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Agenda

Hearing Examiner Meeting

Wednesday, November 17, 2021

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Public Telephone Access: (206) 337-9723 or (253) 215-8782

Meeting ID No. 872 2126 7401

Hearing Examiner: Gary McLean

Liaisons: Staff Liaison: Planning Manager Stevens

Public Hearing - 6:00 p.m.

Public Hearing Explanation:

New Business - Public Hearing:

- I. S2021-104 Preliminary Plat of South Orchard (Remand)

Adjournment

The next Hearing Examiner Meeting will be scheduled as needed.

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

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HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 11/17/2021

Agenda Category: New Business - Public Hearing

Prepared By: Shane O'Neill, Senior Planner

Subject:
S2021-104 Preliminary Plat of South Orchard (Remand)

Department:
Development Services

Recommended Motion:
Approval subject to completion of proposed conditions.

Summary:
Nor Am Investment, LLC requests to subdivide 194.5 acres into 475 lots allowing for residential, commercial, civic, and open-space development, as amended in response to the Hearing Examiner's Sept. 29 remand order

Attachments:
1. FULL Staff Report - South Orchard

**CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION
STAFF REPORT TO THE HEARING EXAMINER**

GENERAL INFORMATION:

PROPOSAL NAME: South Orchard - Preliminary Plat

LOCATION: North of and partially adjacent to Reata Road in the Badger Mountain South master planned community (APN 1-0488-200-0001-000)

APPLICANT: Nor Am Investment, LLC

FILE NO.: S2021-104

DESCRIPTION: Request to subdivide 194.5 acres into 475 lots allowing for residential, commercial, civic, and open-space development, as amended in response to the Hearing Examiner's Sept. 29 remand order

PROJECT TYPE: Type III Preliminary Plat

HEARING DATE: November 17, 2021

REPORT BY: Shane O'Neill, Senior Planner

RECOMMENDED ACTION: Approval subject to completion of proposed conditions

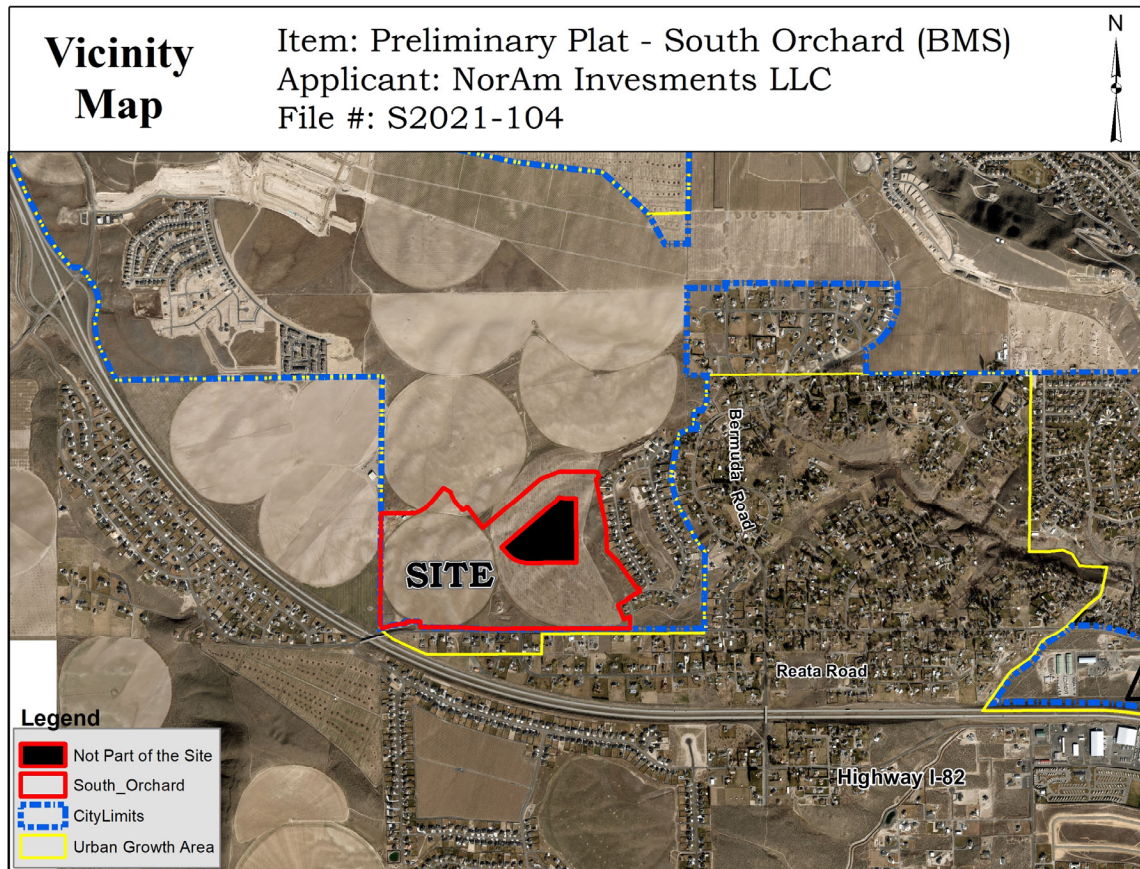


Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

Nor Am Investments LLC has filed a preliminary plat application (Exhibit 1) to divide approximately 194.5 acres into 475 lots and twenty-nine (29) tracts, to be known as the plat of South Orchard (File #: S2021-104). The plat includes several residential blocks, civic/open-space, new roadways, and pedestrian trails.

The South Orchard site involves one parent parcel (APN 1-0488-200-0001-000) lying north of Reata Road and west of Karlee Drive (county road). The plats' location is applied with several (primarily residential) Badger Mountain South zoning districts. Plat drawings (Exhibit 2) include plans detailing the contiguous network of public roadways and utilities serving the proposed lots. Page 1 of the plat illustrates the proposed 4-phase development plan.

BACKGROUND

This item was previously the subject of a public hearing held before the Hearing Examiner on July 12, 2021. Based on the content of that initial proposal, the Hearing Examiner remanded the application back to the applicant in his Sept. 29, 2021 Remand Order. The record from that hearing falls under the same master

file number (S2021-104) as this report and is intended to supplement this report regarding unchanged plat details. Said Remand Order focused on the interim status of a BMS-wide traffic impact analysis (TIA). Because the TIA is not in its final form and is not finally approved by the City, the Hearing Examiner was unable to assert that, as proposed, the preliminary plat is in the public interest in terms of transportation infrastructure improvements' mitigating for the impacts of South Orchard on the affected road network. Further, the Hearing Examiner concurred with city staff finding no LUDR provisions for lots exclusively accessed from private drives or alleys.

In response to the remand, the plat has been revised by excluding those lots proposed to be accessed via private drive or alley. In doing so, the lot count was reduced by two. On the topic of the incomplete TIA, revised application materials include a memo from TENW (author of the TIA) suggesting certain transportation improvements would be reasonable to mitigate traffic impacts of the South Orchard proposal. The TENW memo is provided herein as Exhibit 4.

Details in the report below have been updated to reflect the revised application materials. Generally, this report is not intended to supersede or override the original staff report. Instead, the two reports constitute the full record on this item. For instance, comments from other agencies such as WSDOT, the Dept. of Ecology, and DAHP remain applicable and should be carried over for consideration by the Hearing Examiner. The body of this staff report remains substantially similar to the July 12th report. Recommended approval conditions have been updated and replace conditions contained in the July 12th report.

SOUTH ORCHARD LAND USE DATA

Gross planning area = 194.54 acres

Net planning area = 128.3 acres

Area of ROW's = 35.65 acres

Area of tracts = 30.59 acres

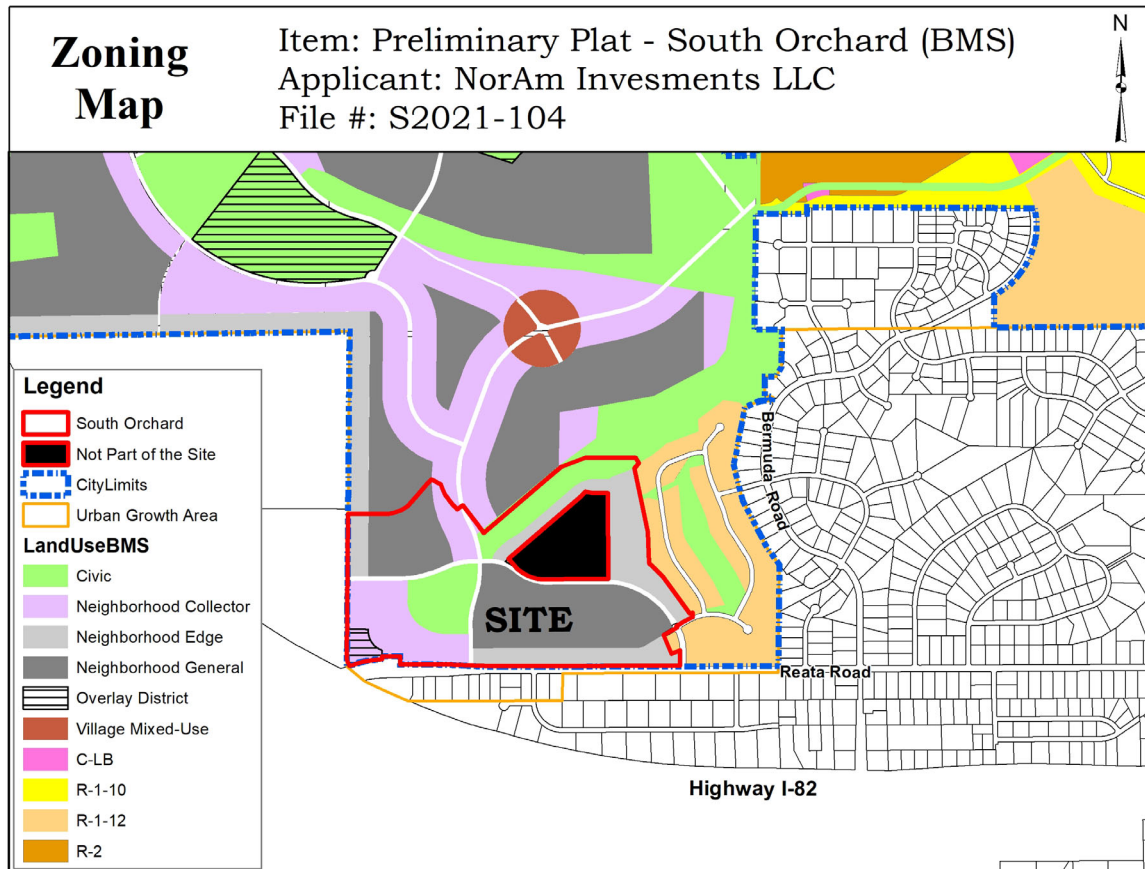
Average residential lot size = 9,177 square feet

Smallest residential lot = 4,581 square feet

Largest residential lot = 29,627 square feet

LOCATION

The South Orchard preliminary plat site is located within the southwesterly-most portion of Richland known as Badger Mountain South. Describing the broader locational context, the Badger Mountain South area (Figure 3 – LUDR Map, below) appears as an appendage of the Richland city limits boundary generally in the southwest sector of the City which, as the name implies, is on the south side of Badger Mountain. Within Badger Mountain South, the South Orchard site lies adjacent to the southernmost boundary; adjacent to the Richland city limits line.



LAND USE

The subject property is part of the Badger Mountain South Subarea Plan, which was developed in 2010. The plan calls for the development of a master planned community known as Badger Mountain South which is intended to be a mixed use, walkable and sustainable community of up to 5,000 dwelling units. The plan calls for small lot residential development with some multi-family, commercial and office uses with generous open spaces and extensive pedestrian trails. In recognition of the intended unique character of the master planned area, the City worked with Nor Am Investment, LLC to adopt a set of development regulations which specifically apply to the Badger Mountain South Subarea Plan known as the Land Use and Development Regulations (LUDR). The City also adopted a Planned Action Ordinance (RMC 19.50.030) for the subarea based on a supplemental environmental impact statement which was prepared for the master planned community.

LUDR PROVISIONS

Because it belongs to a master planned community, the plat of South Orchard benefits from previous planning efforts aimed at streamlining the platting process

and environmental review procedures discussed further in this report. The subject property and all immediate surrounding properties included in the Badger Mountain South Subarea are subject to the master plan and LUDR regulations. The following BMS zones are applied to the project site: Neighborhood General (NG), Neighborhood Edge (NE), Neighborhood Collector (NC), Civic and Civic Overlay.

Neighborhood General (BMS-NG): *The Neighborhood General (BMC-NG) District comprises the majority the Badger Mountain South community. This District is primarily residential in character. A variety of housing options are provided to meet the needs of the community. The residents of these Districts are within walking distance of schools, parks, trails, and commercial centers supporting the vision of the community. Single-family houses are accommodated on a variety of lot sizes allowing a range of housing options from cottages to large, detached structures. Smaller-scale Multi-family housing options such as Mansion Apartments, Duplexes and Courtyard Housing, are also accommodated when certain siting conditions are met. Additional housing units are permitted in this District through the use of Accessory Units. (LUDR 3.D)*

Neighborhood Edge (BMS-NE): *The Neighborhood Edge (BMC-NE) District is solely residential in character. The houses and lots in this District tend to be a larger scale than the Neighborhood General District. These Districts are typically located along the periphery of the community. Single-family houses and lots are provided in a range of sizes up to large custom homes on 1/4 to 1 acre lots. Houses are typically accessed by streets, on lots without Alleys. Lots are larger to accommodate front street access driveways. Setbacks are deeper to create a more verdant character.*

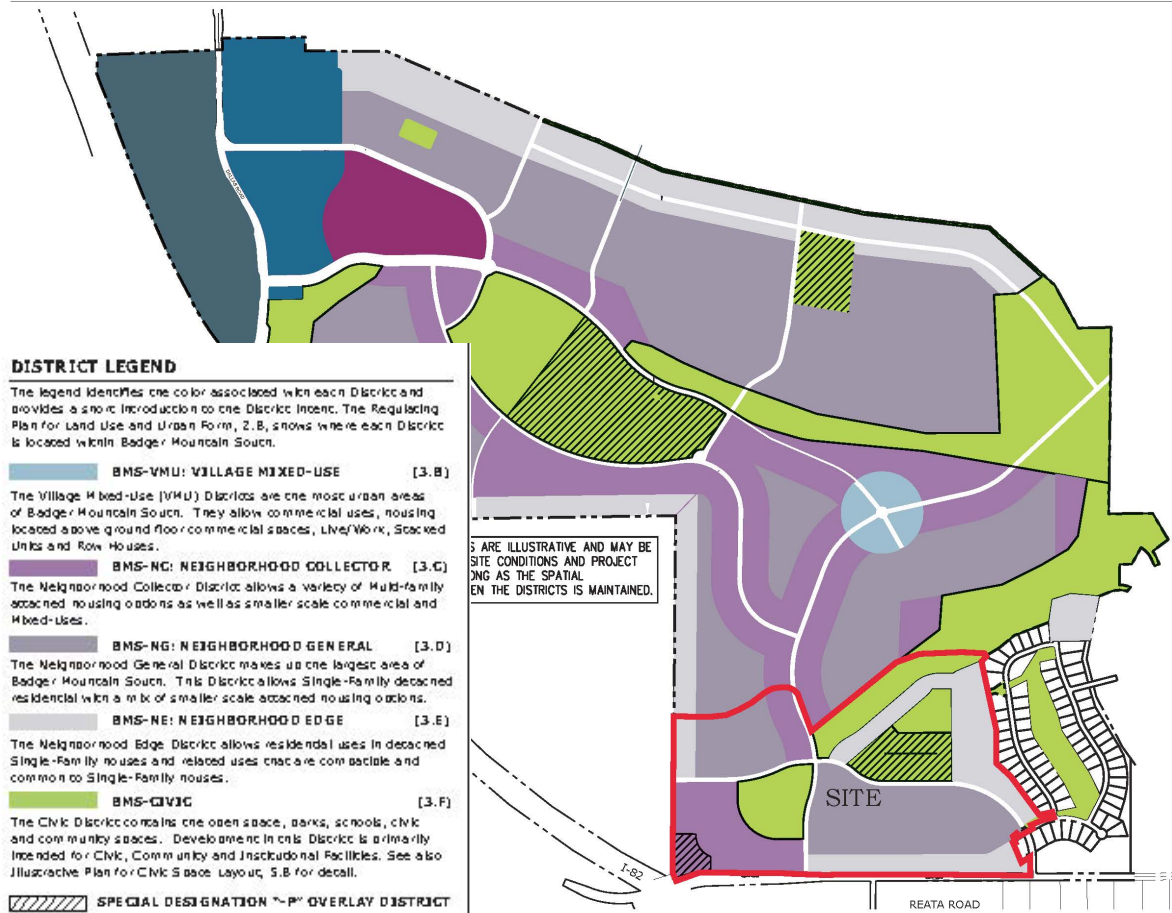
Neighborhood Collector (BMS-NC): *The Neighborhood Collector (BMC-NC) District is found within each of the five residential neighborhoods that comprise Badger Mountain South. These Districts add diversity to the housing found in Badger Mountain South, complement future transit expansion, and provide opportunities to establish intergenerational neighborhoods. They are located primarily along Collector Streets and at the primary entrances to the neighborhoods as shown on the Regulating Plan in Section 2.B. The Neighborhood Collector District is primarily residential that provides a variety of housing. Mixed-Use and Live/Work Buildings in this District provide the flexibility for these areas to accommodate neighborhood-scale commercial uses that respond to the evolving needs of the community as it grows. Stand-alone, smaller-scale Neighborhood Goods and Services Buildings that serve the needs of the residents, such as churches and day cares, are encouraged in this District.*

Neighborhood Collector (BMS-NC) w/overlay: *The Neighborhood Collector (BMC-NC) District with Overlay is applied to the southwesterly-most corner of the South Orchard preliminary plat site. The LUDR land use table (Section 2.C) limits this zone to development with “storage” uses exclusively. The LUDR defines*

storage as “A building or facility that is designed to leave or place materials or other items in.” (page 14-4)

BMS Civic: Permitted land uses in the Civic District are limited public facilities (schools), public & private recreation and cultural facilities, places of worship, solar panel arrays, vineyards, telecommunication facilities and parking lots.

2.B REGULATING PLAN FOR LAND USE AND URBAN FORM



**Figure 3 – Regulating Plan for Land Use and Urban Form
(Section 2.B, BMS LUDR)**

The land use table on page 2-3 of the LUDR lists permitted uses in each BMS zone. Section 3 of the LUDR lists development standards including dimensional requirements such as minimum setbacks, to guide development in each zone.

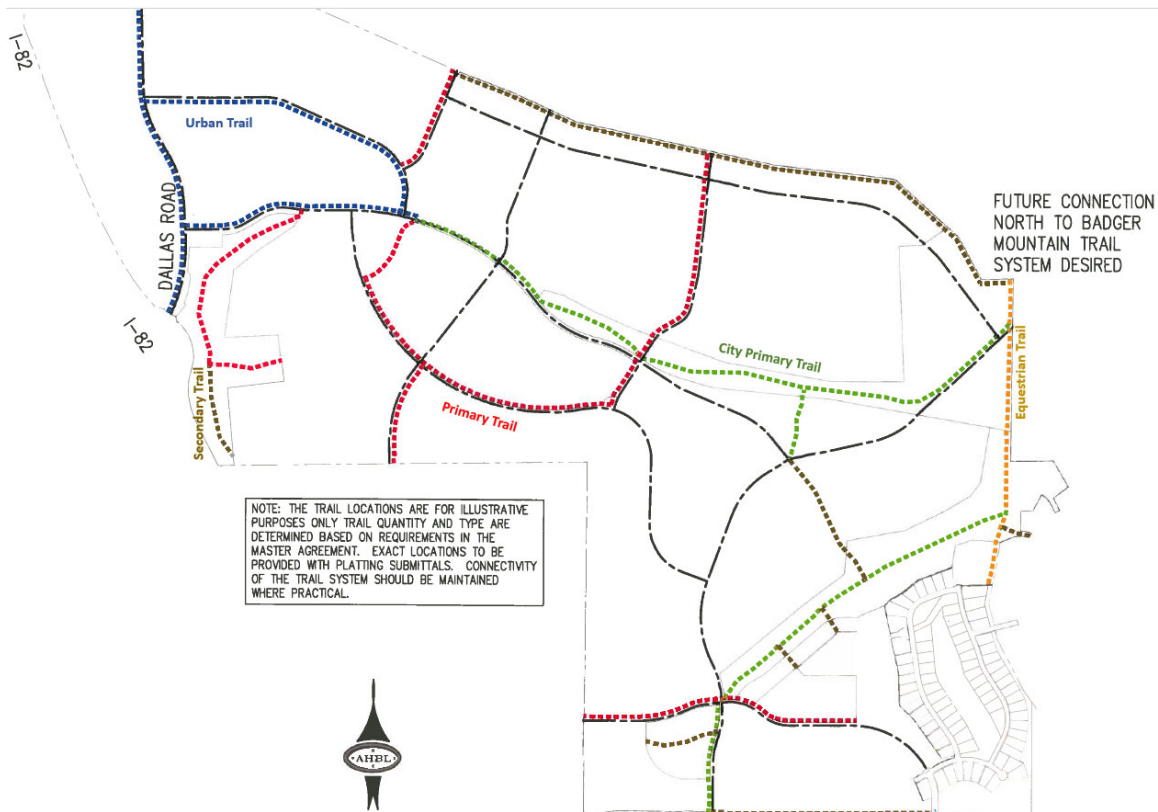


Figure 4 – Trail Layout Plan

Trail Standards

The LUDR identifies a system of pedestrian trails throughout the master planned community. South Orchard proposes a total of 20,052 linear feet of trails (Exhibit 2) and the MACR indicates a Master Agreement credit of 17,497 linear feet of trails which translates to the availability of 1,093 residential units. Combined with the 440 residential units made available through the provision of 6.6 acres of parks, this plat is allotted a maximum of 1,534 residential units on a concurrency basis as established in the BMS Master Agreement. Sheet C004 of Exhibit 2 provides a detailed breakdown of each trail-type and their associated lengths. Page 3 of the MACR lists trail and parks credits. The design standards for trails are provided in Section 5.I of the LUDR. Page 5 of the Master Agreement Consistency Recommendation (MACR – Exhibit 5) outlines green infrastructure concurrency calculations in fulfilling the plats' obligation schedule. In this case, construction of the new trails fulfills the plats' green infrastructure obligations. The improvement schedule is outlined in Exhibit D of the BMS master agreement.

On the matter of trails, the Benton County Public Works Department previously submitted a comment letter requesting the trail proposed on the north side of and parallel to Reata Road, be constructed to Urban Trail standards as depicted in

LUDR Section 5 where the LUDR only calls for the trail to meet Secondary Trail standards. The primary difference between the two trail types is, Urban Trails offer a twelve (12) foot-wide paved trail surface and Secondary Trails are five (5) foot-wide soft-surface trails (i.e., wood chips or gravel). Said comment letter belongs to the July, 12 hearing record.

The revised plan set (Sheet C005, Exhibit 2) ignores the request by Benton County, by indicating secondary trail to be constructed along the north side of Reata Road. Planning staff generally supports the concept of enhancing the trail on the north side of Reata Road but will leave it to the Hearing Examiner to enter such a condition, as the current proposal meets the existing LUDR provisions.

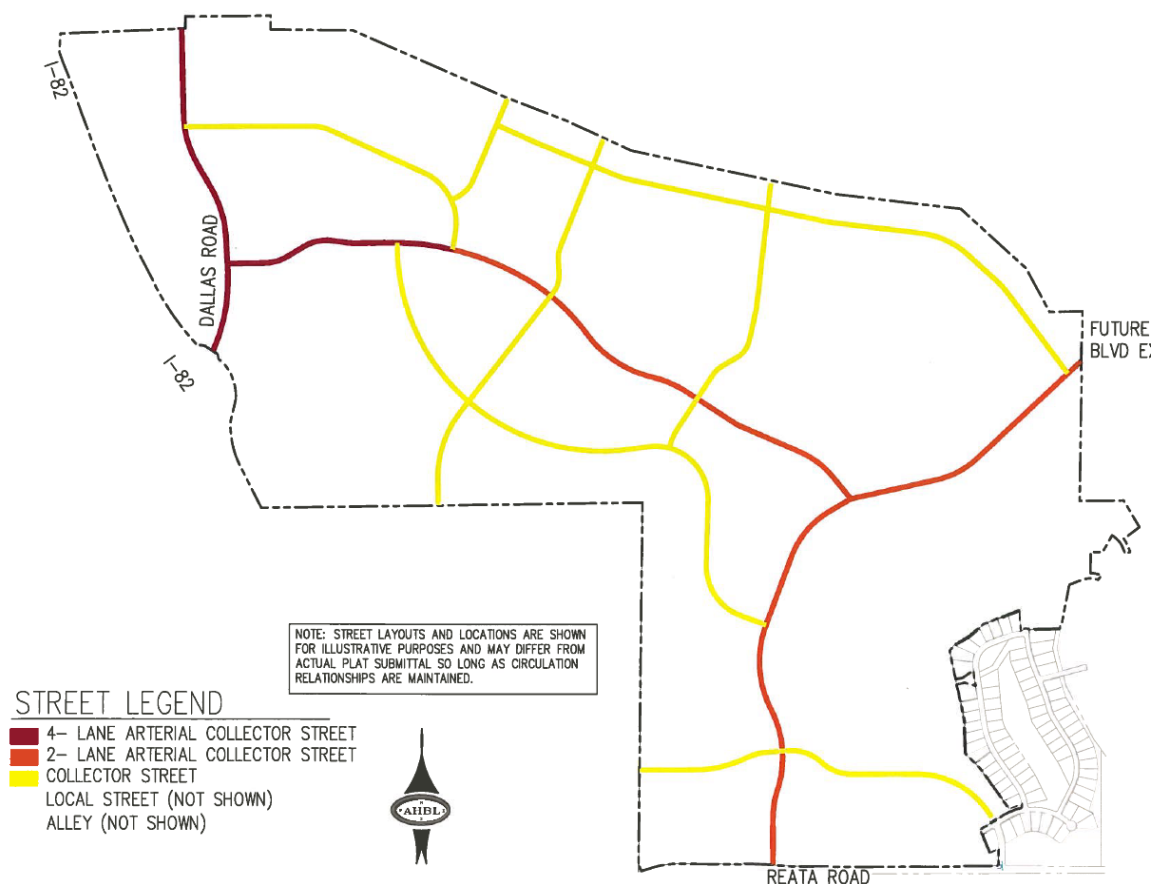


Figure 5 – Regulating Plan for Streets

Street Standards

The plat includes a planned half-mile segment of Gage Blvd which is planned to be a 2-lane arterial collector street. Eventually, Gage Blvd will extend from the southern boundary of the proposed plat at Reata Road and continue northeast where it will connect to the preliminary plat of Sienna Hills. The segment in South Orchard will be the southernmost connection point at Reata Road. In total, South Orchard proposes approximately 31,300 linear feet (5.9 miles) of new roadways.

