	1147	1063	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	0
Cap, veh/h	166	916	916	1299	1174	531
Arrive On Green	0.49	0.49	0.49	0.49	0.33	0.00
Sat Flow, veh/h	223	1870	1870	1585	3563	1610
Grp Volume(v), veh/h	127	452	815	1147	1063	0
Grp Sat Flow(s), veh/h/ln	223	1870	1870	1585	1781	1610
Q Serve(g_s), s	4.8	8.1	19.6	23.6	14.2	0.0
Cycle Q Clear(g_c), s	24.4	8.1	19.6	23.6	14.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	166	916	916	1299	1174	531
V/C Ratio(X)	0.77	0.49	0.89	0.88	0.91	0.00
Avail Cap(c_a), veh/h	166	916	916	1299	1187	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.5	8.6	11.5	2.9	16.0	0.0
Incr Delay (d2), s/veh	19.0	0.4	10.8	7.5	9.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.6	8.8	2.7	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.5	9.0	22.3	10.4	25.9	0.0
LnGrp LOS	D	A	C	B	C	A
Approach Vol, veh/h		579	1962		1063	
Approach Delay, s/veh		16.5	15.3		25.9	
Approach LOS		B	B		C	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		28.9			28.9	20.9
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		24.4			24.4	16.6
Max Q Clear Time (g_c+I1), s		25.6			26.4	16.2
Green Ext Time (p_c), s		0.0			0.0	0.2

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



LANE SUMMARY

Site: 2 [Beardsley Road & SR 240 - PM]

2040 PM With Project Volumes + Mitigation
Site Category: (None)
Roundabout

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
SouthEast: SR 240													
Lane 1 ^d	750	2.0	1382	0.543	100	6.7	LOS A	4.2	106.2	Full	1600	0.0	0.0
Lane 2	1055	2.0	1642	0.643	100	5.7	LOS A	0.0	0.0	Short	500	0.0	NA
Approach	1805	2.0		0.643		6.1	LOS A	4.2	106.2				
NorthEast: Beardsley Road													
Lane 1 ^d	886	2.0	1087	0.815	100	19.8	LOS B	14.8	376.5	Full	1600	0.0	0.0
Lane 2	98	2.0	797	0.123	100	5.9	LOS A	0.7	18.7	Full	1600	0.0	0.0
Approach	984	2.0		0.815		18.4	LOS B	14.8	376.5				
NorthWest: SR 240													
Lane 1	117	2.0	429	0.273	100	18.8	LOS B	1.7	43.1	Short	300	0.0	NA
Lane 2 ^d	416	2.0	632	0.658	100	16.3	LOS B	7.2	183.4	Full	1600	0.0	0.0
Approach	533	2.0		0.658		16.8	LOS B	7.2	183.4				
Intersection	3322	2.0		0.815		11.5	LOS B	14.8	376.5				

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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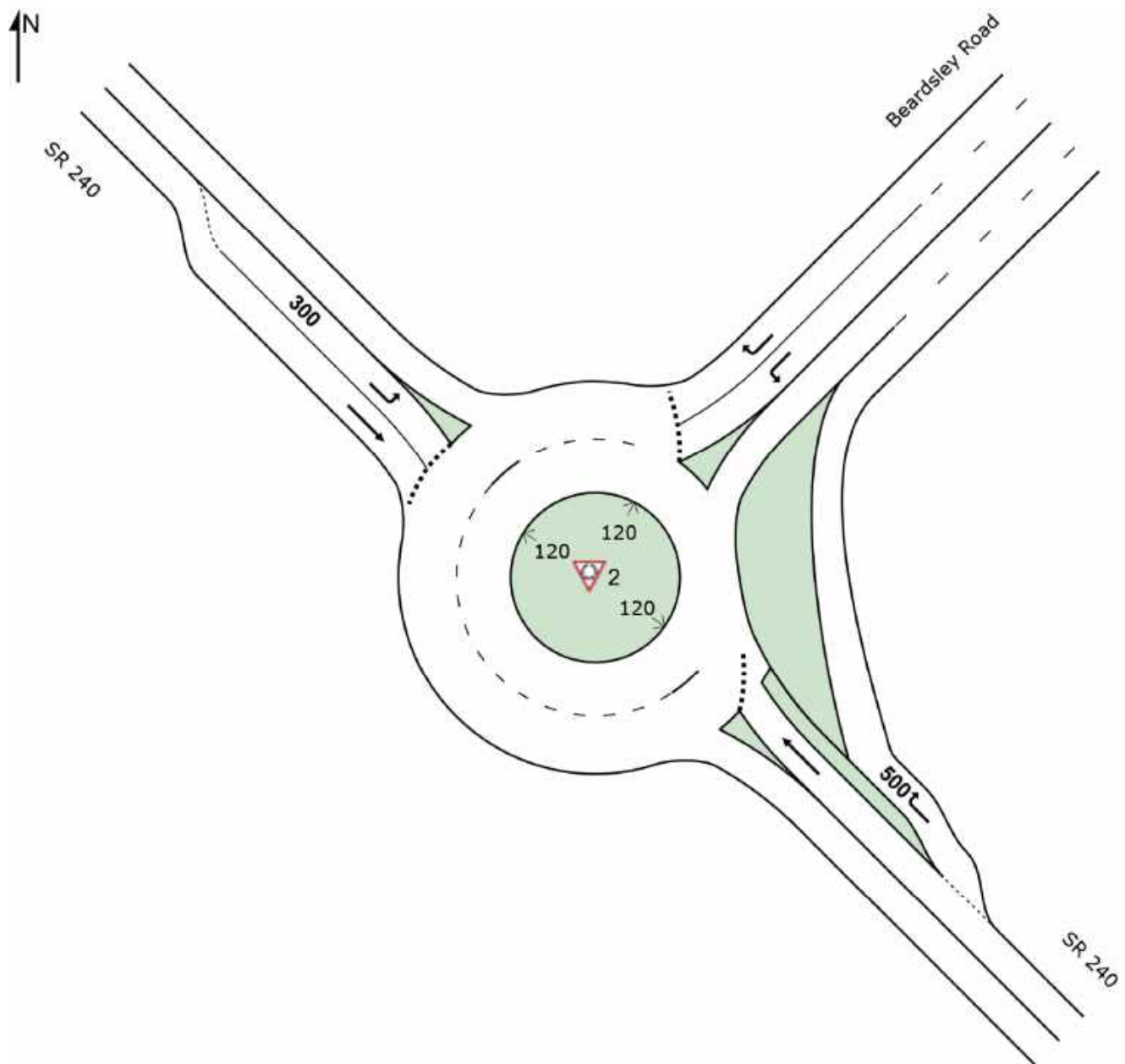
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Project: L:\Projects\71000\71517\71517-000\Traffic\Documents\LOS\SIDRA\PM-2040-With-Project.sip8

SITE LAYOUT

Site: 2 [Beardsley Road & SR 240 - PM]

2040 PM With Project Volumes + Mitigation
Site Category: (None)
Roundabout





February 19, 2020

City of Richland
Development Services Department
625 Swift Blvd, MS#35
Richland, Washington 99352

Attn: Mike Stevens, Planning Manager

RE: Zoning Map Amendment Application – Vantage Way Properties
(Concurrent Review with Comprehensive Plan Land Use Map Amendment)

Please accept this FORMAL APPLICATION request on behalf of our client, Mr. Gregory Markel of Washington Securities & Investment Corporation to process a Zoning Map Amendment to implement consistent zoning with the City's Comprehensive Land Use Plan during the City of Richland's 2020 Comprehensive Plan review cycle. This zoning map amendment is coincident with the Applicant's proposal for a Comprehensive Plan Land Use Map Amendment Application submittal being filed concurrently.

The subject property located at 3801 Horn Rapids Road, is identified as the "Vantage Way Properties" for purposes of this Zoning Map Amendment. The current zoning of Agriculture (AG) is proposed to be amended to a mix of C-LB (Limited Business Use District), C-3 (General Business Use District) and R-2 (Medium-Density Residential) consistent with the proposed land use designations in this application. The PROPOSED Zoning Legal Descriptions and sketch is included in the application as requested by the City.

The property is approximately 300 acres in the northwest portion of the City limits, comprised of four (4) contiguous tax parcels (Tax Parcel 112074000000000, Tax Parcel 113071000002000, Tax Parcel 107083000000000, Tax Parcel 118081000001002). The project is bounded by Highway SR-240 (south), Horn Rapids Road unimproved right-of-way (north) and Beardsley Road unimproved right-of-way (east) and City of Richland Agricultural land / Hanford Site (west).

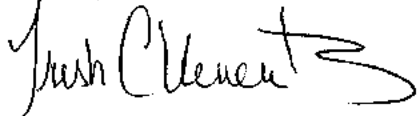
The attached Zoning Map Amendment application provides the necessary required materials to support the application. The proposed zoning map amendment will accurately implement the proposed Comprehensive Plan Land Use Map Amendment from Public Facilities (PF) to a combination of Commercial and Medium Density Residential land use designations. No proposed development or site development design is contemplated with or accompanies this Zoning Map Amendment application proposal.

The Applicant has considered existing land uses and zoning of the surrounding areas, together with the City's projected future growth and expansion anticipated by the goals and policies of the City's Comprehensive Plan. See the concurrent Vantage Way Properties Comprehensive Plan Land Use Map Amendment application for additional information specific to that application.

We respectfully submit this **FORMAL** application for your consideration during the City's annual review process for the 2020 Comprehensive Plan Amendments. The application fee of \$1,200.00 is provided directly by Mr. Markel with this submittal at the City.

Thank you for your time and effort on our client's behalf and we look forward to our continued coordination efforts with you and City Staff. If you have questions on the application materials please contact Greg Markel, Keith Goldsmith or me.

Sincerely,



Trish Clements | Goldsmith Engineering

Entitlement Project Manager | 425.462.1080 | tclements@goldsmithengineering.com

Cc: Greg Markel, WSIC, w/application package





Zoning Map/Text Amendment Application

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION

☒ Contact Person

Owner: Gregory Markel, Washington Securities & Investment Corporation

Address: 8901 Tucannon Ave., Suite 110, Kennewick, WA 99336

Phone: 509-531-4711 (cell) / 509-735-2255 (office)

Email: wsic@eltopia.com

Attn: Greg Markel

APPLICANT/CONTRACTOR INFORMATION (if different)

☐ Contact Person

Company:

UBI#

Contact:

Address:

Phone:

Email:

DESCRIPTION OF WORK

To Amend the City of Richland's Zoning Map for the project known as 'Vantage Way Properties', consisting of four (4) contiguous parcels, to match and implement zoning commensurate with the **Vantage Way Properties Comprehensive Plan Map Amendment land use designation application proposal**. The proposed Zoning Map Amendment would implement zoning consistent with the comprehensive plan map amendment for commercial and residential land use designations. See Attachments for the Proposed Purpose and Justification, including PROPOSED Legal descriptions & sketch for proposed zoning parcels.

PROPERTY INFORMATION

Parcel #: 112074000000000, 113071000002000, 107083000000000, 118081000001002

Legal Description: See attached Proposed Zoning Legal Descriptions - FIG. 4A.

Current Zoning: Agriculture (AG)

Current Comp Plan: Public Facility (PF)

Requested Zoning: C-3, C-LB, and R-2

Current Use: vacant / undeveloped

Proposed Use: Commercial/ Med Density Residential

Area of Property: 300.08 Ac.

APPLICATION MUST INCLUDE

1. Completed Application and Filing Fee
2. Title Report showing ownership, easements, restrictions, and accurate legal description of the property involved
3. Other information as determined by the Administrator

ANSWER QUESTIONS AS COMPLETELY AS POSSIBLE

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

The 300.08 +/- acre site was recently acquired by the Owner/Applicant from Washington State University (WSU). As the site is now under private ownership and is no longer consistent with the land use designation of Public Facilities (PF), a concurrent Comprehensive Plan Map Amendment application has been submitted to and is being processed by the City. The proposed Zoning Map Amendment is needed in order to implement consistent zoning with the City's Comprehensive Plan and Land Use Map.

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

If the zoning change were not granted, the zoning would be inconsistent with the Comprehensive Plan land use designation, as proposed with the concurrent Comprehensive Plan Map Amendment. It would likely result in underdevelopment or underutilization of future commercial and residential uses to meet City Comprehensive Plan residential and commercial growth demands, and provide services and residential housing options to support existing employment and residential needs in the area.

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

The proposed zoning changes will accurately implement the City's Comprehensive Plan Land Use Plan, as amended. The zoning change supports expansion of commercial and residential development in the area to achieve the City's Comprehensive Goals and Policies and support existing uses in the area.

Any beneficial or adverse effects the granting or denial of the rezone would have on adjacent or surrounding zones:

Adjacent and surrounding areas would benefit from future development of the site with the expansion of commercial services and a mix of residential housing, together with increased employment opportunities and the extension of utilities and infrastructure consistent with the City's Comprehensive Plan and Management Plans.

Denial of the proposed zoning change would create an inconsistency with the Comprehensive Plan and eliminate a variety of residential housing, commercial services and employment opportunities to meet projected future growth demands for the City.

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

Granting this zoning change concurrent with the Comprehensive Plan Map Amendment request would promote the overall intent of managed growth consistent with UGA, County and City comprehensive plans and policies to promote growth, provide housing, and promote economic and employment opportunities to the community and citizens.

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

The City benefits by implementing the proposed zoning therefore creating compliance for long term planning. The City would benefit economically by granting the zoning change that would allow commercial services and employment, housing opportunity, and growth.

Whether the proposed rezone represents a better use of the land from the standpoint of the comprehensive plan than the original zone:

The proposed zoning map amendment will accurately reflect the goals and policies of the City's Comprehensive Plan and Land Use Map.

Whether the proposed rezone represents spot zoning and whether a larger area should be considered:

The zoning change request encompasses the total ownership of approximately 300.08 acres. Not spot zoning.

Identify impacts on the environment and public safety:

No impacts to the environment or public safety are anticipated. The amendment to the zoning map would likely result in increased environmental protection.

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of the Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: WASHINGTON SECURITIES and Investment Corporation

Applicant Signature: Megany S. Markel president Date 2/20/2020



REGIONAL VICINITY MAP

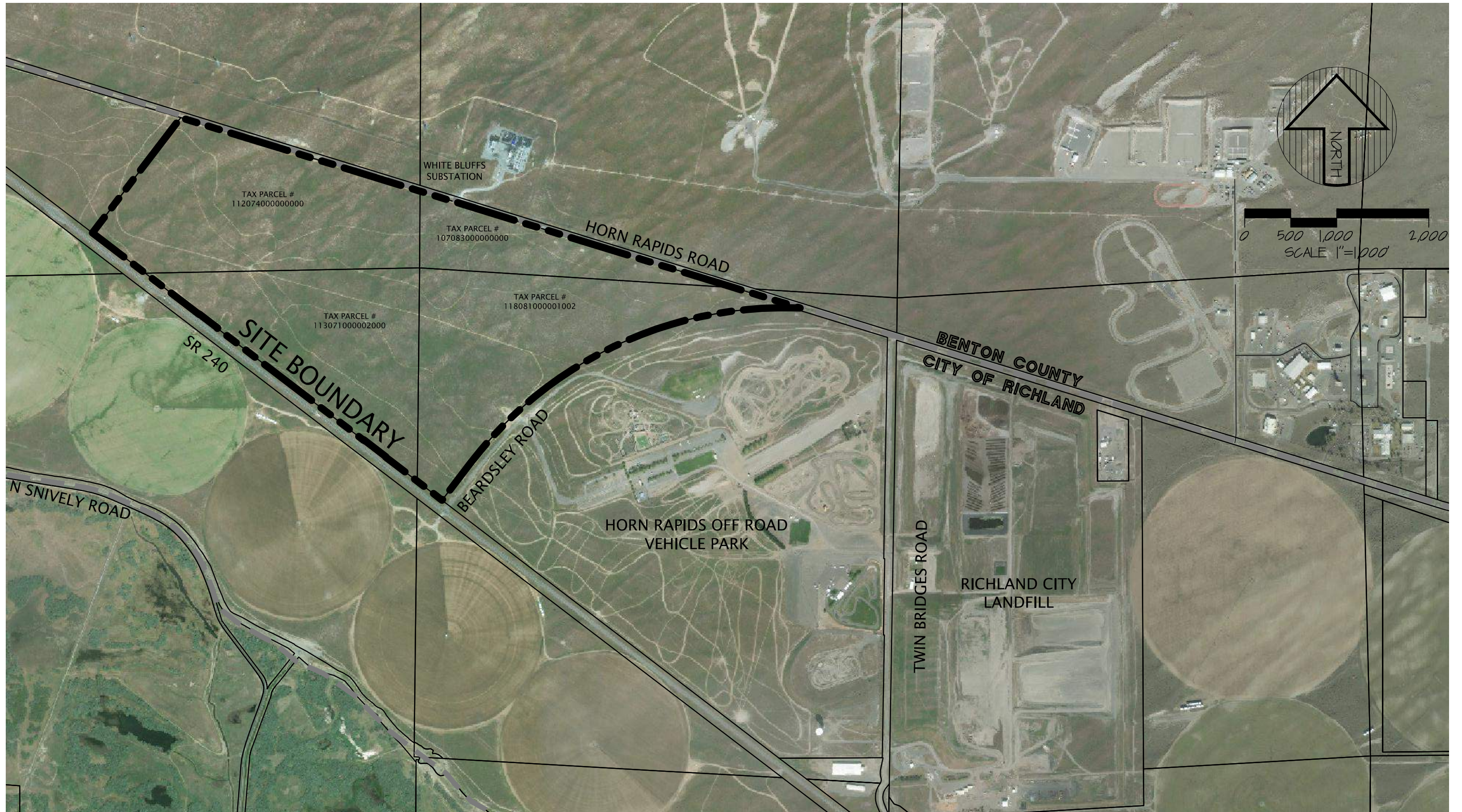


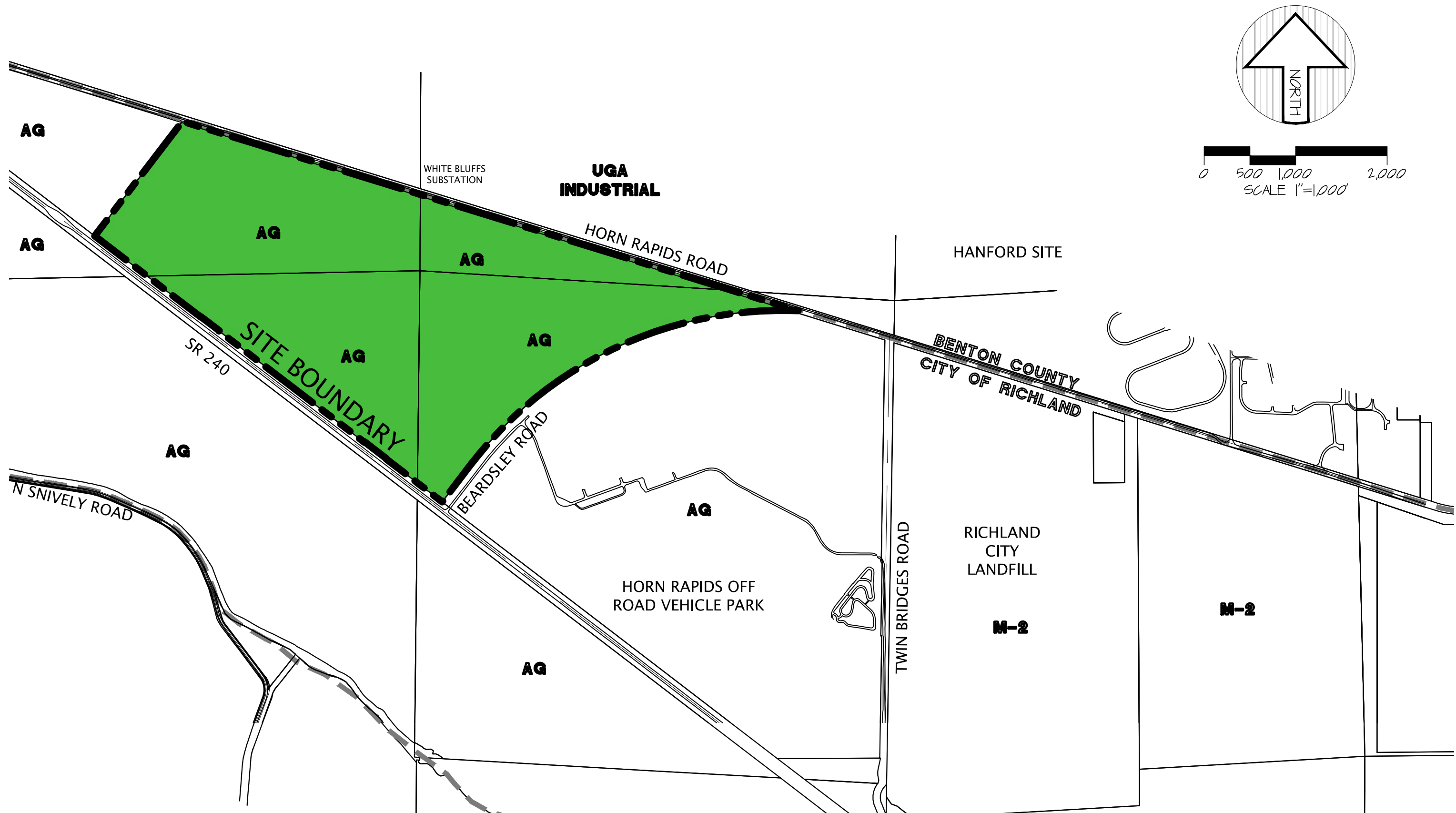
GOLDSMITH

LAND DEVELOPMENT SERVICES

1215 114th Ave SE, Bellevue, WA 98004 | PO Box 3565, Bellevue, WA 98009
T 425 462 1080 F 425 462 7719 www.goldsmithengineering.com

FIG. 1





SITE ACREAGE: 300 AC.

VANTAGE WAY PROPERTIES CURRENT ZONING MAP

GREG MARKEL
RICHLAND, WA

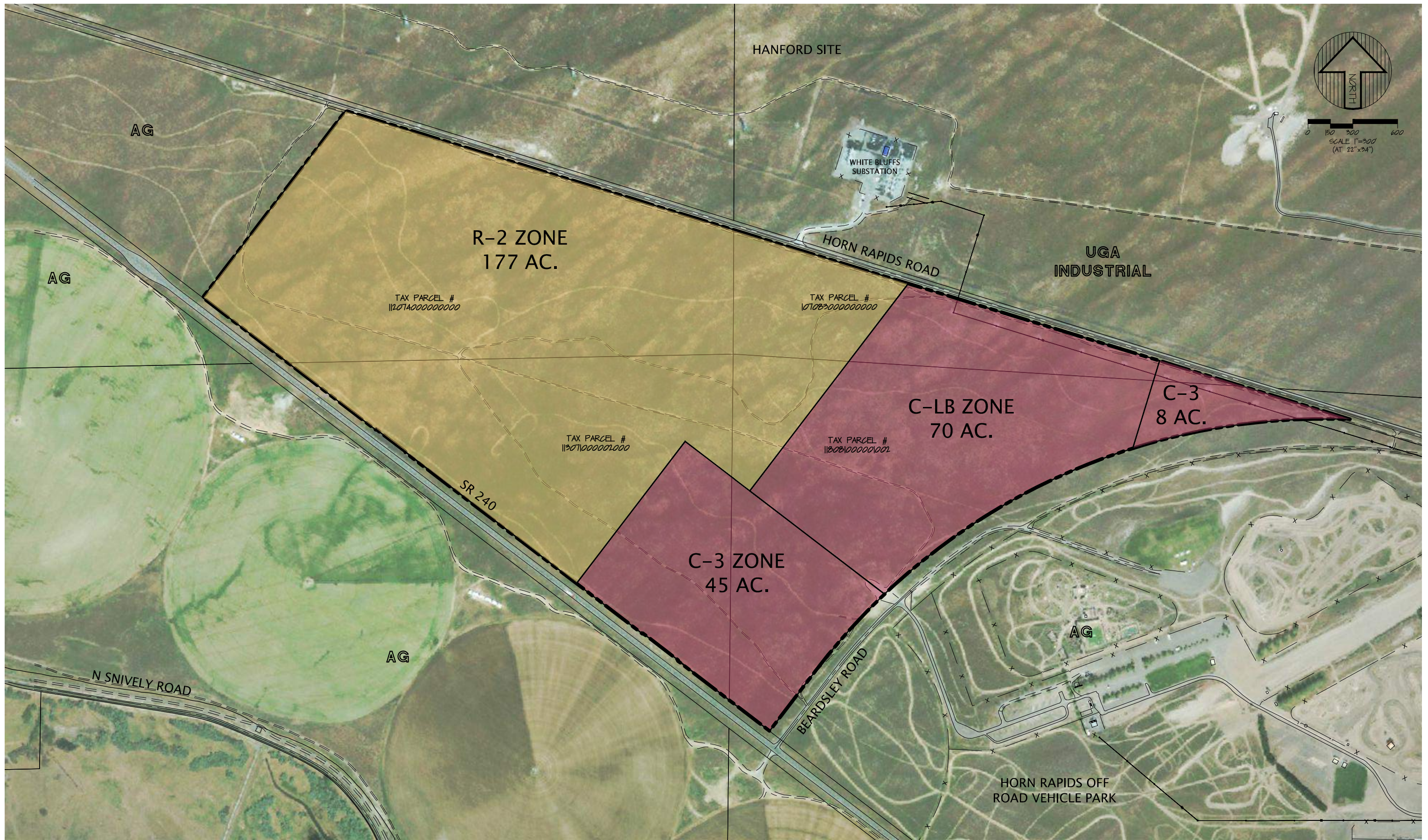


L:\2019\19141\3 DEVELOPMENT\CAD\HOST DRAWINGS\ZONING MAP
AMENDMENT_1-21-2020\19141E02_CURRENT ZONING MAP.DWG

2020/01/27 08:57

19141
JANUARY 2020

FIG. 3



**VANTAGE WAY PROPERTIES
PROPOSED ZONING LEGAL DESCRIPTIONS**

C-LB DESCRIPTION

A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3420.30 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD; THENCE NORTH $72^{\circ}54'30''$ WEST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN 583.03 FEET TO THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY MARGIN SOUTH $17^{\circ}05'30''$ WEST 614.63 FEET TO A POINT ON A CURVE WHOSE RADIUS POINT BEARS SOUTH $17^{\circ}28'12''$ EAST 4290.00 FEET; THENCE SOUTHWESTERLY 1941.22 FEET ALONG THE ARC OF SAID CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF $25^{\circ}55'34''$; THENCE NORTH $52^{\circ}35'03''$ WEST 1141.42 FEET; THENCE NORTH $37^{\circ}24'57''$ EAST 1746.52 FEET TO A POINT ON SAID SOUTHERLY RIGHT-OF-WAY MARGIN; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN 1763.43 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 70.00 ACRES MORE OR LESS.

C-3 DESCRIPTION (NE)

A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3420.30 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD AND THE TRUE POINT OF BEGINNING; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN, 754.21 FEET TO A POINT ON A CURVE WHOSE RADIUS POINT BEARS SOUTH $02^{\circ}17'02''$ WEST 4,290.00 FEET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY MARGIN SOUTHWESTERLY 1479.05 FEET ALONG THE ARC OF SAID CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF $19^{\circ}45'13''$; THENCE NORTH $17^{\circ}05'30''$ EAST 614.63 FEET TO A POINT ON SAID SOUTHERLY RIGHT-OF-WAY MARGIN; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN 583.03 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 8.00 ACRES MORE OR LESS.

C-3 DESCRIPTION (SE)

A TRACT OF LAND SITUATED IN A PORTION OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 27 EAST, W.M., AND SECTION 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3420.30 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD; THENCE SOUTH $72^{\circ}54'30''$ EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN, 754.21 FEET TO A POINT ON A CURVE WHOSE RADIUS POINT BEARS SOUTH $02^{\circ}17'02''$ WEST 4,290.00 FEET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY MARGIN SOUTHWESTERLY 3420.27 FEET ALONG THE ARC OF SAID CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF $45^{\circ}40'48''$ TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTHWESTERLY 687.94 FEET ALONG AN ARC CONCAVE TO THE SOUTHEAST WITH A RADIUS OF 4290.00 FEET THROUGH A CENTRAL ANGLE OF $09^{\circ}11'17''$ TO A POINT OF TANGENCY; THENCE SOUTH $37^{\circ}24'57''$ WEST, 515.00 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY MARGIN OF SR 240; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY MARGIN THE FOLLOWING COURSES AND DISTANCES: THENCE NORTH $52^{\circ}35'03''$ WEST, 773.00 FEET; THENCE NORTH $37^{\circ}24'57''$ EAST, 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 300.00 FEET; THENCE SOUTH $37^{\circ}24'57''$ WEST 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 551.24 FEET; THENCE LEAVING SAID NORTHERLY RIGHT-OF-WAY MARGIN NORTH $37^{\circ}24'57''$ EAST 1200.00 FEET; THENCE SOUTH $52^{\circ}35'03''$ EAST 1679.30 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 45.00 ACRES MORE OR LESS.

