

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

GENERAL INFORMATION:

PROPOSAL NAME: Columbia Park Trail East

LOCATION: A 1.1-Mile Segment of Columbia Park Trail East of Fowler Street; including a parking lot on the north side of Columbia Park Trail

APPLICANT: City of Richland

FILE NO.: SMP2020-101, SSDP2020-101 & EA2019-135

DESCRIPTION: Request to fully reconstruct a 1.1-mile segment of Columbia Park Trail and to reconstruct an existing parking lot on the north side of Columbia Park Trail. Road work includes adding curb & gutter, sidewalks, multi-use paths, on-street bike lanes, new streetlights, pedestrian crossing locations, storm drainage collection system including on-site swales and underground infiltration systems.

PROJECT TYPE: Shoreline Master Program Type II Shoreline Substantial Development & Special Use Permit. These applications are being processed under the Optional Consolidated Permit Processing procedures as set forth in RMC 19.20.020(B).

HEARING DATE: May 11, 2020

REPORT BY: Shane O'Neill, Senior Planner

RECOMMENDED ACTION: Approval subject to the proposed conditions of approval



Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

The City of Richland Public Works Department has applied for a Shoreline Management Substantial Development & Special Use Permit to fully reconstruct a 1.1-mile segment of Columbia Park Trail (CPT) and to reconstruct an existing parking lot on the north side of Columbia Park Trail. The project site is approximately 10-acres in area. Road work includes adding curb & gutter, sidewalks, multi-use paths, on-street bike lanes, new streetlights, pedestrian crossing locations, storm drainage collection system including on-site swales and underground infiltration systems. Work on the parking lot will be within the Corps of Engineers owned land, leased to the City of Richland.

The parking lot area is a unique component of this project in that the parking lot lies outside of the public right-of-way. The parking area to be improved with this project can be bifurcated as a result of its shape. The map below (Figure 3) divides the parking area into Area "A" and Area "B" for discussion purposes. Parking area "A" belongs to Wye Park and parking area "B" belongs to Bateman Island Park.

Area A is currently paved with 16 striped parking stalls (including 1 ADA stall). Stormwater generated from Area A is diverted to a narrow open concrete-lined channel extending across the park lawn toward the river. Once this water reaches the north edge of the lawn the water simply falls down an embankment above the Sacajawea Trail bordering the shoreline.

Parking Area B was perhaps paved many years ago, but is now a rough gravel surface with several pot-holes. The seam between Area B and the CPT roadway is in poor condition, consisting of several deep holes causing vehicles to slow-down excessively in the right-of-way before entering the parking lot. This slowing in the westbound travel lane is a potentially hazardous traffic movement.

Some of the site photos (Exhibit 7) taken by staff illustrate the current condition of both parking areas.



Figure 2 – Parking Lot Areas Map

SITE HISTORY

The site and surrounding vicinity have a long history of pre and post-European-contact human use. A detailed description of the natural and cultural history of

the site and its surrounding vicinity, including Bateman Island, is provided in the Cultural Resources Assessment included herein as Exhibit 6.

Properties surrounding the project's boundaries were annexed into Richland by way of three separate annexations. Most of the area now called "the Richland Wye" was brought into the City in 1965. Additional land, mostly to the east of the 1965 annexation, was brought into the City in 1981 & 1982. Before being brought into the City, the Wye was primarily developed with single-family homes and small commercial retail service businesses. More recently the Wye has experienced a surge of development/redevelopment with larger multi-family apartment complexes and large-scale offices which express a heightened level of architecture and site design.

SITE DESCRIPTION & ADJACENT LAND USES

The projects site is a 1.1-mile segment of Columbia Park Trail (right-of-way) together with a 0.53-acre parking lot on the north side of Columbia Park Trail at the approximate mid-point. The site forms a linear polygon oriented in the east-west direction; curving slightly to the south on the east-end; and having a slight bulb on the north side near the approximate mid-point.