Block Standards

Section 7.B of the LUDR establishes requirements for the configuration of blocks. This section of the LUDR restricts block length from exceeding 1,000 feet. The maximum block length proposed by South Orchard is approximately 1,045-feet. As allowed in Section 7.B.3 of the LUDR, portions of the site include non-orthogonal street networks in response to topographical and site constraints. Road “O” between intersections of Road “F” and Morningside Parkway has a length of 1,220 feet between roadways; however, one location along its length gives way for trail access to the Orchard Green open space. Considering the trail access to green space, school site, and park site, the MPA recommends the block length is acceptable; City Planning staff concurs.

The block on the south side of Alison Way between tract 491 and Morningside Parkway measures approximately 1,250 feet. Tract 497 (for landscape & trail) serves to interrupt this block. This method of reducing block length is acceptable and has been used in other BMS plats for the same purpose.

Density Requirements

The South Orchard project will result in 475 lots available for, but not exclusively limited to, residential development. Two lots are designated for multi-family development and several parcels are designated for open space/civic land uses. Chapter 7.C of the LUDR establishes density targets for each of the neighborhoods within the Badger Mountain South community. The South Orchard site falls within the South Orchard neighborhood (page 7-3 of the LUDR) which sets a minimum target of 540 units and up to a maximum of 650 units with at least 10% of the areas designated as Neighborhood Collector to be used for multi-family developments or commercial space. Neighborhood Collector zoning is applied to 6.56-acres of the plat site.

Exhibit D (page D-6) of the Badger Mountain South Master Agreement, estimates that the South Orchard neighborhood will contain 760 residential units. This target exceeds the LUDR target. Staff offers no explanation for this discrepancy.

The MACR (Exhibit 5) indicates lots will be developed with a combination of single-family and multi-family residential homes. Page 4 of the MACR indicates a total of 631 residential units (RU) are anticipated. This figure falls well below the 1,093 residential units available on a concurrency basis. Pursuant to the LUDR Section 1.G(5), final plats must identify housing types allowed on each lot. Section 7.C of the LUDR sets an overall BMS-wide community goal of achieving a composition of 60 percent single-family housing and 40 percent multi-family housing. Currently a majority of the developed BMS land area is comprised of single-family homes. Development of this plat will potentially contribute toward meeting the stated 40 percent multi-family housing goal as allowed per BMS zoning. However, lots in the Neighborhood Collector zone do not appear to be sufficiently sized to accommodate more than two units each. Planning staff will

need to periodically examine the single-family/multi-family development ratio based on permit-types, to ensure South Orchard achieves the 60/40 ratio.

Procedural Requirements

Section 1H of the LUDR together with 19.50 RMC, require that a Master Agreement Consistency Determination (MACD) be issued by the Planning Manager for any development proposal located within the Badger Mountain South master planned community. This determination is made after consultation with the Badger Mountain South Master Plan Administrator (Larry White of Nor Am). The Master Agreement Consistency Recommendation was included with the plat application. Staff has reviewed MACR together with the TENW memo dated October 18, 2021 (Exhibit 4) and has decided to issue a Master Agreement Consistency Determination (Exhibit 6) as justified through the application of recommended approval conditions.

SITE DESCRIPTION & ADJACENT LAND USES

The site consists of gently rolling hills, which are under agricultural production. South Orchard abuts the existing single-family residential neighborhood of Sunshine Ridge to the east. The South Orchard site is bordered by the city limits line along the south and west plat boundaries.

Previously cleared for agriculture, the site is currently devoid of any woody vegetation such as sagebrush. As depicted in the site photos taken by city staff (Exhibit 9) in June of 2021, the site is covered with some grasses and other non-woody plants.

Adjacent properties to the north and to the west are currently vacant. Parcels on the south side of Reata Road (Benton County jurisdiction) contain single-family homes, the Badger Mountain Irrigation District (BMID) office and an electrical sub-station. This segment of developed land narrowly separates Reata Road from Interstate-82. Development potential of vacant land to the north is outlined in the BMS LUDR. To the east lies the single-family residential neighborhood of Sunshine Ridge.

CRITERIA FOR PRELIMINARY PLAT APPROVAL

Section 24.12.053 RMC sets forth the criteria that must be met before a preliminary plat application can be approved. It states:

The hearing examiner shall not recommend approval of any preliminary plat application, unless the approval is accompanied by written findings that:

- A. The preliminary plat conforms to the requirements of this title (Title 24 Plats and Subdivisions); and
- B. Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies,

sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features which assure safe walking conditions for students who only walk to and from school; and

- C. The public use and interest will be served by the platting of such subdivision and dedication; and
- D. The application is consistent with the requirements of RMC 19.60.095.

RMC Section 24.12.050 designates the Hearing Examiner as the hearing body responsible for conducting the review of preliminary plat applications.

PUBLIC NOTICE

Application Date:	April 19, 2021
Notice of Remand Hearing Mailed:	November 3, 2021
Notice of Remand Hearing Posted:	November 3, 2021
Notice of Remand Hearing Published:	November 5, 2021
Remand Public Hearing:	November 17, 2021

A combined notice of application and public hearing for the remand was provided by mailing notices to property owners within 300 feet. Public hearing notices were distributed through posting of the property, publication in the *Tri-City Herald* newspaper, and placement on the City's website. Copies of the notices and affidavits are included in Exhibit 10.

SEPA

A Supplemental Final Environmental Impact Statement was completed for this site at the time the City adopted the subarea plan for the Badger Mountain South area in 2010. The property was annexed at that time and the City adopted a Planned Action Ordinance (19.50 RMC). The effect of the Planned Action Ordinance is that standard SEPA review is not required, provided that any project proposed within the boundaries of the master planned community is consistent with the master plan and with the mitigation measures identified in the adopted SEPA documents. Projects determined to be consistent with the subarea plan, the master agreement between the City and Nor Am Investment and the mitigation measures enumerated in the adopted SEPA documents are issued a Planned Action Consistency Determination (PACD).

PUBLIC COMMENTS

Owners of all properties within 300-feet of the plat site were directly notified of the project by way of USPS mailing. In response to the remand public hearing noticing city staff received no comments from the public regarding the proposed plat.

AGENCY COMMENTS

A variety of public agencies and City departments were given an opportunity to comment on the revised proposal. Comments from the Richland Public Works Department are incorporated into the list of approval conditions inserted at the end of this report.

The City of West Richland commented (Exhibit 7) to the effect that this preliminary plat review should not proceed until the necessary transportation improvements, based upon an approved updated traffic impact analysis, have been determined. Staff suggests applying the improvements listed in the TENW memo as approval conditions and precluding final plat approval until said TIA is complete. Transportation infrastructure improvements therefrom are included in recommended approval condition #17.

In response to the city's referral, other agencies submitted written comments which are incorporated to the July 12th hearing staff report record. Most of the agencies which commented on the first project referral did not submit duplicate or revised comments. Considering the minimal plat revisions between the two South Orchard proposals it may be safe to presume the commenting agencies intend for their initial comments to carry-over to the current proposal. All agency comments are provided in Exhibit 11.

UTILITY AVAILABILITY

The project will be served by City domestic water, sewer, and electrical power services. Utilities will serve the plat by way of extension from the greater Badger Mountain South area to the north. Site-specific development conditions provided at the end of this report address extension of utilities to and within the site.

TRANSPORTATION

Access to South Orchard from within BMS will come from the north through extension of "Road A" as identified in the plat exhibit. Road A leads to South Orchard from the north and straddles the westerly plat boundary. Initially, the plat will have four points of access; they are: 1) from the Reata Road/Gage Blvd. intersection, 2) from Morningside Parkway at Allison Way, 3) the Road A/Reata Road intersection, and 4) Road A from the north. As future plats are developed on land to the north, Gage Blvd. will eventually connect to Queensgate Drive which will accomplish the first City street connection between BMS and the existing neighborhoods in south Richland. Other roads in the plat will tie into the greater BMS road network, adding three other points of connection.

The BMS Master Agreement outlines the need to evaluate and improve the performance of certain roadways and intersections, many of which focus on the westerly boundary of the overall community where Dallas Road and Interstate-82 interact. The Master Agreement uses peak PM vehicle trip-count triggers at certain intervals (i.e. 600 peak pm trips and 1,000 peak pm trips) as the basis for

these road performance studies and their associated improvements. Currently the BMS community generates approximately 980 peak PM vehicle trips. Note, there are two other BMS preliminary plat applications in interim status which will add approximately 250 units to the trip count calculator. The BMS master agreement dictates the timing and implementation of necessary transportation improvements as they relate to cumulative traffic volumes. Although still in draft form, the TENW TIA has been sufficiently developed to identify specific improvements which will reasonably mitigate the traffic impacts associated with development of South Orchard. Additionally, approval conditions preclude final plat approval until the TIA has been approved and adopted by the City.

The City and other affected agencies are currently in the process of evaluating the TIA to determine the details surrounding each roadway and intersection improvement category.

In response to the first referral, the comment letter submitted by the Benton County Public Works office requested traffic control infrastructure at both of the plats' intersections with Reata Road and to relocate the intersection of Gage Blvd and Reata Road to align Gage Blvd with E. Badger View Drive (county). This road realignment request implies the need for substantial design changes to the plat. City of Richland Public Works staff does not support relocating the intersection. The City is currently negotiating with Benton County for the transfer of the adjacent segment of Reata Road right-of-way to the City.

The City has received a code amendment application (CA2021-108) to update various provisions of the LUDR. Amendments propose revising the standard street cross sections throughout Badger Mountain South. The developer has been consulting with Public Works regarding the anticipated cross section changes and how to properly apply the proposed road standards in anticipation of the LUDR update being completed. This project shall utilize street cross-section designs as proposed in the LUDR amendments by NorAm and their engineer in a separate code amendment application. The proposed road sections more closely match city-wide road standards, which are wider than currently developed roads in BMS and provide greater motorist safety. Staff has not required a Deviation as the proposed standards exceed existing LUDR road standards.

ANALYSIS

Preliminary plat application approval criteria (RMC 24.12.053) are reprinted here, with a summary of how the application complies with each standard:

A. The preliminary plat conforms to the requirements of this title (RMC Title 24):

The City's subdivision regulations set forth specific requirements for the filing of an application, how notice of the application is to be provided and requires that

the Hearing Examiner conduct a public hearing and make recommendation to the City Council. These steps have been followed to date.

Section 24.04.060 of the RMC specifies that when the City enters into a development agreement governing the development of a master planned community of over 1,000 acres, the provisions of the agreement supersede the provisions of the City's subdivision regulations. In this case, the Badger Mountain South LUDR takes precedence over the standards contained in the subdivision regulations.

With respect to lot dimensions, there are some concerns about the lots fronting the cul-de-sac bulbs of Roads "F", "M" and "L"; as pie-shaped lots have proven problematic in meeting maximum (20') front setback limitations in the Neighborhood General zone, in which they are proposed. On survey Sheet C001 (Exhibit 2), note #3 states the need for setback deviations for some lots. Staff discourages this approach because the applicable setbacks are known at this stage of project development. Instead, the plat should be designed around the building setback requirements of the underlying BMS zone. Proposed approval condition #83 addresses this concern by recommending restricting the approach described in note #3; thereby notifying the developer that all lots proposed on final plats shall be designed to reasonably accommodate home construction within the setback limits imposed by the LUDR.

Certain LUDR provisions can only be addressed at the time home building permits applications are received by the City. Notice of these LUDR requirements will be provided through notes on the final plat document, thereby informing future lot purchasers that homes constructed within the plat will have to be provided with fire sprinkler systems; that home builders will be subject to park mitigation fees; and that future construction will have to meet the sustainability standards contained in Section 12 of the LUDR and with the design requirements established within Sections 3 and 8 of the LUDR.

B. Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facets, including sidewalks and other planning features which assure safe walking conditions for students who only walk to and from school.

- The proposed plat proposes roughly 30.6-acres of open spaces/civic zones available for parks and recreational amenities such as open-spaces, parks, and trails. Additionally, each home will contribute to development of parks through payment of parks impact fees.
- The plat includes a plan for grading and drainage. The provisions of the planned action for Badger Mountain South requires that the Department of

Ecology Stormwater Management Manual for Eastern Washington be used in the design of drainage plans.

- The proposed street system will provide access from Reata Road, Gage Blvd. and other new roadways coming-in from the north. Richland's Comprehensive Plan indicates Reata Road is classified as a major collector roadway in the Badger Mountain South community. All streets within the project will be public streets built to the standards identified in the proposed LUDR amendment.
- The plat will create a segment of Gage Blvd. connecting to Reata Road.
- The site is located within the Ben Franklin Transit service area, but no bus service is currently provided to the neighborhood. The transit service was given an opportunity to comment on the preliminary plat proposal but did not provide any comments to the City.
- The plat will be served by City domestic water. Capacity is available within the City's system to provide for both domestic water and fire flow needs.
- The plat will be served by Badger Mountain Irrigation District. In the recent past, the district provided water to the agricultural uses on-site. Conversion of the property from agricultural to residential uses will not result in an increase in the amount of irrigation water usage.
- The plat will be served by City sewer. The City system has capacity to serve the proposed development.
- The plat will be served by City electrical energy. The City system has adequate capacity to serve the project.
- The plat includes provisions for recreation in the form of developing 1,225 linear feet of urban pedestrian trail located within a green space tract previously created as a separate parcel. All roadways within the plat will be developed with sidewalks built to LUDR standards. A contiguous sidewalk network throughout the Badger Mountain South area will contribute to recreational opportunities for residents. The LUDR regulations call for the payment of a park mitigation fee for each dwelling unit constructed within the plat. Additionally, page 3 of the Master Agreement Consistency Recommendation (MACR) (Exhibit 3) specifies a schedule for green infrastructure improvements which result in the construction of 20,052 linear feet of trails in their various form tied to development of this plat.
- The project provides for walking paths and sidewalks throughout the subdivision which will accommodate and provide safe walking routes and conditions for school children walking to and from the future planned school site.
- The site is located within the Kennewick School District. The District owns property surrounded by the plat site, which it intends to develop with a future school.

C. The public use and interest will be served by the platting of such subdivision and dedication:

As conditioned the proposed project is in the best interest of the public for the reasons of expanding the City's utility and transportation network, enhancing transportation connectivity, increasing parks/open-spaces, and by contributing to meeting housing demands.

D. The application is consistent with the requirements of RMC 19.60.095, which states: No development application for a Type II or Type III permit shall be approved by the city of Richland unless the decision to approve the permit application is supported by the following findings and conclusions:

A. The development application is consistent with adopted comprehensive plan and meets the requirements and intent of the Richland Municipal Code.

The proposal is largely consistent with the subarea plan and with the provisions of the LUDR however certain revisions should be reflected in final plat submittals. Necessary revisions include those transportation improvements stated in condition #17, modifying certain lots to accommodate setback limits, and applying road standards in proposed code amendment file # CA2021-108.

B. Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC.

Chapter 22.09 is the City's adoption of the State Environmental Policy Act provisions. The project falls under the Planned Action Ordinance (RMC 19.50.030) adopted by the City in 2010, which is based on the Supplemental Final Environmental Impact Statement prepared for the Badger Mountain South Subarea Plan. The project application comes at a time when a BMS-wide TIA remains in-progress. Benton County's request to relocate the Gage Blvd./Reata Road intersection in the plat is not supported by Richland's Public Works office, and as previously indicated, negotiation over transferring the Reata Road right-of-way to the City of Richland is occurring. Instead, the City intends to apply certain road improvement conditions to project approval. These conditions do not call for said intersection to be relocated.

C. The development application is beneficial to the public health, safety and welfare and is in the public interest.

The project is largely consistent with the BMS Master Agreement, LUDR provisions and most of the applicable development regulations. Therefore, the development would be considered beneficial to public health, safety and welfare and will be in the public interest once certain issues are accounted for by way of design.

D. The development does not lower the level of service of transportation facilities below the level of service D, as identified in the comprehensive plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or

strategies to raise the level of service above the minimum level of service are made concurrent with development. For the purposes of this section, "concurrent with development" means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.

The project must follow the environmental mitigation as specified in the City's adopted planned action ordinance. As such, the development is tasked with improving transportation facilities to prevent affected roadways from falling below a level of service D. The BMS Master Agreement, Exhibit B, lists a series of transportation-related improvements and study requirements and their associated triggers in terms of peak p.m. vehicle trip volumes. To date, development BMS-wide, is generating 980 peak p.m. trips. This number surpasses the 600-trip count trigger used in three of the transportation improvement triggers; they are: widening the Dallas Road left turn lane for southbound to eastbound turns onto the I-82 freeway ramp, installation of a right-turn lane for westbound off-ramp approach and left turn lane for eastbound Dallas Road approach, and improvements to the Dallas Road/Trowbridge Blvd intersection. Each improvement is to be based on the recommendations of a comprehensive traffic impact analysis (TIA) prepared at the developer's (NorAm) expense. This TIA has recently been provided to the City and is under review by the City and other affected agencies. South Orchard preliminary plat conditions of approval borrow recommendations from said transportation improvements and are applied as recommended conditions of approval. TENW is currently reviewing City comments on the TIA. The City Public Works staff are confident their recommended conditions of approval adequately mitigate the transportation impacts of the plat.

- E. *Any conditions attached to a project approval are as a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal.*

The conditions of approval recommended for this project are as a direct result of imposing City design standards and development standards as contained in the LUDR and in the environmental mitigation conditions identified in the modified environmental checklist and are directly related to the impacts of the proposed development.

STAFF RECOMMENDATION

Based on the following findings and conclusions staff recommends approval of the preliminary plat application for the South Orchard preliminary plat (S2021-104) subject to the list of approval conditions contained herein.

FINDINGS AND CONCLUSIONS

Findings of Fact:

1. The Richland Comprehensive Plan for this area is the Badger Mountain South Subarea Plan. The project site is located within the Badger Mountain South Master Planned Community. The property is subject to the provisions of the Land Use and Development Regulations (LUDR) adopted for this planned community.
2. The proposed plat lies within the South Orchard neighborhood area identified in section 7.D of the Badger Mountain South LUDR.
3. The provisions of the LUDR establish target densities for each neighborhood within the Badger Mountain South planned community. The South Orchard neighborhood cumulatively anticipates for a minimum of 540 units and a maximum of 650 units.
4. The proposed preliminary plat consists of a 194.5-acre site into 475 lots and twenty-nine (29) tracts.
5. The Master Agreement Consistency Recommendation (MACR) anticipates 631 residential units.
6. The preliminary plat of South Orchard was previously approved in nearly identical form to the current proposal. Said plat approval expired earlier this year.

Conclusion of Law:

The proposed preliminary plat is consistent with the BMS Sub-Area Plan and would provide for development of the subject property in conformance with the density and type of land use envisioned in the land use and transportation elements of the adopted master plan.

Findings of Fact:

7. The site is subject to both the provisions of the Land Use and Development Regulations (LUDR) for the Badger Mountain South Master Planned Community and the Master Agreement between the City of Richland and Nor Am Investment, LLC.
8. All proposed developments subject to the Badger Mountain LUDR regulations are required to be reviewed by the Badger Mountain South Master Plan Administrator (MPA). The Administrator has issued a Master Agreement Consistency Recommendation (as provided for in Section 1.H of the LUDR) stating that the application meets the terms and obligations of the approved Master Agreement and the requirements of the LUDR.
9. City staff reviewed the application and the Master Agreement Consistency Recommendation and issued a Master Agreement Consistency Determination as required by the LUDR.
10. Certain pie-shaped lots fronting the bulb of cul-de-sacs are designed such that it will be impractical for homes placed thereon to meet the maximum front setback limits of the respective residential zone.

11. The revised plat design maintains note #3 on sheet C001 (Exhibit 2) and increases the number of lots potentially unable to comply with the 20-foot maximum front setback set in the LUDR.

Conclusion of Law:

Not all lots within the proposed subdivision are designed to allow for consistency with the provisions of the Badger Mountain South zoning regulations.

Findings of Fact:

12. Section 24.12.053 RMC, sets preliminary plat review standards requiring the Hearing Examiner to consider whether appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features which assure safe walking conditions for students who only walk to and from school.
13. The proposed preliminary plat includes provisions for the extension of domestic and irrigation water lines, electrical power lines, and sewer lines to serve the project.
14. The preliminary plat includes provisions for the construction of a pedestrian trail system which is consistent with the trail layout plan set forth in the LUDR.
15. The project calls for the development of trails in a schedule which is consistent with the green infrastructure improvements called for in the Master Agreement between the City and Nor Am investment, LLC.
16. Both the MACR and the preliminary plat document indicate 20,025 linear feet of trails to be constructed.
17. The plat illustrates three park sites (Orchard Green) totaling 19.7 acres, to be developed in phases 1 & 2.
18. According to Municipal Code (Chapter 22.12), the project is subject to payment of park mitigation fees, which will be used to fund future park improvements within the Badger Mountain South Master Planned Community.
19. The Badger Mountain Subarea Plan identifies sites for future public schools. The South Orchard surrounds, but does not include, a 14-acre school currently owned by the Kennewick School District.
20. The proposed plat includes provisions for sidewalks and trails as set forth in the LUDR.
21. No bus service is currently provided in the vicinity of the project site. The Benton Franklin Transit Authority was given an opportunity to comment on the project but did not provide any comments.
22. City staff and other utility providers reviewed the project and have recommended specific conditions of approval as listed in this report.

23. The plat drawing does not represent transportation improvements required by the BMS Master Agreement nor those proposed in the traffic impact analysis by TENW and as contained in the TENW memo (Exhibit 4). This type of discrepancy is addressed by way of recommended approval conditions.

Conclusion of Law:

The proposed preliminary plat provides for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features which assure safe walking conditions for students who only walk to and from school.

Findings of Fact:

24. The City has adopted a Planned Action Ordinance for the Badger Mountain South Master Planned Community.
25. Under the provisions of the Planned Action Ordinance, projects are not reviewed through standard State Environmental Policy Act provisions. Rather, review is conducted to determine if the proposed project is consistent with the mitigation measures enumerated in the master agreement.
26. The comment letter from the Washington State Department of Archaeology and Historic Preservation dated June 24, 2021, requests a professional archaeological survey be performed and the results thereof to be submitted to the Department for review prior to beginning ground-disturbing activities.
27. The Badger Mountain South Final Supplemental Environmental Impact Statement does not address potential impacts of the development on cultural/historic resources.
28. Pursuant to RCW 43.21C.440.3(b) a county, city, or town is not required to make a threshold determination and may not require additional environmental review, for a proposal that is determined to be consistent with the development or redevelopment described in the planned action ordinance [...].
29. The need for a transportation improvement analysis has recently been triggered. The City is currently in the process of reviewing the traffic impact analysis by TENW; the required improvements stemming therefrom have yet to be finalized. The plat of South Orchard comes at a time when transportation improvements resulting from said TIA should be represented in the proposed plat. In lieu of a complete TIA, staff proposes to apply certain conditions of approval stated in the TENW memo dated October 18, 2021 (Exhibit 4) and as restated in the proposed approval conditions.
30. Based on the TENW memo dated October 18, 2021 (Exhibit 4) together with the conditions of approval recommended by the Richland Public

Works office, Planning staff issued a Planned Action Consistency Determination (PACD) (Exhibit 7).

31. Planning staff issued a Master Agreement Consistency Recommendation (MACD) for the revised plat, on November 3, 2021 (Exhibit 6).

Conclusion of Law:

Pursuant to Chapters 22.09 and 22.10 of the RMC, the procedures required under the State Environmental Policy Act and the City's Critical Areas Ordinance are complete.

Findings of Fact:

32. RMC 19.60.095(D) requires that development not lower the level of service standard for transportation facilities below a level of service D.
33. The provisions of the planned action ordinance call for the applicant to conduct traffic studies at the time that Badger Mountain South project generates 600 peak hour trips at the intersection of Dallas Road and the Trowbridge Blvd. The ordinance further calls for applicants to construct improvements as identified in future traffic studies.
34. A traffic study for Badger Mountain South is currently under review.
35. The set of recommended approval conditions listed herein requires the applicant to construct transportation improvements listed in the TENW memo dated October 18, 2021 and to preclude final plat approval until the TENW TIA has been finalized.

Conclusion of Law:

Recommended approval conditions ensure consistency with the provisions of RMC 19.60.095. Mitigating transportation improvements derived from the traffic impact analysis by TENW and as further recommended by Public Works staff, are applied as approval conditions.

Overall Conclusion:

Based on the above findings and conclusions, City staff issued a Planned Action Consistency Determination and a Master Agreement Consistency Recommendation for the plat subject to the conditions of approval listed herein. City staff recommends the plat be approved subject to the preliminary conditions of approval listed below.

PRELIMINARY CONDITIONS OF APPROVAL

1. Street names are not reviewed or vested until construction plans are submitted for review. The street names included on the pre-plat may not be approved or available during the construction plan review process.
2. If any of the small tracts have the potential to one day become building lots, utility stubs should be provided to them to avoid the need to cut new streets.
3. Any future storm drainage tracts will be dedicated to the city for ownership. The "Tract Note" on sheet C001 of the pre-plat should be amended to include this.