R-2 DESCRIPTION

A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 12 AND 13, TOWNSHIP 10 NORTH, RANGE 27 EAST, W.M., AND A PORTION OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

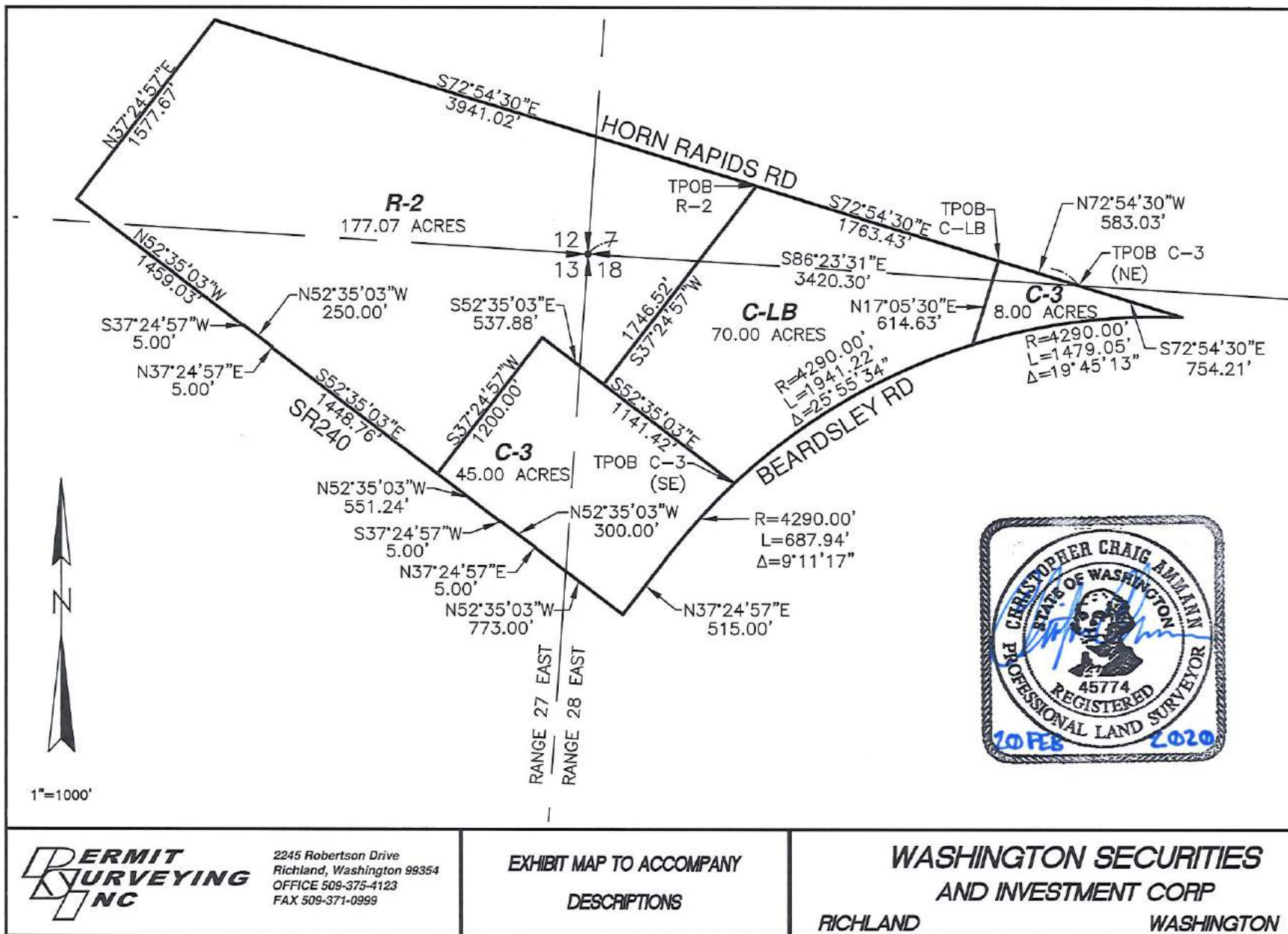
COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.; THENCE SOUTH $86^{\circ}23'31''$ EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3420.30 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD; THENCE NORTH $72^{\circ}54'30''$ WEST ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN, 2346.46 FEET TO THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY MARGIN SOUTH $37^{\circ}24'57''$ WEST 1746.52 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST 537.88 FEET; THENCE SOUTH $37^{\circ}24'57''$ WEST 1200.00 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY MARGIN OF SR 240; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY MARGIN THE FOLLOWING COURSES AND DISTANCES: THENCE NORTH $52^{\circ}35'03''$ WEST, 1448.76 FEET; THENCE NORTH $37^{\circ}24'57''$ EAST, 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 250.00 FEET; THENCE SOUTH $37^{\circ}24'57''$ WEST, 5.00 FEET; THENCE NORTH $52^{\circ}35'03''$ WEST, 1,459.03 FEET; THENCE LEAVING SAID NORTHERLY RIGHT-OF-WAY MARGIN, NORTH $37^{\circ}24'57''$ EAST, 1577.67 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HORN RAPIDS ROAD; THENCE ALONG SAID

SOUTHERLY RIGHT-OF-WAY MARGIN, SOUTH 72°54'30" EAST 3941.02 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 177.07 ACRES MORE OR LESS.



FIG. 4A





SUPPLEMENTAL NO. 1

to

PRELIMINARY COMMITMENT

Issued By CASCADe TITLE COMPANY OF BENTON-FRANKLIN COUNTIES

acting as agent for

Old Republic National Title Insurance Company

Order No.: CBF8477

Escrow Officer: Windy C. Allison

Title Officer: Sharon Walker

Ref:

WASHINGTON STATE UNIVERSITY/ WASHINGTON SECURITIES

Property Address: **3801 HORN RAPIDS RD.**

RICHLAND, WA 99352

This Supplemental is made a part of said Commitment including any prior Supplemental, and is subject to the schedules, terms and provisions and the conditions and stipulations therein, except as modified by the provisions hereof:

ATTENTION: This Supplemental contains changes which impact title to the property set forth in the above referenced commitment.

Add Note F AND G to Schedule B - Section II, as follows:

F. ACCORDING TO EVIDENCE SUPPLIED TO THIS COMPANY, RYAN H. GOODELL, EXECUTIVE DIRECTOR, REAL ESTATE SERVICES IS AUTHORIZED TO SIGN FOR WASHINGTON STATE UNIVERSITY; ANY AMENDMENTS THERETO SHOULD BE SUBMITTED PRIOR TO CLOSING.

G. ACCORDING TO EVIDENCE SUPPLIED TO THIS COMPANY, GREGORY S. MARKEL, PRESIDENT AND CARLA A. MARKEL, VICE PRESIDENT ARE AUTHORIZED TO SIGN FOR WASHINGTON SECURITIES & INVESTMENT CORPORATION; ANY AMENDMENTS THERETO SHOULD BE SUBMITTED PRIOR TO CLOSING.

Effective Date: March 12, 2019 at 8:00 a.m.

Authorized Signature

COMMITMENT FOR TITLE INSURANCE



8203 WEST QUINAULT AVE, SUITE 10
KENNEWICK, WA 99336
Phone: 509-783-0660 Fax: 509-783-6612



8203 WEST QUINAULT AVE, SUITE 10, KENNEWICK, WA 99336
Phone: 509-783-0660 Fax: 509-783-6612

DISTRIBUTION LIST

Our Order No.: CBF8477
Reference No:
Re: WASHINGTON STATE UNIVERSITY/WASHINGTON SECURITIES
Property Address: 3801 HORN RAPIDS RD.
RICHLAND, WA 99352

This Preliminary Commitment has been prepared and distributed to the following parties:

	Lender
Escrow Officer: Windy C. Allison	
Selling Agent	Listing Agent
Additional Selling Agent	Additional Listing Agent
Buyer's Attorney	Seller's Attorney
Mortgage Broker	Additional Lender



ALTA Commitment for Title Insurance
Issued by Old Republic National Title Insurance Company

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Old Republic National Title Insurance Company, a Florida Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 6 months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I – Requirements; and Schedule B, Part II – Exceptions.

Issued through the office of:
CASCADE TITLE COMPANY OF
BENTON-FRANKLIN COUNTIES as
agent for
Old Republic National Title
Insurance Company

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
A Corporation
400 Second Avenue South, Minneapolis, Minnesota 55401
(612) 371-1111

Mark D. Sullivan

By *Mark D. Sullivan* President
Attest *David Wald* Secretary

Authorized Officer or Agent

COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
 - (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
 - (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
 - (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
 - (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
 - (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
 - (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
 - (h) "Title": The estate or interest described in Schedule A.
2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.
3. The Company's liability and obligation is limited by and this Commitment is not valid without:
- (a) the Notice;
 - (b) the Commitment to Issue Policy;
 - (c) the Commitment Conditions;
 - (d) Schedule A;
 - (e) Schedule B, Part I—Requirements;
 - (f) Schedule B, Part II—Exceptions; and
 - (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (i) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (ii) acquire the Title or create the Mortgage covered by this Commitment.
- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (h) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (i) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (j) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (k) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (l) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (m) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I – Requirements; and Schedule B, Part II – Exceptions.



CASCADE TITLE COMPANY OF BENTON-FRANKLIN COUNTIES
8203 WEST QUINULT AVE, SUITE 10, KENNEWICK, WA 99336
Phone: 509-783-0660 Fax: 509-783-6612

Agent for
Old Republic National Title Insurance Company
ALTA COMMITMENT

SCHEDULE A

Title Officer: **Sharon Walker**

Escrow Officer: **Windy C. Allison**

Ref: **WASHINGTON STATE UNIVERSITY / WASHINGTON SECURITIES**

Order No.: **CBF8477**

Reference No.:

Add'l Ref:

1. **EFFECTIVE DATE: March 08, 2019 at 8:00 AM.**

2. **POLICY OR POLICIES TO BE ISSUED:**

- | | | |
|---|--------|---------------------|
| a. ALTA 2006 EXTENDED OWNER'S POLICY | Amount | \$900,000.00 |
| Proposed Insured: | | |
| WASHINGTON SECURITIES & INVESTMENT CORPORATION, A WASHINGTON CORPORATION | | |
| b. | Amount | |
| Proposed Insured: | | |
| c. | Amount | |
| Proposed Insured: | | |

PREMIUM INFORMATION:

a. OWNER'S EXTENDED RATE	\$2,705.00	Tax: \$232.63	Total: \$2,937.63
b.		Tax:	Total:
c.		Tax:	Total:

3. **THE ESTATE OR INTEREST IN THE LAND DESCRIBED HEREIN AND WHICH IS COVERED BY THIS COMMITMENT IS:**

Fee Simple

4. **THE ESTATE OR INTEREST REFERRED TO HEREIN IS AT DATE OF COMMITMENT VESTED IN:**

WASHINGTON STATE UNIVERSITY, AN INSTITUTION OF HIGHER EDUCATION AND AGENCY OF THE STATE OF WASHINGTON

5. **THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE COUNTY OF BENTON, STATE OF WASHINGTON AND IS MORE FULLY DESCRIBED AS FOLLOWS:**

SEE ATTACHED EXHIBIT "A"

SCHEDULE B - SECTION I

REQUIREMENTS:

1. INSTRUMENTS CREATING THE ESTATE OR INTEREST TO BE INSURED MUST BE APPROVED AND FILED OF RECORD.
2. PAYMENT OF CANCELLATION FEE IN ACCORDANCE WITH OUR FILED RATE SCHEDULE, TO BE IMPOSED IF THIS TRANSACTION IS CANCELED FOR ANY REASON.
3. THIS COMMITMENT SHALL NOT OBLIGATE THE COMPANY TO ISSUE ANY ENDORSEMENT. ALL ENDORSEMENTS TO BE ISSUED MUST BE AGREED TO BY THE COMPANY AND APPROPRIATE FOR THE ESTATE INSURED.
4. ANY SKETCH OR MAP ENCLOSED AS AN ATTACHMENT HERewith IS FURNISHED FOR INFORMATION PURPOSES ONLY TO ASSIST IN PROPERTY LOCATION WITH REFERENCE TO STREETS AND OTHER PARCELS. NO REPRESENTATION IS MADE AS TO ACCURACY AND THE COMPANY ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE THEREON.

END OF SCHEDULE B - SECTION I REQUIREMENTS

SCHEDULE B - SECTION II

SCHEDULE B OF THE POLICY OR POLICIES TO BE ISSUED WILL CONTAIN EXCEPTIONS TO THE FOLLOWING MATTERS UNLESS THE SAME ARE DISPOSED OF TO THE SATISFACTION OF THE COMPANY.

GENERAL EXCEPTIONS:

- A. RIGHTS OR CLAIMS DISCLOSED ONLY BY POSSESSION, OR CLAIMED POSSESSION, OF THE PREMISES.
- B. ENCROACHMENTS, OVERLAPS, BOUNDARY LINE DISPUTES WHICH WOULD BE DISCLOSED BY AN ACCURATE SURVEY OR INSPECTION OF THE PREMISES.
- C. EASEMENTS, PRESCRIPTIVE RIGHTS, RIGHTS-OF-WAY, STREETS, ROADS, ALLEYS OR HIGHWAYS NOT DISCLOSED BY THE PUBLIC RECORDS.
- D. ANY LIEN, OR RIGHT TO A LIEN, FOR CONTRIBUTIONS TO EMPLOYEES BENEFIT FUNDS, OR FOR STATE WORKERS' COMPENSATION, OR FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, ALL AS IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
- E. UNDERGROUND EASEMENTS, SERVITUDES OR INSTALLATIONS OF WHICH NO NOTICE IS OF RECORD.
- F. GENERAL TAXES NOT NOW PAYABLE; MATTERS RELATING TO SPECIAL ASSESSMENTS AND SPECIAL LEVIES, IF ANY, PRECEDING THE SAME BECOMING A LIEN.
- G. ANY SERVICE, INSTALLATION, CONNECTION, MAINTENANCE, OR CONSTRUCTION CHARGES FOR SEWER, WATER, ELECTRICITY, NATURAL GAS OR OTHER UTILITIES OR GARBAGE COLLECTION AND DISPOSAL.
- H. RESERVATIONS OR EXCEPTIONS IN UNITED STATES PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF.
- I. INDIAN TRIBAL CODES OR REGULATIONS, INDIAN TREATY OR ABORIGINAL RIGHTS, INCLUDING EASEMENTS OR EQUITABLE SERVITUDES.
- J. WATER RIGHTS, CLAIMS OR TITLE TO WATER.
- K. DEFECTS, LIENS ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT

END OF SCHEDULE B SECTION II GENERAL EXCEPTIONS

SPECIAL EXCEPTIONS:

1. THE COUNTY ASSESSOR'S OFFICE RECORDS INDICATE THAT THE GENERAL TAXES FOR THE YEAR 2019, ARE EXEMPT, HOWEVER, THE FOLLOWING CHARGES MUST BE PAID ON OR BEFORE APRIL 30, 2019, TO AVOID INTEREST AND PENALTIES;
AMOUNT BILLED: 15.28
TAX ACCOUNT NO.: 1-1207-400-0000-000
2. THE COUNTY ASSESSOR'S OFFICE RECORDS INDICATE THAT THE GENERAL TAXES FOR THE YEAR 2019, ARE EXEMPT, HOWEVER, THE FOLLOWING CHARGES MUST BE PAID ON OR BEFORE APRIL 30, 2019, TO AVOID INTEREST AND PENALTIES;
AMOUNT BILLED: 11.14
TAX ACCOUNT NO.: 1-1307-100-0002-000
3. THE COUNTY ASSESSOR'S OFFICE RECORDS INDICATE THAT THE GENERAL TAXES FOR THE YEAR 2019, ARE EXEMPT, HOWEVER, THE FOLLOWING CHARGES MUST BE PAID ON OR BEFORE APRIL 30, 2019, TO AVOID INTEREST AND PENALTIES;
AMOUNT BILLED: 11.08
TAX ACCOUNT NO.: 1-0708-300-0000-000
4. THE COUNTY ASSESSOR'S OFFICE RECORDS INDICATE THAT THE GENERAL TAXES FOR THE YEAR 2019, ARE EXEMPT, HOWEVER, THE FOLLOWING CHARGES MUST BE PAID ON OR BEFORE APRIL 30, 2019, TO AVOID INTEREST AND PENALTIES;
AMOUNT BILLED: 12.98
TAX ACCOUNT NO.: 1-1808-100-0001-002
5. LIABILITY FOR GENERAL PROPERTY TAXES FOR THE PURCHASER'S PRORATED PORTION OF THE YEAR 2019, DUE TO THE TRANSFER OF EXEMPT PROPERTY TO PRIVATE OWNERSHIP.
6. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: UNITED STATES OF AMERICA
PURPOSE: UTILITY EASEMENTS
RECORDED: March 26, 1949
AUDITOR'S FILE NO.: 232619, COVERING SUBJECT PREMISES AND OTHER LANDS
AREA AFFECTED: AS HERETO ATTACHED
7. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: STATE OF WASHINGTON
PURPOSE: PUBLIC HIGHWAYS
RECORDED: August 27, 1964
AUDITOR'S FILE NO.: 526575, COVERING SUBJECT PREMISES AND OTHER LANDS
AREA AFFECTED: AS HERETO ATTACHED
8. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: STATE OF WASHINGTON
PURPOSE: OPERATION AND MAINTENANCE OF PUBLIC HIGHWAYS
RECORDED: March 02, 1967
AUDITOR'S FILE NO.: 573713, COVERING SUBJECT PREMISES AND OTHER LANDS
AREA AFFECTED: AS HERETO ATTACHED
9. ORDINANCE NO. 428 AS TO ANNEXING AND AMENDING THE OFFICIAL ZONING MAPS, DATED SEPTEMBER 5, 1967, AND RECORDED SEPTEMBER 18, 1967, UNDER AUDITOR'S FILE NO. 582574, A COPY OF WHICH IS ATTACHED, COVERING SUBJECT PREMISES AND OTHER LANDS.

CONTINUED

10. RESERVATIONS AND EXCEPTIONS EXPRESSED IN CONVEYANCE FROM NORTHERN PACIFIC RAILWAY COMPANY;

EXCEPTING AND RESERVING UNTO THE GRANTOR, ITS SUCCESSORS AND ASSIGNS FOREVER, ALL MINERALS OF EVERY NATURE WHATSOEVER, INCLUDING BUT NOT LIMITED TO URANIUM, COAL, IRON, NATURAL GAS AND OIL IN, UPON OR UNDER SAID LANDS. REFERENCE TO THE RECORD FOR FURTHER PARTICULARS. THE PRESENT OWNERSHIP OR ENCUMBRANCES UPON THE ESTATE OR INTEREST REFERRED TO IN THIS EXCEPTION ARE NOT INCLUDED HEREIN AND NO INVESTIGATION HAS BEEN MADE THERETO.

11. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

**GRANTEE: CITY OF RICHLAND, A MUNICIPAL CORPORATION
PURPOSE: UTILITY LINES
RECORDED: September 23, 1970
AUDITOR'S FILE NO.: 614911, COVERING SUBJECT PREMISES AND OTHER LANDS
AREA AFFECTED: AS HERETO ATTACHED**

12. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

**GRANTEE: CITY OF RICHLAND, A MUNICIPAL CORPORATION
PURPOSE: ROADWAY EASEMENT
RECORDED: May 19, 1971
AUDITOR'S FILE NO.: 621665, COVERING SUBJECT PREMISES AND OTHER LANDS
AREA AFFECTED: AS HERETO ATTACHED**

13. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

**GRANTEE: GENERAL TELEPHONE COMPANY OF THE NORTHWEST
PURPOSE: UNDERGROUND TELEPHONE COMMUNICATION FACILITIES
RECORDED: July 05, 1973
AUDITOR'S FILE NO.: 651843, COVERING SUBJECT PREMISES AND OTHER LANDS
AREA AFFECTED: AS HERETO ATTACHED**

14. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

**GRANTEE: CITY OF RICHLAND, WASHINGTON
PURPOSE: OVERHEAD ELECTRICAL POWER LINES
RECORDED: December 08, 1981
AUDITOR'S FILE NO.: 853481, COVERING SUBJECT PREMISES AND OTHER LANDS
AREA AFFECTED: AS HERETO ATTACHED**

END OF SCHEDULE B- SECTION II SPECIAL EXCEPTIONS

NOTES:

a. THE ADDRESS OF THE SUBJECT PROPERTY IS:

3801 HORN RAPIDS RD.
RICHLAND, WA 99352

b. ACCORDING TO THE RECORDS OF BENTON COUNTY ASSESSOR, THE CURRENT VALUE OF SAID PREMISES IS AS FOLLOWS:

TAX ACCOUNT NO.:	1-1207-400-0000-000
LAND:	\$146,420.00
IMPROVEMENTS:	\$0.00
TOTAL:	\$146,420.00

TAX ACCOUNT NO.:	1-1307-100-0002-000
LAND:	\$71,000.00
IMPROVEMENTS:	\$0.00
TOTAL:	\$71,000.00

TAX ACCOUNT NO.:	1-0708-300-0000-000
LAND:	\$70,000.00
IMPROVEMENTS:	\$0.00
TOTAL:	\$70,000.00

TAX ACCOUNT NO.:	1-1808-100-0001-002
LAND:	\$104,650.00
IMPROVEMENTS:	\$0.00
TOTAL:	\$104,650.00

c. THE FOLLOWING ABBREVIATED LEGAL DESCRIPTION IS PROVIDED AS A COURTESY TO ENABLE THE DOCUMENT PREPARER TO CONFORM WITH THE REQUIREMENTS OF RCW 65.04.045, PERTAINING TO STANDARDIZATION OF RECORDED DOCUMENTS.

ABBREVIATED LEGAL DESCRIPTION:

Ptn. Sections 12 and 13, Twnshp. 10 Range 27 and Ptn. Sections 7 and 8, Twnshp. 10 Range 28, and , and , and

d. BEFORE THIS COMPANY CAN INSURE THE FORTHCOMING ALTA EXTENDED COVERAGE OWNER'S POLICY, WE WILL REQUIRE A CURRENT ALTA SURVEY BE SUBMITTED FOR OUR REVIEW PRIOR TO CLOSING. NO COMMITMENT TO INSURE IS GIVEN UNTIL WE HAVE REVIEWED SAID SURVEY AND EXCEPTED FROM COVERAGE ANY ADVERSE MATTERS SHOWN THEREON.

e. THERE ARE NO CONVEYANCES AFFECTING SAID PREMISES RECORDED WITHIN THE LAST 24 MONTHS.

END OF SCHEDULE B- SECTION II NOTES



Authorized Signature

EXHIBIT "A"

A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 12 AND 13, TOWNSHIP 10 NORTH, RANGE 27 EAST, W.M., AND PORTIONS OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, W.M.;

THENCE SOUTH 86°23'31" EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3,420.30 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF HORN RAPIDS ROAD AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 72°54'30" EAST ALONG SAID RIGHT-OF-WAY, 754.21 FEET TO A POINT ON A CURVE WHOSE RADIUS POINT BEARS SOUTH 02°17'02" WEST 4,290.00 FEET;

THENCE SOUTHWESTERLY 4,108.22 FEET ALONG THE ARC OF SAID CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF 54°52'05" TO A POINT OF TANGENCY;

THENCE SOUTH 37°24'57" WEST, 515.00 FEET TO THE NORTHERLY RIGHT-OF-WAY OF SR 240;

THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY THE FOLLOWING COURSES; NORTH 52°35'03" WEST, 773.00 FEET; NORTH 37°24'57" EAST, 5.00 FEET; NORTH 52°35'03" WEST, 300.00 FEET; SOUTH 37°24'57" WEST, 5.00 FEET;

THENCE NORTH 52°35'03" WEST, 2000.00 FEET; NORTH 37°24'57" EAST, 5.00 FEET; NORTH 52°35'03" WEST, 250.00 FEET; SOUTH 37°24'57" WEST, 5.00 FEET; NORTH 52°35'03" WEST, 1,459.03 FEET;

THENCE LEAVING SAID RIGHT-OF-WAY, NORTH 37°24'57" EAST, 1577.67 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF SAID HORN RAPIDS ROAD; THENCE SOUTH 72°54'30" EAST ALONG SAID RIGHT-OF-WAY DISTANCE OF 6,287.48 FEET TO THE TRUE POINT OF BEGINNING.



WHAT DOES OLD REPUBLIC TITLE DO WITH YOUR PERSONAL INFORMATION?

Why?	Financial companies choose how they share your personal information. Federal law gives consumers the right to limit some but not all sharing. Federal law also requires us to tell you how we collect, share, and protect your personal information. Please read this notice carefully to understand what we do.
What?	The types of personal information we collect and share depend on the product or service you have with us. This information can include: • Social Security number and employment information • Mortgage rates and payments and account balances • Checking account information and wire transfer instructions When you are <i>no longer</i> our customer, we continue to share your information as described in this notice.
How?	All financial companies need to share customers' personal information to run their everyday business. In the section below, we list the reasons financial companies can share their customers' personal information; the reasons Old Republic Title chooses to share; and whether you can limit this sharing.

Reasons we can share your personal information	Does Old Republic Title share?	Can you limit this sharing?
For our everyday business purposes — such as to process your transactions, maintain your account(s), or respond to court orders and legal investigations, or report to credit bureaus	Yes	No
For our marketing purposes — to offer our products and services to you	No	We don't share
For joint marketing with other financial companies	No	We don't share
For our affiliates' everyday business purposes — information about your transactions and experiences	Yes	No
For our affiliates' everyday business purposes — information about your creditworthiness	No	We don't share
For our affiliates to market to you	No	We don't share
For non-affiliates to market to you	No	We don't share



Go to www.oldrepublictitle.com (Contact Us)

Who we are	
Who is providing this notice?	Companies with an Old Republic Title name and other affiliates. Please see below for a list of affiliates.

What we do	
How does Old Republic Title protect my personal Information?	To protect your personal information from unauthorized access and use, we use security measures that comply with federal law. These measures include computer safeguards and secured files and buildings. For more information, visit http://www.OldRepublicTitle.com/newnational/Contact/privacy .
How does Old Republic Title collect my personal information?	We collect your personal information, for example, when you: • Give us your contact information or show your driver's license • Show your government-issued ID or provide your mortgage information • Make a wire transfer We also collect your personal information from others, such as credit bureaus, affiliates, or other companies.
Why can't I limit all sharing?	Federal law gives you the right to limit only: • Sharing for affiliates' everyday business purposes - information about your creditworthiness • Affiliates from using your information to market to you • Sharing for non-affiliates to market to you State laws and individual companies may give you additional rights to limit sharing. See the "Other important information" section below for your rights under state law.

Definitions	
Affiliates	Companies related by common ownership or control. They can be financial and nonfinancial companies. • <i>Our affiliates include companies with an Old Republic Title name, and financial companies such as Attorneys' Title Fund Services, LLC, Lex Terrae National Title Services, Inc., Mississippi Valley Title Services Company, and The Title Company of North Carolina.</i>
Non-affiliates	Companies not related by common ownership or control. They can be financial and non-financial companies. • <i>Old Republic Title does not share with non-affiliates so they can market to you</i>
Joint marketing	A formal agreement between non-affiliated financial companies that together market financial products or services to you. • <i>Old Republic Title doesn't jointly market.</i>

Other Important Information

Oregon residents only: We are providing you this notice under state law. We may share your personal information (described on page one) obtained from you or others with non-affiliate service providers with whom we contract, such as notaries and delivery services, in order to process your transactions. You may see what personal information we have collected about you in connection with your transaction (other than personal information related to a claim or legal proceeding). To see your information, please click on "Contact Us" at www.oldrepublictitle.com and submit your written request to the Legal Department. You may see and copy the information at our office or ask us to mail you a copy for a reasonable fee. If you think any information is wrong, you may submit a written request online to correct or delete it. We will let you know what actions we take. If you do not agree with our actions, you may send us a statement.