Most of this 1.1-mile segment of the Columbia Park Trail right-of-way is eighty-foot-wide with the exception of a 500-foot segment across from Spaulding Avenue which is ninety six (96) feet-wide. Approximately 2,005 linear feet of the site is currently treated with sidewalk; accounting for 17% of the respective road frontage(s). There are nine (9) intersections with other public rights-of-way; they are: Fowler Street, Montana Avenue, Spaulding Avenue, Georgia Avenue, Florida Avenue, Dakota Avenue, Delaware Avenue, Carolina Avenue and N. Columbia Center Blvd.

The north side of Columbia Park Trail provides several riverward access points through public lands. In particular, Wye Park and Bateman Island Park are both adjacent to the projects' boundaries. The somewhat bifurcated parking lot (Figure 2) serving these two parks is located directly south of the isle of land connecting Bateman Island to the shore.

Considering its long, spanning shape, the site is adjacent to several different zones and current land uses. Generally, land north of the site contains: vacant land, commercial businesses and public park lands offering access to the Yakima Delta shoreline. These lands to the north contain much more open-space compared to the vicinity south of the project site. Lands on the south side of the project site contain several vacant parcels, a variety of commercial and office businesses, residential apartment complexes and a few non-conforming single-family homes.

EXISTING ZONING

A bulk of the project site occupies the Columbia Park Trail public street right-of-way. Dedicated rights-of-way are not assigned zoning as they are not available for permanent land uses other than public transportation. As such, only those portions of the project site lying on fee simple parcel(s) are applied with city zoning. There is a small (0.53-acre) parking lot on the north side of Columbia Park Trail lying outside of public right-of-way at about the mid-point of the project site. The parking lot crosses over a property line also serving as a boundary between zoning districts. The westerly parcel (USACOE owned) is zoned Parks & Public Facilities (PPF) while the easterly parcel (City of Richland owned) is zoned Commercial Recreation (CR). The westerly parcel belongs to the municipal park named “Wye Neighborhood Park”. The easterly parcel belongs to Bateman Island, a park primarily consisting of primitive hiking trails leading users from Columbia Park Trail to Bateman Island proper. The westerly parcel is owned by the Army Corps. of Engineers (ACOE) and is leased to the City. An image of the aforementioned park configuration is provided below (Figure 3) with the subject parking lot identified in red.

Because the project does not propose any changes to existing land uses, Richland’s zoning regulations have minimal effect on this review.



Figure 3 - Parks Map

Zoning Purpose Statements

The stated purposes of the Parks & Public Facilities (**PPF**) zone (as set forth in RMC 23.30.010.A) is as follows:

A. The parks and public facilities district (PPF) is a special use classification intended to provide areas for the retention of public lands necessary for open spaces, parks, playgrounds, trails and structures designed for public recreation and to provide areas for the location of buildings and structures for public education, recreation and other public and semi-public uses. This zoning classification is intended to be applied to those portions of the city that are designated as developed open space and public facility under the city of Richland comprehensive plan.

The stated purposes of the Commercial Recreation (**CR**) zone (as set forth in RMC 23.22.010.G) is as follows:

G. The commercial recreation district (CR) is a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, and other commercial uses which are consistent with waterfront oriented development, and which are in conformance with RMC Title 26, Shoreline Management, and with the U.S. Corps of Engineers requirements, and providing for regulations to protect the business and residents of the city from objectionable influences, building congestion and lack of light, air and privacy. This zoning classification is intended for those portions of the city that are designated as waterfront or commercial under the Richland comprehensive plan.

By way of analysis, the subject re-surfacing project will not alter the existing land from its current parking lot use on either parcel. After the project has been completed the parking lot will continue to be used for public parking and thus the project has no land use implications.