General Conditions:

4. All final, approved plans for public improvements shall be submitted prior to pre-con on a 24" x 36" hardcopy format and electronically in .dwg format compatible with the City's standard CAD software. Addendums are not allowed; all information shall be supplied in full size (and electronic) format. Electronic copies of the construction plans are required prior to the pre-con meeting along with the multiple sets of paper drawings. When construction of the public infrastructure has been substantially completed, the applicant shall provide paper and electronic record drawings in accordance with the City's "Record Drawing Requirements". The electronic record drawings shall be submitted in an AutoCAD format compatible with the City's standard CAD software. The final record drawings shall be submitted and approved by the City before the final punchlist inspection will be performed. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
5. A copy of the construction drawings shall be submitted for review to the appropriate jurisdictions by the developer and his engineer. All required comments / conditions from all appropriate reviewing jurisdictions (e.g.: Benton County, any appropriate irrigation districts, other utilities, etc.) shall be incorporated into one comprehensive set of drawings and resubmitted (if necessary) for final permit review and issuance. Any and all necessary permits that may be required by jurisdictional entities outside of the City of Richland shall be the responsibility of the developer to obtain.
6. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way construction permit prior to beginning work, per RMC Chapter 12.08. The applicant shall pay a plan review fee based on a cost-per-sheet of engineering infrastructure plans. This public infrastructure plan review fee shall apply each time a project is submitted for review. This fee will be different for commercial projects versus subdivision projects. Please visit the Public Works Private Development page on the City's webpage to find the current per-sheet fee. A permit fee in the amount equal to 3% of the construction costs of the work within the right-of-way or easement will be collected at the time the construction permit is issued. A stamped, itemized Engineers estimate (Opinion of probable cost) and a copy of the material submittals shall be submitted along with the approved plan submittal.
7. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of the final plat. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of plat acceptance. Once received, the City will prepare the easement

document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final plat acceptance.

8. A pre-construction conference will be required prior to the start of any work within the public right-of-way or easement. Contact the Public Works Engineering Division at 942-7500 to schedule a pre-construction conference.
9. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
10. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to final platting.

Design Standards:

11. Public improvement design shall follow the following general format:
 - a. All materials and workmanship shall be in conformance with the latest revision of the City of Richland Standard Specifications and Details, Public Infrastructure Design Guidelines and the current edition of the State of Washington Standard Specifications for Road, Bridge, and Municipal Construction. Please confirm that you have the latest set of standard specs and details by visiting the City's web page.
 - b. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
 - c. All utilities shall be extended to the adjacent property (properties) at the time of construction.
 - d. For public utilities not located within public street rights-of-way the applicant shall provide maintenance access acceptable to the City and the applicant shall provide an exclusive 10-foot-wide public utility easement (minimum) to be conveyed to the City of Richland.
 - e. Final design of the public improvements shall be approved at the time of the City's issuance of a Right-of-way Construction Permit for the proposed construction.
 - f. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
 - g. All public streets shall meet design requirements for sight distance (horizontal, vertical and intersectional).
 - h. The final engineered construction plans shall identify locations for irrigation system, street lighting, gas service, power lines, telephone lines, cable television lines, street trees and mailboxes. All electrical appurtenances such as transformers, vaults, conduit routes, and streetlights (including their circuit) need to be shown in the plan view.

- i. The contractor shall be responsible for all public infrastructure construction deficiencies for a period of one year from the date of the letter of acceptance by the City of Richland.
 - j. If the project will be built in phases the applicant shall submit a master plan for the sanitary sewer, domestic water, storm drainage, electrical, street lighting and irrigation system for the entire project prior to submitting plans for the first phase to assure constructability of the entire project. This includes the location and size of any storm retention ponds that may be required to handle runoff.
12. If the City Fire Marshal requires a secondary emergency vehicle access, it shall be included in the construction plan set and be designed to the following standards:
 - 2-inches compacted gravel, minimum (temp. SEVA only).
 - 2% cross-slope, maximum.
 - 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal.
 - Be 20-feet in width.
 - Have radii that are accommodating with those needed for City Fire apparatus.
13. Secondary emergency vehicles accesses (SEVA's) shall be 20-feet wide, as noted. Longer secondary accesses can be built to 12-feet wide with the approval of the City of Richland Fire Marshal; however, turn-outs are required at a spacing acceptable to the Fire Dept. Temporary SEVA's shall be constructed with 2-inches of compacted gravel, at a minimum. Permanent SEVA's shall be paved with 2-inches of asphalt over 4-inches of gravel, at a minimum.

Survey Monument Destruction:

14. All permanent survey monuments existing on the project site shall be protected. If any monuments are destroyed by the proposed construction, the applicant shall retain a professional land surveyor to replace the monuments and file a copy of the record survey with the City.
 1. No survey monument shall be removed or destroyed (the physical disturbance or covering of a monument such that the survey point is no longer visible or readily accessible) before a permit is obtained from the Department of Natural Resources (DNR). WAC 332-120-030(2) states "It shall be the responsibility of the governmental agency or others performing construction work or other activity (including road or street resurfacing projects) to adequately search the records and the physical area of the proposed construction work or other activity for the purpose of

- locating and referencing any known or existing survey monuments.” (RCW 58.09.130).
2. Any person, corporation, association, department, or subdivision of the state, county or municipality responsible for an activity that may cause a survey monument to be removed or destroyed shall be responsible for ensuring that the original survey point is perpetuated. (WAC 332-120-030(2)).
 3. Survey monuments are those monuments marking local control points, geodetic control points, and land boundary survey corners. (WAC 332-120-030(3)).
- a. When a monument must be removed during an activity that might disturb or destroy it, a licensed Engineer or Land Surveyor must complete, sign, seal, and file a permit with the DNR.
 - b. It shall be the responsibility of the designing Engineer to identify the affected monuments on the project plans and include a construction note directing them to the DNR permit.

Traffic & Streets:

15. The South Orchard preliminary plat is subject to the City’s traffic impact fee program (RMC 12.03). The program includes street and intersection improvements sufficient to mitigate the off-site impacts of this project. The developer of this proposed project may receive credit for construction of the improvements listed in RMC 12.03.
16. Projects either completed and occupied or approved for future development within Badger Mountain South have resulted in traffic generation that requires an update to the Badger Mountain South Traffic Impact Analysis as identified in Exhibit B, Section 5.3 of the Master Development Agreement. Final plat approval will not be granted for the first phase of this project until the Badger Mountain South Traffic Impact Analysis is updated and accepted by the Public Works Department.
17. This project will create impacts to three intersections that shall be mitigated with intersection improvements.
 - a. The Gage/Reata intersection improvements shall include the construction of a roundabout designed for the 2040 anticipated full build-out traffic volumes. This intersection should be completed with the phase of construction that connects Gage Boulevard to Reata Road.
 - b. The Gage/Morningside intersection improvements shall include a roundabout or mini roundabout to account for both on-site and

planned off-site future peak traffic volumes related to development traffic from the west. These intersection improvements shall be completed along with the phase that constructs the Gage/Morningside intersection.

- c. The Road A/Reata Road intersection improvements shall include a westbound right turn lane from Reata onto Road A, and a southbound right turn lane from Road A onto Reata. These intersection improvements shall be completed along with the phase that constructs the Road A/Reata Road intersection.
18. The Gage Blvd./Road N intersection is anticipated as needing a roundabout when future development continues the extension of Gage Blvd. to the north. Adequate right-of-way shall be provided at this intersection for the anticipated roundabout.
19. The developer shall conduct a preliminary design of Gage Blvd. and Road A (horizontal and vertical alignment) to a point at least 500-feet offsite to the north, or to its next northerly intersection, whichever is further, to confirm the most appropriate alignment. These designs shall be completed concurrent with phase 1.
20. Gage Blvd., Road A and Road N will be classified as "Major Collectors".
21. On-street parking and driveway accesses for single family lots will not be permitted onto Major Collector streets.
22. Morningside Parkway as designed on this proposed pre-plat will be classified as a Minor Collector.
23. The curves at the south end of Road A need to be designed with a centerline radius compliant with a major collector, per AASHTO design guidelines. The applicable street section for Road A shall include a separated pathway for the full length of Road A, as detailed in the LUDR for a 2-lane arterial collector.
24. Sheet C002 identifies a road section with a median, however it is not clearly identified where that road section is intended to be within the pre-plat. Medians shall not interfere with left-turning movements at intersections. The developer shall obtain approval from the City's Traffic Engineer for all median designs.
25. Lots fronting on Gage Blvd. shall take access from a rear alley easement. Single family residential driveway access to Gage Blvd. will not be permitted.

26. The City anticipates an update to the LUDR in the near future that will revise the standard street cross sections throughout Badger Mountain South. The developer is requested to consult with Public Works regarding the anticipated cross section changes and to utilize them in anticipation of the LUDR update being completed. Alternatively, this project shall utilize street cross section designs in the LUDR as it exists at the time of infrastructure permitting.
27. Road "A" shall be constructed full-width at the time that the phase which constructs the lots adjacent to Road A is developed. The full road section (curb, gutter, sidewalk, and pathway) shall be constructed on both sides at that time.
28. Reata Road is currently a Benton County road in this area. Staff at the City and Benton County have begun a process to transfer this right of way to City jurisdiction. If this process is not completed all intersections with Reata Road must be reviewed and approved by Benton County. If the process is completed as proposed by City and County staff, the intersection designs will be reviewed and approved by the City.
29. A note will be included on the face of the final plat stating that no driveways will be allowed directly onto Reata Road with the exception of Lot 1. Proposed driveways from Lot 1 onto Reata Road will need to be approved by the City of Richland Traffic Engineer and Benton County Public Works.
30. A ten-foot public utility easement adjacent to the Reata Road frontage shall be provided on the face of the final plat.
31. Sidewalks shall be installed along all public right-of-way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, HOA tracts, etc.).
32. The developer and his engineer shall demonstrate on the construction plans that all future driveways, sidewalks and pedestrian ramps will meet City and ADA requirements, and also provide at least 5-feet of separation between driveway and/or pedestrian ramp transitions.
33. Pedestrian ramps shall be designed to current City standard details and A.D.A. standards. Adequate right-of-way shall be provided at corners to allow for at least 1-foot of ROW behind the ped. ramp landing. Crosswalks between pedestrian ramps shall be designed to City standards. Crosswalks at stop-controlled intersections shall have cross-slopes less than 2%. Crosswalks crossing thru-streets shall have cross-slopes less than 5%. The road profile shall be designed to accommodate this.

34. The vision-clearance triangle shall be shown on all corner lots (including access easements that serve multiple homes) on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in or within 500-feet of a curve, it will have to be evaluated per AASHTO guidelines. The assumed speeds for sight triangle evaluation are 35 mph for Major Collectors, 30 mph for Minor Collectors and 25 mph for local streets. This information shall be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
35. All private roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
36. The proposed 18-foot "rear alley" easements shall be private access ways which are for the use and benefit of the homeowners that abut said roads and are to be maintained by the adjacent property owners and/or the HOA. The City of Richland accepts no maintenance responsibility for these rear alley easements.
37. All intersections of private shared driveways and alleys with City streets shall be standard commercial driveway drops constructed to City standards.
38. Street signs indicating any restricted parking areas shall be installed prior to final platting at the developer's expense. The restricted parking areas shall be indicated on the construction plans and the final plat. All signage will be installed by the developer prior to final platting.
39. All roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements. Homes whose sole access is the proposed "rear alley easement" road section may have to place their garbage cans at locations acceptable to City solid waste collection vehicles.
40. If the project is to be constructed in phases, all dead-end streets longer than 150-feet that will be continued later need to have temporary turnarounds built at the end of them. If the temporary turnaround is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water:

41. Any grading operations that take place near or over the top of the existing domestic water main shall ensure that adequate cover remains over the water main to protect it from breakage or freezing. It shall be the responsibility of the developer to re-install any water mains that have too little (or too much) cover over them as a result of grading operations, or that will result in this water main being in a building lot. This water main needs

- to be within the roadway whenever possible. The existing main shall be exposed and surveyed at multiple locations as part of the grading permit application.
42. In accordance with municipal code, domestic water mains shall be extended to the adjoining properties adjacent to the preliminary plat, provided they are in the correct pressure zone.
 43. If the homes within this preliminary plat are required to install residential fire sprinkler systems, the sprinkler systems shall be the flow-through type in compliance with the City's cross connection control program.
 44. The developer will be required to demonstrate that all phases are capable of delivering adequate fire flows prior to construction plans being accepted for review. This may require looping of the watermain from off-site locations or oversizing of the main where needed.
 45. The fire hydrant layout shall be approved by the City Fire Marshal.
 46. Domestic water mains shall be extended to adjoining properties adjacent to the preliminary plat, where appropriate.
 47. In accordance with Richland Municipal Code Chapter 18.16.080, an irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development. Construction plans will not be accepted for review until adequate and viable proof of an irrigation source is made available by the developer. The designing Engineer shall submit plans for the proposed irrigation system to the Irrigation District with jurisdiction over the property at the same time that they are submitted to the City for construction review. Plans shall be reviewed and accepted by said irrigation district prior to issuance of a Right-of-Way permit by the City. Easements shall be provided on the final plat for this system where needed.

Sanitary Sewer:

48. It shall be the responsibility of the developer to extend a sewer main to this property to serve sanitary sewer at the time of plat construction.
49. This preliminary plat may receive City sanitary sewer service only after completion of a new sewer pump station and required improvements to the existing Dallas Road sewer pump station are completed. The developer shall update the Badger South subarea sewer service plan to reflect current planning assumptions for the development and complete the sewer system design and construction required to serve this project. If the developer

constructs capacity beyond the needs of this project it will be eligible for a latecomer agreement per Richland Municipal Code.

50. A 10-foot-wide exclusive sanitary sewer easement shall be provided for any sewer main that is outside of the public Right-of-Way. Wider easements are required for mains that are buried deeper than 10-feet. If any manholes are located outside of the public Right-of-Way, maintenance truck access to said structure may be required.
51. Sanitary sewer shall be extended to the adjoining properties adjacent to the preliminary plat, where appropriate and where grade allows.

Storm Water:

52. All construction projects that don't meet the exemption requirements outlined in Richland Municipal Code Section 16.06 shall comply with the requirements of the Washington State Department of Ecology issued Eastern Washington NPDES Phase II Municipal Stormwater Permit. The Developer shall be responsible for compliance with the permit conditions. All construction activities subject to this title shall be required to comply with the standards and requirements set forth in the Stormwater Management Manual for Eastern Washington (SWMMEW) and prepare a Stormwater Site Plan. In addition, a Stormwater Pollution Prevention Plan (SWPPP) or submission of a completed erosivity waiver certification is required at the time of plan submittal. The City has adopted revised standards affecting the construction of new stormwater facilities to comply with conditions of its NPDES General Stormwater Permit program. This project, and each phase thereof, shall comply with the requirements of the City's stormwater program in place at the time each phase is engineered. The project will require detailed erosion control plans.
53. All public storm drainage systems shall have their flow rate and storage capacity designed by a professional engineer following the core elements defined in the latest editions of the Stormwater Management Manual for Eastern Washington, the current Richland municipal codes, the Phase II Municipal Stormwater Permit, and the City's "Public Infrastructure Construction Plan Requirements and Design Guidelines". The storm water calculations shall be stamped by a professional engineer and shall include a profile of the storm system showing the hydraulic grade line. The calculations should include an accurate delineation of the contributing drainage area to accurately size the stormwater facilities. Passing the storm water downhill to an existing storm system will require an analysis of the downstream storm system to determine its capability of accepting the storm water without being overwhelmed. The applicant's design shall provide runoff protection to downstream property owners.

54. If any existing storm drainage or ground water seepage drains onto the proposed site, said storm drainage shall be considered an existing condition, and it shall be the responsibility of the property developer to design a system to contain or treat and release the off-site storm drainage.
55. If there are any natural drainage ways across the proposed pre-plat, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 ("Easements-watercourses").
56. Any proposed storm drainage retention facilities within the boundary of the proposed preliminary plat shall not adversely affect neighboring properties.
57. Prior to or concurrent with the submittal of the first phase the developer shall provide a Geotechnical report including the percolation rate of the soils in the area of any storm retention ponds. If the project constructs a storm retention pond then the engineer will need to demonstrate that the pond will drain itself within 72 hours after the end of a storm event, and not have standing water in it longer than that. Engineering solutions are available for retention ponds that do not percolate within 72 hours.
58. As per RMC chapter 24.20.070 and the City of Richland's Comprehensive Stormwater Management Plan, the storm drainage system installed as part of this plat may need to be oversized to handle the additional flow from future developments in the vicinity. The storm drainage system for this development, both its conveyance and retention / infiltration components, shall be designed to effectively manage runoff from upstream properties that can be anticipated to convey stormwater onto this property because of a pre-development runoff condition, or as a result of flows discharged that are in excess of the design storm from the upstream property. Additionally, as this property is upslope of developed properties the stormwater system shall include provisions for possible discharge of runoff onto downslope properties from storms in excess of the design storm as described above. Those provisions may be required to include off-site downslope conveyance facilities and/or flowage easements allowing for the conveyance of stormwater to and across downslope properties.
59. The amount of post-development storm runoff from the proposed site shall comply with RMC Chapter 16.06.
60. Stormwater collection pipes shall be extended to the adjoining properties adjacent to the plat, where appropriate and where grade allows.
61. The parcel occupied by the stormwater basin shall be identified as a separate parcel or tract on the final plat and shall be dedicated to the City

stormwater utility. The design of the basin shall include access features meeting the city's needs for maintenance.

62. The developer shall consider the long-term appearance of the storm basin, particularly if it will occupy a prominent location in the development. The City's typical storm pond maintenance practices consist of semi-annual vegetation trimming and silt and debris removal. If the pond location is deemed by City staff as being in a prominent location the developer shall design and install fencing and/or landscaping to mitigate the pond's visible character for the surrounding properties. If the City requires this type of treatment to the pond site, the developer may propose landscaping treatments consistent with the development and establish maintenance responsibilities to remain with the development. These maintenance responsibilities shall be noted on the final plat. Basins designed as detention and evaporative basins need to include plantings that will tolerate or thrive in standing water. Planting designs for areas not routinely exposed to water shall include plants that will thrive without irrigation unless the developer intends to maintain an irrigated pond site. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above.
63. The developer shall be responsible for landscaping the storm pond and for its maintenance and the plantings through the one-year infrastructure warranty period. At 11 months after the final acceptance date the developer shall clean the storm system and basin of all accumulated oil, sediment, and debris. After this maintenance is completed and inspected the City will begin routine maintenance of the system and basin. The developer shall replace any plantings that have failed to survive the warranty period. The developer shall also perform trimmings required to control weeds in excess of 18-inches in height for the 12-months following the date of final plat acceptance.

Final Platting / Project Acceptance Requirements:

64. When the construction is substantially complete a paper set of "record drawings" shall be prepared by a licensed surveyor and include all changes and deviations. Please reference the Public Works document "RECORD DRAWING REQUIREMENTS & PROCEDURES" for a complete description of the record drawing process. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
65. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of a certificate of occupancy. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final acceptance. Off-site ("third party") easements or

- rights-of-way for City infrastructure are the responsibility of the developer to obtain. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to final platting.
66. Any off-site easements or permits necessary for this project shall be obtained and secured by the applicant and supplied to the City at the time of plat construction and prior to final plat acceptance by the City.
 67. Ten-foot-wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.
 68. The vision-clearance triangle needs to be shown on all corner lots on the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
 69. The final plat shall include notes identifying all common areas including the private streets and tracts and acknowledging the ownership and maintenance responsibility by the homeowner's association. A note shall be added to the face of the final plat that states: "The proposed rear alley easements shall be private roadways which are for the use and benefit of the homeowners that abut said roads and are to be maintained by the adjacent property owners or the HOA. The City of Richland accepts no maintenance responsibility for rear alley easements".
 70. A note shall be added to the face of the plat that states: "The private rear alley easements within this plat are fire lanes and parking is restricted. The required no-parking signs shall be installed by the developer where applicable."
 71. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the property owners to maintain.
 72. A one foot "No access / screening easement" will be required along the Reata Road, Gage Blvd., and "Road A" Right of Ways.
 73. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
 74. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.

75. Any restricted parking areas shall be indicated on the final plats.
76. Future construction shall meet the sustainability standards contained in Section 12 of the LUDR and with the design requirements established within Sections 3 and 8 of the LUDR.
77. Note #3, as shown on sheet C001 of Exhibit 2, is not valid and shall not appear on any subsequent final plat(s). All lots shall be designed to meet setback requirements of the applicable BMS zoning district(s).
78. A note shall be added to the face of all subsequent final plats containing the Neighborhood Collector (NC) and Neighborhood General (NG) zones stating: Each block shall contain a minimum of two (2) building types (LUDR 7.B.5.a).
79. This project shall utilize street cross-section designs as proposed in the LUDR amendments (CA2021-108) by NorAm and their engineer in a separate code amendment application.
80. Street names will be reviewed when construction drawings are submitted to the Public Works Department. When construction drawings are submitted, please include two (2) street name options for each of the new street segments and the City will review to determine acceptable street names.
81. Final plats shall include addressing [brackets] placed on all lots and tracts adjacent to all public road frontages.

EXHIBIT LIST

1. Application
2. Preliminary Plat Survey
3. Applicant's Response to the Remand Order
4. TENW Memo
5. Master Agreement Consistency Recommendation (MACR)
6. Master Agreement Consistency Determination (MACD)
7. Planned Action Consistency Determination (PACD)
8. BMS Master Agreement page D-6
9. Site Photos
10. Public Notices & Affidavits
11. Comment(s)



City of Richland
Development Services

Exhibit 1

625 Swift Blvd. MS-35
Richland, WA 99352
☎ (509) 942-7794
📠 (509) 942-7764

S2021-104

Preliminary Plat Application

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

PROPERTY OWNER INFORMATION

☒ Contact Person

Owner: **NOR AM INVESTMENT, LLC**

Address: **12513 DUBOIS AVE SE LAKEWOOD, WA 98498-5242**

Phone: **253-677-3402**

Email: **thefourcs@comcast.net**

APPLICANT/CONTRACTOR INFORMATION (if different)

☐ Contact Person

Company: **NOR AM INVESTMENT, LLC**

UBI#: **601-670-707**

Contact: **GEOFF CLARK**

Address: **12513 DUBOIS AVE SE LAKEWOOD, WA 98498-5242**

Phone: **253-677-3402**

Email: **thefourcs@comcast.net**

SURVEYOR INFORMATION

Contact: **AHBL INC.**

Address: **5804 ROAD 90, SUITE H PASCO, WA 99301**

Phone: **509-380-5883**

Email: **jbecker@ahbl.com**

ENGINEER INFORMATION

Contact: **AHBL INC.**

Address: **5804 ROAD 90, SUITE H PASCO, WA 99301**

Phone: **509-316-7132**

Email: **kmapstead@ahbl.com**

PROJECT DESCRIPTION

BMS-SOUTH ORCHARD IS A PROPOSED PLAT TO DEVELOP APPROXIMATELY 195 ACRES OF PREVIOUSLY FARMED/UNDEVELOPED LAND ALONG THE NORTH SIDE OF REATA ROAD WITHIN THE BOUNDS OF THE CITY OF RICHLAND AND THE BADGER MOUNTAIN SOUTH SUBAREA. THE PLAT INTENDS TO CREATE 471 RESIDENTIAL LOTS, 2 MULTI-FAMILY LOTS, AND A NUMBER OF OPEN SPACE TRACTS. THE PROJECT ALSO PROPOSES TO PROVIDE FRONTAGE IMPROVEMENTS TO EXISTING PARCELS 104-884-0000-02002, AND 104-884-0000-02001.