Affiliates Who May be Delivering This Notice

American First Abstract, LLC	American First Title & Trust Company	American Guaranty Title Insurance Company	Attorneys' Title Fund Services, LLC	Compass Abstract, Inc.
eRecording Partners Network, LLC	Genesis Abstract, LLC	Kansas City Management Group, LLC	L.T. Service Corp.	Lenders Inspection Company
Lex Terrae National Title Services, Inc.	Lex Terrae, Ltd.	Mara Escrow Company	Mississippi Valley Title Services Company	National Title Agent's Services Company
Old Republic Branch Information Services, Inc.	Old Republic Diversified Services, Inc.	Old Republic Exchange Company	Old Republic National Title Insurance Company	Old Republic Title and Escrow of Hawaii, Ltd.
Old Republic Title Co.	Old Republic Title Company of Conroe	Old Republic Title Company of Indiana	Old Republic Title Company of Nevada	Old Republic Title Company of Oklahoma
Old Republic Title Company of Oregon	Old Republic Title Company of St. Louis	Old Republic Title Company of Tennessee	Old Republic Title Information Concepts	Old Republic Title Insurance Agency, Inc.
Old Republic Title, Ltd.	Republic Abstract & Settlement, LLC	Sentry Abstract Company	The Title Company of North Carolina	Title Services, LLC
Trident Land Transfer Company, LLC				

RECORD SURVEY

LOCATED IN A PORTION OF SECTIONS 12 AND 18, T.10N., R.27E.
AND PORTIONS OF SECTIONS 7 AND 18, T.10N., R.28E., W.M.
CITY OF RICHLAND, BENTON COUNTY, WASHINGTON

LEGAL DESCRIPTION

A TRACT OF LAND SITUATED IN A PORTION OF SECTIONS 12 AND 13, TOWNSHIP 10 NORTH, RANGE 27 EAST, AND PORTIONS OF SECTIONS 7 AND 18, TOWNSHIP 10 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 12, 13, 7 AND 18, TOWNSHIP 10 NORTH, RANGES 27 AND 28 EAST, WA1, THENCE SOUTH 86°23'31" EAST ALONG THE SOUTH LINE OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 28 EAST, A DISTANCE OF 3,420.30 FEET TO THE SOUTHERLY RIGHT OF WAY OF HORN RANGES ROAD AND THE TRUE POINT OF BEGINNING; THENCE SOUTHERLY ALONG THE SOUTHERLY RIGHT OF WAY, 7542.61 FEET TO A POINT ON CURVE THOSE RADIIUS POINT BEARS S 60°02'00" E 110.00 FEET; THENCE SOUTHWESTERLY 4,106.22 FEET ALONG THE ARC OF SAID CURVE CONVEY TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF 84°02'00" TO A POINT OF TANGENCY; THENCE SOUTH 37°24'57" WEST, 515.00 FEET TO THE NORTHERLY RIGHT OF WAY OF SR. 249; THENCE SOUTHWESTERLY 37°24'57" WEST, 5.00 FEET; THENCE NORTH 82°33'03" WEST, 773.00 FEET; NORTH 37°24'57" EAST, 5.00 FEET; NORTH 82°33'03" WEST, 300.00 FEET; SOUTH 37°24'57" WEST, 5.00 FEET; NORTH 82°33'03" WEST, 300.00 FEET; SOUTH 37°24'57" WEST, 5.00 FEET; NORTH 82°33'03" WEST, 290.00 FEET; SOUTH 37°24'57" WEST, 5.00 FEET; NORTH 82°33'03" WEST, 290.00 FEET; THENCE LEAVING SAID RIGHT OF WAY, NORTH 37°24'57" EAST, 1,577.47 FEET TO THE SOUTHERLY RIGHT OF WAY OF SAID HORN RANGES ROAD; THENCE SOUTH 72°54'30" EAST ALONG THE RIGHT OF WAY A DISTANCE OF 6832.49 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED TRACT CONTAINS 300.07 ACRES
SUBJECT TO EASEMENTS OF RECORD.

FOUND 3" BRASS CAP
SET IN 5-1/2" DIAM.
CONC. MONUMENT
STAMPED AS SHOWN:
TION R28E
7/8
48-37

1000

— 384 —

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0.005

WORDS

19

5

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SURVEYOR'S CERTIFICATION

I, GARY B. WAGNER, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, REG.#30440, HEREBY CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION IN AUGUST 1986, IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT, CHAPTER 60, LAWS OF 1973, FILED FOR RECORD AT THE REQUEST OF THE CITY OF RICHLAND.

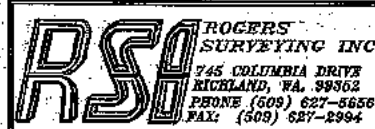
September 13, 1996

NOTES:

1. BASES OF BEARDSLEY BEARS ARE O.D.M. WASHINGTON ECKERMANN SYSTEM (SOUTH ZONE) HAZED DATUM (1984 ADJUSTMENT). DISTANCES SHOWN ARE TRUE SLANT MEASUREMENTS. HORIZONTAL CONTROL FOR THIS SURVEY IS BASED ON GPS POINT "CAL", IDENTIFIED AS MD 0007, ON SHEET NO. 3 OF A RECORDED SURVEY FOR THE CITY OF KENNEDYVILLE, RECORDED IN BOOK 1 OF SURVEYS, PAGE 1540, RECORDS OF BENTON COUNTY.
2. EQUIPMENT AND PROCEDURES USED: THIS SURVEY WAS PERFORMED USING TRIMBLE 4000SSI DUAL FREQUENCY GPS RECEIVERS IN THE REAL TIME KINEMATIC MODE.
3. SR 240 RIGHT OF WAY WAS ESTABLISHED BY BENTON COUNTY, WASHINGTON D.O.T. PLANS OF SR 240, NORTH RICHLAND TO STEVENS DRIVE PLANS DATED MAY 22, 1967 (SHEETS 9-12).
4. SR 240 AND BEARDSLEY ROAD INTERSECTION ESTABLISHED BY AGREEMENT BETWEEN WASHINGTON DEPT. OF TRANSPORTATION AND THE CITY OF RICHLAND UNDER SUPPLEMENTAL AGREEMENT NO. C08055 DATED 4/17/84. SITE EIGHTH MAP ATTACHED TO AND INCORPORATED WITH THAT AGREEMENT FOR INTERSECTION DETAILS.
5. THE ORIGINAL RICHLAND TRACT AT THE STATE HIGHWAY PLANS SPECIFIED IN NOTE 3 WAS RELINQUISHED TO THE CITY OF RICHLAND BY QUIT CLAIM DEED RECORDED IN BOOK 14 OF DEEDS, PAGE 459-457 DATED 11-14-85.
6. NORTH RAPIDS ROAD RIGHT OF WAY WAS ESTABLISHED 30' FEET SOUTH OF THE EXISTING AS-BUILT CENTERLINE.
7. THE SOUTHERLY BOUNDARY OF THIS TRACT WAS ESTABLISHED 100 FEET WESTERLY FROM THE CENTERLINE OF "RINA ROAD" AS DEPICTED ON THE O.R.V. PARK PHASE II SITE PLAN (CITY OF RICHLAND) DATED MARCH 1984.
7. (a) = MEASURED - (D.O.T.) = RECORDED DATA BY WASH. D.O.T. PLANS
8. O = DENOTES SET 5/8"x24" REBAR WITH YELLOW PLASTIC CAP STAMPED "ESB-GW 30444".
9. ALL CROWN MONUMENTS WERE VISITED ON JULY 27, AND AUGUST 7, 1996.

AUDITOR'S CERTIFICATION

FILED FOR RECORD THIS 18 DAY OF Sept, 1986 A.D. AT 41
MINUTES PAST 12:00 P. M. AND RECORDED IN VOLUME 1 OF SURVEYS,
PAGE 2230, AT THE REQUEST OF THE CITY OF ROCKLAND.
Bobbie Eganer by Ida Marie 96-2367
ROCKLAND COUNTY AUDITOR Ning Aub. FEE NUMBER
RECORD SURVEY NUMBER XX10XX1XX01



CLIENT	CITY OF RICHLAND			JOB #19498
PROJECT	RECORD OF SURVEY			
DRAWN BY	CSW	SCALE 1" = 800'	F. & B. NO. 1001	SHEET
APPROVED	CSW	DATE AUG. 8, 1988	VERSION --A04012	OF

96 26535

SPACE PROVIDED FOR RECORDER'S USE:

WHEN RECORDED RETURN TO:

FILED BY

OCT 24 11 48 AM '96

VOL. 654 PAGE 2588

City Attorney
City of Richland
P.O. Box 190
Richland, WA 99352

BUBBIE GAGNER
BENTON COUNTY, AUDITOR

110458/B-12608

OFFICIAL RECORD

Statutory Warranty Deed

THE GRANTOR, the CITY OF RICHLAND, a municipal corporation, for the transfer of property and other good and valuable consideration, in hand paid, conveys and warrants to WASHINGTON STATE UNIVERSITY, the following described real estate, situated in the City of Richland, County of Benton, State of Washington:

A tract of land situated in a portion of Sections 12 and 13, Township 10 North, Range 27 East and portions of Sections 7 and 18, Township 10 North, Range 28 East of the Willamette Meridian, Benton County, Washington described as follows:

Commencing at the section corner common to Sections 12, 13, 7 and 18, Township 10 North, Ranges 27 and 28 East, W.M.; Thence South 86°23'31" East along the South line of Section 7, Township 10 North, Range 28 East, a distance of 3,420.30 feet to the Southerly right-of-way of Horn Rapids Road and the True Point of Beginning; Thence South 72°54'30" East along said right-of-way, 754.21 feet to a point on curve whose radius point bears South 02°17'02" West, 4,290.00 feet; Thence Southwesterly 4,108.22 feet along the arc of said curve concave to the Southeast through a central angle of 54°52'05" to a point of tangency; Thence South 37°24'57" West, 515.00 feet to the Northerly right-of-way of SR 240; Thence along said Northerly right-of-way the following courses; North 52°35'03" West, 773.00 feet; North 37°24'57" East, 5.00 feet; North 52°35'03" West, 300.00 feet; South 37°24'57" West, 5.00 feet; Thence North 52°35'03" West, 2,000.00 feet; North 37°24'57" East, 5.00 feet; North 52°35'03" West, 250.00 feet; South 37°24'57" West, 5.00 feet; North 52°35'03" West, 1,459.03 feet; Thence leaving said right-of-way, North 37°24'57" East, 1,577.67 feet to the Southerly right-of-way of said Horn Rapids Road; Thence South 72°54'30" East along said right-of-way a distance of 6,287.48 feet to the True Point of Beginning.

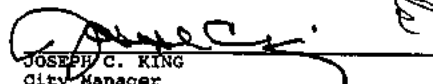
The above described tract contains 300.07 acres. Subject to easements of record.

As a condition of this transaction, Washington State University, Grantee, agrees that this property shall be developed only as an agriculture research facility or related purpose. Any effort to transfer this property to private entity will result in the immediate reversion of this property to the City of Richland, Grantor.

CASCADE TITLE CO.

Dated October 14, 1996.

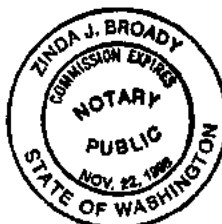

KENNETH R. BAYS
City Clerk
STATE OF WASHINGTON
COUNTY OF BENTON


JOSEPH C. KING
City Manager

01245804564

On this 14th day of October, 1996, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared JOSEPH C. KING and KENNETH R. BAYS, to me known to be the City Manager and City Clerk, respectively, of the CITY OF RICHLAND, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they are authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

Witness my hand and official seal hereto affixed the day and year first above written.




Notary Public in and for the State of Washington, residing at Kenneswick.

EXCISE TAX PAID

AP - 8 08 NO 11 16

BENTON COUNTY

2008-009787 D
04/08/2008 02:34:26 PM Pages: 2 Fee: \$43.00
Stewart Title Co-1
Benton County, Benton County Auditor's Office



WHEN RECORDED RETURN TO:

City Engineer
City of Richland
P.O. Box 190
Richland, WA 99352
MS#26

STEWART TITLE OF THE TRI-CITIES

MISC-208

\$43.00

Parcel I.D. # 1-13071000002000, 1-18081000001002, 1-07083000000000, 1-12074000000000

Quit Claim

The Grantor, **THE CITY OF RICHLAND**, a municipal corporation, for and in consideration of the transfer of personal property and other good and valuable consideration, in hand paid, conveys and quit claims to **WASHINGTON STATE UNIVERSITY**, any interest the Grantor has or may have, at the date of conveyance, in the property situated in the County of Benton, State of Washington, together with all after acquired title of the Grantor therein and described as follows:

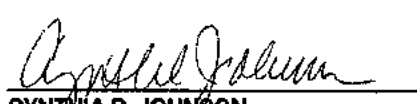
A tract of land situated in a portion of Sections 12 and 13, Township 10 North, Range 27 East and portions of Sections 7 and 18, Township 10 North, Range 28 East of the Willamette Meridian, Benton County, Washington described as follows:

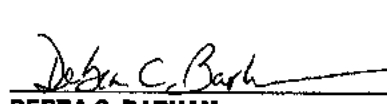
Commencing at the section corner common to Sections 12, 13, 7 and 18, Township 10 North, Ranges 27 and 28 East, W.M.; Thence South 66°23'31" East along the South line of Section 7, Township 10 North, Range 28 East, a distance of 3,420.30 feet to the Southerly right-of-way of Horn Rapids Road and the True Point of Beginning; Thence South 72°54'30" East along said right-of-way, 754.21 feet to a point on curve whose radius point bears South 02°17'02" West, 4,290.00 feet; Thence Southwesterly 4,108.22 feet along the arc of said curve concave to the Southeast through a central angle of 54°52'05" to a point of tangency; Thence South 37°24'57" West, 515.00 feet to the Northerly right-of-way of SR 240; Thence along said Northerly right-of-way the following courses; North 52°35'03" West, 773.00 feet; North 37°24'57" East, 5.00 feet; North 52°35'03" West, 300.00 feet; South 37°24'57" West, 5.00 feet; Thence North 52°35'03" West, 2,000.00 feet; North 37°24'57" East, 5.00 feet; North 52°35'03" West, 250.00 feet; South 37°24'57" West, 5.00 feet; North 52°35'03" West, 1,459.03 feet; Thence leaving said right-of-way, North 37°24'57" East, 1,577.67 feet to the Southerly right-of-way of said Horn Rapids Road; Thence South 72°54'30" East along said right-of-way a distance of 6,267.48 feet to the True Point of Beginning.

Containing 300.07 acres, more or less.

This Quit Claim Deed releases the reversionary condition in the Statutory Warranty Deed previously recorded October 24, 1996, under recording number 96-26535, which read,

As a condition of this transaction, Washington State University, Grantee, agrees that this property shall be developed only as an agriculture research facility or related purpose. Any effort to transfer to transfer this property to (a) private entity will result in the immediate reversion of this property to City of Richland, Grantor.


CYNTHIA D. JOHNSON,
CITY MANAGER


DEBRA C. BARHAM,
DEPUTY CITY CLERK

STATE OF WASHINGTON)
 : Ss.
County of Benton)

On this 4th day of April, 2008, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared **CYNTHIA D. JOHNSON**, and **DEBRA C. BARHAM** to me known to be the Interim City Manager and the Deputy City Clerk, respectively, of **THE CITY OF RICHLAND**, Washington, the municipal corporation that executed the foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they are authorized to execute the said instrument.

Witness my hand and official seal hereto affixed the day and year first above written.

Ellen E. Kuklinski
NOTARY PUBLIC in and for the State of
Washington, residing at: Richland
My Commission Expires: 5-31-08



FEE No. 232619

WARRANTY DEED

Filed for Record MAR 26 1948 9:01 A.M.
Request of L. S. Drury & Engineers
4735 R. E. WISE, County Auditor Seattle 4 Wn.

The Grantor, THOS. CARSTENS INVESTMENT CO., a Washington Corporation, for and in consideration of TWENTY-EIGHT THOUSAND THREE HUNDRED TWENTY-FIVE and NO/100 DOLLARS (\$28,325.00), in hand paid, the receipt and sufficiency of which are hereby acknowledged, conveys and warrants to the UNITED STATES OF AMERICA, and its assigns, the following described real estate, situate in Benton County, State of Washington:

Tract MM-885 All of Section 7, Township 12 North, Range 28 East of the Willamette Meridian, 658.98 acres.

Tract MM-892 All of Section 17, Township 12 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract MM-906 All of Section 19, Township 12 North, Range 28 East of the Willamette Meridian, 662.18 acres.

Tract MM-908 All of Section 21, Township 12 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract MM-909 Southwest quarter of the northwest quarter, southwest quarter, southwest quarter of the southeast quarter, Lots 3, 4, 5, 6, 7 and 8, Section 15, Township 12 North, Range 28 East of the Willamette Meridian, 407.25 acres.

Tract MM-912 West half of the southwest quarter, Lots 2, 3, 4, 7 and 8 in Section 23, Township 12 North, Range 28 East of the Willamette Meridian, 202.65 acres.

Tract MM-914 West half of the northwest quarter, southwest quarter, Lots 1, 2, 3 and 4, Section 35, Township 12 North, Range 28 East of the Willamette Meridian, 357 acres.

Tract MM-916 All of Section 27, Township 12 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract MM-918 All of Section 33, Township 12 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract MM-920 All of Section 29, Township 12 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract MM-921 All of Section 31, Township 12 North, Range 28 East of the Willamette Meridian, 663.32 acres.

Tract MM-960 All of Section 7, Township 11 North, Range 28 East of the Willamette Meridian, 658.40 acres.

Tract MM-962 All of Section 5, Township 11 North, Range 28 East of the Willamette Meridian, 643.86 acres.

Tract MM-964 All of Section 9, Township 11 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract MM-965 All of Section 3, Township 11 North, Range 28 East of the Willamette Meridian, 638.90 acres.

Tract NN-975 West half, west half of the east half, northeast quarter of the northeast quarter Section 15, Township 11 North, Range 28 East of the Willamette Meridian, 520 acres.

Tract NN-978 All of Section 17, Township 11 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract NN-991 All of Section 19, Township 11 North, Range 28 East of the Willamette Meridian, 650.88 acres.

Tract NN-993 All of Section 21, Township 11 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract NN-1005 West half Section 27, Township 11 North, Range 28 East of the Willamette Meridian, 320 acres.

Tract NN-1007 All of Section 29, Township 11 North, Range 28 East of the Willamette Meridian, 640 acres.

Tract NN-1024 All of Section 31, Township 11 North, Range 28 East of the Willamette Meridian, 641.64 acres.

Tract NN-1026 North half, southwest quarter, southwest quarter of the southeast quarter, Section 33, Township 11 North, Range 28 East of the Willamette Meridian, 520 acres.

Tract NN-1033 All of Section 5, Township 10 North, Range 28 East of the Willamette Meridian, 640.76 acres.

Tract NN-1035 All of Section 1, Township 10 North, Range 27 East of the Willamette Meridian, 642.34 acres.

Tract NN-1036 North half of the northwest quarter and northeast quarter, Section 3, Township 10 North, Range 27 East of the Willamette Meridian, 243.84 acres.

Tract NN-1044 That part of the east half of the northeast quarter Section 11, Township 10 North, Range 27 East of the Willamette Meridian, lying north of the south right of way line of the Hanford-Richland Highway, 73.50 acres.

Tract NN-1046 That part of Section 7, Township 10 North, Range 28 East of the Willamette Meridian, lying north of the south right-of-way line of Hanford-Richland highway, 600.22 acres.

Tract NN-1048 That part of Section 17, Township 10 North, Range 28 East of the Willamette Meridian, lying north of the south right-of-way line of Hanford-Richland highway, 205.00 acres.

Tract PP-1130 That part of the east half of the northeast quarter Section 11, Township 10 North, Range 27 East of the Willamette Meridian, lying south of the south right-of-way line of Hanford-Richland highway, 6.50 acres.

Tract PP-1139 That part of Section 7, Township 10 North, Range 28 East of the Willamette Meridian, lying south of the south right-of-way line of Hanford-Richland highway, 32.00 acres.

Tract PP-1169 That part of Section 17, Township 10 North, Range 28 East of the Willamette Meridian, lying south of the south right-of-way line of Hanford-Richland highway, 435.00 acres.

All containing 16,184.22 acres, more or less.

All subject to formerly existing public roads now in possession of United States of America under the terms of an Order on Declaration of Taking filed July 23, 1943 in United States District Court, Eastern District of Washington, Southern Division, Docket No. 135.

Also subject to exceptions and reservations in deeds from Northern Pacific Railway Company recorded in the land records of said Benton County in Volume 47 of Deeds, page 105 and in Volume 54 of Deeds, page 442; and to an unrecorded easement dated July 14, 1911 to Pacific Power & Light Company as disclosed in deed now of record in said land records in Volume 47 of Deeds, page 105.

Also subject to an easement to the United States of America for an electric transmission line over Tracts MM-885, MM-906, MM-918, MM-920 and MM-965, recorded in the land records of said Benton County in Volume 71 of Deeds, page 334.

Also subject to easements to the United States of America acquired by Declarations of Taking filed in the United States District Court for the Eastern District of Washington, Southern Division in Dockets numbered 175-1, 176 and 179-1.

The Grantor hereby conveys and quitclaims to the Grantee all of the Grantor's right, title and interest in and to any roads, highways, alleys, streets, ways, strips or gores abutting or adjoining said above-described lands.

Dated this 11th day of March, 1947.

THOS. CARSTENS INVESTMENT CO.,
a Washington Corporation

By [Signature]
President

By [Signature]
Secretary



STATE OF WASHINGTON

County of Pierce

}

On this 1st day of March, 1913, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Thos. Carstens and Louis M. Kennedy, to me known to be the President and Secretary, respectively, of Thos. Carstens Investment Co., the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned; and on oath stated that they were authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

Witness my hand and official seal hereto affixed the day and year in this certificate above written.

Frank Jacobson
Notary Public in and for the State of Washington
residing at Lacrosse



EASEMENT QUITCLAIM DEED

The UNITED STATES OF AMERICA, Grantor, acting by and through the United States Atomic Energy Commission, hereby conveys and quitclaims to the STATE OF WASHINGTON, Grantee, easements for the operation and maintenance of public highways on, over and across the following described lands situated in Benton and Grant Counties, Washington:

Secondary State Highway No. 11-C

A parcel of land lying in Sections 31 and 32, Township 13 North Range 25 EWM; in Sections 4, 5, 9, 15, 16, 22, 23, 24 and 25, Township 12 North Range 25 EWM; in Sections 29, 30, 32 and 33, Township 12 North Range 26 EWM; in Sections 2, 3, 4, 11, 12 and 13, Township 11 North Range 26 EWM; in Sections 18, 19, 20, 28, 29 and 33, Township 11 North Range 27 EWM; and in Sections 2, 3, 4, 11 and 12, Township 10 North Range 27 EWM; being a strip of land having widths as hereinafter set forth on each side of the following described center line:

BEGINNING at a point on the North line of Section 32, Township 13 North Range 25 EWM approximately 80 feet Easterly of the assumed section corner common to Sections 29, 30, 31 and 32 of Township 13 North Range 25 EWM, which point is more particularly described as "Station S.S.H. 11-C, 10+22.96 POC AH = Station S.S.H. 11-A 10+01.08 POC AH" on the center line survey of said Secondary State Highway No. 11-C;

Thence Southerly along the arc of a curve to the left, having a radius of 5700 feet and an initial bearing of South 3° 12' 53" East an arc distance of 471.51 feet to Highway Engineers Station (hereinafter referred to as HES) 14+94.47 PT; thence South 07° 57' 15" East 1344.84 feet to HES 28+39.31 PC; thence along the arc of a curve to the left, having a radius of 2900 feet, an arc distance of 2530.73 feet to HES 53+70.04 PT; thence South 57° 57' 15" East, 3314.46 feet to HES 86+84.50 PC; thence along the arc of a curve to the right, having a radius of 5700 feet, an arc distance of 1557.34 feet to HES 102+41.84 PT; thence South 42° 18' 00" East 5439.04 feet to HES 156+80.88 PC; thence along the arc of a curve to the right, having a radius of 5700 feet, an arc distance of 2286.05 feet to HES 179+66.93 PT; thence South 19° 19' 15" East, 5195.77 feet to HES 231+62.70 PC; thence along the arc of a curve to the left, having a radius of 5700 feet, an arc distance of 2145.12 feet to HES 253+07.82 PT; thence South 40° 53' 00" East 4529.62 feet to HES 298+37.44 PC; thence along the arc of a curve to the left, having a radius of 5700 feet, an arc distance of 3847.53 feet to HES 336+84.97 PT; thence South 79° 33' 30" East 6328.70 feet to HES 400+13.67 PC; thence along the arc of a curve to the right having a radius of 5700 feet, an arc distance of 2300.98 feet to HES 423+14.65 PT; thence South 56° 25' 45" East 36,719.74 feet to HES 790+34.39 PC; thence along the arc of a curve to the right, having a radius of 5700 feet, an arc distance of 1526.66 feet to HES 805+61.05 PT BK = 805+65.41 POT AND; thence South 41° 05' 00" East 16,454.35 feet to HES 970+19.76 PC; thence along the arc of a curve to the right, having a radius of 5700 feet, an arc distance of 1221.16 feet to HES 982+40.92 PT; thence South 28° 48' 30" East 5406.73 feet to HES 1036+47.65 PC; thence along the arc of a curve to the left, having a radius of 5700 feet, an arc distance of 2364.81 feet to HES 1060+12.46 PT; thence South 52° 34' 15" East 15,187.54 feet to HES 1212+00.00 and the end of this center line description.

VOLUME..... PAGE.....
INDEXED BY.....
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VERIFIED BY.....
RECORDED BY.....

Mail to -
Washington State Highway Commission
Dept. of Highways
Highway Engineering & Planning
Olympia, Wn.

Dept. of Highways
AUG 27 9 55 AM '64

RECORDED BY *Reeds*

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The above mentioned strip of land shall be 150 feet wide, being 75 feet wide on each side of the above described highway center line; EXCEPT that from HES 10+22.96 Southerly to HES 11+50 said strip of land shall have widths as hereinafter set forth on each side of the above described highway center line: From HES 10+22.96 and from the North line of Sections 31 and 32, Township 13 North Range 25 EMM Southerly to HES 11+00 said strip of land shall be 375 feet wide being 250 feet wide on the Easterly side and 125 feet wide on the Westerly side of said center line and from HES 11+00 Southerly to HES 11+50 said strip shall be of variable width, being bounded by lines on each side drawn from points 125 feet opposite, left and right, when measured radially from HES 11+00, to points 75 feet opposite, left and right, when measured radially from HES 11+50.

ALSO EXCEPT that, from HES 94+50 Southerly to HES 948+75 said strip of land shall be 175 feet wide, being 75 feet wide on the Easterly side and 100 feet wide on the Westerly side of said highway center line.

ALSO EXCEPT that, from HES 1091+77.2 Southeasterly to HES 1094+74.4 said strip of land shall be bounded on the Easterly side by a line described as follows: Beginning at a point 75 feet Northeasterly when measured at right angles from HES 1091+77.2, thence Southeasterly parallel with said highway center line to a point opposite 1092+17.5, thence Easterly to a point 115 feet Northeasterly when measured at right angles from HES 1092+79.1, thence Southeasterly parallel with said highway center line to a point opposite HES 1094+47.7, thence Southerly to a point 75 feet Northeasterly when measured at right angles from HES 1094+74.4; and bounded on the Westerly side by a line described as follows:

BEGINNING at a point 75 feet Southwesterly when measured at right angles from HES 1091+77.2; thence Southerly to a point 125 feet Southwesterly when measured at right angles from HES 1092+09.7; thence Southeasterly parallel with said highway center line to a point opposite HES 1093+68.9; thence Easterly to a point 75 feet Southwesterly when measured at right angles from HES 1094+32.6; thence Southeasterly parallel with said highway center line to a point opposite HES 1094+74.4.

ALSO EXCEPT that, from HES 1119+52.1 Southeasterly to HES 1122+07.6, said strip of land shall be bounded on the Northeasterly side by a line drawn from a point 75 feet Northeasterly when measured at right angles from HES 1119+52.1 to a point 120 feet Northeasterly when measured at right angles from HES 1119+79.0, thence Southeasterly parallel with said highway center line to a point opposite HES 1121+45.2, thence Southerly to a point 75 feet Northeasterly when measured at right angles from HES 1122+07.6 and bounded on the Southwesterly side by a line drawn parallel with and 75 feet Southwesterly when measured at right angles from said highway center line.

ALSO EXCEPT that, from HES 1168+50 Southeasterly to HES 1171+11.8, said strip of land shall be bounded on the Easterly side by a line drawn parallel with and 75 feet Northeasterly when measured at right angles from said highway center line and bounded on the Southwesterly side by a line drawn from a point 75 feet Southwesterly when measured at right angles from HES 1168+50 to a point 120 feet Southwesterly when measured at right angles from HES 1169+18.6; thence Southeasterly parallel with said highway center line to a point opposite HES 1170+90.7, thence Northeasterly to a point 75 feet Southwesterly when measured at right angles from HES 1171+11.8.

ALSO EXCEPT that, from HES 1188+92.4 Southeasterly to HES 1191+49.8 said strip of land shall be bounded on the Northeasterly side by a line drawn from a point 75 feet Northeasterly when measured at right angles from HES 1188+92.4 to a point 120 feet Northeasterly when measured at right angles from HES 1189+56.2; thence Southeasterly parallel with said highway center line to a point opposite HES 1191+30.7; thence Southerly to a point 75 feet Northeasterly when measured at right angles from HES 1191+49.8 and bounded on the Southwesterly side by a

line drawn parallel with and 75 feet Southwesterly when measured at right angles from said highway center line.

ALSO included in the easement conveyed herein are four strips of land 150 feet wide, being respectively 75 feet wide on each side of the "A", "B", "C" and "D" connection center lines, except any portion thereof heretofore included in the above described highway strip.

The above mentioned center lines for connections "A", "B", "C" and "D" are more particularly described as follows:

"A" Connection Center Line

COMMENCING at HES 1093+25.00 POT on the above described highway center line, thence South 52° 25' 15" West 218.65 feet; thence South 80° 48' 45" West 226.48 feet to HES A 9+00.00 and the true POINT OF BEGINNING; thence North 80° 48' 45" East 100 feet to HES A 10+00.00 PC; thence along the arc of a curve to the left, having a radius of 500 feet, an arc distance of 247.76 feet to HES A 12+47.76 PT; thence North 52° 25' 15" East 167 feet to HES A 14+14.80 PC; thence along the arc of a curve to the right, having a radius of 250 feet, an arc distance of 231.98 feet to HES A 16+46.78 PT; thence South 74° 24' 25" East 240.35 feet to HES A 18+87.13 PC; thence along the arc of a curve to the left, having a radius of 500 feet, an arc distance of 216.06 feet to HES A 21+03.19 PT; thence North 80° 49' 45" East 100 feet to HES A 22+03.19 and the end of the "A" Connection Center Line.