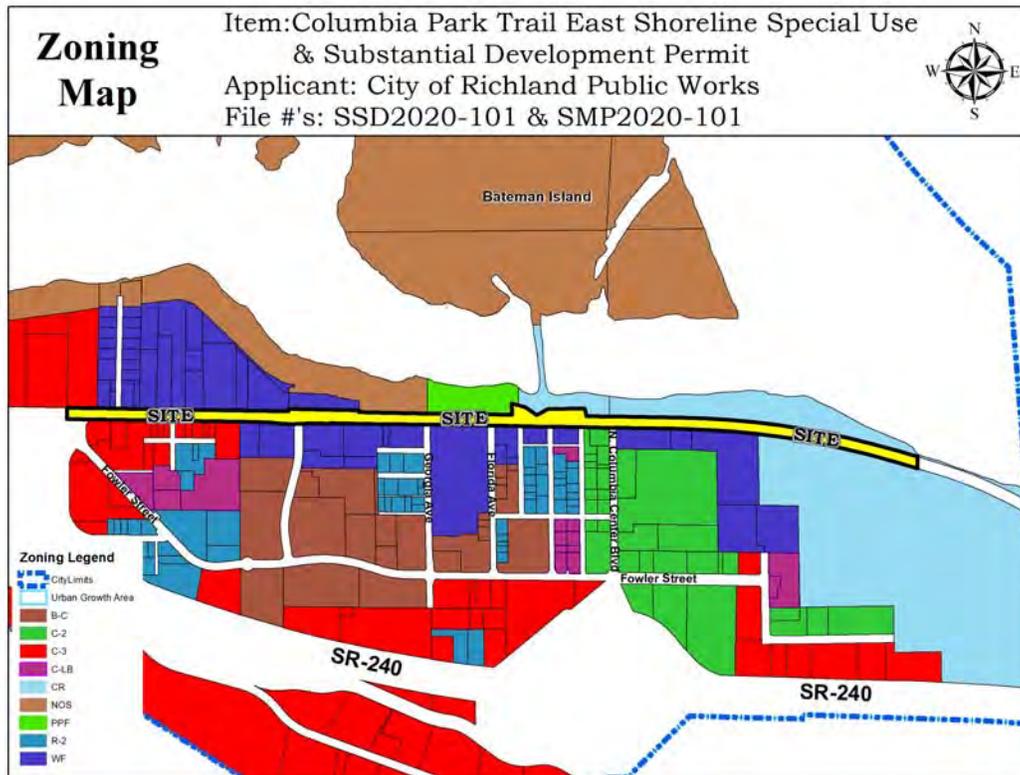


Figure 4 – Zoning Map

COMPREHENSIVE PLAN

The Comprehensive Plan designates a portion of the site as suitable for Developed Open Space land uses. Properties to the north and south are applied with several different land use designations as illustrated in detail in figure 2 (above). A bulk of the site itself is public right-of-way and is not applied with land use designations.

The following Comprehensive Goals & Policies have been selected in support of the subject proposal:

County-wide planning Policy #1

Open space and recreation – Encourage the retention of open space and the development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(City) Land Use Goal 5:

The City will encourage efficient use and location of municipal and public facilities such as transportation centers, utility facilities, schools, parks and other public uses.

Policy 2 – The City will ensure that public facilities are of a scale compatible with surrounding areas.

Policy 3 – The City, through its land use plan and development regulations, will ensure that public facilities are specifically located to be compatible with existing and planned surrounding land uses.

Land Use Goal 6:

The City will protect and conserve its natural resources and critical lands and provide public access based on ability of the resource to support the use.

Policy 1 – The City will make all public river shoreline accessible to the public, subject to regulation protecting public safety, sensitive habitat areas and wildlife.

Policy 2 – The City will encourage development of water-oriented recreational, cultural and related commercial facilities in certain Columbia River locations to enhance and diversify Richland’s community recreational resources and its attractiveness to tourists.

Policy 3 – Except as addressed in Policy 2, the City will protect the natural riparian areas along the Yakima River and the riparian area along the Columbia River so as not to diminish the quality of the shoreline environment.

Policy 4 – In cooperation with appropriate agencies, the City will identify and regulate the use of wetlands, essential habitat areas and other critical lands within the urban growth area.