PROPERTY INFORMATION

Parcel #: **104-882-0000-01000**

Zoning: **BMS**

Legal Description: **SEE SHEET C004 FOR LEGAL DESCRIPTIONS OF AFFECTED PARCELS**

Proposed Subdivision Name: **BMS-SOUTH ORCHARD**

Gross Plat Acreage: **194.54 ACRES**

Number of Lots: **475**

Smallest Lot Size: **4,581 SF**

Net Lot Area Acreage: **128.3 ACRES**

Avg. Lot Size: **9,177 SF**

Largest Lot Size: **29,627 SF**

Domestic Water Supply: ☒ City ☐ Private Well

Sewage Disposal: ☒ City ☐ Septic

Irrigation Source: ☐ City ☐ Private Well ☐ Columbia Irrig. District ☐ Kennewick Irrig. District ☒ Other

SEPA Checklist submitted? ☐ Yes ☒ No

Title Report (Subdivision Guarantee) submitted? ☒ Yes ☐ No

APPLICATION MUST INCLUDE

1. Completed application and filing fee
2. 2 – Full-size copies of proposed survey
3. 1 – 11" x 17" copy of proposed survey
4. 1 – PDF file of proposed survey
5. Title Report showing ownership, easements, restrictions and accurate legal description of the property involved
6. SEPA Checklist
7. Other information as determined by the Administrator

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 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: _____

Applicant Signature: **Darrin Sweeney**  Digitally signed by Darrin Sweeney
Date: 2021.10.21 13:53:34 -07'00' Date _____

Exhibit 2

BMS-SOUTH ORCHARD
SEC. 4, TWN. 08 N., RGE. 28 E. W.M.
CITY OF RICHLAND, BENTON COUNTY, WASHINGTON



**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

NOR AM INVESTMENT, LLC

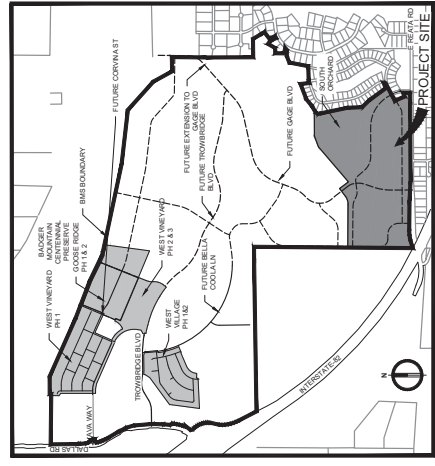
12913 SW DUBOIS AVE
LAKEWOOD, WA 98446-5642

Job No. 2133005.10
Issue, Set & Date
**REVISED
PRELIMINARY PLAT**
10.20.2021



**badger mountain
SOUTH**

C001
1 of 18 Sheets



VICINITY MAP
NOT TO SCALE



APPLICANT
NOR AM INVESTMENT, LLC
4405 7317 AVENUE COURT NW
GIG HARBOR, WA 98135
CONTACT: GEORGE CLARK
PH: (206) 835-5553

CIVIL ENGINEER
ABRL INC.
6904 ROAD 90, STE H
PASCO, WA 99011
CONTACT: JOHN BECKNER, PLS
PH: (509) 380-5883

LAND SURVEYOR
ABRL INC.
6904 ROAD 90, STE H
PASCO, WA 99011
CONTACT: JOHN BECKNER, PLS
PH: (509) 380-5883

SITE ADDRESS
104-884-0000-02002 (LOT 3)
104-884-0000-02002 (LOT 4)
104-884-0000-02001

PARCEL NO.
104-884-0000-02002 (LOT 3)
104-884-0000-02002 (LOT 4)
104-884-0000-02001

BASIS OF BEARING
DATUM: NAD 83
AS BORN 171° 17' 15" EAST ALONG A LINE
BETWEEN THE FOLLOWING TWO POINTS:
WASHINGTON STATE DEPARTMENT OF
TRANSPORTATION, 100' AS BORN
AZ: POINT IDENTIFICATION NUMBER 2001, BRASS DISK
STAMPED "E" SET AT GROUND LEVEL, ATOP FIRST
SADDLE EASTERLY OF ROAD TOWERS AT THE PEAK OF
BADGER MOUNTAIN, APPROXIMATELY 10 FEET NORTH OF
THE GRAVEL ACCESS ROAD.
E = 194016.471"

VERTICAL DATUM
NAVD 83
AS BORN 171° 17' 15" EAST ALONG A LINE
BETWEEN THE FOLLOWING TWO POINTS:
WASHINGTON STATE DEPARTMENT OF
TRANSPORTATION, 100' AS BORN
AZ: POINT IDENTIFICATION NUMBER 2001, BRASS DISK
STAMPED "E" SET AT GROUND LEVEL, ATOP FIRST
SADDLE EASTERLY OF ROAD TOWERS AT THE PEAK OF
BADGER MOUNTAIN, APPROXIMATELY 10 FEET NORTH OF
THE GRAVEL ACCESS ROAD.
E = 194016.471"

LAND USE TABLE

LAND USE	TOTAL SITE AREA	TOTAL LOTS
RESIDENTIAL LOTS	994.54 AC	475
TRACTS		475
CIVIC LOTS		29
MULTIFAMILY LOTS		2
MIN. RESIDENTIAL LOT AREA (LOT 118)	4,581 SF	
MAX. RESIDENTIAL LOT AREA (LOT 118)	26,627 SF	
AVG. RESIDENTIAL LOT AREA (LOT 118)	9,177 SF	
PARK (CIVIC) AREA	286,505 SF	
SCHOOL (CIVIC) AREA	(LOT 473)	
MULTIFAMILY AREA	569,881 SF	
TRACT AREA	39.96 AC	
ROW AREA	39.96 AC	

UTILITIES

WATER: CITY OF RICHLAND
SEWER: BMD
IRRIGATION: CITY OF RICHLAND
POWER: RES
GAS: CNGC

NOTES

1. THE PLAT SHALL BE SUBJECT TO THE CITY OF RICHLAND'S LAND USE REGULATIONS, ZONING ORDINANCES, AND DEVELOPMENT REGULATIONS FOR THE BADGER MOUNTAIN SOUTH COMMUNITY (LUDR).
2. ALL RESIDENTIAL STRUCTURES LOCATED WITHIN THIS PLAT SHALL CONFORM TO THE SUSTAINABILITY STANDARDS CONTAINED IN SECTION 12 OF THE LUDR.
3. IN SOME CASES, IT MAY BE NECESSARY TO RELAX SPECIFIC STANDARDS FOR RESIDENTIAL DEVELOPMENT, INCLUDING BUT NOT LIMITED TO SETBACKS AND BUILDING LINES, TO ADDRESS UNUSUAL SITE CONDITIONS. SUCH DEVIATIONS MAY BE CONSIDERED DURING THE PLATTING PROCESS. NOTES SHALL BE INCLUDED ON THE FACE OF THE PLAT WHICH WILL SUPERSEDE THE LUDR FOR THE SPECIFIED STANDARD.

TOPOGRAPHIC NOTE

THE LOT SIZES SHOWN DO NOT REFLECT THE ALLOWED MINIMUM OR MAXIMUM SIZES PERMITTED WITHIN BADGER MOUNTAIN SOUTH. SMALLER OR LARGER LOTS THAT MEET CODE MAY BE PRESENT AT THE TIME OF FINAL PLAT.

TRACT NOTE

THE LOT SIZES SHOWN DO NOT REFLECT THE ALLOWED MINIMUM OR MAXIMUM SIZES PERMITTED WITHIN BADGER MOUNTAIN SOUTH. SMALLER OR LARGER LOTS THAT MEET CODE MAY BE PRESENT AT THE TIME OF FINAL PLAT.

CIVIL SHEET INDEX

SHEET NUMBER	SHEET TITLE
C001	COVER
C002	ROAD DISTRICTS
C003	ROAD RESERVES
C004	GREEN SPACE CALCULATIONS
C005	BMS DISTRICTS
C006	LOT LAYOUT
C007	LOT LAYOUT
C008	LOT LAYOUT
C009	LOT LAYOUT
C010	LOT LAYOUT
C011	LOT LAYOUT
C012	LOT LAYOUT
C013	LOT LAYOUT
C014	LOT LAYOUT
C015	LOT LAYOUT
C016	GRADING & DRAINAGE PLAN
C017	GRADING & DRAINAGE PLAN
C018	GRADING & DRAINAGE PLAN
C019	GRADING & DRAINAGE PLAN
C020	GRADING & DRAINAGE PLAN
C021	UTILITY PLAN
C022	UTILITY PLAN
C023	UTILITY PLAN
C024	UTILITY PLAN

PHASING LEGEND

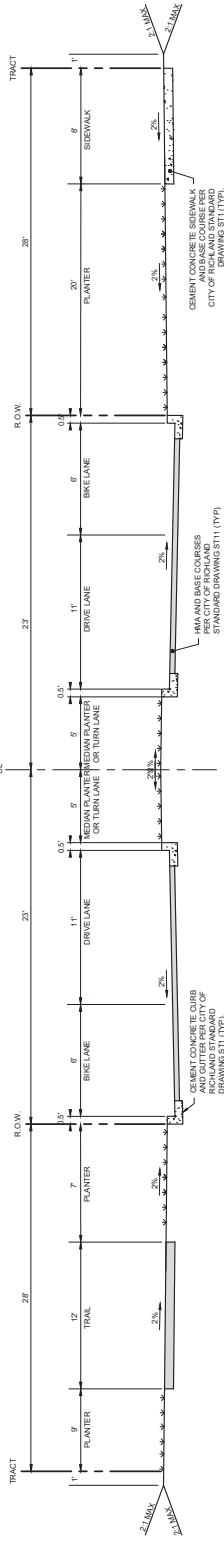
PHASE	LOT'S	UNITS
1	167	325
2	101	101
3	101	101
4	104	104

* DOES NOT INCLUDE PARCELS 104-884-0000-02001 & 104-884-0000-02002 (LOTS 473 & 474)



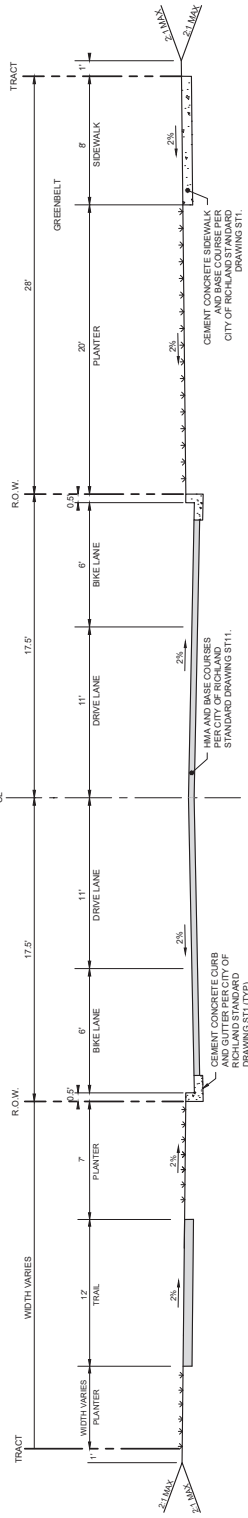
Know what's below.
Call before you dig.

BMS-SOUTH ORCHARD



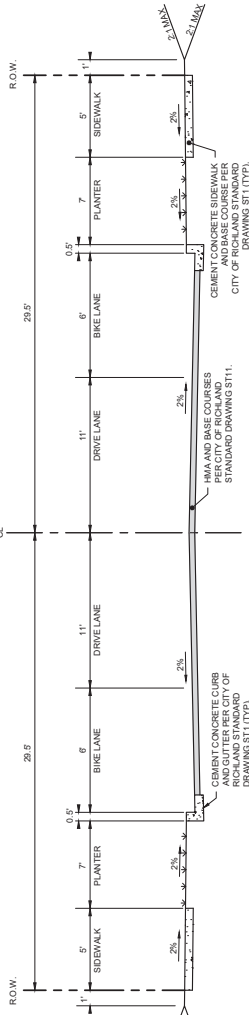
1 MAJOR COLLECTOR SECTION WITH MEDIAN OR TURN & EDGE TYPE B & D

1 NOT TO SCALE



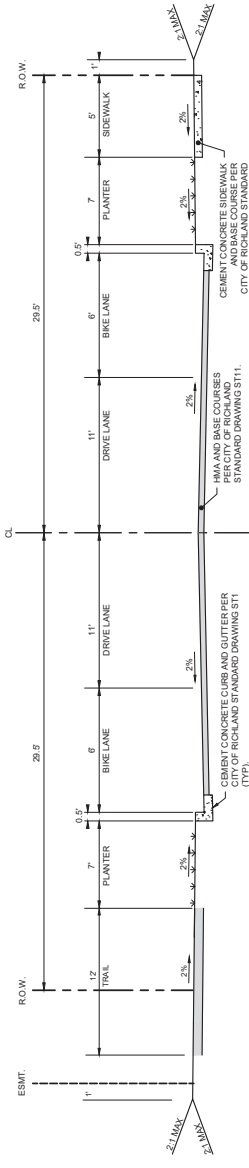
2 MAJOR COLLECTOR SECTION WITH EDGE TYPE D & EDGE TYPE B

2 NOT TO SCALE



3 MAJOR COLLECTOR SECTION WITH EDGE TYPE A

3 NOT TO SCALE



4 MAJOR COLLECTOR SECTION WITH EDGE TYPE A & D

4 NOT TO SCALE



Know what's below.
Call before you dig.

DATE: October 20, 2021 FILENAME: Q201300510_CIVCAD.PRELIMINARY PLAT MAJOR AMENDMENT 12 13005-SH-COVER.dwg



AHBL
TACOMA • SEATTLE • SPOKANE • TRACITIES
5904 Road 60, Suite H, Pico WA 99017
509.380.0883 TEL 203.383.2572
www.ahbl.com WEB

Project Title:
**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

Client:
NOR AM INVESTMENT, LLC

12913 SW DUBOIS AVE
LAKEWOOD, WA 98449-5642

Job No. 2133005-10
Issue Set & Date:
**REVISED
PRELIMINARY PLAT**

10/20/2021



10/27/2021



badger mountain
SOUTH

Revisions:
A
A
A
A

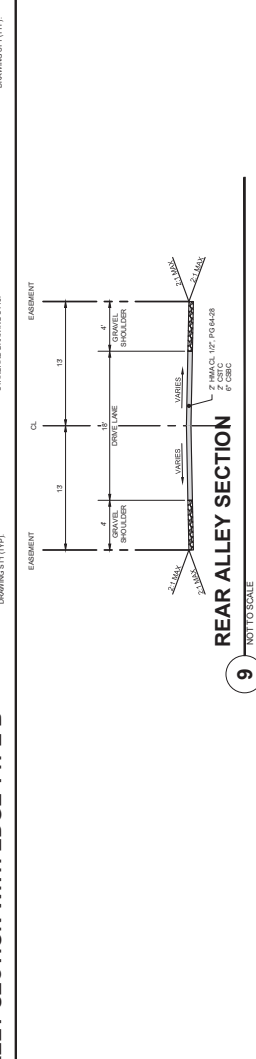
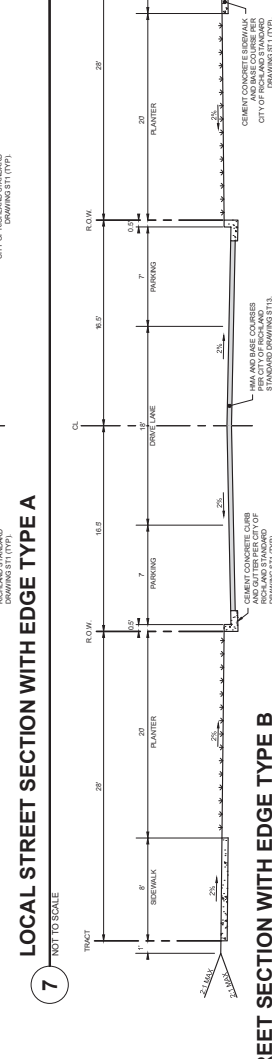
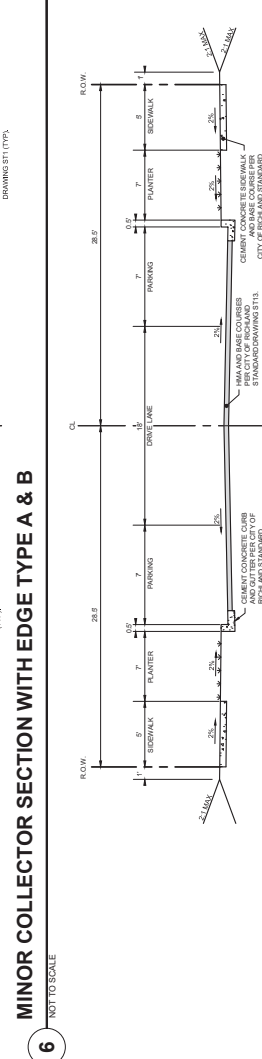
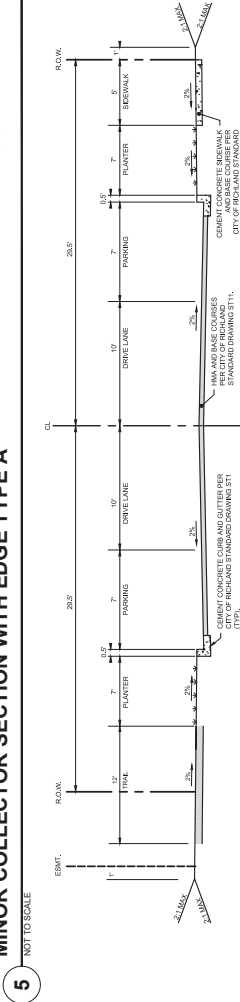
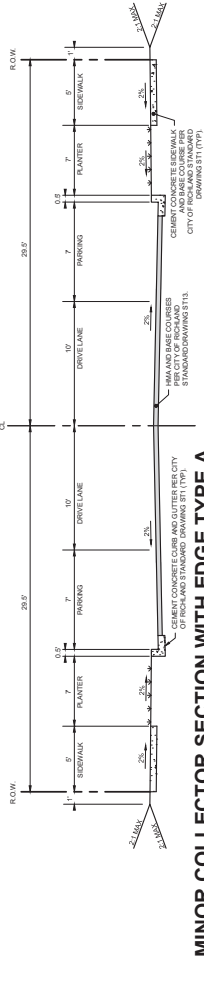
Sheet Title:
ROAD SECTIONS

Designed by: TCS
Drawn by: KDM
Checked by: BMF

Sheet No.
C002
2 of 18 Sheets

2133005-SH-COVER.DWG ROAD SECTIONS

BMS-SOUTH ORCHARD



Know what's below.
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EXISTING PARCEL PROPERTY DESCRIPTIONS:

[illegible][illegible]

Know what's below.
Call before you dig.

DATE: October 20, 2021 FILENAME: Q:\2013\2133005\10 CIVCAD\PRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-COVER.dwg

SOUTH OAKHURST AREA		656,334 S.F.	19.70 ACRES
TRAIL FACTORS			
EQUIVALENT TRAIL LENGTHS SHALL BE APPLIED TO THE ACTUAL LENGTH OF TRAIL CONSTRUCTED MULTIPLIED BY THE TRAIL FACTOR SET FORTH BELOW			
CITY PRIMARY TRAIL	1.0		
PRIMARY TRAIL	1.0		
SECONDARY TRAIL	0.6		
TRAIL WITH TRAIL PLAN	1.0		
URBAN TRAIL	1.0	(WHERE SHOWN ON LOT/ TRAIL PLAN)	

TRAIL LOCATIONS		TRACTS	TYPE	ACTUAL LENGTH FACTOR	EQULENGTH	L.F./RU
TRAIL	ROAD TRAIL	468	PRIMARY	3.82	2,850 L.F.	16
	CRISTAL TRAIL	464	SECONDARY	3.82	2,850 L.F.	16
	DEAN BELL TRAIL	464	SECONDARY	3.82	2,850 L.F.	16
	ORCHARD GREEN TRAIL	487	PRIMARY	3.82	2,850 L.F.	16
	ORCHARD GREEN TRAIL	487	PRIMARY	3.82	2,850 L.F.	16
	MORRISSE PARKWAY TRAIL	477	PRIMARY	3.82	2,850 L.F.	16
	ORCHARD GREEN TRAIL	1,940	PRIMARY	1.0	1,940 L.F.	16
	ORCHARD GREEN TRAIL	1,940	PRIMARY	1.0	1,940 L.F.	16
	ORCHARD GREEN TRAIL	3,760	PRIMARY	1.0	3,760 L.F.	16
	GAUGE HOLE/VAULT TRAIL	485	CITY PRIMARY	2.960 L.F.	1,026.0 L.F.	16
	GAUGE HOLE/VAULT TRAIL	2,960	CITY PRIMARY	1.0	2,960 L.F.	16
	TOTAL	20,652		L.F.	17,497.2 L.F.	103.8
PARKS		AREA			S.F./RU	RU
	CITY PARK (LOT 473)	298,505 S.F.	6.59 ACRES		650	4,048
	TOTAL	298,505 S.F.	6.59 ACRES			

TOTAL ALLOWABLE RESIDENTIAL UNITS (RU)

TOTALS	1,093.6	RU
TRAILS	440.8	RU
PARKS		
TOTAL	1,534.4	RU

TRACT	USE	S.F.	ACRES
477	LANDSCAPE / TRAIL	8,688	0.20
478	LANDSCAPE / TRAIL	8,688	0.20
480	LANDSCAPE / TRAIL	9,994	0.23
481	GREEN BELT	39,720	0.91
483	LANDSCAPE / SIDEWALK	4,903	0.11
484	LANDSCAPE / SIDEWALK	4,903	0.11
486	GREEN BELT	43,858	1.01
487	LANDSCAPE / TRAIL	98,842	2.27
488	LANDSCAPE / TRAIL	24,152	0.55
489	LANDSCAPE / TRAIL	24,152	0.55
490	LANDSCAPE / TRAIL	4,671	0.11
491	LANDSCAPE / SIDEWALK	4,043	0.09
492	LANDSCAPE / SIDEWALK	5,478	0.13
493	LANDSCAPE / SIDEWALK	5,478	0.13
495	LANDSCAPE / SIDEWALK	24,932	0.57
496	GREEN BELT	84,822	1.95
497	LANDSCAPE / TRAIL	12,879	0.30
498	LANDSCAPE / SIDEWALK	6,440	0.15
499	LANDSCAPE / SIDEWALK	6,440	0.15
500	LANDSCAPE / SIDEWALK	8,035	0.18
501	LANDSCAPE / SIDEWALK	8,035	0.18
502	LANDSCAPE / SIDEWALK	3,141	0.07
503	LANDSCAPE / SIDEWALK	3,141	0.07
504	LANDSCAPE / STORM	6,964	0.16

2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935	1934	1933	1932	1931	1930	1929	1928	1927	1926	1925	1924	1923	1922	1921	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	16																																																																																																																																																																																																																																																																																																																																																																															
TOTAL		474,208	10.89																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

Sheet Title:

Designed by. TCS	Drawn by. KDM	Checked by. EMF
Sheet No.		

4 of 18 Sheets

BMS-SOUTH ORCHARD

SEC. 4, TWN. 08 N., RGE. 28 E. W.M.

CITY OF RICHLAND, BENTON COUNTY, WASHINGTON



Project Title:
BMS-SOUTH ORCHARD
PRELIMINARY PLAT

Client:
NOR AM INVESTMENT, LLC

12913 SW DUBOIS AVE
LAKEWOOD, WA 98445-5642

Job No. 2133005.10
Issue Set & Date:
REVISED
PRELIMINARY PLAT

10.20.2021



NOTE:
THIS PLAT IS A PRELIMINARY PLAT. IT IS NOT TO BE USED FOR CONSTRUCTION. IT IS TO BE USED FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES.



Revisions:

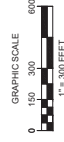
Sheet Title:
BMS-DISTRICTS

Designed by: TCS
Drawn by: KCM
Checked by: EMF

Sheet No.

C005

5 of 18 Sheets



TRAIL LEGEND	
TYPE	COLOR
CITY PRIMARY	Green
SECONDARY	Red

LUDR DISTRICT LEGEND	
DISTRICT	LUDR SECTION
BMS-NC	NEIGHBORHOOD COLLECTOR
BMS-NG	NEIGHBORHOOD GENERAL
BMS-NE	NEIGHBORHOOD EDGE
BMS-CIVIC	SPECIAL DESIGNATION "PP" OVERLAY DISTRICT
OVERLAY	



Know what's below.
Call before you dig.

DATE: October 20, 2021 FILENAME: Q:\2133005.10_CIVICADPRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-COVER.dwg

2133005-SH-COVER DWG LUDR

AHBL
TACOMA • SEATTLE • SPOKANE • TRI-CITIES
5804 Road 90, Suite H Pasco, WA 99001
509.380.5863 TEL 253.383.2372
www.ahbl.com WEB

Client:
NOR AM INVESTMENT,LLC

Job No. _____

Issue Set & Date: **REVISED**
2133005.10
PRELIMINARY PLAT

10/21/2021



badger mountain

Revisions:

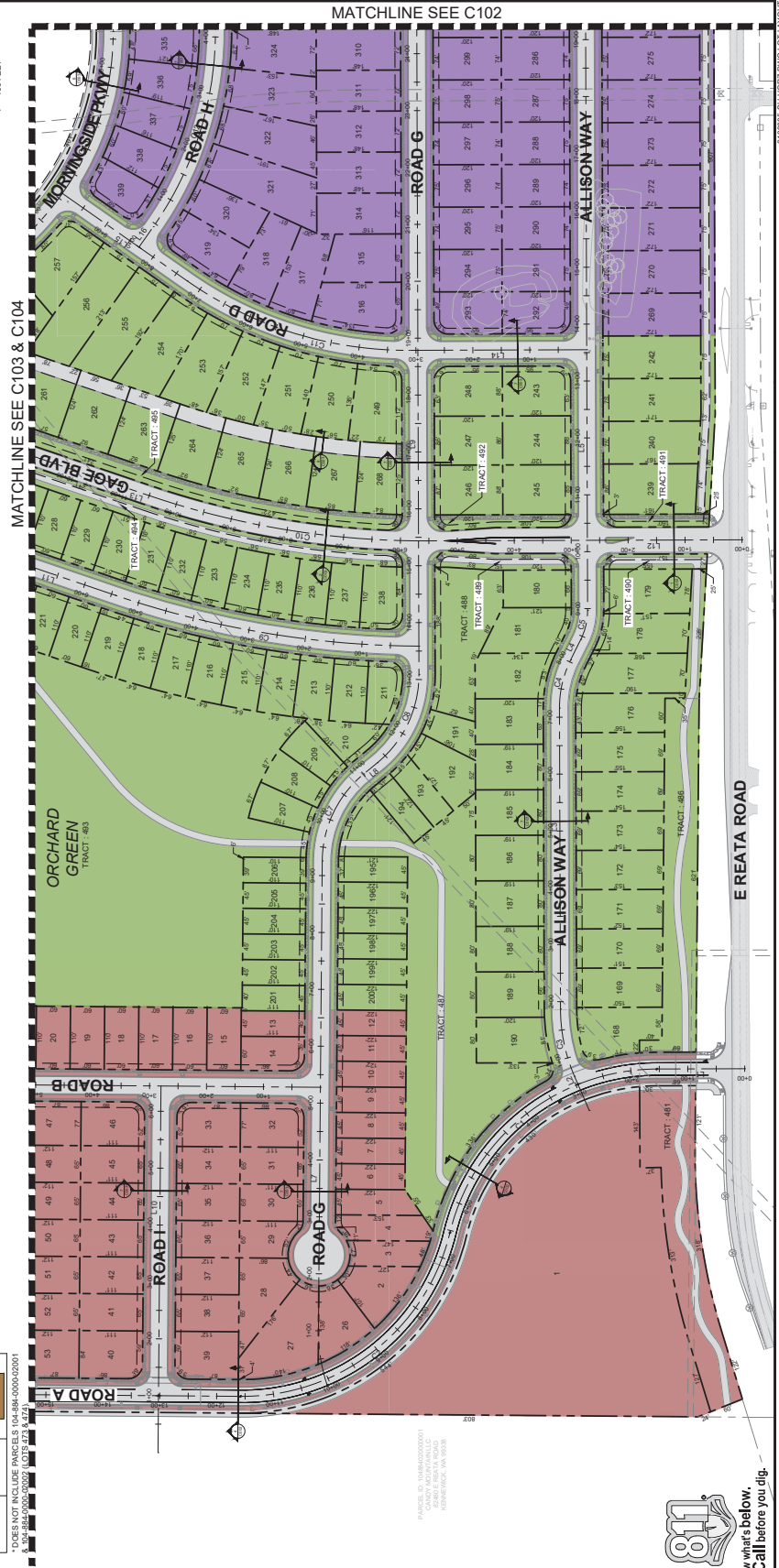
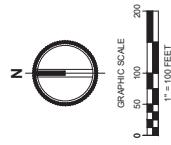
Sheet Title: LOT LAYOUT

Designed by. TCS
Drawn by. KDM
Checked by. EMF

2. **C101**
6 of 18 Sheets

CENTERLINE CURVE TABLE					
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS	START STATION	END STATION
C1	N31°21'56.89W	463.52	375.00	1444.32	6543.89
C2	N30°12'15.55W	466.90	375.00	643.99	11457.97
C3	N38°12'30.04E	120.59	300.00	1486.93	1486.93
C4	S70°54'41.27E	87.08	189.20	716.00	810.86
C5	S78°44'41.27E	52.38	114.00	844.02	846.87
C6	S84°28'36.78E	189.39	200.00	845.77	1140.69
C7	S84°48'38.7E	171.47	200.00	1137.71	1348.92
C8	N9°31'03.07E	540.90	1685.00	0400.00	544.25
C9	N9°18'47.39E	493.79	1500.00	544.20	1049.25
C11	N17°25'25.54E	408.69	675.00	347.23	7427.43
C12	N20°28'29.7E	393.91	600.00	4413.54	4413.54
C13	S65°52'42.96E	413.45	492.00	2236.81	2963.28

* DOES NOT INCLUDE PARCELS 104-884-0000-02001
& 104-884-0000-02002 (LOTS 473 & 474).