"B" Connection Center Line

BEGINNING at HES 1121+00.00 POT = B 10+00.00 POT on the above described highway center line, thence North 22° 25' 15" East 90.29 feet to HES B 10+90.29 PC; thence along the arc of a curve to the left, having a radius of 230 feet, an arc distance of 116.85 feet to HES B 12+07.14 PT; thence North 06° 41' 15" West 228.17 feet to HES B 14+35.31; thence along the arc of a curve to the right, having a radius of 1150 feet, an arc distance of 100 feet to HES B 15+35.31 PC and the end of the "B" Connection Center Line.

"C" Connection Center Line

BEGINNING at HES 1190+00.00 POT = C 10+00.00 POT on the above described highway center line, thence North 52° 25' 15" East 73.31 feet to HES C 10+73.31 PC; thence along the arc of a curve to the right, having a radius of 230 feet, an arc distance of 219 feet to HES C 12+92.61 PT; thence South 72° 57' 00" East 107.39 feet to HES C 14+00.00 POT and the end of the "C" Connection Center Line.

"D" Connection Center Line

BEGINNING at HES 1169+63.50 POT = D 10+00.00 POT on the above described highway center line, thence South 22° 25' 15" West 86.29 feet to HES D 10+86.29 PC; thence along the arc of a curve to the left, having a radius of 200 feet, an arc distance of 170.17 feet to HES D 12+56.46 PT; thence South 26° 19' 45" East 100 feet to HES D 13+56.46 POT and the end of the "D" Connection Center Line.

Drainage Area Easements

A strip of land 40 feet wide lying Southwesterly of, parallel with and contiguous to the Southwesterly side of the above described highway strip and extending Southeasterly from a line drawn Southwesterly at right angles from HES 111+00 on said highway center line to a line drawn Southwesterly at right angles from HES 117+50. ALSO, a strip of

land 40 feet wide lying Southwesterly of, parallel with and contiguous to the Southwesterly side of the above described highway strip and extending Southeasterly from a line drawn Southwesterly at right angles from HES 119+25 on said highway center line to a line drawn Southwesterly at right angles from HES 122+00.

EXCEPTING from the above-described easement any land lying within that portion of the East 200 feet of Government Lot 1 of Section 3, Township 10 North, Range 27 EWM heretofore deeded, by the Grantor herein, to the City of Richland, Washington.

The Grantor reserves the right to operate, maintain, deepen and otherwise make exclusive use of an existing well located within the above-described easement near HES 912+50.

Secondary State Highway No. 11-A

That part of the hereinafter described Parcel "A", in Benton County, Washington, and Parcel "B", in Grant County, Washington, lying within a strip of land having varying widths, as hereinafter set forth, on each side of the following described center line:

BEGINNING at a point on the South line of the Northeast Quarter of the Northeast Quarter of Section 7, Township 13 North, Range 25 EWM, which point lies approximately 10 feet West of the East line of said Section 7, and which point is identified as HES 238+30.00 PC on the center line survey of Secondary State Highway No. 11-A; thence Northerly along the arc of a curve to the left, said curve having an initial bearing of North 09° 11' 00" West and a radius of 6000 feet, an arc distance of 1689.45 feet to HES 255+19.45 PT; thence North 25° 19' 00" West BK = North 25° 18' 30" West AH 963.93 feet to HES 264+83.38 PUT BK = 33+69.93 PUT AH; thence continuing North 25° 19' 00" West BK = 25° 18' 30" West 2630.72 feet to HES 60+00.65 PC on the North Bank of the Columbia River; thence along the arc of a curve to the right, having a radius of 1000 feet, an arc distance of 1842.78 feet to HES 78+13.43 PT; thence North 80° 16' 30" East 2048.57 feet to HES 98+92.00 BK = 316+63.6 AHD, which point is the point of terminus of this center line. Said center line intersects the East line of Section 6, Township 13 North Range 25 EWM at HES 90+33.24, which point is 122.19 feet South of the Northeast corner of said Section 6.

Parcel "A"

In Parcel "A", the above-mentioned strip of land shall be 150 feet wide, being 75 feet wide on each side of the above-described center line, EXCEPT that from HES 241+00 Northerly to HES 249+00 said strip of land shall be 200 feet wide, being 75 feet wide on the Westerly side and 125 feet wide on the Easterly side of said highway center line; ALSO EXCEPT that from HES 259+00 Northerly to HES 34+00 said strip of land shall be 170 feet wide, being 75 feet wide on the Easterly side and 95 feet wide on the Westerly side of said highway center line.

ALSO CONVEYED hereby is an easement for a road approach, to be maintained by the Grantor herein, on a strip of land 80 feet wide, being 40 feet wide on each side of the following described center line:

BEGINNING at a point which is 75 feet Easterly, measured at right angles, from HES 250+50.00 PC on the above-described highway center line; thence North 69° 10' 30" East 245 feet to the East line of

said Section 7, Township 13 North Range 25 EWM, and there terminating.

The above-mentioned Parcel "A" consists of Government Lot 9 and the shorelands of the Columbia River abutting thereon, and Government Lot 10, of Section 6, and the Northeast Quarter of the Northeast Quarter of Section 7, and the Northwest Quarter of the Northwest Quarter of Section 8, all being in Township 13 North Range 25 EWM.

Parcel "B"

In Parcel "B", the above-mentioned strip of land shall be 150 feet wide, being 75 feet wide on each side of the above-described center line, EXCEPT that, from HES 58+00 Northerly to HES 61+08 said strip shall be 185 feet wide, being 75 feet wide on the Westerly side and 110 feet wide on the Easterly side of said highway center line; ALSO EXCEPT that, from HES 61+08 Northerly to HES 63+88, said strip shall be of varying width, being bounded on the Easterly side by a line drawn parallel with and 110 feet Easterly when measured radially from said center line, and bounded on the Westerly side by a line drawn from a point 75 feet Westerly, when measured radially, from HES 61+08, thence Northwesterly to a point 150 feet Southwesterly when measured radially, from HES 61+80, thence Northerly and parallel with said center line to a point opposite HES 63+12, thence Northeasterly to a point 75 feet Westerly, when measured radially, from HES 63+88; ALSO EXCEPT that, from HES 63+88 Northeasterly to HES 70+00, said strip of land shall be 185 feet wide, being 75 feet wide on the Westerly side and 110 feet wide on the Easterly side of said center line. ALSO EXCEPT that, from HES 74+00 Northeasterly to HES 77+00, and from HES 80+00 Easterly to HES 83+00, said strip of land shall be 250 feet wide, being 75 feet wide on the Southerly side and 175 feet wide on the Northerly side of said center line; ALSO EXCEPT that, from HES 77+00 Easterly to HES 80+00, said strip of land shall be 325 feet wide, being 75 feet wide on the Southerly side and 250 feet wide on the Northerly side of said center line.

Secondary State Highway No. 7-C

That part of the hereinafter described Parcel "B", in Grant County, Washington, lying within a strip of land having varying widths, as hereinafter set forth, on each side of the following described center line:

COMMENCING at HES 62+50.00 POC on the center line of Secondary State Highway 11-A, as above described, thence South $78^{\circ} 58' 45''$ West 150 feet to a point on the West right-of-way line of the Highway 11-A easement, which point also is at HES 1484+34.50 on the center line survey of Secondary State Highway 7-C, and which point is the TRUE POINT OF BEGINNING; thence South $78^{\circ} 58' 45''$ West 339.82 feet to HES LG 1480+94.68 PT; thence along the arc of a curve to the left, having a radius of 1000 feet, an arc distance of 103.27 feet to HES LG 1479+91.41 PC; thence South $73^{\circ} 03' 45''$ West 111 = South $73^{\circ} 06' 10''$ West BK 870.51 feet to HES LG 1471+20.90 POT AN= 1471+20.9 PC (EXIST), the point of terminus of said center line.

The above-mentioned strip of land shall be 150 feet wide, being 75 feet wide on each side of the above-described center line; EXCEPT that, Westerly from HES 1475+00, the strip of land Northerly of the center line of Highway 7-C shall be of varying width, being bounded on the North by a line which

is 86 feet opposite and Northerly of said HES 1475+00, said line extending to a point which is 75 feet opposite and Northerly of HES 1471+20.90 POT.

The above-mentioned Parcel "E" consists of Government Lot 1 of Section 5, Government Lots 1, 2, 7 and 8 and the shorelands of the Columbia River abutting on said Lot 8, in Section 6, all being in Township 13 North Range 25 EWM, and the Southwest Quarter of the Southwest Quarter of Section 32, Township 14 North Range 25 EWM.

EXCEPTED from the above-described strips of land or any portions thereof which heretofore have been conveyed by the Grantor herein to the Grantee for highway purposes.

This conveyance is made subject to existing easements of record and subject to the following conditions and understandings:

1. The United States and its contractors may cross or otherwise use the rights of way herein granted, with irrigation or other works, including reservoirs, pipelines, ditches and canals; power works, including electric transmission and distribution lines, communications lines and operating roads, said roads to be through locked gates where entering and/or leaving the highway, the location of said gates to be agreed upon between the Grantor and the Grantee herein. It is understood that these conditions extend only to the Grantor herein and in the event the Grantor conveys or otherwise transfers its ownership or control of the lands adjacent to said highway the control of access shall rest entirely with the Grantee except for roads already established to service utilities existing before such transfer of ownership or control of said adjoining lands. The Grantee, by acceptance of this conveyance, hereby releases the United States from all damages or claims for damage which may result from the construction, operation or maintenance by the United States of such facilities. Relocation of the facilities of the Grantor, as they exist as of the date of this conveyance, shall be at the expense of the Grantee.

2. All automobiles, trucks, tractors and other vehicles of the United States Atomic Energy Commission, and the drivers and passengers in such vehicles, shall be exempt from any and all toll charges for the use of the bridge on Secondary State Highway No. 11-A, over the Columbia River.
3. The Grantor shall have the right to close the public highways constructed on the above-described strips of land to all traffic at such times and for such periods as it deems necessary because of radiological hazards.
4. The travelling public shall not be permitted to stop on such highways.
5. The Grantee shall construct and maintain a fence along each side of said highways, except that fencing along Highway No. 7-C is not required.
6. The Grantee shall install and maintain such warning lights, signals and signs as may be required by the Grantor to aid in closing the highways, as provided in Section 3 above.
7. These easements, or any one of them, may be annulled and forfeited by the Grantor for failure to comply with the terms and conditions of this grant, or for nonuse for a period of two consecutive years, or for abandonment of the rights granted.

IN WITNESS WHEREOF, the Grantor has caused this deed to be executed by its duly authorized representative as of the 12th day of August, 1964.



UNITED STATES OF AMERICA
ATOMIC ENERGY COMMISSION

By J. E. Travis
J. E. Travis, Manager
Richland Operations Office

On this 12th day of August, 1964, before me personally appeared J. E. Travis, to me known to be the authorized representative of the United States Atomic Energy Commission that has executed the within and foregoing instrument, and acknowledged said instrument to be

573713

EASEMENT QUITCLAIM DEED

LIMITED ACCESS

AT(45-1)-2006

The UNITED STATES OF AMERICA, Grantor, acting by and through the United States Atomic Energy Commission, hereby conveys and quitclaims to the STATE OF WASHINGTON, Grantee, an easement for the operation and maintenance of a public highway on, over and across the following described land situated in Benton County, Washington:

Secondary State Highway No. 11-C (SR 240)

All that portion of the following described Parcel "A" lying within a strip of land 150 feet wide, being 75 feet wide on each side of the centerline of SSH 11-C (SR 240) North Richland Road to Stevens Drive in Richland; EXCEPT that from Highway Engineers Station (hereinafter referred to as HES) 1216+50 southeasterly to HES 1221+50 said strip of land shall be 165 feet wide, being 75 feet wide on the northeasterly side, and 90 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1245+50 southeasterly to HES 1247+50, said strip of land shall be 160 feet wide, being 80 feet wide on each side of said centerline; and EXCEPT that from HES 1247+50 southeasterly to HES 1248+00, said strip of land shall be 155 feet wide, being 80 feet wide on the northeasterly side, and 75 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1268+00 southeasterly to HES 1271+00 said strip of land shall be 160 feet wide being 80 feet wide on each side of said centerline; and EXCEPT that from HES 1298+00 southeasterly to HES 1301+00, said strip of land shall be 155 feet wide, being 75 feet wide on the northeasterly side, and 80 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1350+00 southeasterly to HES 1353+00 said strip of land shall be 155 feet wide, being 75 feet wide on the northeasterly side and 80 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1362+00 southeasterly to HES 1366+00, said strip of land shall be 185 feet wide, being 110 feet wide on the northeasterly side and 75 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1398+50 southeasterly to HES 1403+00, said strip of land shall be 180 feet wide being 105 feet wide on the northeasterly side and 75 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1407+00 southeasterly to HES 1411+50 said strip of land shall be 160 feet wide, being 75 feet wide on the northeasterly side and 85 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1411+50 southeasterly to HES 1414+00 said strip of land shall be 170 feet wide, being 85 feet wide on each side of said centerline; and EXCEPT that from HES 1414+00 southeasterly to HES 1415+00 said strip of land shall be 160 feet wide, being 85 feet wide on the northeasterly side, and 75 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1430+00 southeasterly to HES 1430+50, said strip of land shall be 155 feet wide, being 75 feet wide on the northeasterly side, and 80 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1430+50 southeasterly to HES 1435+00 said strip of land shall be 160 feet wide, being 80 feet on each side of said centerline; and EXCEPT that from HES 1459+00 southeasterly to HES 1461+50 said strip of land shall be 160 feet wide, being 80 feet wide on each side of said centerline; and EXCEPT that from HES 1461+50 southeasterly to HES 1462+00, said strip of land shall be 155 feet wide, being 75 feet wide on the northeasterly side, and 80 feet wide on the southwesterly side of said centerline; and EXCEPT that from HES 1498+73.87 southeasterly to HES 1504+00 said strip of land shall be 191 feet wide being 75 feet wide on the northeasterly side and 116 feet wide on the southwesterly side; also

All that portion of said parcel "A" described as follows:
Beginning at a point on the northeasterly right of way boundary of SSH 11-C (SR 240) North Richland Road to Stevens Drive in Richland which is distant 75 feet northeasterly when measured at right angles from HES 1276+00 as located on the centerline thereof; thence northeasterly to a point opposite

Rept Highways
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HES 1276+45.80 and distant 120.80 feet therefrom which is also distant 50 feet southwesterly when measured radially from the G line centerline of said highway; thence northerly along a line drawn parallel with said G line and distant 50 feet westerly therefrom, when measured radially, to a point opposite HES G 16+80.82 P.O.T.; thence northeasterly 100 feet to a point distant 50 feet easterly when measured at right angles from said HES G 16+80.82; thence southerly along a line drawn parallel with and distant 50 feet easterly when measured at right angles and/or radially from said G line to a point distant 128.80 feet northeasterly when measured at right angles from HES 1277+49.63 on the main centerline of said highway; thence southerly to a point on the northeasterly right of way boundary of said highway which is opposite HES 1278+00 and distant 75 feet northeasterly therefrom; thence northwesterly to the point of beginning; also

Beginning at a point on the southwesterly right of way boundary of said highway which is distant 75 feet southwesterly when measured at right angles from HES 1278+00 on the main centerline; thence southwesterly to a point which is distant 125 feet southwesterly when measured at right angles from HES 1277+50 and which point is also distant 50 feet southeasterly, when measured at right angles, from the G line centerline of said highway; thence southerly along a line drawn parallel with and distant 50 feet easterly when measured radially and/or at right angles from said G line centerline to a point opposite HES G 6+59.82 P.O.T.; thence westerly 100 feet to a point which is 50 feet westerly when measured at right angles from said HES G 6+59.82 P.O.T.; thence northerly along a line drawn parallel with and distant 50 feet westerly when measured radially and/or at right angles from said G line to a point distant 125 feet southwesterly when measured at right angles from HES 1276+50 on the main centerline of said highway; thence northwesterly to a point on the southwesterly right of way boundary of said highway which is distant 75 feet southwesterly when measured at right angles from HES 1276+00 on said main centerline; thence southeasterly to the point of beginning; also

All that part of said Parcel "A" described as follows:
Beginning at a point on the northeasterly right of way boundary of said highway which is distant 75 feet northeasterly when measured at right angles from HES 1338+40 on said centerline; thence northeasterly to a point distant 122.65 feet northeasterly when measured at right angles from HES 1338+87.65 and which point is also distant 40 feet westerly when measured radially from the F line centerline of said highway; thence northerly along a line drawn parallel with and distant 40 feet westerly when measured radially and/or at right angles from said F line to a point opposite HES F 16+28.29 P.O.T. as located on said F line; thence northeasterly 80 feet to a point distant 40 feet easterly when measured at right angles from said HES F 16+28.29 P.O.T.; thence southerly and southeasterly, parallel with said F line centerline, to a point opposite HES F 12+53.15 P.T.; thence southeasterly to a point opposite HES 1339+70, on the main centerline of said highway, and 206.40 feet north-easterly therefrom; thence southwesterly to a point opposite said HES 1339+70 and 125 feet northeasterly therefrom; thence southerly to a point opposite HES 1340+20 on the main centerline of said highway and 75 feet northeasterly therefrom; thence northwesterly to the point of beginning; also

All that part of said Parcel "A" described as follows:
Beginning at a point on the southwesterly right of way boundary of said highway at a point distant 75 feet southwesterly when measured at right angles from HES 1338+40; thence southeasterly to a point distant 125 feet southwesterly when measured at right angles from HES 1338+90; thence southwesterly to a point opposite and distant 206.40 feet southwesterly from HES 1338+90; thence south 21° 04' 45" east to a point which is distant 40 feet southwesterly, when measured at right angles from HES F 5+47.47 P.T. on the F line centerline of said highway; thence southerly parallel with said F line centerline to a point opposite HES F 3+71.71 P.O.T.; thence easterly 80 feet to a point distant 40 feet easterly, when measured at right angles from said HES F 3+71.71 P.O.T.; thence northerly along a line drawn parallel with said F line and distant 40 feet easterly therefrom, when measured at right angles and/or radially, to a point distant 122.65 feet southwesterly when measured at right angles from HES 1339+72.35 as located on the main centerline of said highway; thence northeasterly to a point on the southerly right of way boundary of said highway which is distant 75 feet southwesterly

"G" Connection Centerline

Beginning at HES 1277+00.00 on the centerline of SSH 11-C, thence South 37° 25' 15" West 132.58 feet to a point of curve; thence along a 150 foot radius curve to the left an arc distance of 96.87 feet to a point of tangency; thence South 0° 25' 15" West 110.73 feet to the southern point of terminus. ALSO, beginning at said HES 1277+00.00, thence North 37° 25' 15" East 90.00 feet to a point of curve; thence along a 150 foot radius curve to the left an arc distance of 214.68 feet to a point of tangency; thence North 44° 34' 45" West 155.00 feet to a point of curve; thence along a 150 foot radius curve to the right an arc distance of 117.81 feet to a point of tangency; thence North 0° 25' 15" East 103.33 feet to the northern point of terminus.

"J" Connection Centerline

Beginning at HES 1406+00.00 on the centerline of SSH 11-C, thence South 37° 25' 15" West 94.00 feet to a point of curve; thence along a 150 foot radius curve to the left an arc distance of 173.44 feet to a point of tangency; thence South 28° 39' 45" East 96.00 feet to a point of curve; thence along a 200 foot radius curve to the right an arc distance of 100.36 feet to a point of tangency; thence South 0° 04' 45" East 103.20 feet to the southern point of terminus. ALSO, beginning at said HES 1406+00.00, thence North 37° 25' 15" East 88.00 feet to a point of curve; thence along a 150 foot radius curve to the left an arc distance of 167.55 feet to a point of tangency; thence North 26° 34' 45" West 115.00 feet to a point of curve; thence along a 200 foot radius curve to the right an arc distance of 92.50 feet to a point of tangency; thence North 0° 04' 45" West 106.95 feet to the northern point of terminus.

ALSO, the easement herein conveyed includes all that portion of the below described Parcel "B" lying within a strip of land 120 feet wide, being 60 feet wide on each side of the centerline of SSH 11-C (SR 240) North Richland Road to Stevens Drive in Richland.

PARCEL "A" DEFINED

A-5908

The Southwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 12; the Northeast Quarter and the Northeast Quarter of the Northwest Quarter of Section 13; all being in Township 10 North, Range 27 East, WM.; and the Southwest Quarter of the Northwest Quarter and the South Half of Section 18; the Northeast Quarter of the Northeast Quarter of Section 19; the Northwest Quarter and the Northeast Quarter of the Southwest Quarter, and the Southeast Quarter of Section 20; the Southwest Quarter of the Southwest Quarter of Section 21; the Southwest Quarter of Section 27; the North Half, and the Southeast Quarter of Section 28; the Northeast Quarter of the Northeast Quarter of Section 29; all being in Township 10 North, Range 28 East, WM.

PARCEL "E" DEFINED

Right of way 70 feet in width, being 35 feet on each side of the following described centerline:

Beginning at a point on the north boundary of the Northeast Quarter of the Northeast Quarter of Section 34, Township 10 North, Range 28 East, WM., 972.70 feet west of the northeast corner thereof; thence South 17° 08' 07" West 1371.16 feet, more or less, to the south line of said Northeast Quarter of the Northeast Quarter, ALL in Benton County, Washington.

ALSO, the Grantor herein quitclaims and conveys to the State of Washington all rights of ingress and egress (including all existing, future or potential easements of access, light, view and air) to, from and between SSH No. 11-C (SR 240), North Richland Road to Stevens Drive in Richland and the remainder of Grantor's adjoining lands except that the Grantor herein reserves the right to such ingress and egress as is provided in the plans and as constructed upon said highway right of way.

This conveyance is made subject to existing easements of record, and subject to the following conditions and understandings:

1. The United States and its contractors may cross or otherwise use the right of way herein granted, with irrigation or other works, including railroads, reservoirs, pipelines, ditches and canals,

power works, including electric transmission and distribution lines and communications lines. The Grantee, by acceptance of this conveyance, hereby releases the United States from all damages or claims for damage which may result from the construction, operation or maintenance by the United States of its above described facilities. Relocation of the facilities of the Grantor, as they may exist as of the date of this conveyance, shall be at the expense of the Grantee.

2. This easement, or any part thereof, may be annulled and forfeited by the Grantor for failure to comply with the terms and conditions of this grant, or for non-use for a period of two consecutive years, or for abandonment of the rights granted.

IN WITNESS WHEREOF, the Grantor has caused this deed to be executed by its duly authorized representative as of the 13th day of February, 1967.

UNITED STATES OF AMERICA
ATOMIC ENERGY COMMISSION

By: [Signature]
D. G. Williams, Manager
Richland Operations Office

It is understood and agreed that the delivery of this Easement Quitclaim Deed is hereby tendered and that the terms and obligations hereof shall not become binding upon the State of Washington unless and until accepted and approved hereon in writing for the State of Washington, Department of Highways, by the Chief Right of Way Agent.

Accepted and Approved 2-21-67

STATE OF WASHINGTON
DEPARTMENT OF HIGHWAYS

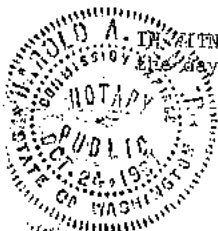
By: [Signature]
Chief Right of Way Agent

STATE OF WASHINGTON

COUNTY OF BENTON

On this 13th day of February, 1967, before me personally appeared D. G. Williams, to me known to be the authorized representative of the United States Atomic Energy Commission that has executed the within and foregoing instrument, and acknowledged said instrument to be a free and voluntary act and deed of the United States of America, acting through the United States Atomic Energy Commission, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.



[Signature]
Notary Public in and for the State of
Washington, Residing at Richland

9-18-67

ORDINANCE NO. 428

AN ORDINANCE accepting from the Government of the United States of America a lease of a certain unincorporated area contiguous to the City of Richland and situated in Sections 11, 12 and 13, Township 10 North, Range 27 East, Willamette Meridian, and Sections 7, 15-22, 27, 28 and 29, Township 10 North, Range 28 East, Willamette Meridian, annexing said area to the City of Richland and amending the official zoning map of the City by adding thereto new sectional maps numbered 55 and 56 to classify said area.

BE IT ORDAINED BY THE CITY OF RICHLAND AS FOLLOWS:

1.01 Acceptance of Lease. The City of Richland hereby accepts that certain lease entered into on the 15th day of April, 1967, between the United States of America, acting by and through the Atomic Energy Commission, as lessor, and the City of Richland, Washington as lessee, of the unincorporated area contiguous to the City, which is described in Section 1.02 of this ordinance, and the terms and conditions thereof, and the right to occupy and control said area.

1.02 Annexation of Area. The unincorporated area contiguous to the City of Richland, Washington, leased by the United States of America to the City of Richland by the lease accepted in Section 1.01 of this ordinance, situated in the County of Benton, State of Washington, and described as follows:

Section 7, Township 10 North, Range 28 EWM

That part of the South Half lying south of the south right of way line of Horn Rapids road, an unplatted road 80 feet wide, being 40 feet on each side of the following described center line:

Beginning at a point on the center line of the east lane of Stevens Drive, as said drive is hereinafter described, said point being in the East Half of Section 15, Township 10 North, Range 28 EWM, at coordinates North 373,515.14 and East 2,307,417.31 on the Washington State Coordinate System (South Zone); thence South 89°44'03" West 9,298.90 feet to a point of curve; thence along a 1,124.57 foot radius curve to the right an arc distance of 342.32 feet to a point of tangency; thence North 72°49'29" West approximately 18,375 feet to a point in the South Half of the Northeast Quarter of Section 11, Township 10 North, Range 27 EWM, and there terminating, said point being at Highway Engineer Station C 14 + 00.00 on Secondary State Highway 11-C as described in that certain Easement Quitclaim Deed

to the State of Washington recorded in Volume 212 of Deeds, Page 101, under Auditor's Number 526575, in the records of Benton County, Washington.

Section 15, Township 10 North, Range 28 EWM

That portion of the West Half, and of the West Half of the East Half lying south of the south right of way line of Horn Rapids road.

Section 16, Township 10 North, Range 28 EWM

All south of the south right of way line of Horn Rapids Road.

Section 17, Township 10 North, Range 28 EWM

All south of the south right of way line of Horn Rapids Road.

Section 18, Township 10 North, Range 28 EWM

All south of the south right of way line of Horn Rapids Road, and east of the east right of way line of the former Richland Irrigation District canal.

Section 19, Township 10 North, Range 28 EWM

All that portion lying easterly of the east right of way line of the former Richland Irrigation District canal.

Section 20, Township 10 North, Range 28 EWM

All that portion lying easterly of the east right of way line of the former Richland Irrigation District canal.

Section 21, Township 10 North, Range 28 EWM

All.

Section 22, Township 10 North, Range 28 EWM

All except the East Half of the East Half.

Section 27, Township 10 North, Range 28 EWM

All except the East Half of the East Half.

Section 28, Township 10 North, Range 28 EWM

All.

Section 29, Township 10 North, Range 28 EWM

All that portion lying north and east of the following described line:

Beginning on the south line of said Section 29, at a point 696.66 feet distant from the southeast corner of said section; thence North $35^{\circ}42'32''$ East 394.38 feet; thence North $20^{\circ}37'06''$ East 274.75 feet; thence North $12^{\circ}05'05''$ East

242.31 feet; thence North $3^{\circ}50'47''$ West 238.79 feet; thence North $17^{\circ}50'47''$ West 186.58 feet; thence North $35^{\circ}40'28''$ West 204.00 feet; thence North $48^{\circ}35'21''$ West 185.58 feet; thence North $63^{\circ}46'01''$ West 216.16 feet; thence North $79^{\circ}39'03''$ West 276.71 feet; thence South $83^{\circ}49'06''$ West 509.84 feet; thence North $72^{\circ}11'07''$ West 286.30 feet; thence North $86^{\circ}15'16''$ West 144.51 feet; thence North $54^{\circ}32'11''$ West 360.61 feet; thence North $63^{\circ}15'15''$ West 476.57 feet to the east shore of the Yakima river; thence northwesterly along the east shore of the Yakima river to the west line of Government Lot 1 of said Section 29; thence north along the west line of said Lot 1 to the northwest corner of said Lot 1; thence East along the north line of said Lot 1 to the east right of way line of the former Richland irrigation District canal; thence northerly along said east right of way line to the north line of said Section 29.