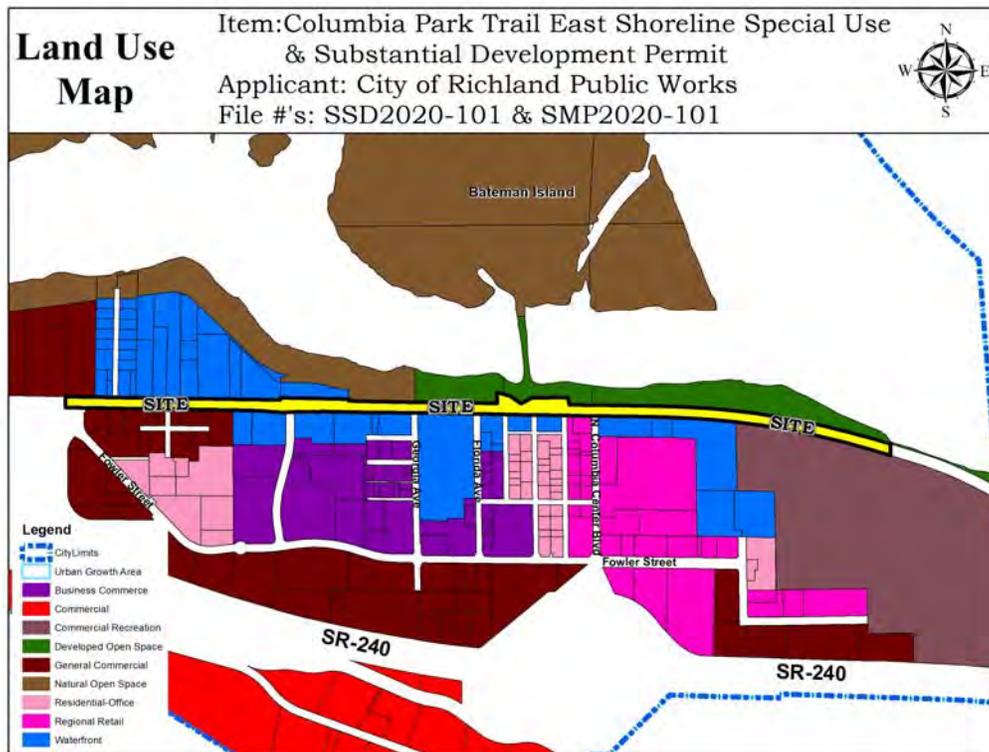


Figure 5 – Comprehensive Plan Map

PUBLIC NOTIFICATION TIMELINE:

Application Date	March 2, 2020
Combined Notice of Application & Hearing Mailed	March 9, 2020
Combined Notice of Application & Hearing Posted	March 10, 2020
Combined Notice of Application & Hearing Published	March 8, 2020
SEPA DNS Issued	Dec. 30, 2019
Public Hearing	May 11, 2020

The notice of application and public hearing was provided through posting of the property, mailing of notice to property owners within 300 feet of the site and publication in the *Tri-City Herald* newspaper. Copies of the notices and affidavits are included in Exhibit 3 – Notices and Affidavits.

Public Comments

At the time this report was finalized, Planning staff received one comment letter from the public at large. The letter from the owners of 1333 Columbia Park Trail (Park Trail LLC) supports the project and states their delight with the prospect of this road project coming to fruition.

Agency Comments

In response to the City's project notification and invite to comment three comment letters were received from two agencies; they are: Bonneville Power Administration (BPA), and the Washington State Department of Ecology (DOE). BPA provided one comment stating "no objection" to the project. DOE provided a total of two comment letters; one response to SEPA review and one response to the shoreline permit itself. All comment letters are provided herein as Exhibit 5.

UTILITY AVAILABILITY

Domestic water, sewer and electrical power lines are in place to serve the site and have adequate capacity to supply the proposed project. The proposed lighting system will only place additional demand on electrical services. Increased visitor traffic resulting from improved lighting may have an indirect impact on the sewer and water services associated with the park restrooms.

TRANSPORTATION

Columbia Park Trail is classified as a minor arterial roadway in the City's Transportation Plan. Temporary traffic delays and detours will be in-place during times when road construction activity is occurring. Road work typically occurs during normal weekday business hours. A "Potential Detour Route" map is included in the NEPA documents incorporated by reference. The map indicates that CPT traffic will be redirected onto Fowler Street.