Know what's below.
Call before you dig.

DATE: October 20 2021 FILE NAME: 0120131213300510 CIVIC ACTION PRELIMINARY PLAT MAJOR AMENDMENT 2133005.SHAHORZ.dwg

BMS-SOUTH ORCHARD

CENTERLINE CURVE TABLE				
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS	START STATION
C14	N74° 39' 56.50"E	104.57	200.00	30+70.44
C15	S81° 57' 17.31"E	748.08	600.00	37+91.39
C16	S60° 38' 54.15"E	892.26	560.00	12+23.45
C17	N68° 18' 52.24"E	411.03	560.00	34+44.14
C18	S60° 21' 50.89"E	966.52	970.00	34+20.32
C19	S14° 48' 56.19"E	302.17	600.00	45+37.17
C20	S7° 59' 03.27"W	77.06	150.00	15+01.24

CENTERLINE LINE TABLE				
LINE TAG	BEARING	DISTANCE	START STATION	END STATION
L17	N80° 28' 41.89"E	615.16	31+76.24	37+91.39
L18	N0° 11' 38.32"W	809.87	0+00.00	8+29.87
L19	N80° 48' 21.89"E	809.91	4+13.54	12+23.45
L20	N80° 44' 42.80"E	109.49	38+65.01	39+74.50
L21	N80° 48' 09.22"E	757.64	26+43.28	34+20.32
L22	S30° 32' 40.43"E	106.24	44+30.93	45+37.17
L23	S22° 02' 02.95"W	91.98	15+76.17	16+71.16

PHASING LEGEND	
PHASE	LOTS*
1	187
2	101
3	101
4	104

* LOTS 1-104 ARE PHASES 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 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2011, 2012, 2013,

BMS-SOUTH ORCHARD



**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

NOR AM INVESTMENT, LLC

12913 SW DUBOIS AVE
LAKEWOOD, WA 98405-5642

Job No. 2133005.10
Issue, Set & Date
REVISED
PRELIMINARY PLAT
10.20.2021



10/27/2021

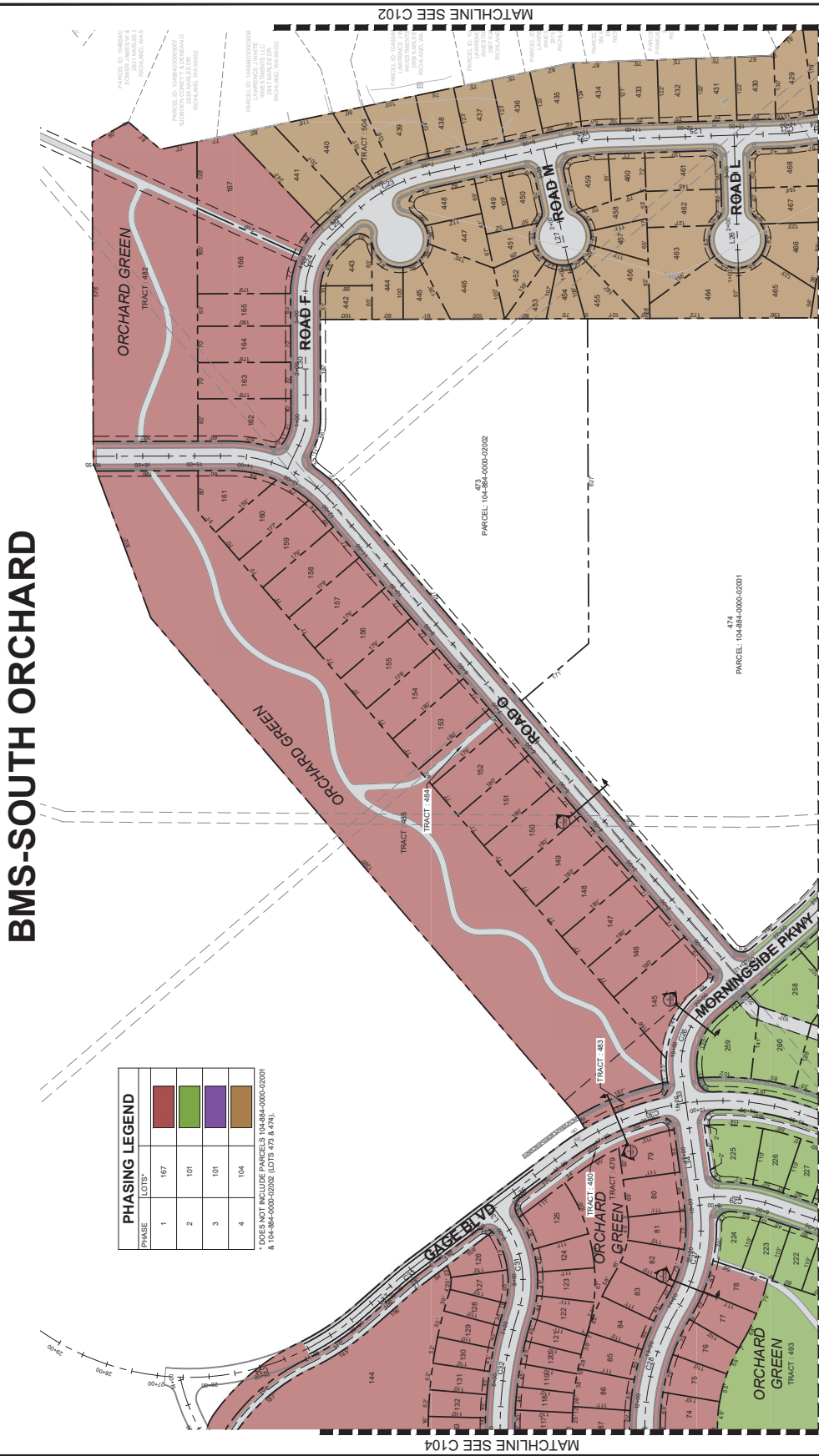


Revisions:

Sheet Title:
LOT LAYOUT

Designed By: TCS
Checked By: EMF

Sheet No.
C103
8 of 18 Sheets



PHASING LEGEND	
PHASE	LOTS*
1	187
2	101
3	101
4	104

* PARCELS NOT ACQUISIT PARCELS 104-884-0000-02001 & 104-884-0000-02002 (LOTS 473 & 474)

CENTERLINE LINE TABLE			
LINE TAG	BEARING	DISTANCE	START STATION
L24	S74°44'02.42"E	95.61	14+05.63
L25	S1°48'02.84"E	339.99	10+50.15
L26	N82°11'07.16"E	271.59	1+00.00
L27	N77°47'03.45"E	244.36	1+00.00
L28	S43°21'07.71"E	68.44	4+48.26
L29	N89°48'07.86"E	242.66	1+53.00
L30	S40°33'35.14"E	225.53	20+04.07
L31	N82°16'15.52"E	83.32	17+71.17
L32	N82°16'14.83"E	172.23	15+68.95
L33	N37°04'39.71"W	365.76	17+78.08
L34	N82°55'20.29"E	25.23	9+25.16
L35	N41°14'05.35"W	105.51	21+72.86

CENTERLINE CURVE TABLE			
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS
C20	N0°09'43.17"W	488.17	500.00
C21	N80°19'28.34"E	184.09	200.00
C22	S80°54'22.89"E	218.79	729.00
C23	N38°38'11.43"W	29.02	533.38
C24	N0°28'20.17"E	703.49	500.00

CENTERLINE CURVE TABLE			
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS
C21	S4°46'27.63"E	15.49	150.00
C22	S7°00'54.69"E	90.64	500.00
C23	S27°47'27.13"E	181.10	300.00
C24	S66°46'54.92"E	119.22	100.00
C25	S66°46'54.92"E	143.46	100.00
C26	S74°00'39.49"E	238.86	450.00
C27	N0°31'44.30"E	144.13	315.00

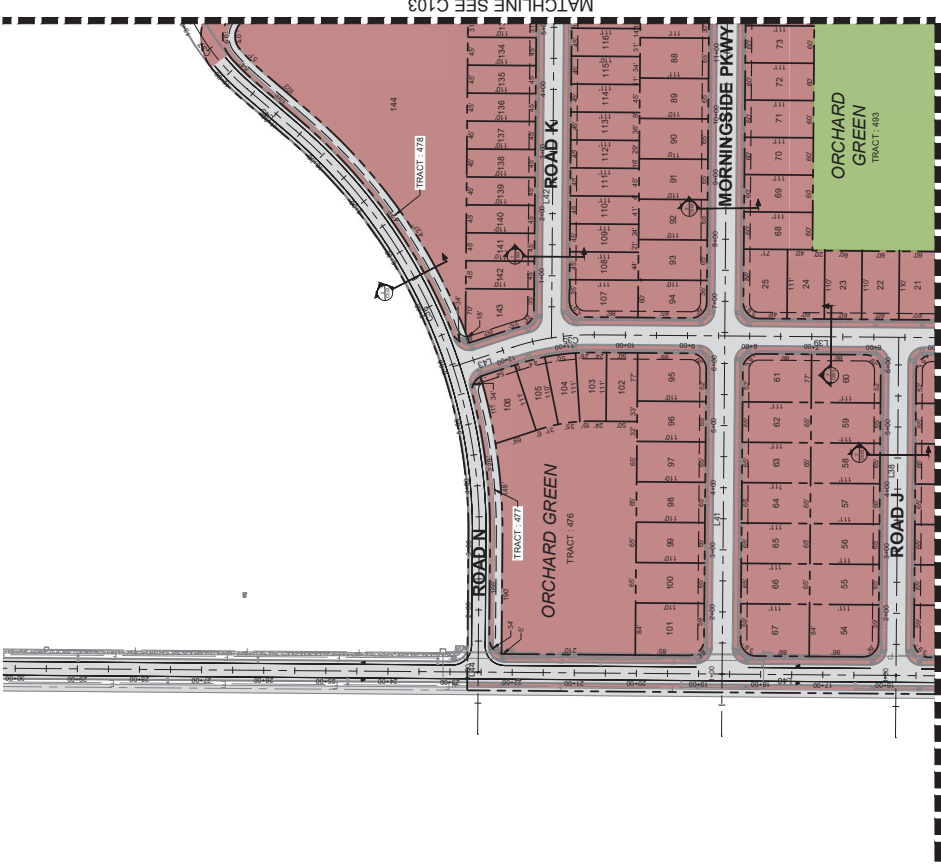
CENTERLINE CURVE TABLE			
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS
C20	N0°09'43.17"W	488.17	500.00
C21	N80°19'28.34"E	184.09	200.00
C22	S80°54'22.89"E	218.79	729.00
C23	N38°38'11.43"W	29.02	533.38
C24	N0°28'20.17"E	703.49	500.00

GRAPHIC SCALE
0 50 100 FEET

Know what's below.
Call before you dig.

DATE: October 20, 2021 FILENAME: Q:\2013\1300510_SOUTH ORCHARD PRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-HORZ.dwg

BMS-SOUTH ORCHARD



TRACT AREA TABLE		
TRACT	AREA (S.F.)	USE
476	79,357	ORCHARD GREEN
477	8,688	LANDSCAPE/TRAIL
478	25,552	LANDSCAPE/TRAIL
479	19,280	ORCHARD GREEN
480	9,994	LANDSCAPE/TRAIL
481	39,720	GREEN BELT
482	112,296	ORCHARD GREEN
483	4,963	LANDSCAPE/SIDEWALK
484	7,130	LANDSCAPE/TRAIL
485	302,427	ORCHARD GREEN
486	43,868	GREEN BELT
487	99,842	LANDSCAPE/TRAIL
488	24,152	LANDSCAPE
489	6,682	LANDSCAPE/TRAIL
490	4,671	LANDSCAPE/TRAIL
491	4,043	LANDSCAPE/SIDEWALK
492	5,478	LANDSCAPE/SIDEWALK
493	338,574	ORCHARD GREEN
494	25,556	LANDSCAPE/TRAIL
495	24,932	LANDSCAPE/SIDEWALK
496	84,822	GREEN BELT
497	12,879	LANDSCAPE/TRAIL
498	6,440	LANDSCAPE/SIDEWALK
499	6,440	LANDSCAPE/SIDEWALK
500	8,035	LANDSCAPE/SIDEWALK
501	8,035	LANDSCAPE/SIDEWALK
502	3,141	LANDSCAPE/SIDEWALK
503	3,141	LANDSCAPE/SIDEWALK
504	6,964	LANDSCAPE/STORM

CENTERLINE CURVE TABLE				
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS	START STATION END STATION
C35	N8° 49' 36.35"W	125.15	400.00	10+53.97 11+43.28
C36	N65° 33' 42.98"E	716.80	850.00	3+20.44 10+59.28
C37	N69° 15' 28.03"E	238.18	375.00	11+61.13 14+05.56

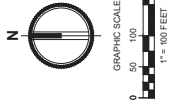
CENTERLINE LINE TABLE				
LINE TAG	BEARING	DISTANCE	START STATION	END STATION
L38	S89° 32' 12.25"E	644.37	0+00.00	6+44.37
L39	N07° 27' 47.75"E	1053.07	0+00.00	10+53.07
L40	N07° 27' 47.75"E	3123.13	11+45.97	42+48.10
L41	S89° 32' 12.25"E	1103.36	0+00.00	11+53.36
L42	S89° 32' 12.25"E	514.27	0+00.00	5+14.27
L43	N18° 07' 00.44"W	101.21	11+43.28	12+54.49
L44	S89° 32' 12.25"E	320.44	0+00.00	3+20.44
L45	N40° 39' 38.22"E	102.85	10+59.28	11+42.13

CENTERLINE CURVE TABLE				
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS	START STATION END STATION
C35	N8° 49' 36.35"W	125.15	400.00	10+53.97 11+43.28
C36	N65° 33' 42.98"E	716.80	850.00	3+20.44 10+59.28
C37	N69° 15' 28.03"E	238.18	375.00	11+61.13 14+05.56

CENTERLINE LINE TABLE				
LINE TAG	BEARING	DISTANCE	START STATION	END STATION
L38	S89° 32' 12.25"E	644.37	0+00.00	6+44.37
L39	N07° 27' 47.75"E	1053.07	0+00.00	10+53.07
L40	N07° 27' 47.75"E	3123.13	11+45.97	42+48.10
L41	S89° 32' 12.25"E	1103.36	0+00.00	11+53.36
L42	S89° 32' 12.25"E	514.27	0+00.00	5+14.27
L43	N18° 07' 00.44"W	101.21	11+43.28	12+54.49
L44	S89° 32' 12.25"E	320.44	0+00.00	3+20.44
L45	N40° 39' 38.22"E	102.85	10+59.28	11+42.13

PHASING LEGEND	
PHASE	LOTS*
1	167
2	101
3	101
4	104

* DOES NOT INCLUDE PARCELS 104-484-0000-02001 & 104-484-0000-02002 (LOTS 473 & 474).



Know what's below.
Call before you dig.

DATE: October 20, 2021 FILENAME: Q:\21\1301\130105\10_CIVIL\DWG\BMS-SOUTH ORCHARD\BMS-SOUTH ORCHARD.dwg



**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98445-5642

Job No. 2133005.10
Issue Set & Date
**REVISED
PRELIMINARY PLAT**

10.20.2021



Revisions:
Sheet Title: **LOT LAYOUT**

Designed By: DMM
Checked By: EMF

C104
9 of 18 Sheets

BMS-SOUTH ORCHARD

LOT AREA TABLE		
LOT	AREA (S.F.)	
1	216,561	
2	9,054	
3	6,046	
4	7,164	
5	6,169	
6	5,468	
7	5,468	
8	5,468	
9	5,468	
10	5,468	
11	5,468	
12	5,468	
13	5,017	
14	6,556	
15	6,900	
16	6,900	
17	6,900	
18	6,900	
19	6,900	
20	6,900	
21	6,900	
22	6,900	
23	6,900	
24	6,900	
25	7,727	
26	8,891	
27	15,814	
28	10,916	
29	6,214	
30	7,247	
31	7,247	
32	8,500	
33	8,500	
34	7,248	
35	7,248	
36	7,248	
37	7,248	
38	7,248	
39	9,225	
40	9,225	
41	7,247	
42	7,247	
43	7,247	
44	7,247	
45	7,247	
46	8,500	
47	8,500	
48	7,248	
49	7,248	
50	7,248	
51	7,248	
52	7,248	
53	9,225	
54	9,225	

LOT AREA TABLE		
LOT	AREA (S.F.)	
55	7,247	
56	7,247	
57	7,247	
58	7,247	
59	7,247	
60	8,500	
61	8,500	
62	7,183	
63	7,183	
64	7,183	
65	7,183	
66	7,183	
67	7,183	
68	6,930	
69	6,930	
70	6,930	
71	6,930	
72	6,930	
73	6,930	
74	7,344	
75	7,317	
76	7,317	
77	7,317	
78	7,323	
79	8,878	
80	8,162	
81	6,828	
82	6,828	
83	8,276	
84	7,391	
85	7,391	
86	7,391	
87	7,012	
88	7,012	
89	7,182	
90	7,182	
91	7,182	
92	7,182	
93	7,182	
94	6,558	
95	8,422	
96	7,182	
97	7,182	
98	7,182	
99	7,182	
100	9,411	
101	9,411	
102	5,525	
103	5,082	
104	4,707	
105	4,906	
106	6,873	
107	6,496	
108	4,973	

LOT AREA TABLE		
LOT	AREA (S.F.)	
109	4,973	
110	4,973	
111	4,973	
112	4,973	
113	4,972	
114	4,973	
115	4,972	
116	4,973	
117	4,715	
118	4,581	
119	4,581	
120	4,581	
121	4,581	
122	6,136	
123	6,185	
124	6,185	
125	9,715	
126	5,685	
127	4,889	
128	4,853	
129	5,310	
130	5,310	
131	5,310	
132	5,310	
133	5,060	
134	4,950	
135	4,950	
136	4,950	
137	4,950	
138	4,950	
139	4,950	
140	4,950	
141	4,950	
142	4,950	
143	7,666	
144	143,120	
145	20,109	
146	13,822	
147	13,821	
148	13,822	
149	13,822	
150	13,822	
151	13,821	
152	13,822	
153	13,822	
154	13,821	
155	13,821	
156	13,821	
157	13,822	
158	13,821	
159	12,537	
160	11,763	
161	10,872	
162	15,021	

LOT AREA TABLE		
LOT	AREA (S.F.)	
163	12,565	
164	12,565	
165	11,247	
166	22,723	
167	29,627	
168	11,439	
169	10,393	
170	10,452	
171	10,510	
172	10,509	
173	10,528	
174	10,687	
175	10,746	
176	11,114	
177	12,892	
178	10,844	
179	11,947	
180	7,889	
181	10,498	
182	10,198	
183	9,564	
184	9,600	
185	9,600	
186	9,600	
187	9,600	
188	9,600	
189	9,561	
190	9,568	
191	10,302	
192	10,482	
193	10,482	
194	10,302	
195	10,302	
196	10,302	
197	10,302	
198	10,302	
199	10,302	
200	10,302	
201	10,302	
202	10,302	
203	10,302	
204	10,302	
205	10,302	
206	10,302	
207	10,302	
208	10,302	
209	10,302	
210	10,302	
211	10,302	
212	10,302	
213	10,302	
214	10,302	
215	10,302	
216	10,302	

LOT AREA TABLE		
LOT	AREA (S.F.)	
217	9,812	
218	9,812	
219	9,812	
220	9,812	
221	9,812	
222	9,812	
223	9,812	
224	9,812	
225	9,812	
226	9,812	
227	9,812	
228	9,812	
229	9,812	
230	9,812	
231	9,812	
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235	9,812	
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237	9,812	
238	9,812	
239	9,812	
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241	9,812	
242	9,812	
243	9,812	
244	9,812	
245	9,812	
246	9,812	
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256	9,812	
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259	9,812	
260	9,812	
261	9,812	
262	9,812	
263	9,812	
264	9,812	
265	9,812	
266	9,812	
267	9,812	
268	9,812	
269	9,812	
270	9,812	

LOT AREA TABLE		
LOT	AREA (S.F.)	
271	12,886	
272	12,886	
273	12,886	
274	12,886	
275	12,886	
276	12,886	
277	12,886	
278	12,886	
279	12,886	
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281	12,886	
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317	12,886	
318	12,886	
319	12,886	
320	12,886	
321	12,886	
322	12,886	
323	12,886	
324	12,886	

LOT AREA TABLE		
LOT	AREA (S.F.)	
325	10,676	
326	10,676	
327	10,676	
328	10,676	
329	10,676	
330	10,676	
331	10,676	
332	10,676	
333	10,676	
334	10,676	
335	10,676	
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337	10,676	
338	10,676	
339	10,676	
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373	10,676	
374	10,676	
375	10,676	
376	10,676	
377	10,676	
378	10,676	

LOT AREA TABLE		
LOT	AREA (S.F.)	
379	8,884	
380	8,884	
381	8,884	
382	8,884	
383	8,884	
384	8,884	
385	8,884	
386	8,884	
387	8,884	
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420	8,884	
421	8,884	
422	8,884	
423	8,884	
424	8,884	
425	8,884	
426	8,884	
427	8,884	
428	8,884	
429	8,884	
430	8,884	
431	8,884	
432	8,884	

LOT AREA TABLE		
LOT	AREA (S.F.)	
433	9,100	
434	9,029	
435	9,052	
436	9,104	
437	9,217	
438	9,250	
439	11,280	
440	15,015	
441	15,219	
442	6,408	
443	7,466	
444	6,036	
445	6,749	
446	15,116	
447	8,024	
448	8,502	
449	5,740	
450	6,586	
451	6,248	
452	6,336	
453	5,719	
454	5,202	
455	7,279	
456	9,793	
457	5,095	
458	5,800	
459	8,243	
460	5,631	
461	10,055	
462	9,930	
463	12,837	
464	14,150	
465	13,450	
466	10,838	
467	10,133	
468	11,761	
469	11,526	
470	9,722	
471	9,306	
472	9,025	
473	266,505	
474	610,678	
475	10,749	

BMS-SOUTH ORCHARD



**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

**Client:
NOR AM INVESTMENT, LLC**

12913 SW DUBOIS AVE
LAKEWOOD, WA 98446-5642

Job No. 2133005.10
Issue, Set, & Date: 04.01.2021

PRELIMINARY PLAT



**badger mountain
SOUTH**

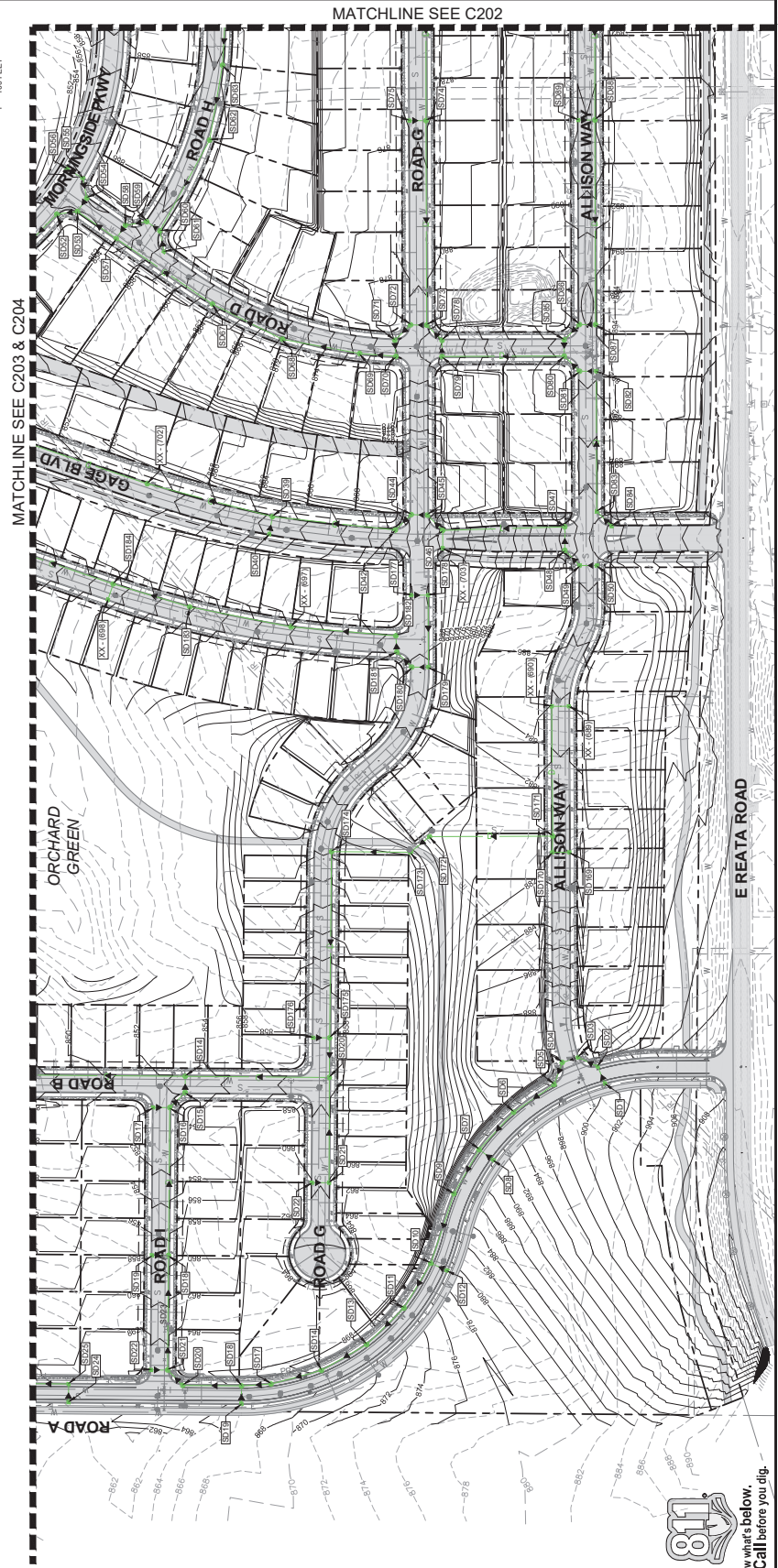
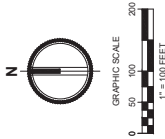


**GRADING &
DRAINAGE PLAN**

Sheet Title:
Design, Draw, Check, EIM
TCS
Drawn by:
Checked by:
Scale:
Sheet No.