Section 33, Township 10 North, Range 28 EWM

North Half of the North Half of the Northwest Quarter of the Northwest Quarter; Southeast Quarter of the Northeast Quarter of the Northwest Quarter of the Northwest Quarter; East Half of the Southeast Quarter of the Northwest Quarter of the Northwest Quarter; East Half of the Northeast Quarter of the Southwest Quarter of the Northwest Quarter; Northeast of the Southeast Quarter of the Southwest Quarter of the Northwest Quarter; South Half of the South Half of the Southwest Quarter of the Northwest Quarter; East Half of the Northwest Quarter; that portion of the Northeast Quarter lying west of the following described line:

Beginning at a point on the south line of said Northeast Quarter, which point is North $89^{\circ}24'12''$ East 660.74 feet from the southwest corner of said Northeast Quarter; thence North $26^{\circ}50'08''$ East 1487.44 feet to the southwest corner of the Northeast Quarter of the Northeast Quarter of said Section 33; thence North $89^{\circ}23'54''$ East along the south line of said Northeast Quarter of the Northeast Quarter a distance of 200 feet more or less to the East right of way line of the former Richland Irrigation District canal; thence northerly along the east right of way of said canal to the north line of said Section 33.

Also that portion of the Southeast Quarter of the Northeast Quarter lying east of the following described line.

Beginning at a point on the north line of the Southeast Quarter of the Northeast Quarter, which point is North $89^{\circ}23'54''$ East 741.65 feet from the northwest corner of said Southeast Quarter of the Northeast Quarter; thence South $35^{\circ}12'20''$ East 990 feet, more or less, to the east line of said Section 33.

Section 34, Township 10 North, Range 28 EWM

That portion of the Southwest Quarter of the Southwest Quarter of the Northwest Quarter lying east of the following described line:

Beginning at a point on the south line of said Southwest Quarter of the Southwest Quarter of the Northwest Quarter, which point is North $89^{\circ}37'25''$ East 356.73 feet from the West Quarter corner of said section; thence North $35^{\circ}12'20''$ West 615 feet more or less to the west line of said Section 34.

Section 11, Township 10 North, Range 27 EWM

All that portion which is bounded on the north and west by the following described line.

Beginning at the point where the south right of way line of Horn Rapids Road intersects the east line of said Section 11; thence Northwesterly along said south right of way line to a point which is South $17^{\circ}03'$ West 40 feet from Highway Engineer Station C 14 + 00.00 on the C Line access road to Secondary State Highway 11-C as mentioned above; thence South $17^{\circ}03'$ West 35 feet; thence westerly along the highway right of way boundary a distance of 200 feet more or less to a point opposite and northerly from Highway Engineer Station 1191 + 30.7 on the main center line of said State Highway; thence South $37^{\circ}25'15''$ West 195 feet to the south right of way line of said State Highway; thence North $52^{\circ}34'45''$ West along said south right of way line a distance of 2280.7 feet to a point opposite Highway Engineer Station 1168 + 50; thence South $37^{\circ}25'15''$ West to the east bank of the Yakima River; thence southerly along the east bank of the Yakima river to the south line of said Section 11.

Section 12, Township 10 North, Range 27 EWM

All that portion lying south of the south right of way line of the Horn Rapids Road.

Section 13, Township 10 North, Range 27 EWM

All that part lying northerly and easterly of the east right of way line of the former Richland Irrigation District canal.

Section 14, Township 10 North, Range 27 EWM

All that part of the Northeast Quarter lying northerly and easterly of the east right of way line of the former Richland Irrigation District canal. The above mentioned right of way of the former Richland Irrigation District canal is 100 feet wide, being 50 feet on each side of the center line of the canal as it now exists.

ALSO, all those portions of the West Half of the Southwest Quarter of Section 14, the West Half of the West Half of Section 23, the West Half of the Northwest Quarter and the Northwest Quarter of the Southwest Quarter of Section 26, the East Half of the Southeast Quarter of Section 15, the East Half of the East Half of Section 22, the East Half of the Northeast Quarter and the Northeast Quarter of the Southeast Quarter of Section 27, all in Township 10 North, Range 28 EWM, lying between the present westerly boundary of the

City of Richland and the west right of way line of Stevens Drive, an unplatted way, said West right of way line being 30 feet west of, and parallel with, the following described center line of the west lane of said Stevens Drive:

Commencing at a point on the south line of the Northeast Quarter of the Southeast Quarter of said Section 27, which point is at coordinates North 361,641.69 and East 2,307,471.88 on the Washington State Coordinate System (South Zone); thence North 1°15'31" East 30 feet to the TRUE POINT OF BEGINNING;

Thence continuing North 1°15'31" East 835 feet; thence North 2°12'58" East 1557.08 feet; thence North 0°29'19" East 1538.71 feet; thence North 0°27'31" East 1520.72 feet; thence North 0°22'46" West 3147.68 feet to a point of curve; thence along a 5729.65 foot radius curve to the left an arc distance of 551.20 feet to a point of tangency; thence North 5°53'29" West 1419.44 feet to a point of curve; thence along a 5729.65 foot radius curve to the right an arc distance of 540.20 feet to a point of tangency; thence North 0°29'22" West 703.39 feet to a point on the easterly extension of the south right of way line of Horn Rapids Road, an unplatted way, and there terminating, said point of terminus being South 0°29'22" East 40 feet from the intersection of the center lines of the west lane of Stevens Drive and the Horn Rapids Road, the coordinates of which center line intersection are North 373,514.69 and East 2,307,342.51 on the Washington State Coordinate System (South Zone),

is hereby added to, taken into, annexed to and made a part of the City of Richland, Washington.

(In the above description, all bearings are according to the Lambert Meridian)

1.03 Land Use Classification. The Richland Planning Commission, after public hearing, has recommended to the City Council that the land use classifications of the above areas are as shown on the attached sectional maps bearing numbers 55 and 56 and the date of passage of this ordinance.

Title 23 of the City of Richland Municipal Code, the Richland Comprehensive Zoning Ordinance, and the official zoning map of the City as adopted by Section 23.08.040 of said Title, are hereby amended by adding thereto new Sectional Maps Nos. 55 and 56, which are two of a series of maps constituting said official zoning map,

as shown on the attached sectional maps, bearing the numbers 55 and 56, and 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.

1.04 Filing for Record. The City Clerk is directed to file with the Auditor of Benton County, a copy of this ordinance and of the attached new sectional maps Nos. 55 and 56, each duly certified by him as a true copy.

1.05 Effective Date. This ordinance shall take effect on the day following the date of its publication in the official newspaper of the City.

PASSED by the City Council of Richland at a regular meeting on the 5th day of September, 1967.

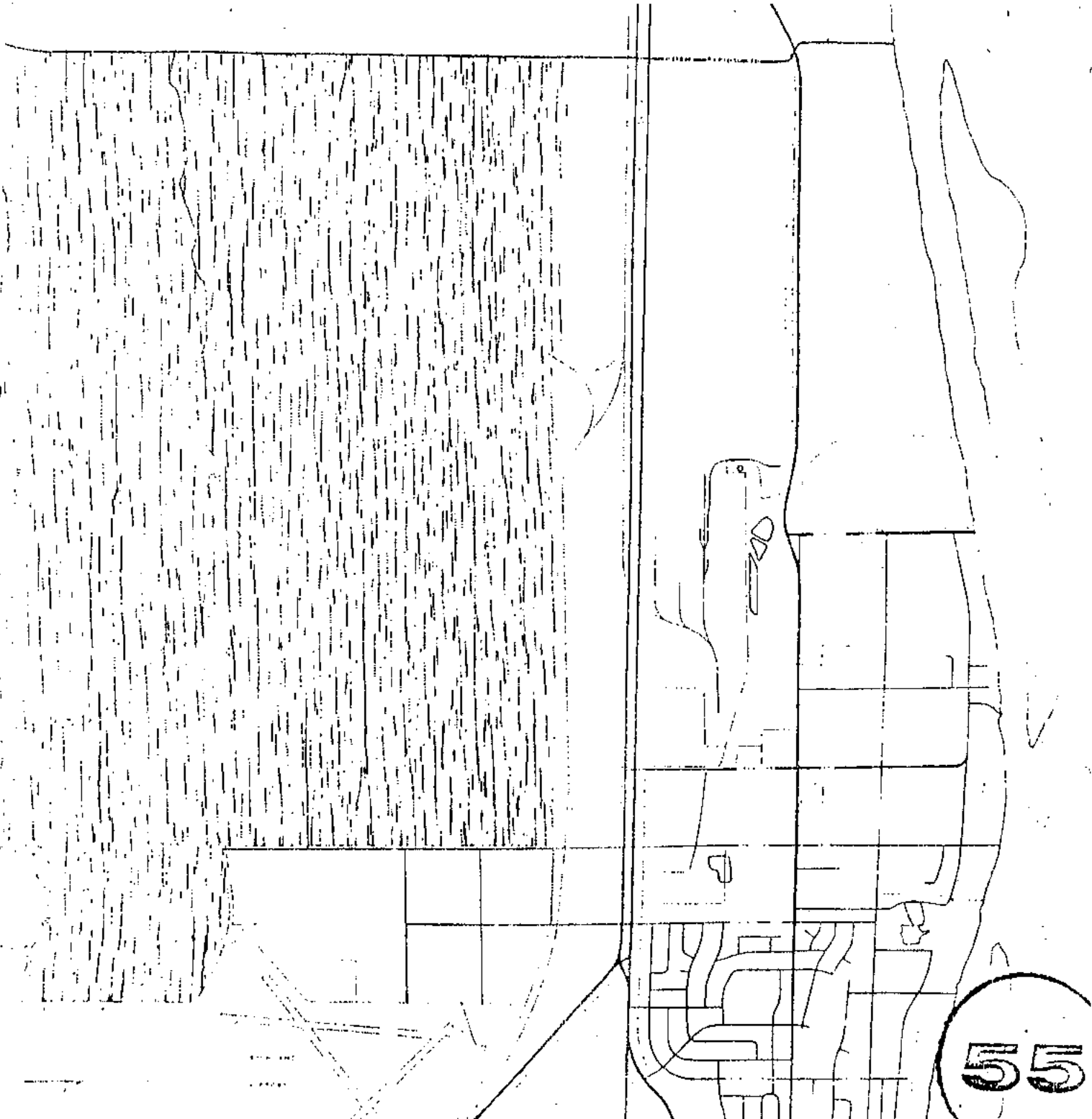
/s/ John R. Sullivan
John R. Sullivan
Mayor

Form Approved:

/s/ Rembert Ryals
Rembert Ryals
City Attorney

Ordinance No. 428

Passed Sept. 5, 1967



Passed Sept. 5, 1967



FILE NO. 614911

SEP 23 9 24 AM '70

REAL ESTATE CONTRACT

VERNER K. HILL, AUDITOR

LIQUIDITY

RECORDED IN VOL. 256

THIS AGREEMENT, effective as of December 5, 1969, between the UNITED STATES OF AMERICA acting by and through the Administrator of General Services under and pursuant to the powers and authority contained in the provisions of the Federal Property and Administrative Services Act of 1949 (Public Law 152, 81st Congress) as amended, and regulations and orders promulgated thereunder (hereinafter referred to as the "Seller"), and the CITY OF RICHLAND, a municipal corporation of the State of Washington, (hereinafter referred to as the "Purchaser"),

WITNESSETH: Seller agrees to sell to the Purchaser, and the Purchaser agrees to buy from the Seller, the following described property (hereinafter referred to as the "Property"), situated in Benton County, State of Washington, on the terms and conditions hereinafter set out.

Parcels of land situated in Benton County, State of Washington, more particularly described as follows:

That part of the south half of Section 7, Township 10 North, Range 28 E. Willamette Meridian, lying south of the north right of way line of Horn Rapids road, an unplatted road, eighty (80) feet wide, being forty (40) feet on each side of the following described center line:

Beginning at a point on the center line of the east lane of Stevens Drive, an unplatted way, said point being approximately on the East-West center line of Section 15, Township 10 North, Range 28 EWM, and near the east line of said Section 15 at Coordinates North 373, 515.14 and East 2, 307, 417.31 on the Washington State Coordinate System (South Zone); thence South 89° 44' 03" West 9, 298.90 feet to a point of curve; thence along a 1, 124.57 foot radius curve to the right an arc distance of 342.32 feet to a point of tangency; thence North 72° 40' 29" West approximately 18, 375 feet to a point in the South Half of the Northeast Quarter of Section 11, Township 10 North, Range 27 EWM, and there terminating, said point being at Highway Engineer Station C 14 + 00.00 on Secondary State Highway 11-C as described in that certain Easement Quitclaim Deed to the State of Washington recorded in Volume 212 of Deeds, Page 101, under Auditor's Number 526575, in the records of Benton County, Washington.

AND

All that portion of the west half of Section 15, Township 10 North, Range 28 E. Willamette Meridian, lying south of the north right of way line of Horn Rapids road.

AND

All that portion of Section 16, Township 10 North, Range 28 E.

Willamette Meridian, lying south of the north right of way line of Horn Rapids road.

AND

A-5586
B-9605

All that portion of Section 17, Township 10 North, Range 28 E. Willamette Meridian, lying south of the north right of way line of Horn Rapids road.

AND

Section 21, Township 10 North, Range 28 E. Willamette Meridian.

SUBJECT TO an easement in the Southwest Quarter of the Southwest Quarter of said Section 21 for Secondary State Highway 11-C and access approaches thereto granted to the State of Washington by Easement Deed recorded in Volume 230, Page 968, Auditor's No. 573713, Benton County Records.

AND

The West Half of Section 22, Township 10 North, Range 28 E. Willamette Meridian.

AND

The West Half, and the Southwest Quarter of the Southeast Quarter of Section 27, Township 10 North, Range 28 E. Willamette Meridian.

SUBJECT TO an easement for a public road along the south 30 feet of the Southeast Quarter of the Southwest Quarter, and along the south 30 feet of the Southwest Quarter of the Southeast Quarter.

SUBJECT ALSO to a 100-foot wide easement for the former Richland Irrigation District canal and wood stave pipe across the Northwest Quarter of said Section 27.

SUBJECT ALSO to an easement to the State of Washington for a 60-foot wide haul road in the Southwest Quarter of the Southwest Quarter, the center line of said easement beginning at Highway Engineers Station 1485 + 81.38 on the center line of Secondary State Highway 11-C, thence South 0° 53' 30" West 874.57 feet to the south line of the Section, recorded in Volume 230, Page 1154, Auditor's No. 573953, records of Benton County, Washington.

SUBJECT ALSO to a month to month lease for pasture purposes, to F. H. Moller, on that portion of the West Half of Section 27 lying northerly of the north line of Secondary State Highway 11-C.

SUBJECT ALSO to an easement for Secondary State Highway 11-C and access approaches thereto granted to the State of Washington by Easement Deed recorded in Volume 230, Page 968, Auditor's No. 573713, Benton County Records.

AND

Those portions of Section 33, Township 10 North, Range 28 E. Willamette Meridian, more particularly described as:

North Half of the North Half of the Northwest Quarter of the

Northwest Quarter; Southeast Quarter of the Northeast Quarter of the Northwest Quarter of the Northwest Quarter; East Half of the Southeast Quarter of the Northwest Quarter of the Northwest Quarter; East Half of the Northeast Quarter of the Southwest Quarter of the Northwest Quarter; Northeast Quarter of the Southeast Quarter of the Southwest Quarter of the Northwest Quarter; South Half of the South Half of the Southwest Quarter of the Northwest Quarter; East Half of the Northwest Quarter; North Half of the Southwest Quarter; North Half of the Northeast Quarter; that portion of the Southeast Quarter of the Northeast Quarter lying east of the following described line:

Beginning at a point on the north line of said Southeast Quarter of the Northeast Quarter, which point is North $89^{\circ} 23' 54''$ East 741.65 feet from the northwest corner of the Southeast Quarter of the Northeast Quarter; thence South $35^{\circ} 12' 20''$ East 990 feet, more or less, to the east line of said Section 33.

That portion of the Southwest Quarter of the Northeast Quarter lying west of the following described line:

Beginning at a point on the south line of the said Northeast Quarter, which point is North $89^{\circ} 24' 12''$ East 660.74 feet from the southwest corner of said Northeast Quarter; thence North $26^{\circ} 50' 08''$ East 1487.44 feet to the southwest corner of the Northeast Quarter of the Northeast Quarter of said Section 33.

West Half of the West Half of the Southeast Quarter, the east line of said West Half of the West Half being described as beginning at a point on the north line of said Southeast Quarter, which point is North $89^{\circ} 24' 12''$ East 660.74 feet from the center of the section, thence South $0^{\circ} 28' 20''$ West to the south line of said Section 33.

SUBJECT TO an easement for a public road on the south 30 feet of the said North Half of the Southwest Quarter.

SUBJECT ALSO to a 100-foot wide easement for the former Richland Irrigation District canal, being 50 feet on each side of the center line of the canal as it now exists.

SUBJECT ALSO to two clear zone easements for aircraft, as described in that certain quitclaim deed from the United States of America to the Port of Benton, recorded in Volume 202, Page 79, under Auditor's Number 492829, records of Benton County, Washington.

AND

X The West Half of the Northwest Quarter of Section 34, Township 10 North, Range 28 E. Willamette Meridian.

EXCEPT that portion lying west of the following described line:

Beginning at a point on the south line of said West Half of the Northwest Quarter, which point is North $89^{\circ} 37' 25''$ East 356.73 feet from the west quarter corner of said section; thence North $35^{\circ} 12' 20''$ West 615 feet, more or less, to the

west line of said Section 34.

SUBJECT TO an easement for a public road along the east 30 feet of the above described property.

SUBJECT ALSO to an easement to the State of Washington for a gravel pit and stockpile site on the North 905 feet of the East 780 feet of the Northwest Quarter of the Northwest Quarter of said Section 34, EXCEPT the East 30 feet and the North 30 feet thereof, together with an easement for a 60-foot wide haul road leading northward, to the north section line, from the northeast corner of the gravel pit easement; recorded in Volume 230, Page 1154, Auditor's Number 573953, records of Benton County, Washington.

AND

Those portions of Section 11, Township 10 North, Range 27 E. Willamette Meridian, more particularly described as:

Government Lots 5 and 8; those portions of Government Lots 1 and 4 and of the East Half of the East Half lying south of the following described line:

Beginning at a point where the north right-of-way line of Horn Rapids road, as hereinbefore described, intersects the east line of said Section 11; thence northwesterly along said north right-of-way line to a point which is north $17^{\circ} 03'$ East 40 feet from Highway Engineer Station C 14 + 00.00, measured at a right angle to the center line on the C line access road to Secondary State Highway 11-C; thence North $17^{\circ} 03'$ East 35 feet; thence westerly and southwesterly along the highway right-of-way line a distance of approximately 470 feet to a point opposite and northerly from Highway Engineer Station 1188 + 92.4 on the main center line of said State highway; thence North $52^{\circ} 34' 45''$ West along said right-of-way line a distance of 2042.4 feet to a point opposite Highway Engineer Station 1168 + 50.0; thence South $37^{\circ} 25' 15''$ West to the east bank of the Yakima river.

SUBJECT TO a 100-foot wide easement for the former Richland Irrigation District canal, said easement being 50 feet on each side of the center line of said canal as it now exists.

SUBJECT ALSO to a 60-foot wide easement for the existing public road extending southward from Highway Engineer Station 1169 + 63.5 on Secondary State Highway 11-C.

SUBJECT ALSO to an easement for Secondary State Highway 11-C and access approaches thereto granted to the State of Washington by Easement Deed recorded in Volume 212, Page 101, Auditor's No. 526577, Benton County Records.

AND

That portion of Government Lot 1, Section 14, Township 10 North, Range 27 E. Willamette Meridian, lying northerly of the southerly right of way line of the former Richland Irrigation District canal.

SUBJECT TO a 100-foot easement for the former Richland Irrigation

District canal, being 50 feet on each side of the center line of the canal as it now exists.

SUBJECT ALSO to a 60-foot wide easement for the existing public road near the northwest corner of said Government Lot 1.

AND

All that part of Section 13, Township 10 North, Range 27 E. Willamette Meridian lying northerly and easterly of the westerly right of way line of the former Richland Irrigation District canal.

SUBJECT TO a 100-foot wide easement for said canal, being 50 feet on each side of the center line of said canal, EXCEPT that, from the east line of said Section 13 and thence northwesterly to a point which is 30 feet southeasterly from the center line of the Grosscup lateral ditch, the said canal easement, on the Southwesterly side of the center line thereof, extends only 40 feet from the center line.

SUBJECT ALSO to an easement for such portion of that county road known as Snively road which may encroach on the westerly portion of the canal easement.

SUBJECT ALSO to an easement for Secondary State Highway 11-C and access approaches thereto granted to the State of Washington by Easement Deed recorded in Volume 230, Page 968, Auditor's No. 573713, Benton County Records.

AND

All those portions of the North Half and the Southeast Quarter of Section 19, Township 10 North, Range 28 E. Willamette Meridian, lying easterly of the westerly right of way line of the former Richland Irrigation District canal.

SUBJECT TO a 100-foot wide easement for said canal, being 50 feet on each side of the center line of said canal as it now exists.

SUBJECT ALSO to an easement in the Northeast Quarter of the Northeast Quarter of said Section 19 for Secondary State Highway 11-C and access approaches thereto granted to the State of Washington by Easement Deed recorded in Volume 230, Page 968, Auditor's No. 573713, Benton County Records.

AND

All that portion of the Southwest Quarter of Section 20, Township 10 North, Range 28 E. Willamette Meridian, lying easterly of the westerly right of way of the former Richland Irrigation District canal.

SUBJECT TO a 100-foot wide easement for said canal, being 50 feet on each side of the center line of said canal as it now exists.

SUBJECT ALSO to an easement for Secondary State Highway 11-C granted to the State of Washington by Easement Deed recorded in Volume 230, Page 968, Auditor's No. 573713, Benton County Records.

AND

All that portion of Section 29, Township 10 North, Range 28 E.

Willamette Meridian, lying north and east of the following described line:

Beginning on the south line of said Section 29, at a point 686.66 feet distant from the southeast corner of said section; thence North $35^{\circ} 42' 32''$ East 394.38 feet; thence North $20^{\circ} 37' 06''$ East 274.75 feet; thence North $12^{\circ} 05' 05''$ East 242.31 feet; thence North $3^{\circ} 50' 47''$ West 238.79 feet; thence North $17^{\circ} 50' 47''$ West 186.58 feet; thence North $35^{\circ} 40' 28''$ West 204.00 feet; thence North $48^{\circ} 35' 21''$ West 185.53 feet; thence North $63^{\circ} 46' 01''$ West 216.16 feet; thence North $79^{\circ} 39' 03''$ West 276.71 feet; thence South $83^{\circ} 49' 06''$ West 509.84 feet; thence North $72^{\circ} 11' 07''$ West 286.30 feet; thence North $86^{\circ} 15' 16''$ West 144.51 feet; thence North $54^{\circ} 32' 11''$ West 360.61 feet; thence North $63^{\circ} 15' 15''$ West 476.57 feet to the east shore of the Yakima river; thence northwesterly along the east shore of the Yakima river to the west line of Government Lot 1 of said Section 29; thence north along the west line of said Lot 1 to the northwest corner of the said Lot 1; thence East along the north line of said Lot 1 to the West right-of-way line of the former Richland Irrigation District canal; thence northerly along said West right-of-way line to the North line of said Section 29. EXCEPT that portion of the West Half of Government Lot 1 lying southerly of the southerly right-of-way of the canal.

SUBJECT TO a 100-foot wide easement for the said canal, being 50 feet on each side of the center line of the canal as it now exists.

SUBJECT ALSO to an easement in the Northeast Quarter of the Northeast Quarter of said Section 29 for an access approach road to Secondary State Highway 11-C granted to the State of Washington by Easement Deed recorded in Volume 230, Page 968, Auditor's No. 373713, Benton County Records.

AND

That portion of the Northwest Quarter of the Northwest Quarter of the Northeast Quarter of Section 4, Township 9 North, Range 23 E., Willamette Meridian, more particularly described as:

Beginning at the northeast corner of said Northwest Quarter of the Northwest Quarter of the Northeast Quarter, thence South $0^{\circ} 23' 54''$ East along the east line thereof 220.72 feet; thence North $79^{\circ} 47' 20''$ West 88.52 feet; thence North $69^{\circ} 36' 56''$ West 424.81 feet; thence North $62^{\circ} 02' 03''$ West 111.14 feet to the north line of said Section 4; thence North $89^{\circ} 30' 51''$ East 581.97 feet along the north line of the section to the point of beginning.

RESERVING TO the United States of America and its assigns a permanent exclusive easement upon, over and across those portions of the above described parcels lying within Horn Rapids road, an unplatted road eighty (80) feet wide, being forty (40) feet on each side of the following described center line:

Beginning at a point on the center line of the east lane of Stevens Drive, an unplatted way, said point being approximately on the East-West center line of Section 15, Township 10 North, Range 28 EWM, and near the east line of said Section 15 at Coordinates North

373, 515.14 and East 2, 307, 417.31 on the Washington State Coordinate System (South Zone); thence South 89° 14' 03" West 9, 298.90 feet to a point of curve; thence along a 1, 124.57 foot radius curve to the right an arc distance of 342.32 feet to a point of tangency; thence North 72° 49' 28" West approximately 18, 375 feet to a point in the South Half of the Northeast Quarter of Section 11, Township 10 North, Range 27 EWM, and there terminating, said point being at Highway Engineer Station C 14 + 00.00 on Secondary State Highway 11-C as described in that certain Easement Quitclaim Deed to the State of Washington recorded in Volume 212 of Deeds, Page 101, under Auditor's Number 526573, in the records of Benton County, Washington.

Property sold herein abutting said Horn Rapids road will be permitted to have access to said road at points to be approved by the U. S. Atomic Energy Commission or its successors in interest, but in no event will such access points be less than one-half mile apart, provided that this restriction on access may be modified in the future by the Governmental entity having jurisdiction of the road easement.

1. The total purchase price of the Property is Six Hundred Seventy-Seven Thousand Dollars (\$677, 000. 00) of which sum the Purchaser has paid to the Seller the sum of Sixty-Seven Thousand Seven Hundred Dollars (\$67, 700. 00) the receipt of which is acknowledged, as a partial payment, and the Purchaser agrees to pay the Seller the unpaid balance of the purchase price in the amount of Six Hundred Nine Thousand Three Hundred Dollars (\$609, 300. 00) in twenty consecutive annual installments of \$30, 465. 00 plus interest on the unpaid principal balance at the rate of 6½% per annum. The first such installment shall be due and payable on the 5th day of December, 1970, and succeeding installments shall be due on the same date of each succeeding year thereafter until the purchase price and interest will have been paid in full. The Purchaser may elect to make additional payment which shall be applied upon the purchase price, provided, however, that any such additional payments so made shall not postpone or modify the normal schedule of installments as specified herein or the amounts thereof.

2. After the full purchase price has been paid, the Seller shall execute and deliver to the Purchaser a quitclaim deed covering the Property. The quitclaim deed shall be placed of record in the manner prescribed by the local recording statutes, all at the sole cost and expense of the Purchaser. The deed will include the following covenant:

The Grantee covenants for itself, its heirs, successors, and assigns and every successor in interest to the Property hereby conveyed, or any

part thereof, that the said Grantee and such heirs, successors, and assigns shall not discriminate upon the basis of race, color, religion, or national origin in the use, occupancy, sale, or lease of the Property, or in their employment practices conducted thereon. This covenant shall not apply, however, to the lease or rental of a room or rooms within a family dwelling unit; nor shall it apply with respect to religion to premises used primarily for religious purposes. The United States of America shall be deemed a beneficiary of this covenant without regard to whether it remains the owner of any land or interest therein in the locality of the Property hereby conveyed and shall have the sole right to enforce this covenant in any court of competent jurisdiction.

The terms of such covenant also shall apply during the life of this real estate contract.

3. The Purchaser shall not assign any interest in this Contract nor shall it lease, assign, sell, transfer, convey, demolish, remove, alter, or dispose of all or any part of the Property or the improvements located thereon without first obtaining the written authorization of the Seller.

4. The Purchaser shall save and keep harmless and indemnify the Government against any and all liability, claims, and costs of whatsoever kind and nature for injury to or death of any person or persons and for loss or damage to any property (Government or otherwise) occurring in connection with or in any way incident to or arising out of the Purchaser's occupancy of the Property under this Contract, resulting in whole or in part from the negligent acts or omissions of Purchaser or any employee, agent, or representative of Purchaser.

5. Purchaser has inspected and knows the condition of the Property as of the effective date hereof and it is agreed and understood that the Seller has not made and now makes no warranty or representation of whatsoever nature as to the Property or any part thereof.

6. Purchaser shall not make any additions, improvements or alterations as to the Property unless the prior written consent of the Seller is first obtained. The ownership in and to any additions, improvements or alterations and all replacements to the Property shall be in the Seller and said items shall become a part of

the Property and shall be subject to all of the terms and conditions of this Contract until this Contract is fully paid.

7. Purchaser shall use reasonable care in the occupation and use of the Property and Purchaser shall not commit or permit the commission of waste thereon.

8. Purchaser agrees to pay to the proper authorities when and as the same become due and payable all taxes, assessments and similar charges which, at any time subsequent to the effective date hereof and during the life of this Contract may be taxed, assessed or imposed upon the Purchaser or Seller with respect to the Property or any part thereof, or upon the occupier thereof, or upon the use of the Property. The Purchaser also agrees to contract in its own name to pay all claims or charges for or on account of water, light, heat, power, and any other services or utility furnished to or with respect to the Property or any part thereof. In the event Purchaser fails to pay when due any taxes, assessments, utility bills or similar charges, as above set forth, then Seller may at its option pay such taxes, assessments, bills and other charges and require Purchaser to immediately reimburse it for such cost.