Over the past several years, development projects which triggered the requirement to make right-of-way improvements have made payments in-lieu of

making improvements to CPT. Funds collected have been reserved and are being used to contribute costs of this project. This method was offered to affected property owners to avoid redundancy and waste. Because the subject CPT project involves road centerline re-alignment any required road improvements like curb, gutters and sidewalks would have to be removed and reconstructed as part of this project. In this way, some property owners adjacent to the project limits will enjoy seeing their long-held payments be put to use. A public comment letter to this effect is included in Exhibit 5.

Approximately 83% of the 1.1-mile segment of CPT currently lacks sidewalk facilities. The CPT East project proposes to install a combination of 5-foot-wide sidewalks and a 12-foot-wide multi-use path, on both sides of CPT. The multi-use path will be applied to the north side of CPT for a distance of 4,455 linear feet (0.84-miles) and will be separated from the roadway by a narrow landscaped median containing street trees spaced about eighty (80) feet apart.

ENVIRONMENTAL REVIEW

This project underwent review for potential impacts to the environmental at both State (SEPA) and Federal (NEPA) levels. A cultural resources survey (Exhibit 6) was conducted by Northwest Anthropology who then prepared a report describing the results. Generally, the survey indicates the proposed project will not disturb any historic properties but due to the two (2) known archaeological sites within the Area of Potential Effect (APE) the report recommends cultural monitoring occur during all ground disturbing activities within and east of the Wye Parking lot. The report states that WISAARD's predictive model indicates there is a very high likelihood archaeological sites will be encountered in the APE due to the site's close proximity to Bateman Island and the confluence of the Columbia and Yakima Rivers.

General summaries of each environmental review are provided in the sections below. Respective environmental review records are incorporated into this report directly as exhibits and by reference. NEPA environmental impact review documentation is incorporated by reference as Exhibit 8.

NEPA

The project is categorically excluded (CE) from NEPA review pursuant to 23 CFR 771.117(c)(22) which adds projects confined to the existing operational right-of-way as actions that meet the criteria for CE's. The existing operational right-of-way is defined by features typically associated with a transportation facility's footprint, including the roadway itself, bridges, interchanges, and fixed guideways. The existing operational right-of-way also includes clear zones, traffic control signage, rest areas with direct access to the highway, transit power substations, and transit maintenance facilities. A project is considered to be in the existing operational right-of-way if it meets both of the following criteria:

- *The project is in a right-of-way that has been disturbed or transformed for an existing transportation facility; and*
- *The portion of the right-of-way that the project affects is maintained for transportation purposes.*

Due to the project's exempt status the NEPA record is not detailed and extensive as compared to other projects requiring environmental assessment or environmental impact statements. The NEPA environmental review records for this project are made available to the Hearing Examiner upon request.

SEPA

By virtue of the fact that this project requires a shoreline substantial development & special use permit, which are land use actions, also requires compliance with the provisions of the State Environmental Policy Act [WAC 197-11-800(1)(a)(iv)]. The applicant filed an environmental checklist (Exhibit 4) with the SMP/SSDP applications. After reviewing the SEPA checklist, plans and application materials, a Determination of Non-Significance (Exhibit 4) was issued on December 30, 2019. In response to SEPA noticing one comment letter was received from the Department of Ecology (Exhibit 5). Project details were also sent to Lori B. White, Wetlands/Shorelands Federal Permit Specialist, representing the Central Regional Office of the Washington Department of Ecology. Lori stated that she has no specific concerns with the project proposal.

SHORELINE MASTER PROGRAM (SMP)

Richland's Shoreline Master Program (RMC Title 26) implements the Washington State Shoreline Management Act of 1971 (RCW 90.58) which requires permitting for "substantial development", a term generally including projects located within the shoreline jurisdiction valued over \$7,047; among other criteria.

Permit Qualifiers

Similar to the way SEPA works, Richland's Shoreline Master Program contains a list of exempt projects-types not requiring review (RMC 26.50.020 & WAC 173-27-040). The proposed road reconstruction project does not qualify for any of the listed exemptions.

Value

The Public Works project engineer applies a \$4.5M to \$5M valuation estimate to this project. Additionally, Columbia Park Trail East is a project listed in the Benton-Franklin Council of Governments 2020-2025 Transportation Improvement Program (TIP) with an estimated project cost of \$4,830,000. This value far exceeds the \$7,047 minimum project value trigger and thus does not qualify of exemption on the basis of value.