C201
11 of 18 Sheets

GRADING NOTE
ROUGH FINISHED GRADE CONTOURS SHOWN FOR
CONSTRUCTION OF ROADS, UTILITIES, AND
DRAINAGE OF PHASED ENGINEERING PLANS MAY DIFFER
FROM THOSE SHOWN.



Know what's below.
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DATE: 04/01/2021 FILENAME: Q:\21\1300510_SOUTH ORCHARD PRELIMINARY PLAT - MAJOR AMENDMENT\2133005-SH-GRAD.dwg

BMS-SOUTH ORCHARD



Project Title:
**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

Client:
NOR AM INVESTMENT, LLC

12913 SW DUBOIS AVE
LAKEWOOD, WA 98445-5642

Job No.
2133005.10

Issue Set & Date:
04.01.2021

PRELIMINARY PLAT

04.01.2021



Revisions:

Revisions:

Revisions:

Revisions:

Revisions:

Sheet Title:
**GRADING &
DRAINAGE PLAN**

Designed By:
TCS

Drawn By:
KDM

Checked By:
EMF

Sheet No.

C202

12 of 18 Sheets



Know what's below.
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DATE: 03/29/2021 FILENAME: Q:\2133005\10_SOUTH PRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-GRA2.dwg

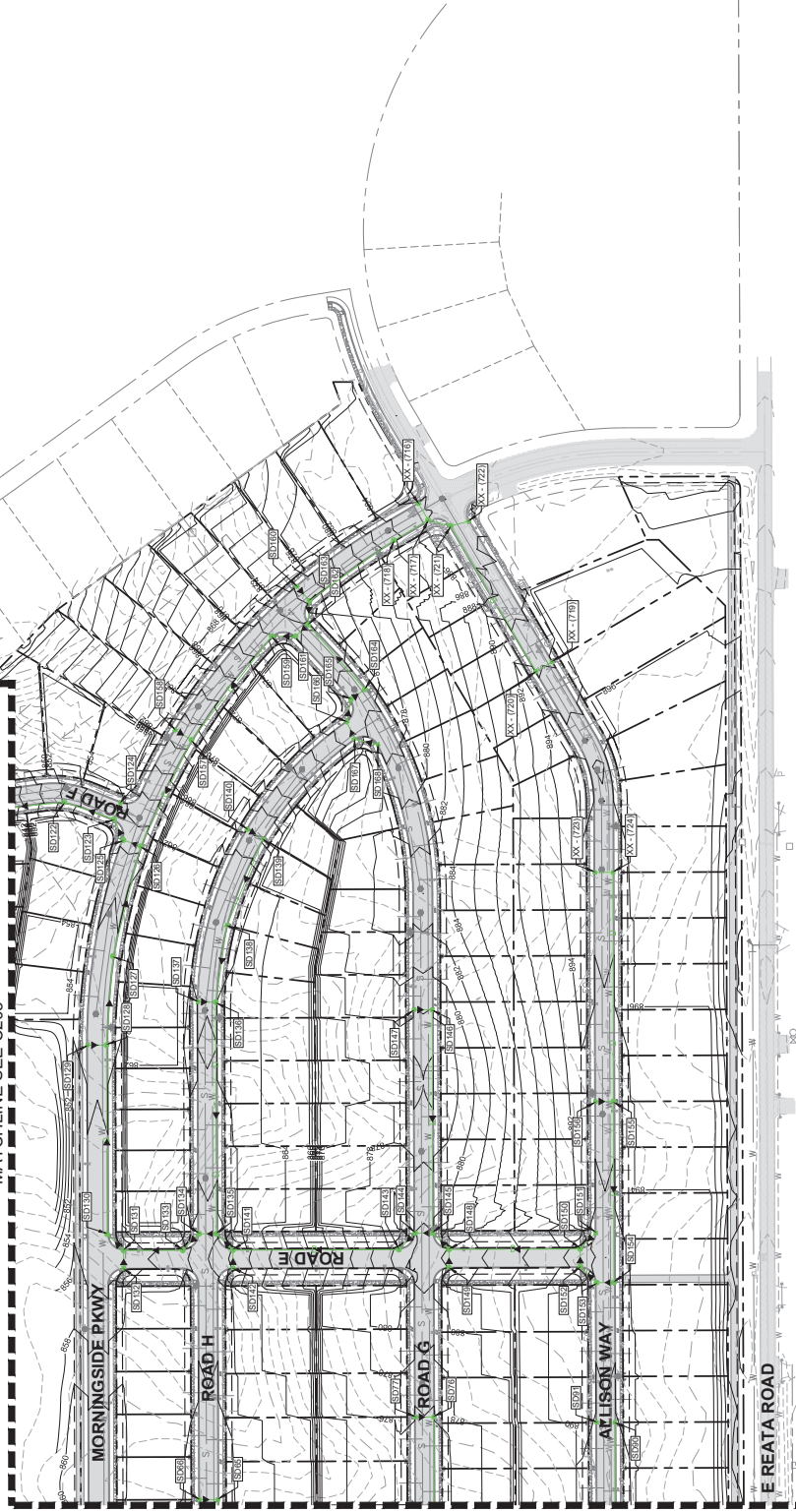
GRADING NOTE

ROUGH FINISHED GRADE CONTOURS SHOWN FOR
EXISTING AND PROPOSED GRADE. EXISTING GRADE
DRAINAGE OF PHASED ENGINEERING PLANS MAY DIFFER
FROM THOSE SHOWN.



GRAPHIC SCALE
0 50 100 200
1" = 100 FEET

MATCHLINE SEE C203



MATCHLINE SEE C201

BMS-SOUTH ORCHARD



**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

**Client:
NOR AM INVESTMENT, LLC**

12513 SW DUBOIS AVE
LAKEWOOD, WA 98446-5642

Job No. 2133005.10
Issue, Set, & Date
PRELIMINARY PLAT

04.01.2021



10271021



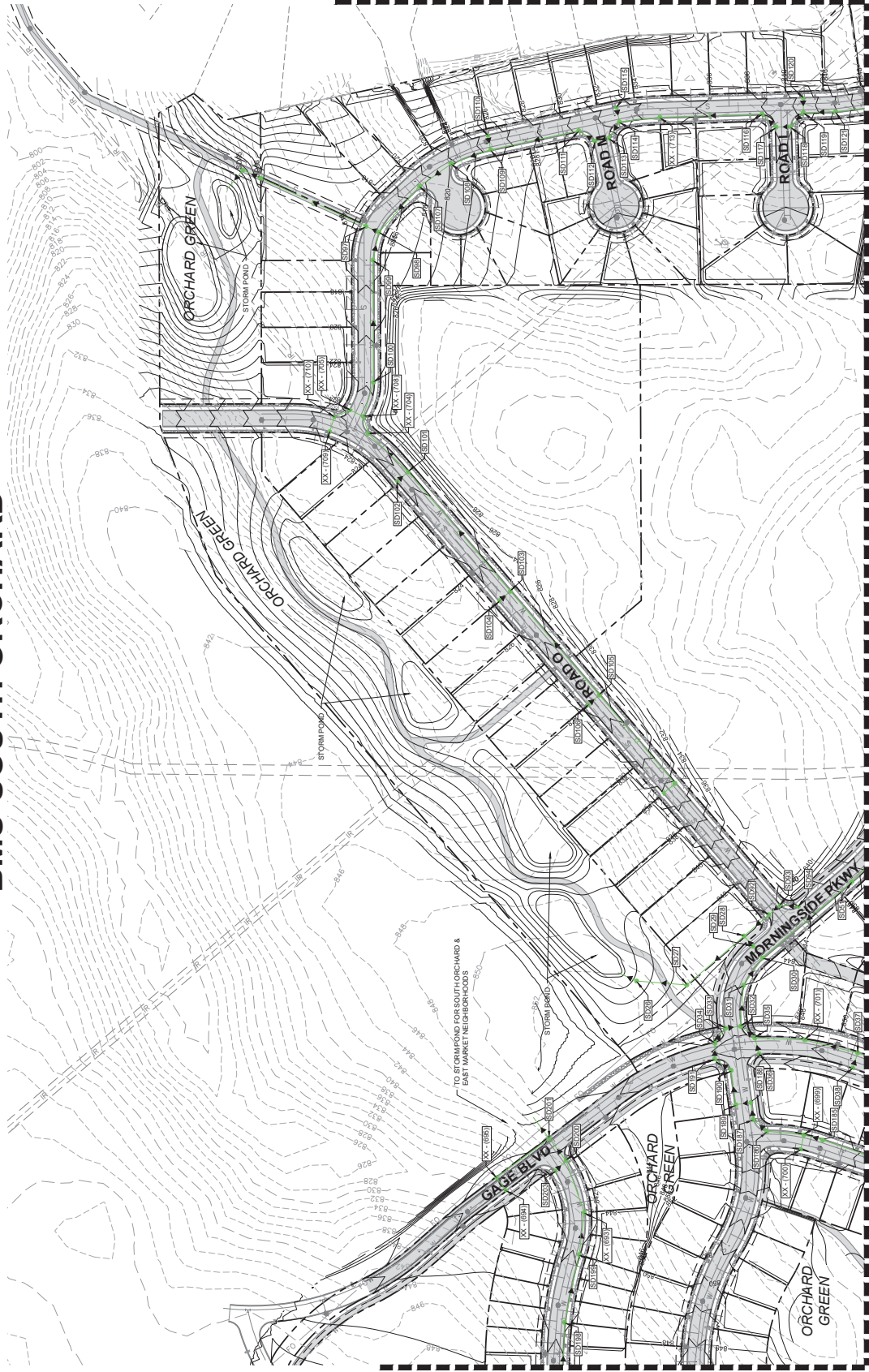
**badger mountain
south**

Revisions:

**Sheet Title:
GRADING &
DRAINAGE PLAN**

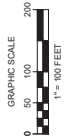
Designed by: TCS
Drawn by: KCM
Checked by: EMF

Sheet No.
C203
13 of 18 Sheets



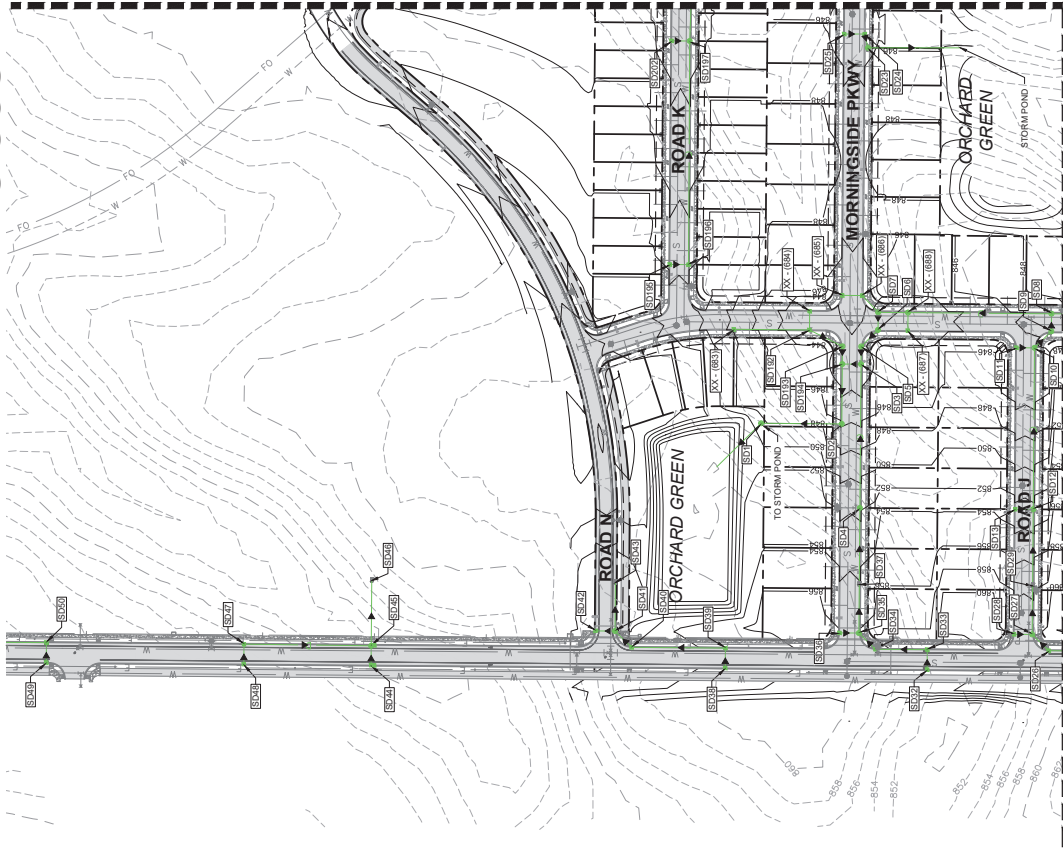
GRADING NOTE

PROPOSED GRADING CONTOURS SHOWN FOR PRELIMINARY PLATING PURPOSES ONLY. GRADING & DRAINAGE OF PHASED ENGINEERING PLANS MAY DIFFER FROM THOSE SHOWN.



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BMS-SOUTH ORCHARD



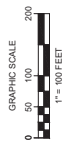
MATCHLINE SEE C203

N MATCHLINE SEE C201 & C202

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Project Title:
**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

Client:
NOR AM INVESTMENT, LLC

12013 SW DUBOIS AVE
LAKEMOORE, WA 99046-5642

Job No. 2133005.10
Issue Set & Date:
PRELIMINARY PLAT

04.01.2021



badger mountain
SOUTH

Revision:	
Sheet Title:	GRADING & DRAINAGE PLAN
Designed By:	TCS
Drawn By:	KCM
Checked By:	EMF
Sheet No.	

C204
14 of 18 Sheets

BMS-SOUTH ORCHARD



Project Title:
**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

Client:
NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98445-5642

Job No.: 2133005.10
Issue Set & Date:
PRELIMINARY PLAT
04.01.2021



10/27/2021



badger mountain
SOUTH

UTILITY PLAN

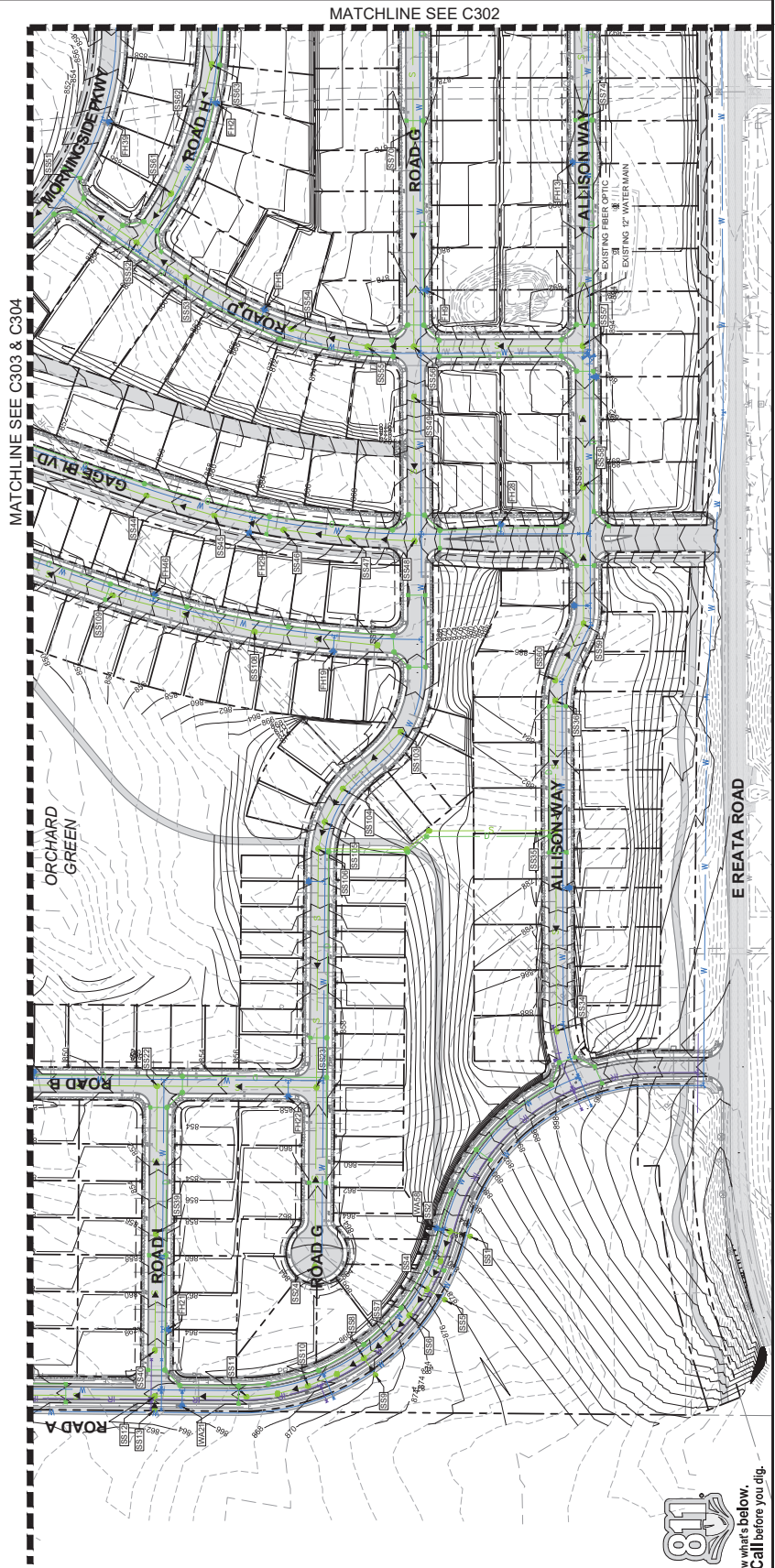
Designed By: TCS
Drawn By: KCM
Checked By: EMF

Sheet No.:

C301
15 of 18 Sheets



GRAPHIC SCALE
0 50 100 200
1" = 100 FEET



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DATE: March 27, 2021 FILENAME: Q:\2013\2133005\10_CIVIL\PRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-UTL.dwg

BMS-SOUTH ORCHARD



Project Title:
**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

Client:
NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98445-5642

Job No.

2133005.10

Issue Set & Date:

PRELIMINARY PLAT

04.01.2021



10/27/2021



Revisions:
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Sheet Title:
UTILITY PLAN

Designed By: TCS
Drawn By: KCM
Checked By: EMF

Sheet No.

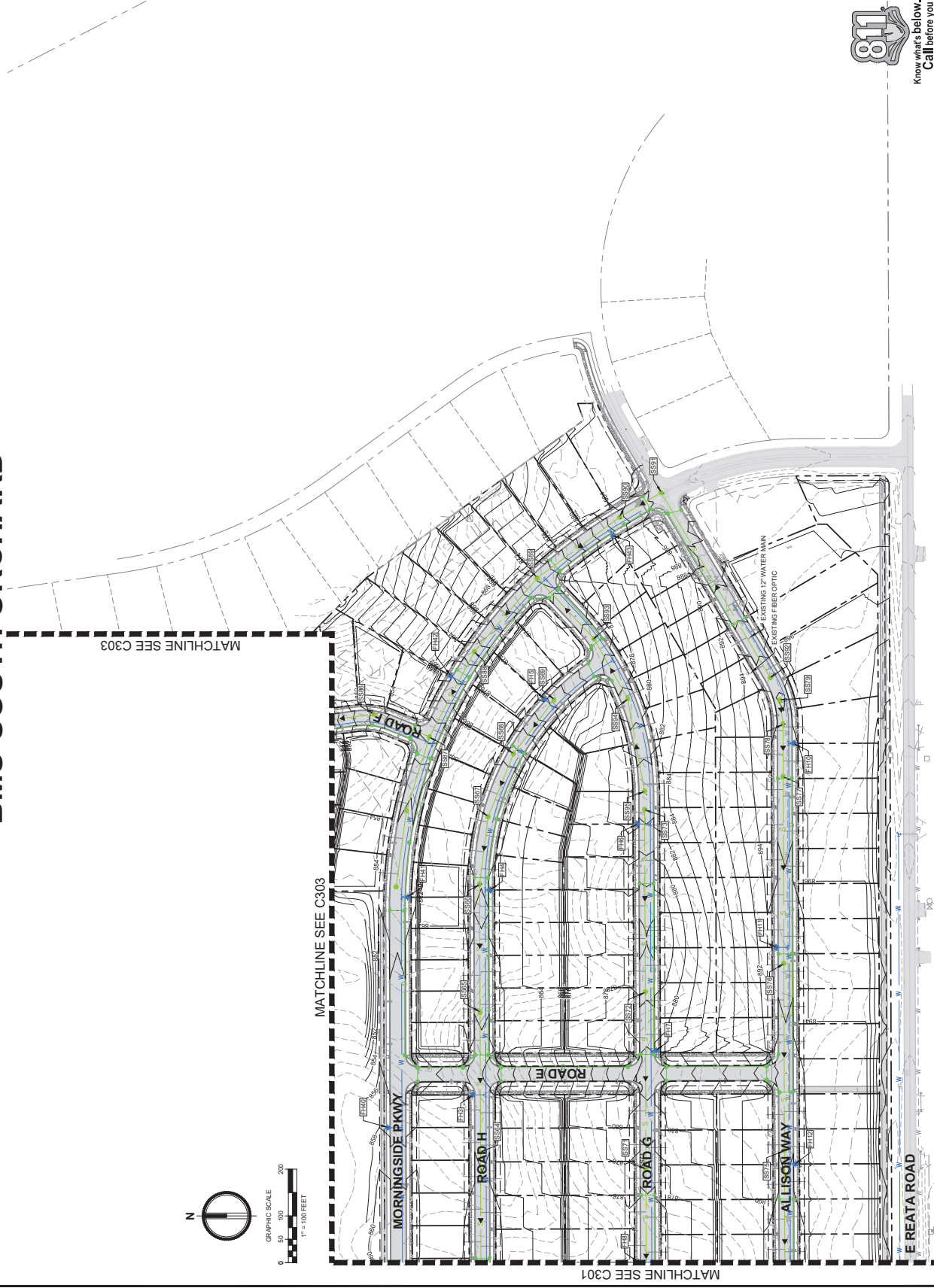
C302

16 of 18 Sheets



Know what's below.
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DATE: March 27, 2021 FILENAME: Q:\2013\2133005\10_CIVIL\PRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-UTL.dwg



GRAPHIC SCALE
0 50 100 200
1" = 100 FEET

BMS-SOUTH ORCHARD



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**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

**Client:
NOR AM INVESTMENT, LLC**

12513 SW DUBOIS AVE
LAKEWOOD, WA 98445-5642

Job No. 2133005.10
Issue Set & Date
PRELIMINARY PLAT

04.01.2021



10/27/2021

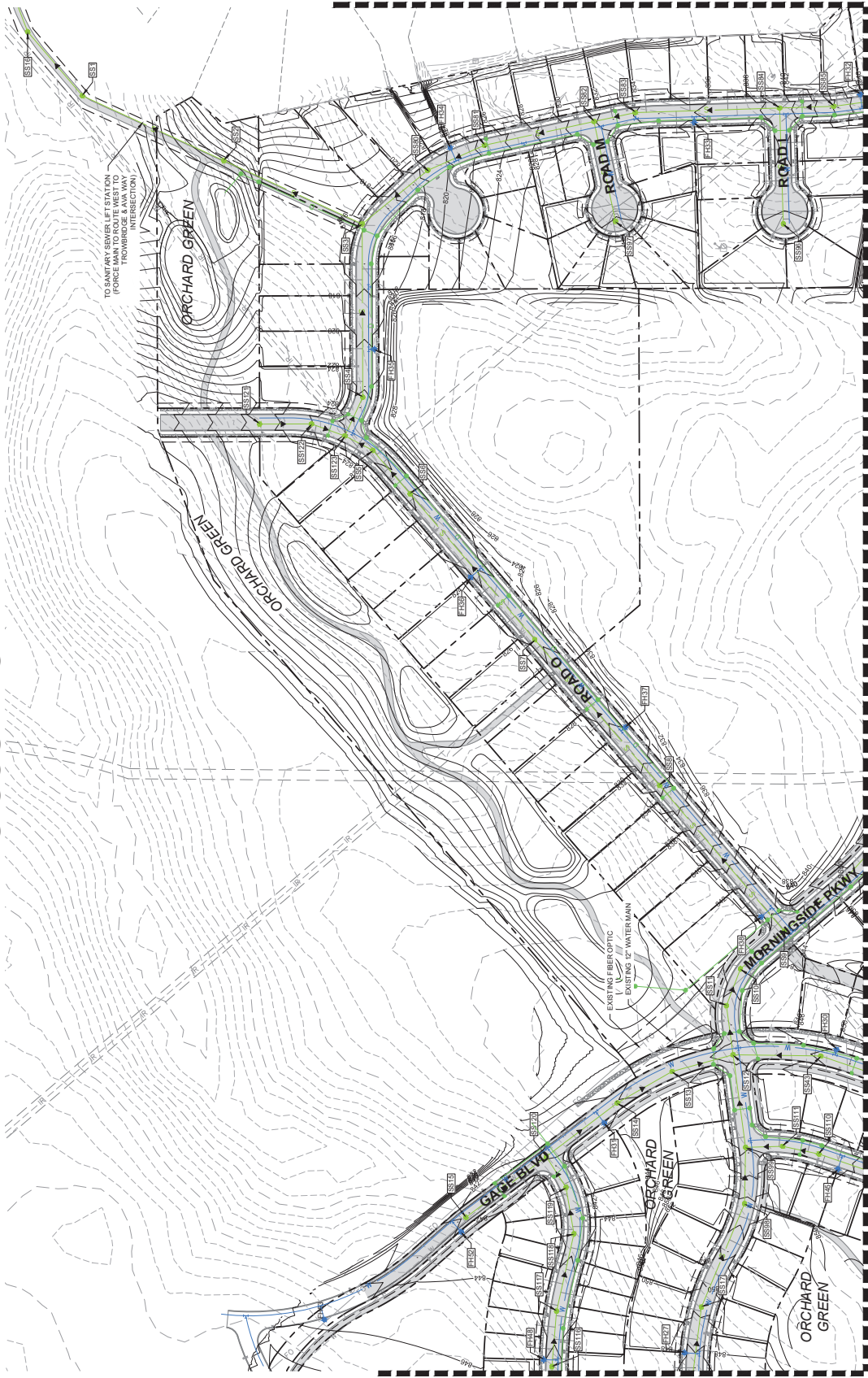
NOTE
THIS PLAT IS A PRELIMINARY PLAT. IT IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE SUBMITTER TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THIS PLAT IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.