9. In the occupation and use of the Property, or any part thereof, Purchaser agrees to comply with all applicable laws and rules, orders, regulations and requirements of any departments and bureaus and all local ordinances and regulations and Purchaser further agrees to indemnify and hold Seller harmless from any liability or penalty which may be imposed by local or State authority or any department or bureau thereof by reason of any asserted violation by Purchaser of such laws, rules, orders, ordinances or regulations, provided, however, that nothing herein contained shall prohibit Purchaser from contesting in good faith the validity of any such laws, rules, orders, ordinances or regulations.

10. The failure of Seller to insist in any one or more instances upon performance of any of the terms, covenants or conditions of this Contract shall not be construed as a waiver or a relinquishment of the future performance of any such term, covenant or condition, but Purchaser's obligation with respect to such future performance shall continue in full force and effect.

11. Any notice or advice to or demand upon the Purchaser shall be in writing and shall be deemed to have been given or made on the day when it is sent by registered mail to the Purchaser at Richland, Washington, or such other address as Purchaser may hereafter from time to time specify in writing for such purpose. Any notice or advice to or demand upon Seller shall be in writing and shall be deemed to have been given or made when it is sent by registered mail to Seller at Auburn, Washington, or at such other address as Seller may hereafter from time to time specify in writing for such purpose.

12. Time is of the essence of this Contract. In case the Purchaser shall fail to pay any installment upon the due date thereof as hereinabove specified, or shall fail to perform any of the covenants or agreements contained herein, the Seller, at its election and upon twenty days written notice to the Purchaser may declare the forfeiture and cancellation of this Contract and upon such declaration being made the Purchaser shall forthwith surrender possession of the Property to the Seller and all rights of the Purchaser hereunder shall be terminated. Furthermore, in such event, any payments theretofore made hereunder by the Purchaser shall be retained by the Seller as liquidated damages for such failure and the title to any improvements placed in or upon the Property by the Purchaser shall be retained by the Seller; furthermore, if the Seller within six months after such forfeiture shall commence an action to procure an adjudication of the termination of the Purchaser's rights hereunder, the Purchaser agrees to pay the expense of restoring the title for the purpose of such action, together with all costs and a reasonable attorney's fee.

The Purchaser's right to declare a forfeiture hereunder shall not be deemed to be exclusive remedies in the event of any default hereunder, and Seller expressly reserves any and all rights and remedies available to it in law or in equity.

13. Title to the Property or any part thereof shall not pass to the Purchaser until the entire purchase price will have been paid in full and until all applicable terms and conditions of this Contract will have been fully performed.

14. Covenant Against Contingent Fees. The Purchaser warrants that

no person or agency has been employed or retained to solicit or secure this Contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial agencies maintained by the Purchaser for the purpose of securing business.

For breach or violation of this warranty, the Seller shall have the right to annul this Contract without liability or in its discretion to require the Purchaser to pay, in addition to the contract price or consideration, the full amount of such commission, percentage, brokerage, or contingent fee.

15. Officials Not to Benefit. No member of, or delegate to the Congress, or resident Commissioner, shall be admitted to any share or part of this Contract or to any benefit that may arise therefrom, but this provision shall not be construed to extend to the Contract if made with a corporation for its general benefit.

16. After execution and acknowledgement by the Seller, this instrument shall be placed of record by Purchaser in the manner prescribed by local recording statutes, all at the sole cost and expense of the Purchaser.

17. As of the effective date of this Contract, the Purchaser shall be deemed to be in possession of the Property under this Contract and all responsibility for the care and handling of the Property and all risk of loss or damage thereto shall thenceforth be assumed by the Purchaser.

18. The term "Purchaser" shall be deemed to include successors or assigns of the Purchaser.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the dates specified herein below.

UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

By W. Barnes
Chief, Real Property Division
Property Management and Disposal Service

CITY OF RICHLAND

By Murray H. Zeller

ATTEST:

STATE OF WASHINGTON)
) ss
COUNTY OF KING)

On this 6th day of February 1980 before the undersigned, a Notary Public in and for the State of Washington, personally appeared V. L. Barnes to me known to be the — Chief, Real Property Division, Property Management and Disposal Service, General Services Administration, Region 10, and to me known to be the individual described in and who executed the foregoing instrument and who under oath stated that he was duly authorized, empowered and delegated by the Administrator of General Services to execute the said instrument and acknowledged the foregoing instrument to be his free and voluntary act and deed, acting for and on behalf of the Administrator of General Services, acting for and on behalf of the United States of America, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate above written.



Robert Douglas Green
Notary Public in and for the State of
Washington, residing at Federal Way

B-619

FILED BY 621665

MAY 19 9 37 AM '71

QUITCLAIM DEED

VERNON HILLER, AUDITOR

DEPUTY

RECORDED IN VOL. 261

The UNITED STATES OF AMERICA, acting by and through the Administrator of General Services under and pursuant to the powers and authority contained in applicable provisions of the Federal Property and Administrative Services Act of 1949, 63 Stat. 377, as amended, and regulations and orders promulgated thereunder, (hereinafter referred to as "Grantor"), for and in consideration of the sum of Ten Dollars and other good and valuable consideration, does hereby convey and quitclaim to the CITY OF RICHLAND, a municipal corporation of the State of Washington, (hereinafter referred to as "Grantee"), its successors and assigns, all of Grantor's right, title and interest in and to the following described easement rights over certain property situated in Benton County, State of Washington:

A roadway easement on those portions of Section 11, Township 10 North, Range 27 East, Willamette Meridian, and of Section 7, the W $\frac{1}{2}$ of Section 15 and Sections 16 and 17, all in Township 10 North, Range 28 East, Willamette Meridian, Benton County, Washington, lying in the following describes strip of land:

A strip of land 80 feet wide, being 40 feet on each side of the following described center line:

Beginning at a point on the center line of the east lane of Stevens Drive, an unplatted way, said point being approximately on the East-West center line of Section 15, Township 10 North, Range 28 East, Willamette Meridian, and near the east line of said Section 15 at Coordinates North 373, 515.14 and East 2, 307, 417.31 on the Washington State Coordinate System (South Zone); thence South 89° 44' 03" West 9,298.90 feet to a point of curve; thence along a 1,124.57 foot radius curve to the right an arc distance of 342.32 feet to a point of tangency; thence North 72° 49' 29" West approximately 18,375 feet to a point in the South Half of the Northeast Quarter of Section 11, Township 10 North, Range 27 East, Willamette Meridian, and there terminating, said point being at Highway Engineer Station C 14 + 00.00 on Secondary State Highway 11-C as described in that certain Easement Quitclaim Deed to the State of Washington recorded in Volume 212 of Deeds, Page 101, under Auditor's Number 526575, in the records of Benton County, Washington.

BENTON COUNTY

1% Excise Tax \$
Lyle T. O'Connell
REC'D
BENTON
TAX
THIS DAY 5 19 71
Rec. No. 39956
CLERK OF COUNTY, TREASURER
Ch. J. Miller

(The above described easement was reserved in sale of the underlying fee to the City of Richland, by Real Estate Sales Contract dated December 5, 1969.)

TO HAVE AND TO HOLD the Property together with all the privileges and appurtenances thereto belonging, unto Grantee, its successors and assigns, forever.

of the General Services Administration as in effect on the date of this deed (41 CFR Subpart 101-6.2) issued under the provisions of Title VI of the Civil Rights Act of 1964, and the Grantee, its successors and assigns shall promptly take and continue to take such action as may be necessary to comply with this condition. In the event of any breach of this condition, regardless of the cause of such breach, all right, title, and interest in and to the above described Property, in its then existing condition, including all improvements thereon, shall revert to and become the property of the United States upon demand made in writing by the Administrator of General Services, or his successor in function. In such event the United States shall have the immediate right of entry upon said property, and the Grantee, its successors and assigns shall forfeit all right, title, and interest in said property and in any and all of the tenements, hereditaments, and appurtenances thereunto belonging, and shall take such action and execute such documents as may be necessary or required to evidence transfer of title to such property to the United States. The failure of the Administrator of General Services, or his successor in function, to insist upon complete performance of this condition in any one or more instances shall not be construed as a waiver or relinquishment of future performance thereof, but the obligation of the Grantee, its successors and assigns, with respect to such future performance shall continue in full force and effect.

The Property was both duly determined to be surplus to the needs and requirements of the United States of America and assigned to General Services Administration for disposal pursuant to authority contained in the said Federal Property and Administrative Services Act as amended, and applicable orders and regulations promulgated thereunder.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed as of April 27, 1971.



UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

By W. B. Barnes
Chief, Real Property Division
Property Management and Disposal Service

Robert L. Trotter

JUL 5 2 12 PM '73

CONTRACT AT(45-1)-2288

CONTRACT AT(45-1)-2288

EASEMENT DEED

VERIFIED BY _____
 DEED NO. 278
 The UNITED STATES OF AMERICA, acting by and through the ATOMIC ENERGY COMMISSION, hereby conveys to the GENERAL TELEPHONE COMPANY OF THE NORTHWEST, INC., a corporation organized under the laws of the State of Washington, and to the UNITED TELEPHONE COMPANY OF THE NORTHWEST, a corporation organized under the laws of the State of Oregon, as their respective interests may be defined between them (hereinafter referred to as the "Grantees"), an easement of right of way for underground telephone communication facilities to serve the Government, the Commission, its contractors and its designees, and for no other purposes, over Sections 7, 15, 16, 17, and 18 in T 10 N, R 28 EMM, Sections 2, 3, 4, 5, 6 and 11 in T 10 N, R 27 EMM, Sections 1 and 2 in T 10 N, R 26 EMM, and Sections 34 and 35 in T 11 N, R 26 EMM, all in Benton County, Washington, said easement being on a strip of land of minimum width necessary to accommodate the aforesaid telephone facilities, the center line of said strip being described as follows:

BEGINNING at the Grantees' telephone line at a point near the east quarter corner of Section 15, T 10 N, R 28 EMM, thence westerly and northwesterly parallel with and 45 feet north of the center line of Horn Rapids road, to the junction of said Horn Rapids road with State Highway 240;

THENCE northwesterly, parallel with and 80 feet northerly from the center line of said State Highway 240, to the junction of said highway with the Benton City road, in the Northwest Quarter of Section 3, T 10 N, R 27 EMM; THENCE westerly and southwesterly, parallel with and 80 feet northerly from the center line of said Benton City road, to a point approximately 880 feet northerly from the road's intersection with the Commission's Rattlesnake Mountain road;

THENCE westerly approximately 1050 feet to a point which is 35 feet northerly from the center line of said Rattlesnake Mountain road;

THENCE westerly and northwesterly, parallel with and 35 feet northerly from the center line of said Rattlesnake Mountain road, to the road branching northerly to the Commission's Emergency Relocation Center;

THENCE along said branch road, parallel with and 35 feet from the centerline of the road, to a point of junction with the Grantees' existing buried telephone cable at the said Emergency Relocation Center, and there terminating.

This grant is subject to all existing easements and rights of record, including an existing easement to the State of Washington for State Highway 240 and any construction on, over or under the area affected by said easement shall be subject to the rules and regulations of the State Department of Highways pertaining to such construction.

TOGETHER WITH the right to maintain, operate, repair and replace the aforesaid telephone communication facilities.

This conveyance is also made subject to the following terms and conditions:

1. The word "Government", as used herein, shall mean the United States of America or any agency thereof. The word "Commission", as used herein, shall mean the United States Atomic Energy Commission or any duly authorized representative thereof, including without limitation, the Manager, Richland Operations Office, United States Atomic Energy Commission. The word "Premises", as used herein, shall mean the strip of land previously described in this easement deed.

2. The Government reserves unto itself, its contractors and its assigns the right (1) to use, maintain, repair, remove and replace existing roads, railroads, water lines, power lines and other facilities that may touch or intersect the Premises; (2) to construct, use, maintain, repair, remove and replace roads, railroads, water lines, power lines and other facilities over, under, across and upon the Premises; and (3) to place, use, maintain, repair, remove and replace monitoring equipment as well as fire control and fire alarm facilities over, under, across and upon the Premises.

3. The Grantees and their authorized representatives shall have a right of ingress and egress to and from the Premises over such of the Government-owned lands and roads within the Commission's Hanford Reservation as the Commission may specify from time to time for the maintenance, operation, repair and replacement of the aforesaid telephone communication facilities.

INDEXED BY 22

CHECKED BY _____

voidness shall in no way affect any other portion or provision.

IN WITNESS WHEREOF, the Commission has caused this easement deed to be executed on its behalf by its authorized representatives as of this 6 day of June, 1973.

UNITED STATES OF AMERICA
UNITED STATES ATOMIC ENERGY COMMISSION

By [Signature]
T. A. Nemzek, Manager
Richland Operations Office

STATE OF WASHINGTON)
COUNTY OF BENTON) ss

On this 6 day of June, 1973, before me personally appeared T. A. Nemzek, known by me to be an authorized representative of the United States of America, that executed the within and foregoing instrument to be the free and voluntary act and deed of said Commission, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.



[Signature]
Notary Public in and for the
State of Washington, residing at
Richland, Benton County

A-5586

USA

OK9401

FILED BY 853481
VOL 417 PAGE 570
DEC 8 3 26 PM '81
CHECKED BY VERNER MILLER, AUDITOR
DEPUTY
RECORDED IN VOL. 417
EASEMENT DEED

- 2 -

The UNITED STATES OF AMERICA (hereinafter called "Grantor"), acting by and through the DEPARTMENT OF ENERGY, does hereby convey to the CITY OF RICHLAND, WASHINGTON, a municipal corporation, (hereinafter called "Grantee"), two easements for the construction, operation, maintenance, repair, replacement, and removal of overhead electrical power lines, and for no other purpose, upon the following described lands in Richland, Washington (hereinafter called the "Premises"):

Parcel 1:

A parcel of land 100 feet wide in the Southwest Quarter of Section 7, Township 10 North, Range 28 East W.M., being 50 feet on each side of the following described center line.

BEGINNING at a point on the easterly fence line of the Bonneville Power Administration's White Bluffs substation, which point has coordinates North 377,200.46 and East 2,287,819.68 on the Washington State Coordinate System (South Zone); thence South 72° 59' 59" East 575.65 feet to a point having coordinates North 377,034.41 and East 2,288,362.53; thence South 17° 29' 19" West 529.73 feet to intersect the north right-of-way line of Horn Rapids Road and there terminating. SUBJECT to rights heretofore granted to the Bonneville Power Administration and easements to the Pacific Power and Light Company and the General Telephone Company of the Northwest, and any other rights of record.

Parcel 2:

The North 25 feet of the South 130 feet of the Southeast Quarter of the Southeast Quarter of Section 27, Township 10 North, Range 28 East, W.M., EXCEPT that portion lying in the right-of-way of Stevens Drive. SUBJECT to any other rights of record.

This conveyance is SUBJECT to the following terms and conditions:

The Grantor reserves unto itself, its contractors and assigns the right to construct, use, maintain, repair, remove, and replace roads, railroads, waterlines, powerlines, and other facilities over, under, across, and upon the Premises, insofar as such construction, use, and other activities will not unreasonably interfere with the Grantee's use of the Premises for the purposes hereinbefore described. The Grantee's use of the Premises shall not interfere with Government operations.

The Grantee's utilization of the Premises pursuant to this easement shall be without cost to the Grantor, shall be conducted in such a manner as not to endanger personnel or property of the Grantor and its contractors and shall, as a minimum, meet the then current Hanford standards. The Grantee shall notify the Grantor's railroad maintenance contractor before starting construction or maintenance work on Parcel 2 described above. The Grantee shall maintain the Premises in good condition and shall make necessary repairs.

The Grantee shall indemnify and save harmless the Grantor, the Department of Energy (DOE), contractors of DOE, and the officers, employees, or representatives of any of them from liability for injury to or death of persons or damage to property arising from or incident to the Grantee's use of the Premises or from its exercise of any rights granted herein.

Any property of the Grantor damaged or destroyed by the Grantee incident to the use of the Premises or exercise of any of the rights granted herein shall be promptly repaired or replaced by the Grantee to the satisfaction of the Grantor, or, in lieu of such repair or replacement, the Grantee shall, if so required by the Grantor, pay to the Grantor money in an amount sufficient to compensate for the loss sustained by the Grantor by reasons of such damage to or destruction of its property.

The Grantee shall not assign or transfer this easement or any right hereunder without prior written approval of the Grantor.

The easement herein conveyed to the Grantee shall expire on September 1, 2031, and in the meantime may be annulled and forfeited in whole or in part by the Grantor for failure to comply with the terms of this grant, or for nonuse for a period of two consecutive years, or for abandonment of the rights granted herein. Written notice of such annulment or forfeiture shall be given to the Grantee and shall be effective as of the date of such notice. Upon annulment, forfeiture, or abandonment of this easement, the Grantee shall, at its expense and if directed to do so by DOE, remove the Grantee's property from the Premises and restore the Premises to a condition satisfactory to the Grantor.

IN WITNESS WHEREOF, the Grantor has caused this deed to be executed by its duly authorized representative on this 11th day of September, 1981.

UNITED STATES OF AMERICA
DEPARTMENT OF ENERGY

BY Robert P. Fremling
Alex G. Fremling, Manager
Richland Operations Office

STATE OF WASHINGTON

COUNTY OF BENTON

On this 11th day of September, 1981, who before me personally appeared Alex G. Fremling to me known to be the authorized representative of the Department of Energy has executed the within and foregoing instrument, and acknowledged said instrument to be a free and voluntary act and deed of the United States of America, acting through the Department of Energy, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

97745
RECORDED
EXCISE TAX PAID

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.


Notary in Public in the
State of Washington, My Comm. No. 10000
at Seattle
My Commission expires 8/19/87





Comprehensive Plan Amendment Application

☒ Comprehensive Plan Land Use Map ☐ Text of Comprehensive Plan

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION

☒ Contact Person

Owner: City of Richland - Economic Development

Address: 625 Swift Blvd. MS 19, Richland, WA 99354

Phone: 509.942.7595

Email: awallner@ci.richland.wa.us

APPLICANT/CONTRACTOR INFORMATION (if different)

☒ Contact Person

Company:

UBI# n/a

Contact: Mandy Wallner

Address:

Phone:

Email:

PROPERTY INFORMATION

Legal Description:

See Attached

Parcel #

Current Zoning: IM - Medium Industrial

Current Land Use Designation: IND

GENERAL REQUIREMENTS FOR ALL APPLICATIONS – Attach written statements explaining the following

1. Completed Application and Filing Fee;
2. The purpose of the proposed amendment;
3. Describe how the amendment is consistent with Washington State Growth Management Act-RCW 36.70A (The goals the Act are listed in 36.70A.020);
4. How the amendment is consistent with the adopted countywide planning policies;
5. How the amendment furthers the purpose of the city's comprehensive plan;
6. How the amendment is internally consistent with the city's comprehensive plan, as well as other adopted city plans and codes;
7. If applicable, how the project will meet concurrency requirements for transportation;
8. As necessary, supplemental environmental review and/or critical areas review, as determined by the Administrator;
9. **Comprehensive Plan TEXT AMENDMENT applications must also include;**
 - a. The proposed element, chapter, section and page number of the comp plan to be amended;
 - b. The proposed text change, with new text underlined and deleted text crossed out;
10. **Comprehensive Plan MAP AMENDMENT applications must also include;**
 - a. The current land use map designation for the subject parcel(s).
 - b. The land use map designation requested.
 - c. A complete legal description describing the combined area of the subject parcel(s)
 - d. A vicinity map showing:
 - i. All land use designations within 300 feet of the subject parcel(s);
 - ii. All parcels within 300 feet of the subject parcel and all existing uses of those parcels;
 - iii. All road abutting and/or providing access to the subject parcel(s) including information on road classification (arterial, collector, access) and improvements to such roads;
 - iv. Location of shorelines and critical areas on or within 300 feet of the site, if applicable

- v. The location of existing utilities serving the subject parcels including electrical, water and sewer;
- vi. The location and uses of existing structures located on the subject parcel(s);
- e. Topographical map of the subject parcels and abutting properties at a scale of a minimum of one inch represents 200 feet (1:200);
- f. The current official zoning map designation for the subject parcel(s);
- g. A detailed plan which indicates any proposed improve
 - i. Paved streets;
 - ii. Storm drainage control and detention facilities;
 - iii. Public water supply;
 - iv. Public sanitary sewers;
 - v. Circulation and traffic patterns for the development and the surrounding neighborhoods;
- h. A corresponding zoning map amendment application, where necessary to maintain consistency between the land use and zoning maps. The rezone application will be processed separately from, and after, the comprehensive plan amendment;
- i. A description of any associated development proposals. Development proposals shall not be processed concurrent with comprehensive plan amendments, but the development proposals may be submitted for consideration of the comprehensive plan amendments to limit consideration of all proposed uses and densities of the property under the city's SEPA, zoning and comprehensive land use plan. If no proposed development description is provided, the city will assume that the applicant intends to develop the property with the most intense development allowed under the proposed land use designation. The city shall assume the maximum impact, unless the applicant submits with the comprehensive plan amendment a development agreement to ameliorate the adverse impact(s) of the proposed development.

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

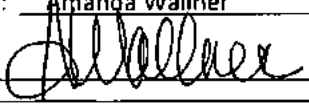
I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of the Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: Amanda Wallner

Applicant Signature: 

Date

2/21/20

ATTACHMENT 1

PURPOSE OF PROPOSED COMPREHENSIVE PLAN MAP AMENDMENT

The purpose of the proposed Comprehensive Plan Map Amendment is to change the current land use designation for approximately 30 acres of Horn Rapids Industrial Park Property from Industrial to Commercial, and the underlying zoning district from Industrial I-M to Commercial C-3.

The 30-acre property is located adjacent to existing commercial property that overlays the expansion area of the City's Legacy Park. The commercial designation is inconsistent with the intended use and future development of this park property.

It was always the City's intention to have commercial development and amenities be located adjacent to the play fields in Horn Rapids. Due to the popularity of Legacy Park and the activities available for the City's residents, there is a need to expand these fields in the future. The existing property currently designated as Commercial is needed for this expansion, causing the need to amend the Comprehensive Plan to allow for future commercial and light industrial development of the Horn Rapids Industrial Park outside of the Legacy Park expansion area.

ATTACHMENT 2

CONSISTENCY WITH WASHINGTON STATE GROWTH MANAGEMENT ACT – RCW 36.70A

GOAL 1: URBAN GROWTH. *Encourage development in urban areas where adequate public facilities exist or can be provided in an efficient manner.*

Response. The proposed comprehensive plan map amendment would encourage development in urban areas where adequate public facilities and services exist. Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands. The proposed map amendment is located along SR 240, where adequate public facilities and services exist.

GOAL 2: REDUCE SPRAWL. *Reduce the inappropriate conversion of undeveloped land into low density development lacking adequate services, injurious to ground and surface water quality, destructive to the area's agricultural lands base and less than cost effective relative to public service costs.*

Response. The proposed comprehensive plan map amendment is located in an industrial park which is primarily developed by urban-type uses. This comprehensive plan map amendment proposal will change the subject properties from Industrial to Commercial; thus, the conversion of undeveloped land into sprawling, low-density development will not be involved.

GOAL 3: TRANSPORTATION: *Encourage efficient multimodal transportation systems that are based on regional priorities and coordinate with county and city comprehensive plans.*

Response. The location of the proposed comprehensive plan map amendment is within the Horn Rapids Industrial Park as managed by the Horn Rapids Master Plan, and follows the conceptual street design of the plan. The location of the map amendment fronts along SR 240, will be accessed by interior streets of the industrial park, and will be developed with pedestrian/bike paths to access the area. Any future commercial development will also be subject to the city's transportation policies upon permit review.

GOAL 4: PROPERTY RIGHTS. *Private property rights shall not be taken for public use without just compensation having been made. The property rights of land owners shall be protected from arbitrary and discriminatory actions.*

Response. The proposed comprehensive map amendment provides a suitable land use designation to protect applicant's property rights and adjacent property owner's rights. The property owner, the City of Richland, is seeking a change in the land use designation from Industrial to Commercial to provide consistency between the Comprehensive Plan Map and the Zoning Map. The Commercial designation sought in the Comprehensive Plan Map Amendment is consistent with the surrounding uses.

GOAL 5: PERMITS. *Maintain a permit review process that provides for integrated and consolidated review.*

Response. The proposed comprehensive plan map amendment is being filed with the City of Richland under its annual plan review cycle requirements and in accordance with the State of Washington's Growth Management Act.

GOAL 6. NATURAL RESOURCE INDUSTRIES. *Maintain and encourage natural resource-based industries, including agricultural, fisheries and mineral industries.*

Response. The proposed comprehensive plan map amendment does not involve natural resource lands or agricultural lands.

GOAL 7: OPEN SPACE AND RECREATION. *Encourage the retention of open space and the development of recreational opportunities, conserve fish and wildlife habitat, and increase access to natural resource lands and water.*

Response. The proposed comprehensive plan map amendment proposes to change the existing Industrial designation to Commercial. The property has not been developed and has not been identified for park or open space use. The subject property is in close proximity to the Legacy Park baseball fields.

GOAL 8: ENVIRONMENT. *Protect the environment and enhance the region's high quality of life, including air and water quality and the availability of water.*

Response. The comprehensive plan map amendment was reviewed under the State Environmental Policy Act and was determined to have no significant impact on air and water quality and the availability of water.

GOAL 9: CIIZEN PARTICIPATION. *Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

Response. The City of Richland has an established public participation program to ensure early and continuous public participation in comprehensive plan amendments. This proposed amendment will be in compliance with the City's adopted program.

GOAL 10: PUBLIC FACILITIES & SERVICES. *Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. With the exception of water, sewer, and local access streets, which shall be available at the time of occupancy, the term "adequate" shall be defined as either available at the time of occupancy, or shown on the current Capital Improvement Plan (CIP), as a funded project within six years.*

Response. The comprehensive plan map amendment is located along SR 240. Necessary public facilities will be available to the site to support new commercial development such as: (1) roads, (2) water, (3) sewer, (4) power, (5) fire and police protection. The developer will be required to provide other public facilities necessary upon development. In accordance with RMC 19.50.010, future developments of these properties will be subject to mitigation measures to ensure that levels of service do not fall below the city's minimum standards.

GOAL 11: HISTORIC PRESERVATION. *Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*

Response. The location of the comprehensive plan map amendment does not involve lands, sites or structures that have historical or archaeological significance. The properties involved in the map amendment consist of undeveloped vacant land typical of the shrub-steppe environment.

ATTACHMENT 3

CONSISTENCY WITH ADOPTED BENTON COUNTY-WIDE PLANNING POLICIES

POLICY 1: The Comprehensive Plans of Benton County and each of the cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following: Urban Growth, Reduce Sprawl, Transportation, Property Rights, Permits, Natural Resource Industries, Open Space and Recreation, Environment, Citizen Participation, Public Facilities and Services, and Historic Preservation.

Response: Attachment 2 provides a specific response on the consistency of the proposed comprehensive plan map amendment with the Growth Management Act goals.

POLICY 2: The County shall allocate future projected populations through the use of the latest population projections published by the Washington State Office of Financial Management (OFM). Allocation of future populations shall be based on the following distribution: City of Kennewick 40% of total county population; City of Richland 28% of total county population; Benton County 19% of total county population; City of West Richland 8% of total county population; city of Prosser 3% of total county population and City of Benton City 2% of total county population. The County, in consultation with the Cities, will review the OFM population projection ranges (Low, Medium and High) and allocation percentages whenever OFM publishes new GMA population projections.

Response: The proposed comprehensive plan map amendment will not impact County or City population projections, nor will it impact population allocations.

POLICY 3: The locating of Urban Growth Areas within the County shall be accomplished through the use of accepted planning practices which provide sufficient land and service capacity, up to the determined need, to meet project populations at urban densities and service standards within the Cities, and urban densities for those portions of the County located within the urban growth areas.

Response: The proposed comprehensive plan map amendment is located within the City's Horn Rapids Industrial Park where existing streets and utilities will accommodate the development. The commercial development will serve the City's expected population increase within its Urban Growth Area.

POLICY 4: *That Urban Growth Areas of each City shall be based upon official and accepted population projections for minimum of 20 years. The gross undeveloped and underdeveloped acreage within the city limits and the Urban Growth Area shall be sufficient to meet all the land requirements, for the following: community and essential public facilities, population projection, commercial and industrial activities, employment projections, infill and to prevent inflation of land cost due to a limited land supply. (Note: The formula for identifying per capita land needs included in this policy has not been reprinted here.)*

Response: The proposed comprehensive plan map amendment is located within the City's Horn Rapids Industrial Park, which provides the City's land needs for commercial and industrial activities.

POLICY 5: *That within the urban growth area, urban uses shall be concentrated in and adjacent to existing urban services or where they are shown on a Capital Improvement Plan to be available within 6 years.*

Response: The proposed comprehensive plan map amendment occurs in an area where urban services already exist and can be readily extended to the property.