Location

The "shoreline jurisdiction" is defined as those lands lying 200-feet landward of the ordinary high-water mark (OHWM). The SMP applies different environmental

designations, termed “regulatory reach environments”, to SMP jurisdictional lands as mapped in the Plan. Figure 5 (below) illustrates how portions of the project site are overlain by two SMP environments. A small portion of the overall site fall within the Recreation Conservancy environment while a majority of the site under SMP jurisdiction falls within the Recreation environment. Although a bulk of the overall project site lies beyond the boundaries of the SMP’s jurisdiction, those areas under SMP jurisdiction trigger the need for SMP review and permitting.

SMP ENVIRONMENTAL DESIGNATIONS

Whereas City zoning districts are not applied to public rights-of-way, Shoreline Master Program environmental designations do overlay public streets. SMP environments differ from standard city zoning in this way. Furthermore, the SMP emphasizes matters related to shoreline access and any construction activity potentially affecting shoreline resources. The SMP Environment Map (Figure 5, below) illustrates which portions of the site lie within the Recreation Conservancy designation and which portions of the site lie within the Recreation SMP designation.

Recreation Conservancy Environment

An approximately 0.43-acre portion of the site, shown in violet in Figure 5, lie within the Recreation Conservancy environment. The purpose of the Recreation Conservancy environment is “to satisfy some of the needs of the community for low intensity recreation uses with minimal modification of the shoreline character. The intensity of recreational uses should be designed to avoid alteration of existing vegetation as much as feasible and introduce low levels of human use” (RMC 26.10.021). A recreation conservancy environment designation is assigned to public lands on the shoreline which have been modified by past human uses or activities but retain a range of ecological functions such that low intensity uses are most appropriate (RMC 26.10.022).

26.10.023 Management Policies

- A. *Management plans for these lands shall strike an appropriate balance between enjoyment of these areas and limiting potential adverse effects to aquatic areas, the land, associated vegetation, and wildlife. Some areas have the character of natural open space and shall receive a higher level of protection.*
- B. *A use with associated levels of human activity that would degrade the ecological functions or natural character of the shoreline area should not be allowed.*
- C. *The following new uses are not allowed in the recreation conservancy environment:*
 1. *Commercial uses, except for low intensity activities which enhance public enjoyment of the land;*
 2. *Industrial uses;*

3. Residential uses;
 4. Recreation uses requiring more than minor modification of shoreline vegetation and topography;
 5. In-stream structures of a magnitude that would alter natural geohydraulic processes or be a substantial visual intrusion to users of the area; and
 6. Roads, parking areas and utility corridors and facilities that can be feasibly located outside of shorelines.
- D. Scientific, historical, cultural, educational, research, and low intensity recreational access uses, including paved trails for regional trail systems or ADA access may be allowed; provided, that no significant ecological impact on the area will result. For the most part, soft surface trails should be employed.
- E. All activities or significant vegetation removal that would reduce the capability of vegetation to perform normal ecological functions is not allowed.
- F. Utility facilities should be located and designed to minimize impact on scenic views or aesthetic qualities and minimize environmental impact.

Recreation Environment

An approximately 1.94-acre portion of the site, shown in green in Figure 5, lies within the Recreation environment. The Recreation Environment on Richland's shorelines is designed "to satisfy the needs of the community for higher intensity recreation uses including both water-oriented and non-water-oriented uses." This environment includes existing and planned parks where native vegetation has been replaced by introduced species for aesthetic enjoyment as well as for active areas such as informal lawn areas, picnic areas and sports fields. The local community makes extensive use of developed parks along the shoreline for a variety of recreation uses and strongly supports these areas. Water-oriented uses are preferred, but non-water-oriented uses are allowed as long as the location and configuration does not substantially interfere with enjoyment of the shoreline (RMC 26.10.031).

26.10.033 Management Policies

In applying the use chart in this program, and the zoning allowed uses the following shall guide the liberal interpretation of these regulations.