Revisions:
Sheet Title:
UTILITY PLAN

Designed by: Drawn by: Checked by:
TCS KCM EMF
Sheet No.

C303
17 of 18 Sheets



MATCHLINE SEE C301 & C302

MATCHLINE SEE C302

MATCHLINE SEE C304

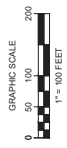
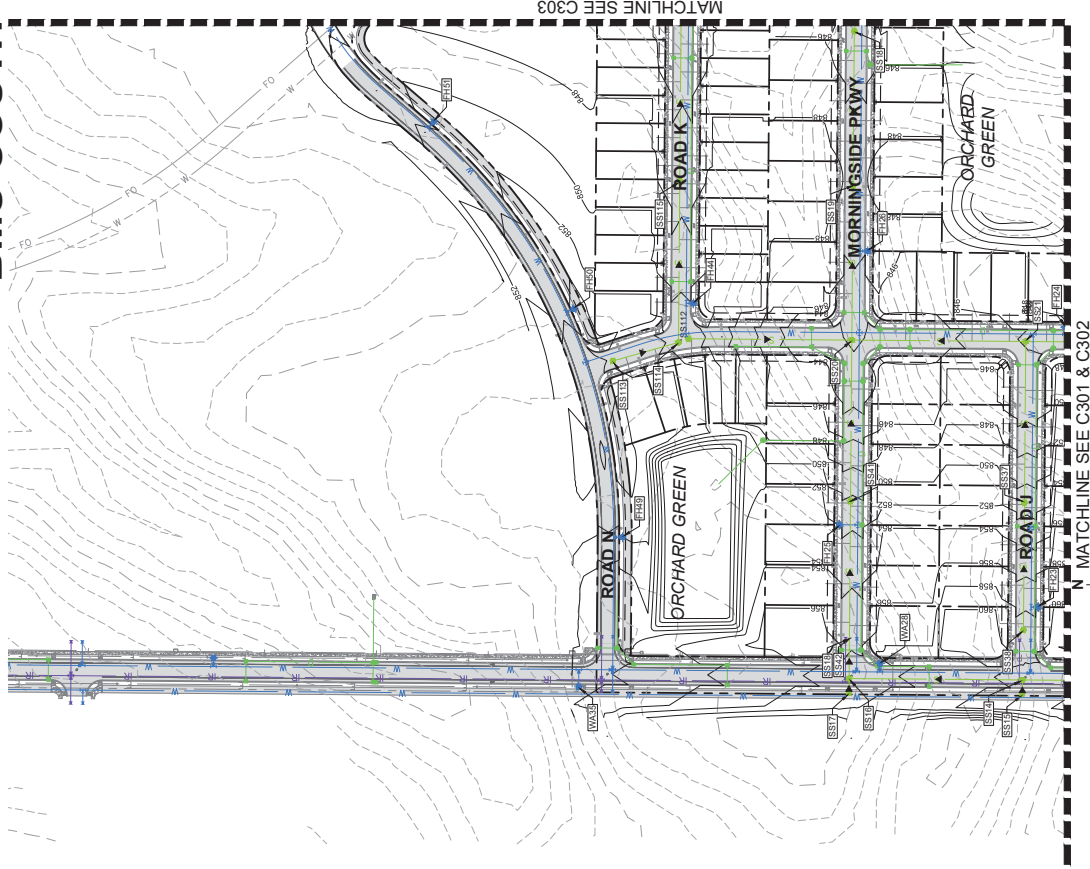


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DATE: March 27, 2021 FILENAME: Q:\2013\2133005\10_CIVIL\PRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-UTL.dwg

2133005-SH-UTL.DWG (UTL-3)

BMS-SOUTH ORCHARD



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DATE: March 27, 2021 FILENAME: Q:\2013\2130005\10_CIVIC\PRELIMINARY PLAT MAJOR AMENDMENT\2130005-SH-UTL.dwg

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Project Title:
**BMS-SOUTH ORCHARD
PRELIMINARY PLAT**

Client:
NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98445-5642

Job No. 2130005.10
Issue Set & Date:
PRELIMINARY PLAT

04.01.2021



NOTICE
ANYONE WHO WISHES TO CONDUCT ANY WORK IN THE PUBLIC RIGHT-OF-WAY OR ON ANY PUBLIC UTILITY SHALL FIRST OBTAIN A PERMIT FROM THE CITY OF TACOMA. THE CITY OF TACOMA IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.



Revisions:
A
A
A
A

Sheet Title:
UTILITY PLAN

Designed By: DMM/bk
TCS
Checked By: EMF

Sheet No.

C304

18 of 18 Sheets

2130005-SH-UTL.DWG (UTL-4)

**Response to the Remand Order on File No. S-2021-104
Issued by the Hearing Examiner for the City of Richland**

From the Applicant, Nor Am Investment, LLC

An application has been made to the City of Richland for a Preliminary Plat approval for South Orchard, a 194+ acre site for 480 +/- residential lots and 2 multi-family lots. The site lies within Badger Mountain South (BMS), a 1,500 acre Planned Community in Richland, Washington. BMS is governed by a Master Agreement between Nor Am Investment, LLC (NAI) and the City of Richland (City). The Master Agreement was approved by the City Council by resolution and signed by the City and NAI on February 9, 2011. Exhibit C to the Master Agreement is the Land Use Development Regulations (LUDR), which was issued on December 7, 2010. Under the Master Agreement, when an application is submitted, the Master Plan Administrator issues a MACR (master agreement consistency recommendation) and then the City's Planning Manager issues a MACD (master agreement consistency determination), both have been done recognizing the consistency of this application to the Master Agreement/LUDR per the provisions in the LUDR 1.H 1. Section 8.1 of the Master Agreement states "All development within Badger Mountain South shall comply with the Master Agreement terms. If a development application is consistent with the Master Agreement, then it shall be approved."

The Hearing Examiner has issued a Remand Order based on some issues. The first is in regard to his concerns over a private driveway, if it were considered to be an alley. The second in in regard to an ongoing traffic study.

The first issue discussed in this response is mentioned in point 9 of the Remand, which is in regard to a private driveway shown in the plans. The Master Plan Administrator considered this lot access road to be a private driveway, as presented by the designer of the site, so he issued a supporting MACR as mentioned above. The City initially referred to this driveway as an alley, but then corrected this in the Amended Staff Recommendation for the Preliminary Plat of South Orchard Memo (Master File #S2021-014) dated July 8, 2021 to be a private driveway. So, while it appears that the Hearing Examiner may have rejected this submittal in part because of a small error in the City's initial report, the Master Plan Administrator asked NAI and the Developer who is working with the designer, to remove this private driveway because of some concerns of his over the adequacy and utility of this driveway, even if it would be approvable under the LUDR and Master Agreement. That change is reflected in the updated plan attached as Exhibit A.

The Second issue in the Remand is in regard to the traffic mitigations outlined in the updated Badger Mountain South Subarea Traffic Impact Analysis. As was discussed during the hearing, the updated TIA is a comprehensive look at the entire Badger Mountain Subarea development,

not just Badger Mountain South. The new TIA was requested by the City of Richland in lieu of the incremental traffic analysis as outlined in the Master Agreement. We agreed to the larger study as a way to show our partnership with the City of Richland to create the best possible technical analysis for traffic in the Badger Mountain Subarea. As such, the scope of work creation and review time for this document is much longer than the review time for an incremental TIA for as would have been required in the Master Agreement for South Orchard. We did not anticipate delays for the South Orchard preliminary plat for the traffic mitigations even though the new TIA was under review, because the new comprehensive TIA was done with the interest to provide a public benefit to the entire Badger Mountain Subarea—not just Badger Mountain South and those specific mitigations were clearly outlined and developed in partnership with the City of Richland. The specific mitigations outlined in the new Badger Mountain South Subarea Traffic Impact Analysis for the intersections impacted by South Orchard are clearly defined and supported by the City of Richland Public Works staff—even though the entirety of the new Subarea TIA is still under review.

We have attached a letter from TENW, the traffic engineer for the new TIA, to this document. This letter was developed in conjunction with the City of Richland Public Works staff to verify the mitigations for South Orchard as outlined in the TIA are sufficient for the project and will support the original intent of the Master Agreement. Those mitigations are outlined in the letter from TENW and are supported by the City of Richland Public Works staff. Additionally, the City of Richland's traffic impact fee program (RMC 12.03) was established to identify mitigation projects and collect funds in the Badger Mountain Subarea. The City of Richland is confident the traffic impact fee program is sufficient to mitigate the off-site impacts of South Orchard while supporting the mitigations outlined in the new TIA analysis.

The new TIA was submitted to the City of Richland in May 2021. The City provided their first comments on August 26th, 2021. TENW is working on the first comments and will provide them to the City for their final approval. We are working with City staff to make sure the new TIA is accepted and approved before the final plat of the first phase of South Orchard is approved. We would be amenable to a preliminary plat condition to make that a requirement of the final plat.

Darrin Sweeney
Associate Master Plan Administrator

MEMORANDUM

DATE: October 18, 2021

TO: Darrin Sweeney
Badger Mountain Subarea

FROM: Jeff Schramm
TENW

SUBJECT: South Orchard Traffic Mitigation basis from Badger Mountain Subarea TIA draft study
TENW Project No. 2020-216

TENW prepared a full comprehensive traffic impact analysis (TIA) for the Badger Mountain Subarea (BMS) development to meet the requirement of the Master Agreement condition of approval for evaluation of traffic impacts beyond the development of BMS Phase 1. A draft version of the BMS TIA is dated 5/14/2021.

The analysis provided in the draft BMS TIA evaluated traffic impacts and identified mitigation measures to address future roadway and intersection deficiencies as a result of buildout of BMS and growth in background traffic to the year 2040.

It would be reasonable to consider the mitigation measures identified in the draft TIA as a basis to satisfy the requirements to approve the South Orchard project.

In the vicinity of the South Orchard project, the draft BMS TIA evaluated LOS at several intersections.

1. One improvement identified in the study that could help mitigate impacts of the South Orchard project is either a signal or roundabout at the Gage/Reata intersection. The City preference is a roundabout.
2. The Gage/Morningside intersection was evaluated in the draft study. An all-way stop or compact mini-roundabout would improve operations at the intersection; the City prefers a compact mini-roundabout.
3. The Gage/"Road N" intersection (called 'unnamed road') was also evaluated in the draft study. It is recommended that right-of-way be dedicated by the South Orchard project to accommodate a future intersection and a potential future improvement (i.e. roundabout or compact mini-roundabout) at this location.

If you have any questions regarding the information presented in this memo, please contact me at 206-396-8286 or schramm@tenw.com.

Exhibit 5

Badger Mountain South

Master Agreement Consistency Recommendation (MACR) Supplement to the Preliminary Plat Application for South Orchard

Executive Summary

The successful development of the Badger Mountain South Master Plan Community requires close attention to the detailed planning and standards created in the adopted Master Agreement, specifically to the Land Use and Development Regulations as found in Exhibit C of the Master Agreement, commonly identified as the LUDR (Land Use and Development Regulations). The LUDR standards are designed to go beyond the more typical City requirements or standards because they are seen by the Master Developer as building blocks to creating a walkable and sustainable community.

The LUDR establishes a process for the review of development applications that is intended to integrate into the existing City application processes, and yet provide the close attention to LUDR standards without adding significant review time by City staff. This is accomplished by requiring each development application to meet all City code submittal requirements and, at the same time, undergo a review for consistency with the standards of the LUDR. This latter review is completed by the Badger Mountain South Master Plan Administrator who makes a written recommendation of consistency to the City's Development Services Manager. A final "Master Agreement Consistency Determination" is issued by the City after the Manager's review.

The document that follows is the Master Plan Administrator's recommendation for a determination of consistency for this application. It includes a review of all relevant standards found in the LUDR related to a preliminary plat application. The standards are cited and the specific responses are provided for this application. The document concludes with references to other relevant Master Agreement provisions that are met with this application.

The applicant has stated that this plat will be finalized in one phase. The conditions of the approved Preliminary Plat, the Master Agreement, and specifically, the LUDR must be met before it will be finalized.

Badger Mountain South
Master Agreement Consistency Recommendation (MACR)
Supplement to the Preliminary Plat Application for
South Orchard

Date: October 21, 2021

The purpose of completing the MACR is to ensure that the applicant has met the special requirements for Badger Mountain South, as found in the Land Use and Development Regulations (LUDR). It also allows City staff to be assured that the Master Developer is meeting the terms and obligations of the approved Master Agreement, as it applies to each development activity in Badger Mountain South.

The MACR will be completed by the Master Plan Administrator in conjunction with the Applicant and submitted with other Preliminary Plat materials, as required in Richland Municipal Code (RMC) Chapter 24.12.

1. Applicant name, address and contact information:

South Richland Communities
PO Box 1307
Gig Harbor, WA 98335
Contact: Geoff Clark
253-677-3402

2. Project name:

South Orchard

3. Project description including site size in acres:

A subdivision of 194.54 acres total area; 475 total lots including 471 Residential Lots, 29 Tracts, 2 Civic Lots, and 2 Multi-Family Lots created all within Badger Mountain South, lying adjacent to and North of Reata Road.

4. Is phasing proposed? Please explain:

The project will be designed and permitted in one effort. Phasing for final plat approval will be done per the phase lines on the plans.

5. Regulating Plan District(s) (see LUDR p. 2-2):

See Sheet C005 for BMS Districts within South Orchard

- *BMS-NC (Neighborhood Collector-LUDR Section 3.C)*
- *BMS-NG (Neighborhood General-LUDR Section 3.D)*
- *BMS-NE (Neighborhood Edge-LUDR Section 3.E)*
- *BMS-Civic*
- *Special Designation "P" Overlay District (See land use table 2.C for "P" designation)*

6. What is the name of the neighborhood? (See LUDR pp. 7-1 through 7-3).

Neighborhoods: South Orchard (LUDR Illustrative Plan 7.D on page 7-3)

7. What is proposed use? See Allowable Use Table (see LUDR p. 2-3).

- *BMS-NC- Single Family Residential and Multi Family as allowed in LUDR table 2.C note 2 & 3*
- *BMS-NG- Single Family Residential with the potential of Multi Family as allowed in LUDR table*

2.c note 3

- BMS-NE- Single Family Residential
- BMS-Civic- Orchard Green open space, City of Richland Park, Kennewick School Site, Trail System as shown on plat

8. What building types are likely to be developed here? (See LUDR p. 2-4):

Single Family Residences, Multi-Family (including Stacked unit buildings in BMS-NC) and Duplex/Row Houses in BMS-NC and BMS-NG per LUDR Table 2.D.

Kennewick School District in BMS-Civic (Tract 477)

Misc Park Structures for City of Richland Park (Tract 476)

LUDR COMPLIANCE

LUDR Section 1

This is the introduction and administration section of the LUDAR and thus it is not applicable to this review.

LUDR Section 2

This section identifies the Regulating Plan Districts and permitted land uses.

Please define the District for this application:

District Type:

- BMS-NC (Neighborhood Collector-LUDR Section 3.C)
- BMS-NG (Neighborhood General-LUDR Section 3.D)
- BMS-NE (Neighborhood Edge-LUDR Section 3.E)
- BMS-Civic
- Special Designation "P" Overlay District (See land use table 2.C for "P" designation)

Does the requested use meet the requirements outlined in 2.C Land Use?

Yes

Does the requested use meet the Building Type requirements outlined in 2.D Building Type?

Yes

LUDR Section 3

This section identifies the district development standards for five of the districts in Badger Mountain South. For this review, the District Intent will be reviewed. The specific building placement, profile, height, frontage type, and parking requirements will be reviewed as part of the MACR 2.

Does the requested use meet the District Intent as outlined in Section 3?

- BMS-NC (Neighborhood Collector-LUDR Section 3.C)- **Yes see LUDR 3-4, 3-5**
- BMS-NG (Neighborhood General-LUDR Section 3.D)- **Yes see LUDR 3-6**
- BMS-NE (Neighborhood Edge-LUDR Section 3.E)- **Yes see LUDR 3-7**
- BMS-Civic- **Yes see LUDR 3-8**
- Special Designation "P" Overlay District (See land use table 2.C for "P" designation)- **Yes see table 2.C for special overlay designation**

LUDR Section 4

This section identifies the special district development standards. There are no special district development areas proposed in South Orchard so it is not applicable to this review.

LUDR Section 5

This section identifies the open space, trails, and community facilities that will be constructed in Badger Mountain South.

Badger Mountain South - MA Section 25.3

"As part of the Master Plan Consistency Determination described in Paragraph 23, the City, shall consult with the Master Agreement Administrator, and the applicant in determining the appropriate share of infrastructure and mitigation costs that shall be borne by the proposed development and how that development's share of infrastructure and mitigation relates to the overall infrastructure and mitigation that is required for buildout of Badger Mountain South."

Does the number of residential lots trigger additional MA Exhibit D, Green Infrastructure Improvements?

Yes X No

Please explain:

Green Infrastructure Improvements are required and as found in the Master Agreement Exhibit D, are linked to the numbers of residential units (RU) developed.

In the case of The South Orchard Preliminary Plat, there are a total of 631 RU. With the improvements identified below, this Preliminary Plat meets the requirements of the Master Agreement, Exhibit D.

For planning purposes, it is assumed that the Green Infrastructure requirements of a minimum of 631 RU will be provided in the following manner:

TRAILS/PARK/GREEN SPACE REQUIREMENT

SEE SHEET C004

Trail Type and Park Calculation Factor (Trail lengths and Park SF shall be applied to the length of trail constructed and SF of Parks constructed and multiplied by the following trail factor):

- Primary Trail 1 RU per foot
- City Primary Trail 1 RU per foot
- Secondary Trail .6 RU per Foot
- Urban Trail 1 RU per Foot
- Park 1 RU per 650 SF

Total Trail to be constructed- 20,052 feet; Total credit based on trail type- 17,497.2 or 1,093.6 RU Credit

Total SF of Park to be constructed is 286,505; Total credit based on park SF- 440.8 RU Credit

TOTAL ALLOWED RU IN SOUTH ORCHARD FOR TRAIL AND PARK IS 1,534.4 RU (exceeds requirement)

This calculation does not factor in the Kennewick School District Parks and Open Space on Tract 477 as allowed in 5.F of the LUDR. This space will be calculated as the Kennewick school design progresses.

Other Comments:

There is an active comprehensive traffic impact study currently under final review with the City of Richland. After reviewing the initial remand from the Hearing Examiner and working with the City of Richland Public Works staff and TENW (the traffic engineer for the updated TIA), the applicant has provided a letter of explanation along with a letter from TENW that outlines the importance of the new TIA to the entire Badger Mountain Subarea and the traffic mitigations outlined in the new TIA and the codified City of Richland Traffic Impact Fee Program. These mitigations are supported by the City of Richland Public Works department even as the final details of the expanded TIA are being reviewed.

LUDR Section 6

This section identifies the street layout for the arterial collectors, the proposed layout for the internal collector streets, and the right-of-way standards for each street type in the Badger Mountain South Development.

Is a public street to be constructed?

Yes ☒ No ☐

Provide separate sheet with street type and edge type(s) indicated.

See the proposed preliminary plat pages COO2 and C003 for street type and edge type

LUDR Section 7

This section establishes the framework for creating the pedestrian-scaled, walkable community of Badger Mountain South by outlining the process for using Block Standards to subdivide land.

LUDR 7.B.2 identifies the Block Size and Configuration should meet the following Block Dimension Standards: Block length= 1000' max., except in VMU District= 400' max. Identify the following for the smallest and largest blocks:

Block length: Smallest: 290 ft.; Largest: 985 ft

Road O between intersections of Road F and Morningside Parkway has a length of 1,220 feet between roadways; however, several locations along its length have been given way for trail access to Orchard Green open space as well as a mid-block crossing between the proposed school and City of Richland Park parcel. Considering the trail access to green space, school site, and park site, the MPA recommends the block length is acceptable.

The original MACR for South Orchard had the following condition:

“Alison Way between tract 497 (trail access) and Morningside Parkway is 1,250 feet between roadways and a mid-block crossing. The MPA will require a mid-block crossing between lots 374 and 375 to comply with the requirements of this section.”

As part of this submittal, the mid-block crossing has been added to the preliminary plat

LUDR 7.B.4 addresses alleys and front facing blocks. Please answer the following: Does the proposal include only blocks to be constructed with alleys?

Yes ☐ No ☒

If yes, skip to LUDAR 7.B.5.a below; otherwise please select response:

Do those blocks with direct street access lots (i.e., without alleys) meet the following criteria:

1. Non-alley load lots do not front onto a Collector Street, except in single-loaded, perimeter location; or, are located in the NE District; or, where located in an area where two districts abut (NG to NE District).
Yes No X

The City of Richland has classified Morningside Parkway as a “minor collector” which is provisioned for front loading driveway access

2. Non-alley load lots are not across from a Civic District space.
Yes No X

The NE District lots along Road O are positioned across from a future park and school parcel

Per the LUDR 3.E.1, in the NE District houses are typically accessed by streets. Per LUDR 7.B.4.d(1), direct street access lots are permitted onto a Collector Street when they are (i) located in the BMS-NG District; (ii) when they are in the BMS-NG District and are located along the perimeter of the BMS project boundary; or (iii) when they are located in the BMS-NG District where that district abuts the BMS-NE District.

Does this preliminary plat include any areas where the NE and NG districts abut?

Yes X No

LUDR 7.B.5.a Other Block Requirements -In the Village Mixed Use (VMU), Neighborhood Collector (NC), and Neighborhood General (NG) Districts, two (2) building types required on each block; see Section 2.D. for Building Type Table. Identify Building Types proposed if known or enter N/A:

N/A

LUDR 7.B.4 Dead-end alleys greater than 150' ft. are not permitted; are dead end alleys greater than 150' proposed?

Yes No X

LUDR Section 8

This section identifies the design standards for each of the Building Types allowed within the Districts.

LUDR 8.B - 8.P Lot Size by District and Proposed Building Type. In LUDAR 7.B.5.a (above), proposed Building Types were identified for this project. Do the proposed lot size(s) meet the proposed Building Types lot standards?

Yes X No

Please describe:

Lot dimensions vary, but all can meet one or more Building Type Requirements and related standards

Recommendation of Consistency:

It is my opinion as the Master Plan Administrator that the application as submitted is consistent with the intent and the purpose of the Master Agreement relative to this plat dated 04/01/2021 and the approved LUDAR.

Signature: 

Date: October 21, 2021



November 3, 2021

MASTER AGREEMENT CONSISTENCY DETERMINATION

For: Preliminary Plat Application of South Orchard, a Badger Mountain South Development (S2021-104)

Applicant: Nor Am Investments, LLC

Project Description: A subdivision of approximately 194.54 acres into 475 residential lots and twenty-nine (29) tracts as depicted on the preliminary plat submittal.

Consistency Determination Type: Level 1

Master Agreement Consistency Recommendation: The Richland Planning Department received a revised master agreement consistency recommendation (MACR) from the Badger Mountain South Master Program Administrator on October 22, 2021.