POLICY 6: *That cities limit the extension of service district boundaries and water and sewer infrastructure to areas within each jurisdiction's urban growth area contained in their adopted Comprehensive Plan. Utility plans should attempt to reflect possible needs for 50 years.*

Response: The proposed comprehensive plan map amendment does not involve the extension of service district boundaries and occurs in an area where existing utility infrastructure is already in place.

POLICY 7: *Within each Comprehensive Plan, the Land Use Plan for urban growth areas shall designate urban densities and indicate the general locations of greenbelt and critical areas.*

Response: The proposed comprehensive plan map amendment would not result in an increase in commercial and light industrial developments within the 30 acre property, and it would occur in an area where opportunities for greenbelts or critical areas do not exist.

POLICY 8: *Wherever possible, given consideration of all other variables, such as existing unused service infrastructure, the placement of an urban growth line into an area of existing commercial agriculture shall be avoided.*

Response: The proposed comprehensive plan map amendment does not involve either the movement of an urban growth line or the conversion of commercial agricultural lands.

POLICY 9: *The appropriate directions for the expansion of urban growth areas are those which are unincorporated land with existing service infrastructure and lands adjacent to corporate limits.*

Response: The proposed comprehensive plan map amendment does not involve an expansion of an urban growth area boundary. The site is located within the City's Horn Rapids Industrial Park, which is presently located within city limits and its existing urban growth area.

POLICY 10: *All policies within each jurisdiction's Comprehensive Plans shall be modified to be consistent with adopted Countywide Policies.*

Response: The proposed comprehensive plan map amendment will not require an amendment to any of the Comprehensive Land Use Plan's policies.

POLICY 11: *The County and Cities, along with public participation shall develop a cooperative regional process to site essential public facilities of regional and statewide importance. The objective of the process shall be to ensure that such facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the region or county.*

Response: The proposed comprehensive plan map amendment does not involve the siting of essential public facilities.

POLICY 12: *Support the existing solid waste program that promotes and maintains a high level of public health and safety, protects the natural and human environment of Benton County and encourages public involvement by securing representation of the public in the planning process.*

Response: The proposed comprehensive plan map amendment would not impact existing solid waste programs.

POLICY 13: Encourage and expand coordination and communication among all jurisdictions and solid waste agencies/firms in Benton and Franklin Counties in order to develop consistent and cost effective programs that avoid duplication of effort and gaps in program activities.

Response: The proposed comprehensive plan map amendment would not impact existing solid waste programs.

POLICY 14: Maintain active County-City participation in the Regional Transportation Planning Organization in order to facilitate City, County and State coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties.

Response: The proposed comprehensive plan map amendment would not impact existing City, County or regional transportation plans. Nor will it involve a need to re-classify existing collector or arterial street segments.

POLICY 15: The County and Cities within shall work together to provide housing for all economic segments of the population. All jurisdictions shall seek to create the conditions necessary for the construction of affordable housing, at the appropriate densities within the cities and county. The following actions should be accomplished:

- a) Jointly quantify and project total countywide housing needs by income level and housing type (i.e. rental, ownership, senior, farm worker housing, group housing.)
- b) Establish a mechanism whereby the housing efforts/programs of each jurisdiction address the projected countywide need.
- c) Address the affordable housing needs of very low, low and moderate income households, and special needs individuals through the Comprehensive Housing Affordability Strategy (CHAS).
- d) Develop design standards for implementation within the Comprehensive Plan with special attention to be given to the residential needs of low to moderate income families.

Response: The proposed comprehensive plan map amendment does not involve residential designated property and will not affect or impact conditions for the construction of affordable housing.

POLICY 16: *Urban growth areas may include territory located outside of a city if such territory may be characterized by urban growth or is adjacent to territory already characterized by urban growth. Within urban growth areas, only urban development may occur. (Note: the definition of "urban" included in the policy language has not been reprinted here.)*

Response: The proposed comprehensive plan map amendment is located in an area that is incorporated within the City of Richland and is already part of Richland's Urban Growth Area. Therefore, the proposed amendment would not impact urban growth area boundaries.

POLICY 17: *To encourage logical expansion of corporate boundaries into urban growth areas, and to enable the most cost efficient expenditure of public funds for the provision of urban services into newly annexed areas. The County and each City shall jointly develop and implement development, land division and building standards, and coordinated permit procedures for the review and permitting of new subdivision within Urban Growth Areas.*

Response: The proposed comprehensive plan map amendment is located within the City, and does not impact City/County efforts to establish joint development standards.

POLICY 18: *Consistent with the protection of public health, safety, welfare and the use of natural resources on a long-term sustainable basis, the ability of service capacity to accommodate demands, and the expressed desires of each community, Comprehensive Plans shall jointly and individually support the County and region's economic prosperity in order to promote employment and economic opportunity for all citizens.*

Response: The proposed comprehensive plan map amendment is located within an area not currently nor historically used for the harvesting of natural resources or the production of agricultural products. Therefore, the proposal does not impact the protection of public health or the use of natural resources.

POLICY 19: *The County and Cities have historically partnered with each other as well as with other organizations to achieve economic development throughout the region. It is the intention of the County and Cities to continue to actively pursue mutually beneficial partnerships that promote growth in all sectors of business and industry, including but not limited to areas of agriculture, agri-business, industrial, commercial, public schools, recreation and tourism. Key strategies will include promoting family wage jobs, increasing business formation, expansion and retention and creating jobs and financial investment to improve the economics of our communities. (Note: specific economic development policies a-g are not reprinted here.)*

Response: The proposed comprehensive plan map amendment relates to commercial and light industrial development, and is being proposed to increase opportunities for business formation, expansion and retention and creating jobs and financial investment to improve the economics of our communities.

POLICY 20: *Capital Improvement Plans and Land Use Plans, shall conduct fiscal analyses which identify and refine the most cost effective use of regional and local public services. (Note: specific policies (a-c) to accomplish this goal have not been reprinted here.)*

Response: The proposed comprehensive plan map amendment would have minimal impacts to public services and infrastructure, and will not require amending the City's capital facilities plan.

POLICY 21: *Support the development of public schools in areas where utilities are present or can be extended, is financially supportable at urban densities, where the extension of public infrastructure will protect health and safety and the school locations are consistent with the analysis recommended by WAC 365-196-425(3)(b).*

Response: The proposed comprehensive plan map amendment involves a 30 acre property located within the City's Horn Rapids Industrial Park where public schools are not planned to be located.

POLICY 22: *The Growth Management Act requires counties planning under the Act to adopt a countywide planning policy in cooperation with the cities located in the county. The countywide planning policy is to be a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this (GMA) chapter. The purpose for the Benton County Wide Planning Policies is to meet this requirement of the Act. This document is a tool that will provide the necessary guidance to achieve consistency during the updating of comprehensive plans for the county and the cities.*

Response: The proposed comprehensive plan map amendment will not have a direct impact on County Wide Planning Policies.

ATTACHMENT 4

HOW THE AMENDMENT FURTHERS THE COMPREHENSIVE PLAN AND IS INTERNALLY CONSISTENT WITH THE CITY'S COMPREHENSIVE PLAN

LU Goal 2: Establish land uses that are sustainable and create a livable and vibrant community.

Policy 1: Maintain a variety of land use designations to accommodate appropriate residential, commercial, industrial, healthcare, educational, recreational, and open space uses that will take advantage of the existing infrastructure network.

Policy 2: Ensure that adequate public services are provided in a reasonable time frame for new developments.

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

Response: The property is located in an area where existing utility infrastructure and street network are already in place, or are planned to be extended in the future. Public services are already provided to other areas throughout the Horn Rapids Industrial Park.

LU Goal 4: Promote commercial and industrial growth that supports the City's economic development goals.

Policy 1: Accommodate a variety of commercial land uses including retail and wholesale sales and services, and research and professional services.

Policy 2: Promote developments such as business and research parks, office parks, technology centers, manufacturing and processing facilities, and other types for high- tech uses.

Policy 3: Locate neighborhood-oriented commercial land uses in Neighborhood Retail Business areas. Policy 4: Encourage the use of buffers or transition zones between non- compatible land uses.

Policy 5: In areas where residential uses are in close proximity to industrial or commercial lands, adequate development standards should be used in industrial or commercial developments to mitigate the impacts on residential uses.

Policy 6: Support industrial developments on lands previously owned by the Department of Energy and transferred to the City and the Port of Benton.

Response: The proposed comprehensive plan map amendment involves commercial and light industrial lands, and it would have a direct impact in promoting and accommodating a variety of commercial and light industrial developments.

ATTACHMENT 5

SEPA CHECKLIST

SEPA ENVIRONMENTAL CHECKLIST

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: [Horn Rapids Comp. Plan Map Amendment](#)
2. Name of applicant: [City of Richland, Economic Development Dept.](#)
3. Address and phone number of applicant and contact person: [625 Swift Blvd., Richland, WA 942-7583](#)

4. Date checklist prepared: [February 19, 2020](#)
5. Agency requesting checklist: [City of Richland, Development Services Dept.](#)
6. Proposed timing or schedule (including phasing, if applicable): [None. Non-Project Item](#)
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [No](#).
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [Horn Rapids Triangle Development Program, Final EIS, December 1981](#)
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](#)
10. List any government approvals or permits that will be needed for your proposal, if known. [None](#)
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.) [Change of Comprehensive Plan Land Use Designation and Zoning District from Industrial to Commercial.](#)
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. [30-acre site in the Horn Rapids Industrial Park along the north side of SR 240, northwest of the City of Richland's Legacy Park baseball fields.](#)

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)?

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. [Sand](#)

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [No](#).
- 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. [None](#).
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [No](#).
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [Map amendment](#). [No construction involved](#).
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [Map Amendment; none needed at this time](#).

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. [None](#).
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [No](#).
- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [None needed for this project](#).

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. [No](#).
 - 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. [No](#).
 - 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](#) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [No](#).
 - 5) 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. **None.**

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. **None.**
- 2) Could waste materials enter ground or surface waters? If so, generally describe. **No.**
- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. **No.**

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: **None needed for this map amendment.**

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? **None.**
- c. List threatened and endangered species known to be on or near the site. **None.**
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: **None needed for this map amendment.**
- e. List all noxious weeds and invasive species known to be on or near the site. **None.**

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: burrowing owls
mammals: deer, bear, elk, beaver, other: rabbits, mice
fish: bass, salmon, trout, herring, shellfish, other _____

- b. List any threatened and endangered species known to be on or near the site. None.
- c. Is the site part of a migration route? If so, explain. Yes, Richland is within the Pacific Flyway, and the entire Columbia Basin is part of a migration route.
- d. Proposed measures to preserve or enhance wildlife, if any: None for this map amendment.
- e. List any invasive animal species known to be on or near the site. None.

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. None for this map amendment.
- 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. None.
- 1) Describe any known or possible contamination at the site from present or past uses. None.
 - 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.
 - 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 required.

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. **None.**
- 3) Proposed measures to reduce or control noise impacts, if any: **None.**

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. **The property is currently undeveloped/vacant land, surrounded by the Horn Rapids Industrial Park and near the City's Legacy Park.**
- 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? **No.**
 - 1) 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.**
- c. 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? **Industrial I-M.**
- f. What is the current comprehensive plan designation of the site? **Industrial.**
- g. If applicable, what is the current shoreline master program designation of the site? **n/a**
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. **No.**
- 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: **n/a**. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: **Map amendment will ensure consistency between Comprehensive Land Use Plan Map and the Zoning Map.**

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: *n/a*.

9. *Housing*

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. *None*.
- 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: *n/a*.

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? *No structures proposed for map amendment. Height of future development of the property will comply with the Zoning Ordinance for Industrial Uses.*
- b. What views in the immediate vicinity would be altered or obstructed? *None*.
- c. Proposed measures to reduce or control aesthetic impacts, if any: *n/a*.

11. *Light and Glare*

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? *None*.
- 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? *No*.
- d. Proposed measures to reduce or control light and glare impacts, if any: *n/a*.

12. *Recreation*

- a. What designated and informal recreational opportunities are in the immediate vicinity? *The City's Horn Rapids Legacy Park to the southwest, and the Horn Rapids Golf Course to the south across SR 240.*
- 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? If so, specifically describe. *None*.

- 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. *None.*
- 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. *n/a.*

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. *Property fronts SR 240; however roads within the interior of the Horn Rapids Industrial Park will be extended to the property in the future.*
- 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. 4 miles to Stevens Center.*
- 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). *No.*
- 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? *None.*
- 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: *n/a.*

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. *Future development of the property will require public services. But not for this map amendment.*

- 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: **None Currently.**
- 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. **Future development will require utilities and infrastructure at time of construction; but not for this map amendment.**

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: A. Wallner

Name of signee Amanda Wallner

Position and Agency/Organization Marketing Specialist Economic Development

Date Submitted: 2/21/20

D. Supplemental sheet for nonproject actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? **Future development of the property may involve uses that could result in increased discharges to water and involve emissions to air.**

Proposed measures to avoid or reduce such increases are: **Future development of the property will be subject to clean air regulations implemented by the Benton Clean Air Authority.**

2. How would the proposal be likely to affect plants, animals, fish, or marine life? **None.**

Proposed measures to protect or conserve plants, animals, fish, or marine life are: **None.**

3. How would the proposal be likely to deplete energy or natural resources? **None for this map amendment. Future development of the property will result in the use of energy and natural resources.**

Proposed measures to protect or conserve energy and natural resources are: [Future development of the property will be required to comply with Washington State Energy Conservation Standards.](#)

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands? [No environmentally sensitive areas are located on or within the subject property.](#)

Proposed measures to protect such resources or to avoid or reduce impacts are: [None needed.](#)

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? [No shorelines located within or along property.](#)

Proposed measures to avoid or reduce shoreline and land use impacts are: [n/a.](#)

6. How would the proposal be likely to increase demands on transportation or public services and utilities? [Future Development could increase traffic on interior industrial park roads and increase demand for public services and utility services.](#)

Proposed measures to reduce or respond to such demand(s) are: [Future development projects will be required to mitigate or compensate for any impacts to public services.](#)

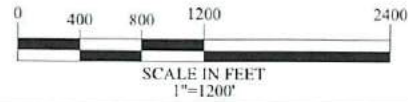
7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. [The map amendment will be in compliance with local, state and federal laws and requirements, as well as any future development of the property.](#)

ATTACHMENT 6

CURRENT COMPREHENSIVE LAND USE DESIGNATION MAP

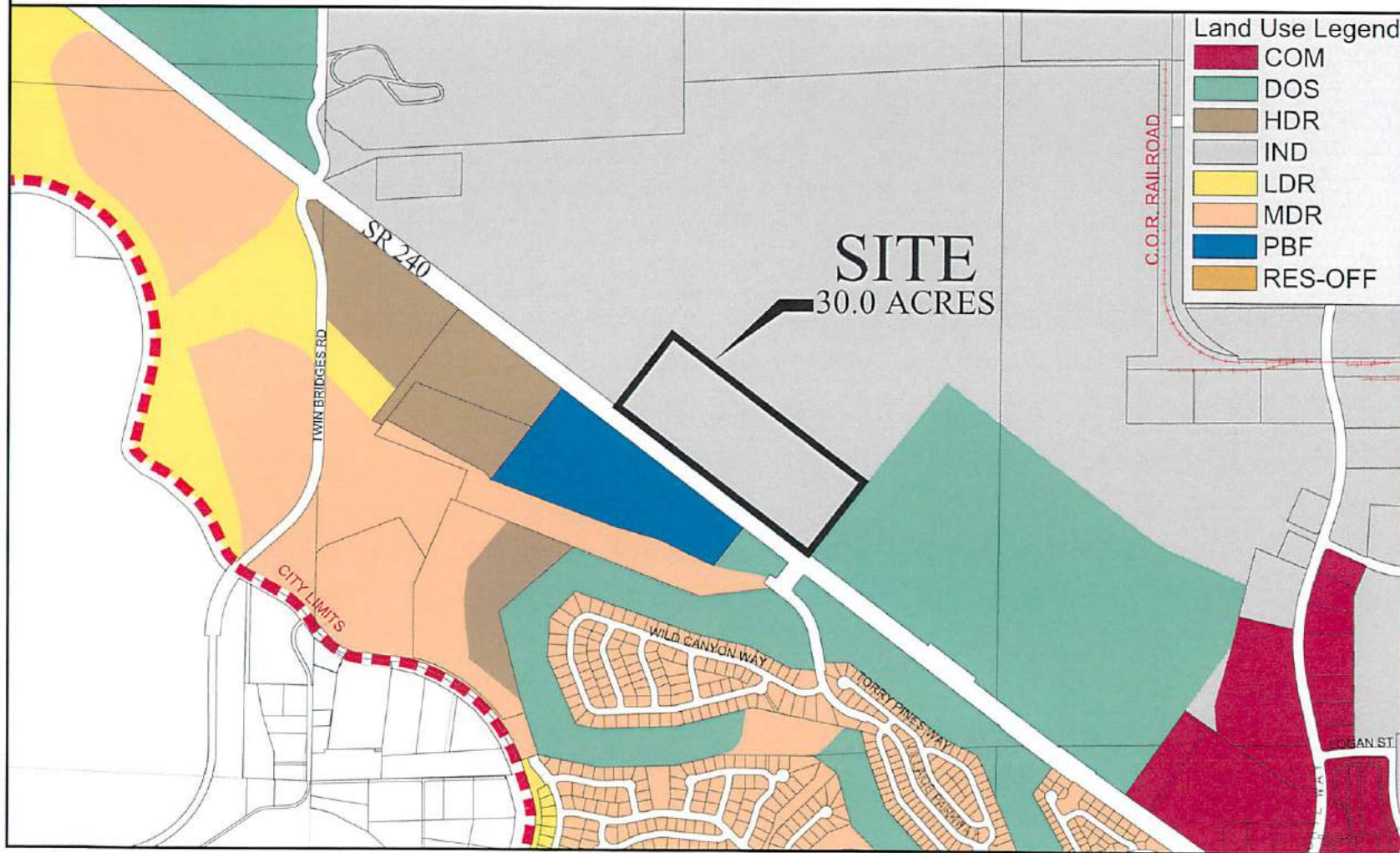
Land Use Map

INDUSTRIAL TO COMMERCIAL



Land Use Legend

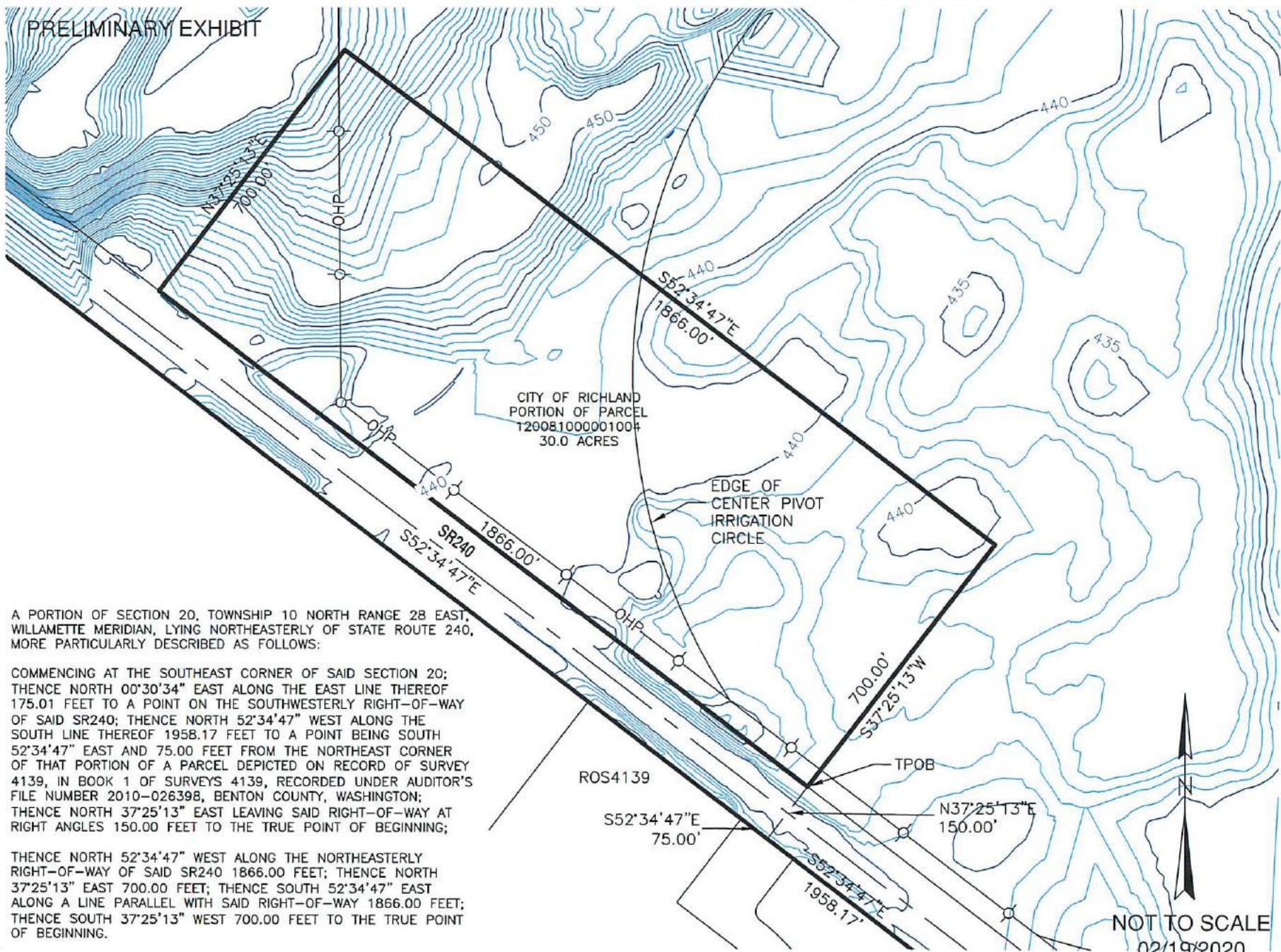
- COM
- DOS
- HDR
- IND
- LDR
- MDR
- PBF
- RES-OFF



ATTACHMENT 7

TOPO MAP

PRELIMINARY EXHIBIT



A PORTION OF SECTION 20, TOWNSHIP 10 NORTH RANGE 28 EAST, WILLAMETTE MERIDIAN, LYING NORTHEASTERLY OF STATE ROUTE 240, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 20; THENCE NORTH 00°30'34" EAST ALONG THE EAST LINE THEREOF 175.01 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY OF SAID SR240; THENCE NORTH 52°34'47" WEST ALONG THE SOUTH LINE THEREOF 1958.17 FEET TO A POINT BEING SOUTH 52°34'47" EAST AND 75.00 FEET FROM THE NORTHEAST CORNER OF THAT PORTION OF A PARCEL DEPICTED ON RECORD OF SURVEY 4139, IN BOOK 1 OF SURVEYS 4139, RECORDED UNDER AUDITOR'S FILE NUMBER 2010-026398, BENTON COUNTY, WASHINGTON; THENCE NORTH 37°25'13" EAST LEAVING SAID RIGHT-OF-WAY AT RIGHT ANGLES 150.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 52°34'47" WEST ALONG THE NORTHEASTERLY RIGHT-OF-WAY OF SAID SR240 1866.00 FEET; THENCE NORTH 37°25'13" EAST 700.00 FEET; THENCE SOUTH 52°34'47" EAST ALONG A LINE PARALLEL WITH SAID RIGHT-OF-WAY 1866.00 FEET; THENCE SOUTH 37°25'13" WEST 700.00 FEET TO THE TRUE POINT OF BEGINNING.

NOT TO SCALE
02/19/2020

ATTACHMENT 8

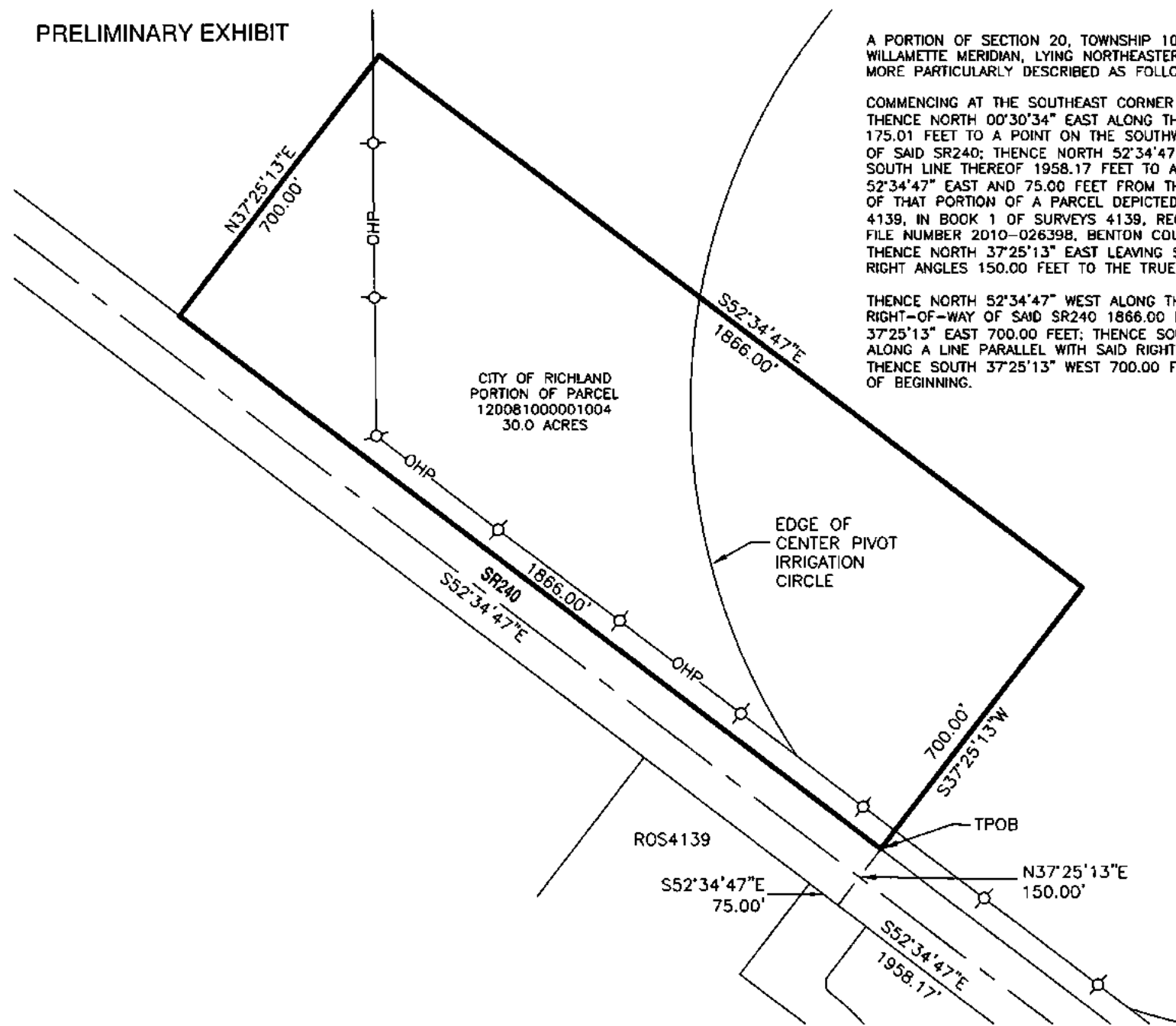
LEGAL DESCRIPTION

PRELIMINARY EXHIBIT

A PORTION OF SECTION 20, TOWNSHIP 10 NORTH RANGE 28 EAST, WILLAMETTE MERIDIAN, LYING NORTHEASTERLY OF STATE ROUTE 240, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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NOT TO SCALE
02/16/2020

ATTACHMENT 9

VICINITY MAP

Richland
Landfill

Eco Park

177.4 ACRES

West AG
Solutions

10.0 ACRES

ATI-Richland
Operations

Proposed
Sub Station

Proposed
Battelle Blvd

8.2 ACRES

8.9 ACRES

Areva

Jairo Arauz

Battelle B

50.9 ACRES

Horn Rapids
Industrial Park

58.4 ACRES

90.07 ACRES



PROPOSED MAP
AMENDMENT
30 ACRES

Packaging
Corp. of
America

WHECO

Del Hur

Plastic Injection
Molding

Shadow Mtn
Industrial

Ferguson
Enterprises

Rapid
Span

Perma

10 N WA AVE

CEN WA C

C.O.R. RAILROAD

127.8 ACRES

POB

Brent
Thomas

Vitos Lopez

Utility
of WA.

1st Street

Chill Build
WA LLC

11.2 ACRES

CWCP

Proposed
Expansion

Sports Complex

15.8 ACRES

Horn Rapids
Storage

CMLS
Properties

State of WA
Military Dept
Readiness Center

17.6 ACRES

9.6 ACRES

HORN RAPIDS GOLF COURSE
RESIDENTIAL COMMUNITY

4

5

6

7

8

9

2

Kingsgate Way

Polar Way

PRC
UTIL



Zoning Map Amendment Application

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION

☐ Contact Person

Owner: City of Richland, Economic Development

Address: 625 Swift Blvd., Richland, WA 99352

Phone: 509.942.7595

Email: mwallner@ci.richland.wa.us

APPLICANT/CONTRACTOR INFORMATION (if different)

☐ Contact Person

Company:

UBI#

Contact:

Address:

Phone:

Email:

DESCRIPTION OF WORK

The proposal is to rezone approximately 30 acres from I-M Industrial to C-3 Commercial. This proposed rezone accompanies a Comprehensive Plane Map Amendment to change the land use designation from Industrial to Commercial to support the proposed zoning.