- A. *A use with associated levels of human activity that would substantially degrade existing ecological functions of the shoreline area should not be allowed.*
- B. *The intensity of uses within the shoreline should generally follow a gradation with lower intensity uses nearer the shoreline and higher intensity uses at a greater distance, except for uses such as boat launches that require a shoreline location.*
- C. *The following new uses are not allowed in the Recreation Environment:*
 1. *Industrial uses.*

2. *Commercial uses, except for franchises granted by the city which enhance public enjoyment of the shoreline and the overall recreational setting.*
 3. *In-stream structures of a magnitude that would alter natural geo-hydraulic processes or be a substantial visual intrusion to users of the area.*
- D. *A wide variety of recreation uses are appropriate with a preference for water-oriented uses and activities including beaches, in-water structures, boat launches and other facilities that enhance the public enjoyment of the shoreline including active and passive uses such as boating, fishing, birdwatching, and similar uses.*
 - E. *Non water-oriented recreation uses such as lawn areas and picnic areas that are enhanced by the ability to enjoy the aesthetic qualities of the shoreline are the next priority.*
 - F. *Active recreation uses such as sports fields may be located within the shoreline jurisdiction, provided they do not displace opportunities for water-oriented uses. In general, such uses shall be located more than 100 feet from OHWM, unless specific site conditions justify a closer location.*
 - G. *Structures that serve recreation and community uses including gymnasias and community centers should be located outside shoreline jurisdiction unless specific site conditions justify a closer location.*
 - H. *Roads and parking areas should be located as far from the water as feasible, preferably outside of shoreline jurisdiction.*
 - I. *Utility facilities should be located and designed to minimize impact on scenic views or aesthetic qualities and minimize environmental impact.*

Permitted Uses

Richland's Shoreline Master Program contains a table of land uses (RMC 26.30.011) indicating which land use activities are either unpermitted (X), permitted (P) or require special use permits (SU). To use the table a project first be matched with one or more of the listed land use categories. In this case the road and parking lot reconstruction project fits into the following three (3) land use categories under the Transportation section: (1) *Roads and Railroads Serving Shoreline Uses*, (2) *Roads and Railroads Not Serving Shoreline Uses* and (3) *Parking Areas Serving Primary Use within the Shoreline*. The abbreviated table below shows uses 1 & 2 (as listed above) require Special Use permit review whereas use 3 (parking areas) is permitted.

Land Use	Natural	Recreation Conservancy	Recreation	Rural	Residential	Waterfront	Industrial Conservancy
Transportation							
Roads and Railroads Serving Shoreline Uses	X	SU	SU	SU	SU	SU	SU
Roads and Railroads Not Serving Shoreline Uses	X	SU	SU	SU	SU	SU	SU
Parking Areas Serving Primary Use within the Shoreline	X	P	P	P	P	P	P
Parking Areas Not Serving Primary Use within the Shoreline	X	X	X	X	X	X	X
Parking as a Principal Use	X	X	X	X	X	X	X