After completing a review of the preliminary plat application of South Orchard, evaluating it against the standards contained in the adopted Land Use and Development Regulations (LUDR) for the Badger Mountain South Community and the Master Agreement between the City of Richland and Nor Am Investments, LLC and after reviewing the recommendation of the Badger Mountain South Master Program Administrator, I find that the application is consistent with the Master Agreement and the LUDR and hereby issue this Master Agreement Consistency Determination. This determination is made with the understanding that a traffic impact analysis is under review by the city and that the South Orchard plat must construct the traffic mitigation measures described in the TENW memo dated October 18, 2021. Said mitigation measures are derived from the greater TIA and have been excerpted therefrom to allow South Orchard to proceed in the City's approval process.

Sincerely,

Shane O'Neill,
Senior Planner



www.ci.richland.wa.us

Development Permitting Division

625 Swift Blvd.

Richland, WA 99352

Telephone 509-942-7794

Fax 509-942-7764

November 3, 2021

PLANNED ACTION CONSISTENCY DETERMINATION

For: Preliminary Plat Application of South Orchard, a Badger Mountain South Development (S2021-104)

Applicant: Nor Am Investments, LLC

Project Description: A subdivision of approximately 194.54 acres into 475 residential lots and twenty-nine (29) tracts as depicted on the preliminary plat submittal.

Master Agreement Consistency Determination: Issued November 3, 2021.

After completing the review of the preliminary plat application of South Orchard and evaluating it considering the mitigating conditions established in the Final Supplemental Environmental Impact Statement prepared for the Badger Mountain South Subarea Plan and as delineated as Exhibit B in the Master Agreement between the City of Richland and Nor Am Investments, LLC, the City finds the following:

1. The South Orchard preliminary plat meets the description for a planned action as defined in City code and that as conditioned, the project will implement applicable conditions or mitigation measures identified in RMC 19.50 (Consistency with Development Regulations and SEPA); and
2. The South Orchard preliminary plat is consistent with the City of Richland Comprehensive Plan and the Badger Mountain Subarea Plan; and
3. The South Orchard preliminary plat is consistent with the Master Agreement between the City and Nor Am Development, LLC regarding development of Badger Mountain South, as evidenced by the Master Agreement Consistency Determination issued by the City on July 1, 2021; and
4. The probable significant adverse environmental impacts of the proposed project have been adequately addressed in the Planned Action Ordinance [RMC 19.50.030 (B)] and as described in the Badger Mountain South

Planned Action Consistency Determination for South Orchard preliminary plat; and

5. The South Orchard preliminary plat is not an essential public facility, as defined in RCW 36.70A.200.
6. Based on the foregoing, a SEPA threshold determination or EIS is not required; and
7. The following environmental mitigation conditions shall apply to the South Orchard preliminary plat:
 - a. Erosion control measures as required by City of Richland shall be implemented; vegetative cover on exposed soils shall be provided as soon as practicable following clearing and grading activities; water of exposed soils shall be performed in accordance with Benton Clean Air Authority requirements; soils shall be compacted at densities appropriate for planned uses.
 - b. The applicant shall submit a dust control plan to the Benton County Clean Air Authority for their review and approval. All construction work shall be performed in accordance with the provisions of the approved dust control plan.
 - c. The applicant shall submit an erosion control plan to the City of Richland Public Works Department for their review and approval based on the Washington State Department of Ecology Stormwater Management Manual for Eastern Washington. All construction work shall be performed in accordance with the provisions of the approved erosion control plan which shall be consistent with City standards.
 - d. The applicants shall conform to City noise standards.
 - e. Transportation mitigation measures shall be applied pursuant to the most recent traffic impact analysis prior to recording any phase of South Orchard. The mitigation measures identified in the TENW memo date October 18 shall be implemented.
 - f. Potable water systems shall be designed and constructed in accordance with City standards.
 - g. Sewer systems shall be designed and constructed in accordance with City standards.
 - h. All residential dwelling units shall be constructed with a residential fire sprinkler system.
 - i. Energy conservation measures and sustainability standards as established in the LUDR shall apply to new construction within the proposed project.



Mike Stevens,
SEPA Responsible Official

November 3, 2021

Exhibit 8

6. South Orchard Neighborhood – 760 RU

Improvements	RU – Residential Unit Non-Sequential Trigger
○ Local Park #2	40 RU
○ 2,500 LF – Primary Trail 2,500 LF – Secondary Trail 5,000 LF – Greenbelt	140 RU
○ Local Park #1	230 RU
○ 2,000 LF – Primary Trail 2,000 LF – Secondary Trail 4,000 LF - Greenbelt	90 RU
○ 2,800 LF – Secondary Trail 4,200 LF – Greenbelt	50 RU
○ The Orchard Green: 5,300 LF – Primary Trail 2,700 LF – Secondary Trail 1/2 of Landscape Improvements Open Play Field Dog Park (3) Picnic Areas Site Furnishings	160 RU
○ <u>Block Parks (to be distributed) – 1.4 Acres</u>	50 RU
	760 RU

Looking North



SITE

Looking East



Looking South



Looking West





CITY OF RICHLAND

NOTICE OF APPLICATION AND PUBLIC HEARING (S2021-104)

- REMAND -

Exhibit 10

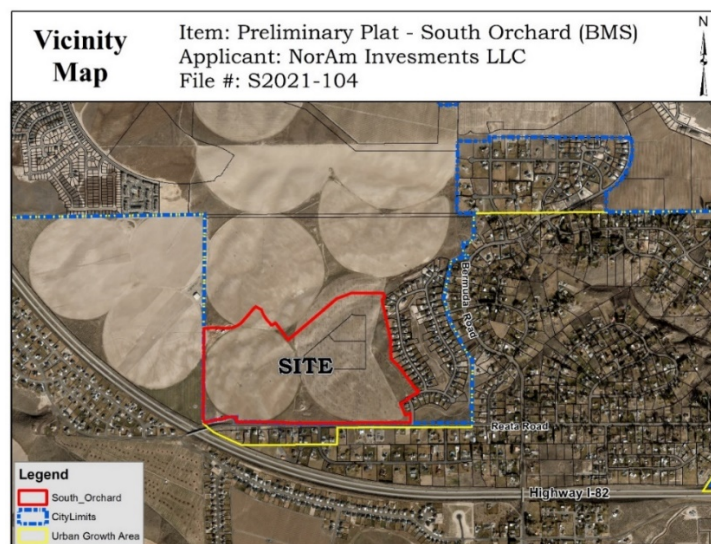
Notice is hereby given that Nor Am Investments, LLC has applied for preliminary plat approval to subdivide a 194.54-acre site into 475 lots and 29 tracts referred to as the Preliminary Plat of South Orchard. The project site is located along the north side of Reata Road, west of Morningside Parkway in the Badger Mountain South master planned community (APN 1-04882000001000). The plat proposes an average lot size of 9,177 square feet. **Following the July 12, 2021 public hearing, the Hearing Examiner remanded the application back to the applicant on the basis of 1) alleys proposed as the primary means of access and, 2) the interim status of the respective traffic impact analysis. These points have been addressed in the revised application materials which can be found by visiting the City's website (www.ci.richland.wa.us).**

The Richland Hearing Examiner will conduct a public hearing and review of the application at 6:00 p.m., Wednesday, November 17, 2021. All interested parties are invited to participate in the virtual public hearing by visiting the City of Richland website (www.ci.richland.wa.us).

Environmental Review: The proposal is not subject to specific environmental review. Environmental impacts of Badger Mountain South, a master planned community, have previously been analyzed. The final environmental impact statement and related file information are available to the public and can be viewed at www.ci.richland.wa.us.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to soneill@ci.richland.wa.us. Written comments regarding the proposed preliminary plat should be received no later than 5:00 p.m. on Wednesday, November 10, 2021 to be incorporated into the staff report. Written comments may be submitted up to 6:00 p.m., November 16, 2021. Written comments received after the November 10 deadline will be provided to the Hearing Examiner on the day of the public hearing. Written comment will not be accepted after 6:00 p.m. on November 16; however verbal comments may be presented during the public hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration, Title 24 Plats and Subdivisions, the Badger Mountain South Land Use & Development Regulations, and the Badger Mountain South Master Agreement. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.



AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Shane O'Neill**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

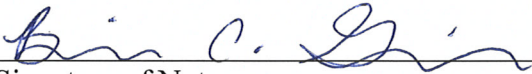
2. On the 3rd day of November 2021, I posted the attached NOTICE OF PUBLIC HEARING, File Number S2021-104 (Preliminary Plat of South Orchard) in the following location:

The north side of Reata Road, approximately 1,000 feet west of Morningside Parkway



Signed: Shane O'Neill

SIGNED AND SWORN to before me this 3rd day of November 2021, by Shane O'Neill.



Signature of Notary

Briana C. Ghebin

Printed Name

Notary Public in and for the State of Washington,

Residing in Benton County

My appointment expires: 4-25-23

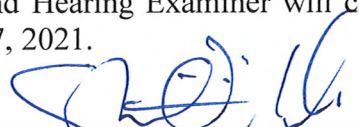
AFFIDAVIT OF MAILING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, Shane O'Neill, who, being first duly sworn upon oath deposes and says:

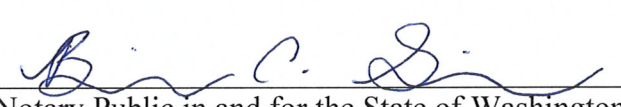
1. I am an employee in the Planning & Development Department for the City of Richland.

2. On the 3rd day of November, 2021, I mailed a copy of the attached NOTICE OF APPLICATION AND PUBLIC HEARING (S2021-104) to the attached list of individuals via regular USPS on the date indicated above. The Richland Hearing Examiner will conduct a virtual public hearing at 6:00 PM on Wednesday, November 17, 2021.


Signed: Shane O'Neill

SIGNED AND SWORN to before me this 3rd day of November, 2021 by Shane O'Neill.




Notary Public in and for the State of Washington,

Briana C. Ghbein
Print Name
Residing at Benton County
My appointment expires: 4-25-23

AFFIDAVIT OF MAILING - 1
Notice of Application and Public Hearing attached.
Address list attached.

owner	addr_line1	addr_state	addr_city	addr_zip
BOSTON DREW A & CASSANDRA M	2804 SUNSHINE RIDGE RD	WA	RICHLAND	99352
BAUMGARTNER CRAIG S & AMANDA R	2806 KARLEE DRIVE	WA	RICHLAND	99352
NIXON RICK ALAN & AMY RENEE	2852 KARLEE DR	WA	RICHLAND	99352
SILER JOSHUA M & HOLLY M	2864 KARLEE DRIVE	WA	RICHLAND	99352
BECK TRAVIS H	2878 KARLEE DR	WA	RICHLAND	99352
CONLEY STEVEN R & CARRIE L	2890 KARLEE DR	WA	RICHLAND	99352
ROSAS JEREMY H & YESICA	2894 KARLEE DR	WA	RICHLAND	99352
TEJEDA NICANOR & BRITTNEY V	2914 KARLEE DR	WA	RICHLAND	99352
SCHAEFER LOUIS A & SHELLAGH K	2926 KARLEE DR	WA	RICHLAND	99352
CAMPBELL BRANDON PAUL & KELLI ANNE	2938 KARLEE DR	WA	RICHLAND	99352
BENAVIDES NICHOLAS	2950 KARLEE DR	WA	RICHLAND	99352
ECCLESTONE BRUCE R & JANIE	2962 KARLEE DR	WA	RICHLAND	99352
WELLS DONNIE & SUSAN	4605 S KENT ST	WA	KENNEWICK	99337
MCCABE COLLIN & KAYLA	2986 KARLEE DR	WA	RICHLAND	99352
HUDSON SHELLY L & LIMBOCKER ROBERT C	2998 KARLEE DR	WA	RICHLAND	99352
SLOCUM STEPHEN E & DEBRA L	2997 KARLEE DR	WA	RICHLAND	99352
NIPPER JAMES M & MARY M	2985 KARLEE DR	WA	RICHLAND	99352
KNIGGE RICHARD A & JESSICA A	2973 KARLEE DR	WA	RICHLAND	99352
CORTEZ CARLOS & AMANDA D	2961 KARLEE DR	WA	RICHLAND	99352
BOCCHI BRIAN B & JANELLE P	2949 KARLEE DR	WA	RICHLAND	99352
SISTRUNK JONATHAN & JILL	2937 KARLEE DR	WA	RICHLAND	99352
RAINSBERRY SCOTT N & NICOLE L	2925 KARLEE DR	WA	RICHLAND	99352-9307
BURROUGHS JEFF L & AMBER L	2913 KARLEE DR	WA	RICHLAND	99352
PRIMUS KENNETH J & MELANIE	2895 KARLEE DR	WA	RICHLAND	99352
HEAD JOSHUA & ANGIE	2883 KARLEE DR	WA	RICHLAND	99352
LARSON SCOTT C & CYNTHIA A	6612 COMISKEY DR	WA	PASCO	99301
KELLY TIMOTHY G & KARI M	2867 KARLEE DR	WA	RICHLAND	99352
CASTLE MICKY N & NICHOLE M	2859 KARLEE DR	WA	RICHLAND	99352
NOR AM INVESTMENT LLC	12513 DUBOIS AVE SW	WA	LAKEWOOD	98498-5242
HOPWOOD JOSHUA	2847 KARLEE DR	WA	RICHLAND	99352
WARF DONALD & MARTHA CHAVEZ	2839 KARLEE DR	WA	RICHLAND	99352
BYERS JON RICHARD & MUIR LISA EILEEN	2831 KARLEE DR	WA	RICHLAND	99352
LEE STEVEN A & WANDA F	2817 KARLEE DR	WA	RICHLAND	99352
PRICE TRUSTEES DALE N & DEE ANN	2801 KARLEE DR	WA	RICHLAND	99352
BURNS DAVID R C & CHRISTA M	2789 KARLEE DR	WA	RICHLAND	99352
SIGMUND MICHAEL DONALD & WOODHALL KATHLEEN	2777 KARLEE DRIVE	WA	RICHLAND	99352
MOORE JEFF L & KYLEE M	2761 KARLEE DR	WA	RICHLAND	99352
THOMAS RICHARD A & SHANNON	2561 ALLISON WAY	WA	RICHLAND	99352
MURSTIG DEAN E & MARTHA E	2603 ALLISON WAY	WA	RICHLAND	99352
ROWLEY STEVEN P & KATHERINE E	2625 ALLISON WAY	WA	RICHLAND	99352
ZYLMAN ROBERT A & KAREN M	3011 MORNINGSIDE PKWY	WA	RICHLAND	99352
MCLEMORE BRYAN R & ASHLEY B	2689 ALLISON WAY	WA	RICHLAND	99352
HOFSTAD KEN & REENTS TERESA	2853 SUNSHINE RIDGE RD	WA	RICHLAND	99352
BORT ANTHONY B & STACY D	PO BOX 5635	WA	WEST RICHLAND	99353
TILLENBURG ROGER & ERIN M	86503 E REATA RD	WA	KENNEWICK	99338
BADGER MOUNTAIN IRRIG DIST	87525 E REATA RD	WA	KENNEWICK	99338
GRANT J ED T & JEANNE B	208 S BERMUDA RD	WA	KENNEWICK	99338-8319
DUNNUM AARON J & CRYSTAL M	91703 CHELSEA RD	WA	KENNEWICK	99338
BEEHLER KELLY & ANGELA	1504 S BERMUDA RD	WA	KENNEWICK	99338
PORTER MILTON C	602 S BERMUDA RD	WA	KENNEWICK	99338-8310
BORISCH ROBERT WILLIAM	302 S BERMUDA RD	WA	KENNEWICK	99338
MARTIN ROBERT G & KRISTI L	106 S BERMUDA RD	WA	KENNEWICK	99338
NELSON PAUL ANTHONY	704 S BERMUDA RD	WA	KENNEWICK	99338
BELL LESLIE A	6 S BENT RD	WA	KENNEWICK	99338
JANCAR ROBERT S	705 S BERMUDA RD	WA	KENNEWICK	99338
HENDRICKSON GARY & AMANDA	219 S BERMUDA RD	WA	KENNEWICK	99338
GERBER LISA JILL	88817 E REATA ROAD	WA	KENNEWICK	99338
PUBLIC UTILITY DISTRICT #1	2721 W 10TH AVE	WA	KENNEWICK	99336-4813
KIPPES JOHN D	1404 S BERMUDA RD	WA	KENNEWICK	99338
MAKI DOUGLAS E & GRETA J	1105 S BERMUDA RD	WA	KENNEWICK	99338-9350
TRI-CITY DEVELOPMENT CORPORATION	PO BOX 1307	WA	GIG HARBOR	98335
KENNEWICK SCHOOL DISTRICT	1000 W 4TH AVE	WA	KENNEWICK	99336-5533
DANNA MARK A & JODI L	86105 REATA RD	WA	KENNEWICK	99338
GENTRY BENJAMIN L & SHARON C	85604 BADGER VIEW DR	WA	KENNEWICK	99338
MANSFIELD STEVE E	82647 E REATA RD	WA	KENNEWICK	99338
HAREN JAMIE & ROY JOSH	82943 E REATA RD	WA	KENNEWICK	99338

WARD JOHN F & GAIL H	83239 E REATA RD	WA	KENNEWICK	99338
LILLY TERRY	83535 E REATA RD	WA	KENNEWICK	99338
MYERS LOREN & KRISTINE	83931 E REATA RD	WA	KENNEWICK	99338
GAITHER PAUL J & KARLA J	84227 E REATA ROAD	WA	KENNEWICK	99338
BOOTH IV GEORGE S & AMANDA L	84523 E REATA RD	WA	KENNEWICK	99338
HUMMEL JAMES & SHERYL	84719 E REATA RD	WA	KENNEWICK	99338
MARSH CAROLYN D	85126 E JENNA LN	WA	KENNEWICK	99338
FLOHR DOUGLAS N & JANET R	85115 E REATA RD	WA	KENNEWICK	99338
BENDER CODY W & CHARMAINE J	1525 S IRVING PL	WA	KENNEWICK	99338
RODNEY & CATHERINE HARKINS	91401 E CHELSEA RD	WA	KENNEWICK	99338
CANDY MOUNTAIN LLC	PO BOX 1307	WA	GIG HARBOR	98335
CITY OF RICHLAND	625 SWIFT BLVD. MS-09	WA	RICHLAND	99352
RIVERA JR DANIEL & SHANTEL	2797 SUNSHINE RIDGE ROAD	WA	RICHLAND	99352
ZAUGG MICHAEL A & HAMMACK-ZAUGG TANYA	2789 SUNSHINE RIDGE ROAD	WA	RICHLAND	99352
DVORAK JOAN ELAINE & JOSEPH FRANK	2781 SUNSHINE RIDGE ROAD	WA	RICHLAND	99352
MC GEE CORY K & STEPHANIE R	2773 SUNSHINE RIDGE ROAD	WA	RICHLAND	99352
HAMMACK JR CLARENCE C & CATHERINE J	2780 SUNSHINE RIDGE RD	WA	RICHLAND	99352
PETERSON JILL & SCHROEDER JR CARL	2788 SUNSHINE RIDGE RD	WA	RICHLAND	99352
WOODBURY JEFFREY D & JULIE A	2796 SUNSHINE RIDGE RD	WA	RICHLAND	99352
SUNSHINE RIDGE HOME OWNERS ASSOCIATION	C/O MID COLUMBIA LAND DEVELOPMENT LLC	WA	LAKEWOOD	98498



Beaufort Gazette
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Bellingham Herald
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Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee

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Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald

el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi

Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

AFFIDAVIT OF PUBLICATION

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36823	166889	Print Legal Ad - IPL0048036		\$217.23	2	45 L

Attention: Jana Duncan

CITY OF RICHLAND/LEGALS
625 SWIFT BLVD. MS-11
RICHLAND, WA 99352

CITY OF RICHLAND NOTICE OF APPLICATION & PUBLIC HEARING REMAND

Notice is hereby given that Nor Am Investments, LLC has applied for preliminary plat approval to subdivide a 194.54 acre site into 475 lots and 29 tracts referred to as the Preliminary Plat of South Orchard. The project site is located along the north side of Reata Road, west of Morningside Parkway in the Badger Mountain South master planned community (APN 1-04882000001000). The plat proposes an average lot size of 9,177 square feet. **Following the July 12, 2021 public hearing, the Hearing Examiner remanded the application back to the applicant on the basis of 1) alleys proposed as the primary means of access; and 2) the interim status of the respective traffic impact analysis. These points have been addressed in the revised application materials which can be found by visiting the City's website at www.ci.richland.wa.us.**

The Richland Hearing Examiner will conduct a public hearing and review of the application on **Wednesday, November 17, 2021 at 6:00 p.m.** All interested parties are invited to participate in the virtual public hearing by visiting the City of Richland's website at www.ci.richland.wa.us.

Environmental Review: The proposal is not subject to specific environmental review. Environmental impacts of Badger Mountain South, a master planned community, have previously been analyzed. The final environmental impact statement and related file information are available to the public and can be viewed at www.ci.richland.wa.us.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 625 Swift Blvd., MS-35, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to soneill@ci.richland.wa.us. Written comments regarding the proposed preliminary plat should be received no later than 5:00 p.m. on Wednesday, November 10, 2021 to be incorporated into the staff report. Written comments may be submitted up to 6:00 p.m. on November 16, 2021. Written comments received after the November 10 deadline will be provided to the Hearing Examiner on the day of the public hearing. Written comment will not be accepted after 6:00 p.m. on November 16; however verbal comments may be presented during the public hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration, Title 24 Plats and Subdivisions, the Badger Mountain South Land Use & Development Regulations, and the Badger Mountain South Master Agreement. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.

Published: Friday, November 5, 2021

IPL0048036

Nov 5 2021

COUNTY OF BENTON)

SS

STATE OF WASHINGTON)

Islamae Brown, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, ran 1 time(s) commencing on 11/05/2021, and ending on 11/05/2021 and that said newspaper was regularly distributed to its subscribers during all of this period.

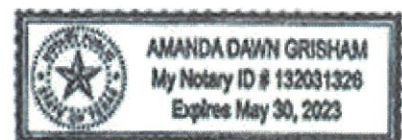
Islamae Brown

(Signature of Legals Clerk)

Sworn to and subscribed before me this 5th day of November in the year of 2021

Amanda Grisham

Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!



3100 Belmont BLVD – West Richland
Community Development

Shane O'Neill
City of Richland
625 Swift Blvd., MS-35
Richland, WA 99352

11/8/2021

RE: Preliminary Plat Review - BMS South Orchard (S2021-104)

Dear Shane O'Neill:

The City of West Richland has reviewed the plans submitted on June 10, 2021 for a 194.5 acre preliminary plat for 477 lots in the Badger Mountain South master planned community. This is the second plat review sent to West Richland staff in the past six months. We have been in discussions with the City of Richland staff regarding the potential significant traffic impacts as a result of these subdivisions to West Richland. We have appreciated the inclusion in the review process for the Badger Mountain South master plan and traffic impact analysis (TIA) submitted by TENW, draft dated 5-14-21. However, it is my understanding that comments are not yet due for that draft document. The draft TIA includes associated traffic impacts from this subdivision. Since the TIA is still draft and mitigation and trigger points for mitigation may be necessary the City of West Richland requests that these mitigation measures and trigger points be identified and agreed upon before further review of the proposed development and any future applications associated with the Badger Mountain South master plan.

On May 10, 2021 communication with you and Mike Stevens regarding the Preliminary Plat Review of the Villa Vista Townhomes illustrate that Richland is progressing forward and approving lots not yet sufficiently mitigated. Approved lot trip counts are well beyond the 1,000 trigger mark and required mitigation per the master plan agreement have not yet been met.

The City of West Richland respectfully requests that the City of Richland withhold approvals these and any future plats within the Badger Mountain South master planned community until such time that the draft TIA has been finalized and approved. Mitigation for traffic impacts from this development need to be identifiable and sufficiently mitigated as part of the review and approval process.

Sincerely,

Eric Mendenhall
Community Development Director

City of West Richland

CC: Mayor Brent Gerry; Roscoe Slade III P.E., Bronson Brown, Drew Woodruff, P.E.



November 10, 2021

City of Richland Development Services
625 Swift Boulevard
Richland, WA 99352

Attn: Shane O'Neill, Senior Planner

RE: S2021-104 South Orchard Preliminary Plat
I-82 MP 106 Lt. – Reata Road vicinity

We have reviewed the preliminary plat and have the following comments.

The subject property is in the vicinity of Interstate 82 (I-82) and the Dallas Road (Exit 104) interchange and within the Badger Mountain South (BMS) subarea. I-82, including the interchanges, is a fully controlled limited access facility, Highway of Statewide Significance (HSS), and part of the National Highway System (NHS). We are not opposed to this proposal, or any previous proposals within the BMS subarea; however, we are concerned with the cumulative impact development of the subarea is having on I-82, specifically the Exit 104 interchange. Exit 104 currently operates within acceptable safety and operational thresholds and it is to the benefit of the city, county and state to preserve this interchange's safety and efficiency.

The additional vehicle trips generated by this project will cause the total subarea trip level to exceed all mitigation triggers described in exhibit B of the BMS master agreement. To date, no effort to mitigate subarea impacts to I-82 and Exit 104 has been made. The latest analysis, the draft BMS Traffic Impact Analysis (TIA) dated May 14, 2021, states the eastbound and westbound ramp terminals at Exit 104 are projected to fail in 2025. The TIA also recommends the developer only contribute towards a portion of the cost to mitigate these impacts and doesn't clearly identify a complete funding strategy. It is our position that the BMS subarea is the sole driver creating the need for improvements to Exit 104, and the developer and city are responsible for ensuring these impacts are mitigated prior to the year 2025.

Therefore, as a condition of plat approval, the city and developer must amend the BMS master agreement to include fully funded mitigation strategies and updated timelines to preserve the safety and efficiency of the I-82 Exit 104 interchange.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please contact Jacob Prilucik at (509) 577-1635.

Sincerely,

Paul Gonseth, P.E.
Region Planning Engineer

PG: jjp
cc: SR 82, File #2020_008