PROPERTY INFORMATION

Parcel #: 120081000001004

Legal Description: See Attached

Current Zoning: IM - Industrial

Current Comp Plan:

Requested Zoning: C3 - Commercial

Current Use: Open Space / Industrial zone

Proposed Use: Commercial uses

Area of Property: HR Industrial Park

APPLICATION MUST INCLUDE

1. Completed Application and Filing Fee
2. Title Report showing ownership, easements, restrictions, and accurate legal description of the property involved
3. Other information as determined by the Administrator

ANSWER QUESTIONS AS COMPLETELY AS POSSIBLE

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

The 30-acre property is located in the Horn Rapids Industrial Park along the north side of SR 240, and is in an area master planned for commercial and industrial uses. This area of the Industrial Park is planned to be accessed by the extension of Battelle Blvd., which will be extended to connect with SR 240 within the next 5-10 years.

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

The City is entering its next phase for the future commercial capacity in Horn Rapids as the first phase of the Horn Rapids Business Center is nearly built out. Increasing demand for light industrial and commercial uses fronting along SR 240 is increasing, and the Horn Rapids Industrial Park is receiving growing interest from developers.

The manner in which the proposed rezone conforms to patterns in adjacent zones: The adjacent uses are Parks and Public Facilities and industrial uses. This rezone would allow for complimentary uses to accommodate the users of the park as well as those that locate their large businesses to the Industrial Park.
Any beneficial or adverse effects the granting or denial of the rezone would have on adjacent or surrounding zones: Additional commercial uses in the Industrial Park would benefit and accommodate the residents of the Horn Rapids Residential community and the planned apartment complex nearer the northwest corner of Kingsgate Way and SR 240 (southeast of the subject property).
Any beneficial or adverse effects the granting or denial of the rezone would have in relation to the overall purpose and intent of the comprehensive plan and this title: The zone change would provide for additional commercial opportunities in north Richland and is supported by the goals and policies of the City's Comprehensive Land Use Plan, thus furthering the overall purpose and intent of the plan.
The benefits or detriments accruing to the city which would result from the granting or denial of this special permit: If approved, the zone change would provide 30 acres of additional commercial opportunities to help fill a need for additional commercial services in north Richland, particularly the Horn Rapids Residential Community and other residential development in the vicinity of the industrial park.
Whether the proposed rezone represents a better use of the land from the standpoint of the comprehensive plan than the original zone: The rezone application is accompanied by a proposed comprehensive plan map amendment which would change the land use designation from Industrial to Commercial. A description of the benefits of the proposed map change and how it is consistent with the City's comprehensive plan, County-wide planning policies and State Goals are described in the comprehensive plan map amendment application.
Whether the proposed rezone represents spot zoning and whether a larger area should be considered: The proposed zoning map amendment is located within the Horn Rapids Industrial Park that is already planned for commercial uses. This proposed amendment is to provide greater opportunities for commercial services to the surrounding residential areas and take advantage of its proximity to SR 240 and accommodating travelers and tourists.
Identify impacts on the environment and public safety: Development of the subject property would result in more commercial development of the industrial park. Further development will also result in increased traffic to the area as well as increased demand on public services. The location of the subject property is in proximity to existing and future streets and is suited to accommodate additional traffic. Extension of public services to the subject property would not burden the City, and any impacts to public services will be mitigated through environmental review, mitigation fees and City development standards.

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of the Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name:

Darin K. Arras Smith

Applicant Signature:

Darin K. Arras Smith

Date

March 5, 2020

Comments on Proposed 2020 Comprehensive Plan Annual Amendment and Associated Rezones (CPA2020-101)

Patrick Paulson

Laurie Ness

We believe the proposed amendment will increase urban sprawl, require unnecessary installation and maintenance of City Services, unnecessarily increase demands on the transportation infrastructure and increase travel times. The proposed amendment seeks to change the land use of the relevant properties to Commercial and Medium Density Residential even though the 2017 Comprehensive Plan already had designated sufficient areas with those land uses.

Below we show that the justifications given for the application are invalid; there are no valid reasons given for altering the comprehensive plans.

1. Response to Justification for Application

1.1 “No longer Public Land;”

The Applicant proposes that 300 acres of land designated as “Public Facility” be re-designated for other land uses. The City’s Analysis¹ projects a surplus of only 72 acres of Public Facility land. If the proposal is approved, the City will be left with a shortage of 228 acres of land designated as “Public Facility”.

1.2 “Why R-2 Residential”

The application states “The Comprehensive Plan concludes there is not enough land designated residential to accommodate the projected growth”. The City’s Analysis projects the

¹ *Comprehensive Plan Supporting Analysis*, City of Richland, October 3 2017.
<https://www.ci.richland.wa.us/home/showdocument?id=7464>

need to accommodate an additional 1391 persons. If *all* of these people were to be housed in the requested Medium Density residential land use, then using the math from the analysis an additional 580 units would be required. These 580 units require only an additional 90 acres of land to be assigned “Medium Density Residential” land use. This proposal, however, requests that *177* acres be assigned to this land use, and shows no discernable benefit to the City. This land conversion almost doubles the projected needs of the City. That is assuming that *all* the projected shortfall will be met with areas designed “Medium Density Residential”.

The proposal states that the projected shortage places an “undue dependency on Agricultural Land designated as ‘urban reserve’ to be rezoned and developed with residential use”, but gives no advantages to the rezoning and development of the proposed property. As stated in the City’s analysis of the comprehensive plan, “Re-designation of this land for residential uses will satisfy the City’s need for an additional residential land base”.

The applicant states that there is an advantage to not utilizing “all vacant and underdeveloped land in the City”. But utilizing land in the City is exactly what the City should do to limit urban sprawl and fully utilize existing services and infrastructure. Additionally, the need to convert agriculture lands, as proposed by the City’s analysis, can easily be forecasted and accommodated for without making the proposed changes.

1.3 “Why C-LB Commercial; Why C-3 Commercial”

The City’s analysis states “The amount of vacant commercial land is anticipated to be sufficient to meet the needs of the projected population expected over the 20-year planning period. Re-development of underutilized lands within the Central Business District will also help to satisfy the demands for commercial lands created by an expanding population.” There is no

need to designate additional commercial land, especially land that requires the buildout of services and infrastructure and expands our urban footprint.

The applicant then proceeds in circles with the argument that commercial acreage is required near “new housing development”, thus referring to the unneeded housing that the applicant is seeking approval on.

2. Comments on “Consistency with Growth Management Act Goals”

2.1 Urban Growth: “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”

The applicant states the City is committed to provided public facilities and services in this area. But the City has not committed to provide the services required by residential or commercial usage in this area, since that is not the current land use. Approving this amendment would require buildout of water mains and sewage service and emergency services where none is now required.

2.2 Reduce sprawl. *Reduce the inappropriate conversion of undeveloped land into sprawling, low- density development.*

The applicant claims this is for an “area currently planned by the City of Richland for growth”. If this were true, there would be no need for a land use change from “Public Facility” and “Agriculture”. On the contrary, the proposal pushes the urban footprint to the farthest extent of our urban growth area with no discernable benefit to the City.

2.3 Transportation. *Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans*

The area proposed for development is a long distance commute from common workplaces, existing services and commercial areas. Even if multi-modal paths were available they would be of little use; because of the large distances involved, most residents and employees in the area would need to use cars for commuting, shopping, and recreation.

2.4 Housing. *Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

As discussed above, the proposal provides no advantages over the current comprehensive plan and will result in more housing being located outside the current urban footprint.

2.5 Economic development

Any economic development created by the proposal will not be coordinated with the current comprehensive plan, resulting in increased sprawl, increased travel time, and wasted resources due to the need for increased services, transportation infrastructure when compared to economic development consistent with the current Comprehensive Plan.

2.6 Open space and recreation

The applicant states “the site is not designated as parks or open space in the current comprehensive plan”. This is false; the “Public Facility” land use designation zoning requirements are the same as those for the “Developed Open Space” land use designation.

The proposal seeks to change land from “Public Facility” and “Agricultural” uses to “Medium Density” and “Commercial” uses. Under the current designations, this property could be zoned as Public Facilities (PPF) or Agriculture (AG). PPF and AG are both consistent with open space and recreation uses including Public Parks, Trails, and Passive Open Space Use, and other open space and recreational uses.² The “Medium Density Residential” designation would limit open space uses that are currently permitted. These include “Trails”, “Passive Open Space”, “Cemetery”, “Stables”, and “Campgrounds”. “Public Campgrounds” and “Stables” would not be allowed in the areas proposed to be designated as “Commercial”.

2.7 Public facilities and services

The proposal will require buildout of services in an area where they are not currently present.

3. Comments on “Consistency with Countywide Policies”

Most of the applicant’s responses in this section assert that the project is “consistent with the overall intent of the existing [comprehensive plan]”. But we’ve already shown that the proposal will leave the City with an excess of land designated as Residential and Commercial and a shortage of land for Public Facilities.

The applicant’s responses also claim that since the proposal involves land within the current urban growth boundary that services, transportation, etc., will not be a problem. But the proposal does not address the cost and resources required to build out services and transportation infrastructure into this undeveloped area. For example, Policy 5 states that “within the urban growth area, urban uses shall be concentrated in and adjacent to existing urban services or where

² RMC Chapters 23.30 and 23.14.

they are shown on a Capital Improvement Plan to be available within 6 years”. The area addressed by this proposal is not adjacent to existing services, nor does the current 6-year CIP show projects providing such services.³

3.1 Policy 2: Projected future populations

As discussed above, the proposal would result in the City having more land dedicated to residential uses than required by current population projections, requiring a rebalancing of dedicated land to remain in compliance with the Comp Plan.

3.2 Policy 2: Accepted Planning Practices

As shown above, the proposal is not consistent with the City’s comprehensive plan, which was developed using accepted planning practices.

4. Comments on "Consistency with Growth Management Act Goals"

4.1 Economic Development Goal 6: “Encourage vibrant mixed-use areas in Tri-Cities as destinations to live, work, and visit.”

The proposal is inconsistent with Policy 4: “Facilitate retail development and Business District, Uptown, and nearby commercial areas”. The proposed expansion of commercial land will pull commercial development away from the core uptown toward the sprawling edge of the city.

³ <https://city-richland-wa-budget-book.cleargov.com/fy2021-preliminary-budget/2021/capital-improvements/capital-improvements-multi-year>

The proposal also works against Policy 7: “Support development of higher density housing.” The land proposed for Medium Density Residential is distant from other residential areas of the City and will require extensive buildout of services and transportation infrastructure.

4.2 Land Use Goal 1: Plan for growth within the urban growth area and promote compatible land use.

The proposal is inconsistent both policies supporting this goal. Policy 1 is to “Revitalize areas that are already within the City, especially areas within the Central Business District, such as the Parkway and Uptown, and the Island View areas.” The Proposal will instead draw development to the edge of the city. Instead of implementing Policy 2, “Facilitate planned growth and infill developments within the City”, the proposal undermines planned growth by seeking to undo the current Comprehensive Plan and discourages infill development by promoting the development of agricultural land and open space.

4.3 Land Use Goal 5: Ensure connectivity that enhances community access and promotes physical, social, and overall well-being so residents can live healthier and more active lives.

Policy 1 supporting this goal is: “Locate commercial uses so that they conveniently serve the needs of residential neighborhoods, workplaces, and are easily accessible via non-motorized modes of transport.” The proposal instead designates commercial lands far from current population centers which can only be conveniently accessed by car. The distance of the proposed development from the city center also makes it inconsistent with Policy 2 of this goal: “Promote pedestrian and bicycle circulation throughout the community by connecting with the infrastructure and the City’s network of parks and trail system.”.

4.4 Land Use Goal 6: Develop an attractive and vibrant Central Business District that displays the unique character of Richland

As noted by the applicant, “the site is not located near the Central Business District”. The proposal, therefore, undermines Policies 2 and 3, which seek to increase residential, mixed use, and business uses near the central business district and to encourage infill development.

4.5 Housing Element Goal 1: Provide a range of housing densities, sizes, and types for all income and age groups of the Richland community.

By encouraging development of residential and commercial properties at the City’s edge, the proposal undermines policies 2, 3, and 4 implementing this goal. These policies encourage residential units “above commercial uses in the City’s urban core”, encourage infill development, “Support the development of senior housing care/assisted living facilities in the City in close proximity to commercial uses and medical services and facilities”, and “Promote and provide incentives ... for infill development and redevelopment”.

4.6 Housing Element Goal 2: Improve affordable housing opportunities for lower-income individuals, households, and first time homebuyers.

The applicant states “The amendment would not impact the City’s goals and policies for the promotion of affordable housing”. We can infer, therefore, that the planned residential development will *not* be affordable to low-income and first-time homebuyers. The distance of this property from essential services will further hamper the availability of any new housing to low-income homebuyers..

From: [ReathaFord, Jason](#)
To: [Stevens, Mike](#)
Cc: [West, Julie](#)
Subject: RE: City of Richland 2020 Comp Plan and Zoning Amendments
Date: Tuesday, September 22, 2020 3:55:33 PM
Attachments: [image001.png](#)

Mike,

The only concern I had regarding the comp plan amendment is that the packet contained comp plan content about domestic water and sewer, but we didn't see anything about non-potable irrigation. We will most certainly be requiring future development to use non-potable water for irrigation, so their comp plan should take that into consideration too.

Thank you for the chance to comment,
Jason

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>

Sent: Thursday, September 17, 2020 12:00 PM

To: Anthony Muai <anthony.muai@ci.kennewick.wa.us>; Anthony Von Moos <anthony.vonmoos@co.benton.wa.us>; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Bill Barlow <bbarlow@bft.org>; Blaine Broberg, KID <bbroberg@kid.org>; Boring, Michael <MBoring@CI.RICHLAND.WA.US>; Boshart, Thomas <tboshart@CI.RICHLAND.WA.US>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <clark.posey@co.benton.wa.us>; BCES Hamilton, Craig <c.hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; Darrick Dietrich <darrick@basindisposal.com>; BCES Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Florinda Coleman <florinda.coleman@co.benton.wa.us>; Ghbein, Briana <bghbein@ci.richland.wa.us>; Greg McCormick <gregory.mccormick@ci.kennewick.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Gregory Goodwin, Ziply <gregory.goodwin@ziply.com>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; USPS Ina N. Beutler <ina.n.beutler@usps.gov>; Jason McShane <jmcsbane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson <Jerrod.Macpherson@co.benton.wa.us>; Joseph Cichy, Ziply <joseph.cichy@ziply.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Lopez, Brandin <blopez@CI.RICHLAND.WA.US>; M. Deklyne <mjddeklyne@bpa.gov>; BCES Map <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Pasco99301 <99301PascoWA-Postmaster@usps.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; ReathaFord, Jason <JReathaFord@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rick Dawson <rickd@bfhd.wa.gov>; Rob Rodger

<rob.rodger@bentoncleanair.org>; Robin Priddy <robin.priddy@bentoncleanair.org>; Roscoe Slade <roscoe@westrichland.org>; Sarah Gates <s.gates@bces.wa.gov>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; West, Julie <jwest@ci.richland.wa.us>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>

Subject: City of Richland 2020 Comp Plan and Zoning Amendments

ATTENTION:

Attached to this email you will find a copy of the 2020 amendments proposed for the City of Richland Comprehensive Plan and Zoning Code (map amendments). The City is utilizing the Optional DNS process in WAC 197-11-355. This may be your only opportunity to comment on the environmental impacts of the proposed amendments.

-

Please submit comments back to me by 5:00 PM, Thursday, October 15, 2020.



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7596

Attn: 143

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From: [Blaine Broberg](#)
To: [Stevens, Mike](#)
Subject: RE: City of Richland 2020 Comp Plan and Zoning Amendments
Date: Wednesday, September 23, 2020 10:26:46 AM
Attachments: [image001.png](#)

Mr. Stevens,

KID has no comments regarding this.

Thanks,

Blaine Broberg, EIT

Staff Engineer

Kennewick Irrigation District

2015 S. Ely Street

Kennewick, WA 99337

Office: (509)586-6012 ext. 138

Cell: (509)873-2089

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>

Sent: Thursday, September 17, 2020 12:00 PM

To: Anthony Muai <anthony.muai@ci.kennewick.wa.us>; Anthony Von Moos <anthony.vonmoos@co.benton.wa.us>; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Bill Barlow <bbarlow@bft.org>; Blaine Broberg <BBroberg@kid.org>; Boring, Michael <MBoring@CI.RICHLAND.WA.US>; Boshart, Thomas <tboshart@CI.RICHLAND.WA.US>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <clark.posey@co.benton.wa.us>; BCES Hamilton, Craig <c.hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; Darrick Dietrich <darrick@basindisposal.com>; BCES Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodders@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Florinda Coleman <florinda.coleman@co.benton.wa.us>; Ghbein, Briana <bghbein@ci.richland.wa.us>; Greg McCormick <gregory.mccormick@ci.kennewick.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Gregory Goodwin, Ziplly <gregory.goodwin@ziplly.com>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; USPS Ina N. Beutler <ina.n.beutler@usps.gov>; Jason McShane <JMcShane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson <Jerrod.Macpherson@co.benton.wa.us>; Joseph Cichy, Ziplly <joseph.cichy@ziplly.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; Development <development@kid.org>; Brad Crawford <BCrawford@kid.org>; Lopez, Brandin <blopez@CI.RICHLAND.WA.US>; M. Deklyne <mjdeklyne@bpa.gov>; BCES Map <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Pasco99301 <99301PascoWA-Postmaster@usps.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review

Team <reviewteam@commerce.wa.gov>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rick Dawson <rickd@bfhd.wa.gov>; Rob Rodger <rob.rodger@bentoncleanair.org>; Robin Priddy <robin.priddy@bentoncleanair.org>; Roscoe Slade <roscoe@westrichland.org>; Sarah Gates <s.gates@bces.wa.gov>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth Defoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; West, Julie <jwest@ci.richland.wa.us>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>

Subject: City of Richland 2020 Comp Plan and Zoning Amendments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ATTENTION:

Attached to this email you will find a copy of the 2020 amendments proposed for the City of Richland Comprehensive Plan and Zoning Code (map amendments). The City is utilizing the Optional DNS process in WAC 197-11-355. This may be your only opportunity to comment on the environmental impacts of the proposed amendments.

-

Please submit comments back to me by 5:00 PM, Thursday, October 15, 2020.



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7596

Attn: 143

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From: [Deskins, John](#)
To: [Stevens, Mike](#)
Cc: [West, Julie](#); [Rogalsky, Pete](#); [Reathafor, Jason](#)
Subject: RE: Markel TIA
Date: Monday, October 19, 2020 5:05:58 PM
Attachments: [image001.png](#)

Mike,

We've gone over the information and are requesting that the following comments be included.

The City believes the submitted traffic analysis validates that there are feasible street system improvements that could mitigate the impacts of development substantially similar to that assumed in the analysis. The City does not, at this time, endorse or accept either the analysis or the proposed solutions as adequate to define the conditions of approval that may be necessary when specific development proposals are brought forward for this property. In addition, WSDOT will exert its authority over any access to and improvements to SR240. The City cannot and does not assume, and the developer should not assume, any specific outcome to applications to WSDOT for access changes and improvements to SR240.

It should also be noted that Horn Rapids Road does not meet City standards west of Ila Lane, about 6000 feet east of the proposed intersection of Horn Rapids and Beardsley Road. Reliance on this street will likely be required and may result in required improvements both adjacent to this property and off site. Finally it is noted that the study does not evaluate offsite impacts of the development along SR 240 east of the project. It's possible that traffic mitigations may be required in these areas as well.

Sincerely,

John Deskins, PE
Traffic Engineer
City of Richland
(509) 942-7514

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Thursday, October 15, 2020 4:44 PM
To: Deskins, John <jdeskins@CI.RICHLAND.WA.US>
Subject: RE: Markel TIA

I need to get the report completed by next Wednesday so If you can get me comments by Tuesday PM it would be okay. Please remember that we are not looking for things like conditions of approval as this is just to amend the comp and zoning maps. But if you still need to discuss and provide some general comments, submitting them by Tuesday PM would be okay.

Thanks!

From: Deskins, John
Sent: Thursday, October 15, 2020 4:40 PM
To: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Subject: RE: Markel TIA

Mike,

I just got through the report this afternoon. I haven't had a chance to summarize and discuss with Pete or Julie. I'm not sure it's that hard to get through that but Julie is out tomorrow. Can I have a few more day?

John Deskins, PE
Traffic Engineer
City of Richland
(509) 942-7514

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Friday, September 18, 2020 7:54 AM
To: Deskins, John <jdeskins@CI.RICHLAND.WA.US>
Subject: Markel TIA

Here you go John, not sure why it didn't get attached when I combined the .pdfs to make the packet.



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7596

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October 13, 2020

City of Richland
625 Swift Blvd., MS-35
Richland, WA 99352

Attention: Mike Stevens, Planning Manager

Subject: CPA2020-102 & Z2020-101, Goldsmith Land Development, 300 acres
CPA2020-103 & Z2020-102, Richland Economic Development, 30 acres
SR 240, MP 23.1-24.01; MP 25.7-26.04

We have reviewed the proposed land use re-designations and rezones and have the following comments. Our comments are listed separately for each proposal.

Vantage Way Properties, Goldsmith Land Development Services on behalf of
Washington Securities Investment Corporation (Greg Markel, owner)

- 300 acres
- Change Comprehensive Plan land use designation from Parks & Public Facilities to Commercial and Medium-Density Residential
- Rezone from Agriculture to Limited Business Use District (C-LB, 70 acres), General Business Use District (C-3, 45 + 8 acres), and Medium-Density Residential (R-2, 177 acres)

City of Richland Economic Development Department

- 30 acres
- Change Comprehensive Plan land use designation from Industrial to Commercial
- Rezone from Medium Industrial (I-M) to General Business Use District (C-3)

VANTAGE WAY PROPERTIES, CPA2020-102 & Z2020-101

The Vantage Way Properties are adjacent to State Route 240 (SR 240), a partially-controlled limited access facility with a posted speed limit of 55 miles per hour. WSDOT has acquired all access rights to SR 240. Access to the properties are restricted to public at-grade intersections and existing deeded approaches. Deeded approaches are restricted to a specified use and ownership, and only for the abutting parcel. Direct commercial access is prohibited along SR 240.

The Vantage Way Properties have access to SR 240 via the existing Beardsley Road intersection. Access may also be gained via the Twin Bridges Road intersection and Horn Rapids Road. Our records indicate access rights along Beardsley Road still need to be acquired. As a public street intersection, the City will need to acquire limited access rights along Beardsley Road for a minimum of 300 feet from SR 240.

According to our records, Resolution Number 139 relocated the Horn Rapids Road intersection from milepost 22.31 Left (on the north side) to milepost 23.06 Left. The at-grade intersection at milepost 22.31 was then closed. The at-grade intersection at MP 23.06 was not constructed. This location appears to be just west of the west boundary of the Vantage Way Properties. If a public street is to be developed at MP 23.06, the street will need connect to the local street system and not just serve the Vantage Way Properties. The City will also need to acquire limited access rights on the new public street intersection for a minimum of 300 feet from SR 240. All costs for access rights, design, review, approval, and construction will be borne by the City or the developer.

The Vantage Way Properties also need to provide a street connection to the property to the west, so that trips can be made from that site and the Vantage Way Properties without having to use the state highway. An interconnected local street system can provide this. Also, local streets and trails are more conducive to multimodal travel.

SR 240 is an existing facility. When developing, the proponent will create a residential land use, which is more noise-sensitive. The proponent and future residents should be aware that they are proposing residential development in an area with existing traffic noise. They should also expect that traffic noise may continue to grow into the future, and, as an essential public facility, SR 240 may need to be expanded to accommodate future traffic growth. When development occurs, it is the proponent's responsibility to dampen or deflect any traffic noise for development at this site.

SR 240 has traffic congestion issues due to Hanford traffic during the morning and afternoon peak times. As developments are proposed, they will be subject to review for their impacts to the WSDOT system. Impacts that are determined to be significant will require mitigation, and it is anticipated that all costs will be borne by the development. Of particular concern to the department are the effects developments have on the multimodal capacity, retention and treatment of stormwater, outdoor lighting, noise sensitivity, and signage. This information is normally obtained through a Traffic Impact Analysis (TIA) performed by the developer. The City and developer should consider Transportation Demand Management (TDM) measures to reduce traffic impacts. It is to the benefit of the City, the State, and the developers to preserve the functionality of SR 240.

Traffic Impact Analysis (TIA) Comments

The applicant is requesting 177 acres be zone R-2 (Medium-Density Residential). The applicant's Traffic Impact Analysis (TIA) indicates they plan to construct 726 dwelling units (DU) in this part, which is an average of 4.1 DU/acre. Richland's Residential Zoning Code, Chapter 23.18, indicates the R-2 zone is intended to have densities between 5.1 DU/acre and 10 DU/acre). This would give a range of dwellings for the 177 acres between 902 dwellings and 1,770 dwellings. Using ITE Land Use 220 (Multifamily, Low-Rise), this would yield between 6,603 and 12,956 trips per day and 505 and 991 trips in one hour between the 4 to 6 PM peak. For this part, the TIA estimate 6,853 trips per day, 537 trips in the AM peak hour, and 719 in the PM peak hour. If constructed to

the full density for the R-2 zone, that would add significantly more traffic from the development. **We request the zoning be revised to R-1 to match what is proposed.** If not the TIA needs to be revised to reflect R-2 zoning.

The TIA consultant recommends a traffic signal be constructed at the SR 240/Beardsley Road and the SR 240/new site access at each location, but acknowledges that a formal WSDOT intersection control evaluation (ICE) will be need to finalize the intersection improvements. It is correct that an ICE will need to be performed to evaluate any highway intersection improvement location. By default, the preferred WSDOT alternative for these intersections will be a roundabout.

The TIA also recommends that the project developers should contribute at least a proportionate share of the cost of the selected intersection improvements. As noted above, all costs for access rights, design, review, approval, and construction will be borne by the City or the developer.

The TIA on pages 52 and 60 shows SR 240 as a four-lane facility to the east of Beardsley Road. There is no indication in the text why this is shown as a four-lane highway. WSDOT has no specific plans or funding to widen this segment of SR 240. The 2040 analysis should have assumed the existing number of lanes unless the proponent is planning to widen the highway. If the proponent is planning to do so, it should be stated in the document.

We would like to note a few items.

- The TIA used an intersection peak hour factor (PHF) of 0.92. The traffic is more variable in this location. Our South Central Region Traffic Office indicates a PHF of 0.80 is more appropriate.
- The TIA used 2% for the percentage of heavy vehicles. The truck percentage for this segment is 11.44%.
- The trip distribution was not based on the Benton Franklin Council of Governments model and the study did not give any justification for not using the model. The model evaluates the impact to overall transportation system and not just in the site vicinity.

CITY OF RICHLAND ECONOMIC DEVELOPMENT DEPARTMENT, CPA2020-103 & Z2020-102

The City of Richland property proposed to be rezoned is adjacent to State Route 240 (SR 240), a partially-controlled limited access facility with a posted speed limit of 55 miles per hour. WSDOT has acquired all access rights to SR 240. Access to the properties are restricted to public at-grade intersections and existing deeded approaches. Deeded approaches are restricted to a specified use and ownership, and only for the abutting parcel. Direct commercial access is prohibited along SR 240.

There is an existing access break on the north side of SR 240 for a future public road intersection at milepost 26.04 opposite Village Parkway. Similar to above, if the City wants to use this intersection for access to the site, they will need to formally request establishment of a public street intersection to WSDOT. If a public street is to be developed in this location, the street will need connect to the local street system and not just serve the 30 acre site. The City will also need to acquire limited access rights on the new public street for a minimum of 300 feet from SR 240. All costs for access rights, design, review, approval, and construction will be borne by the City or the developer.

There is an existing approach on the north side of SR 240 at milepost 25.91. According to our records, this approach is not valid and must be removed.

SR 240 has traffic congestion issues due to Hanford traffic during the morning and afternoon peak times. As developments are proposed, they will be subject to review for their impacts to the WSDOT system. Impacts that are determined to be significant will require mitigation, and it is anticipated that all costs will be borne by the development. Of particular concern to the department are the effects developments have on the multimodal capacity, retention and treatment of stormwater, outdoor lighting, noise sensitivity, and signage. This information is normally obtained through a Traffic Impact Analysis (TIA) performed by the developer. The City and developer should consider Transportation Demand Management (TDM) measures to reduce traffic impacts. It is to the benefit of the City, the State, and the developers to preserve the functionality of SR 240.

Thank you again for the opportunity to participate and provide comments. If you have any questions regarding these comments, please contact John Gruber at (509) 577-1636.

Sincerely,

A handwritten signature in cursive script that reads "Paul Gonseth".

Paul Gonseth, P.E.
Planning Engineer

PG:jg

cc: Celeste Gilman, WSDOT Multimodal Planning
Will Simpson, WA Commerce