Table 1 - Excerpt from RMC 26.30.011

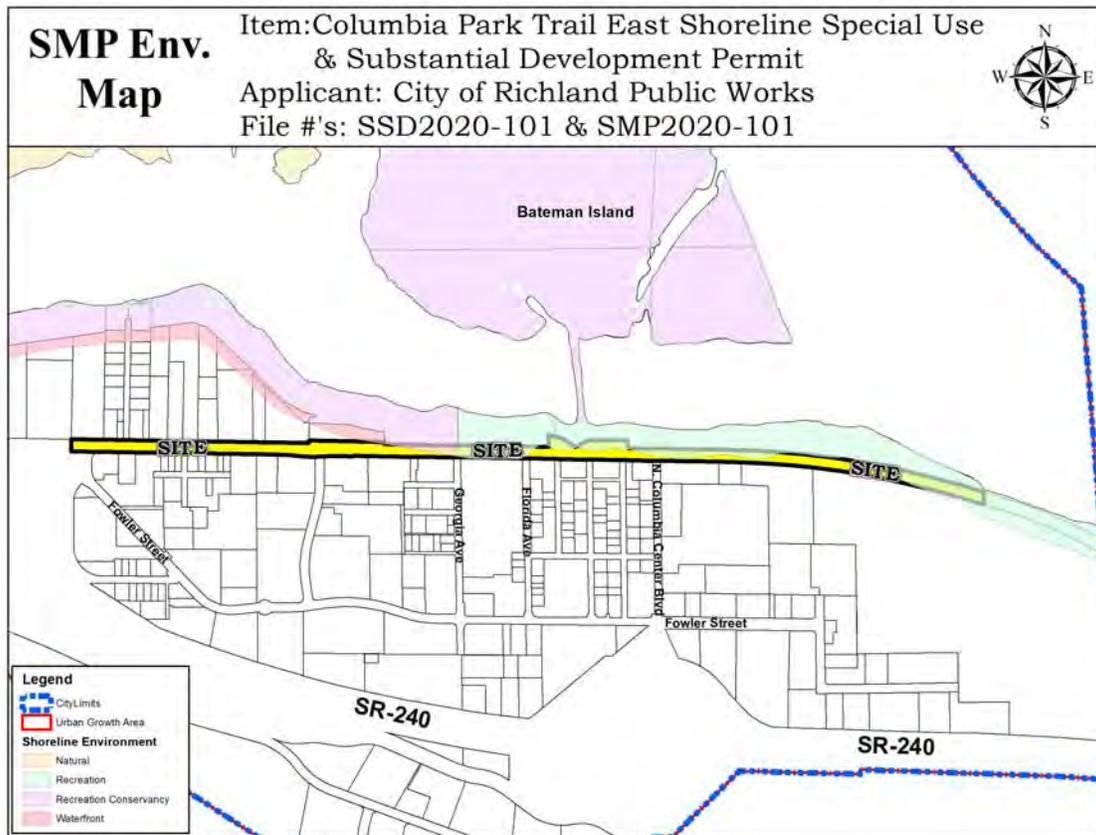


Figure 6 – SMP Environment Map

ANALYSIS

Columbia Park Trail East proposes to reconstruct an existing 1.1-mile segment of the Columbia Park Trail (CPT) right-of-way together with a small parking lot serving a riverfront City park on USACOE-owned land. And though the project involves realigning CPT, all project work will occur on previously disturbed land.

Substantial Development Permit (SSDP)

The project conforms to the criteria established for the review of shoreline substantial development permit applications as follows:

RMC 26.50.040 Approval Criteria.

A. Conformance with the Shoreline Management Act of 1971, as amended

Richland's Municipal Code states that the purpose of Richland's shoreline program is to implement the Shoreline Management Act of 1971. Therefore, if a project is compliant with the City's shoreline regulations, it would also be compliant with the State act. This analysis will focus on how the project conforms to the City's recently adopted updated Shoreline Master Program.

B. General conformance with the goals of the shoreline program, the general development policies of the plan elements, and the applicable policy statements for the use activity and the shoreline environment

The policies contained in the Shoreline Master Program associated with the Recreation environment place priority on both water-oriented and non-water-oriented recreational land uses including public parks. The proposed road improvement project would maintain transportation facilities serving the existing public parks; thereby supporting SMP permitted land uses. Access to the existing park facilities would be improved by resurfacing project and the addition of roadside sidewalks would improve pedestrian access to the existing waterfront parks.

Policies of the Recreation Conservancy environment seek to provide low-intensity recreation opportunities with an emphasis on conserving the natural condition of the shoreline's character by limiting potentially adverse impacts on aquatic areas, the land, associated vegetation and wildlife. Management policies of this environmental designation do not relate well with the proposed project but vegetation removal/alteration is clearly discouraged.

C. Compliance with the applicable environment regulations

The proposed project complies with the recreation and recreation conservancy environment use regulations in that the proposed road project

would continue to provide for full public access to the shoreline through all of the existing points of access. Both environments emphasize the preservation of public river access.

D. Compliance with the applicable use activity regulations

SMP Section 26.30.100 provides operational parameters for transportation facilities, roads and bridges, in the shoreline jurisdiction. These regulations are primarily oriented towards projects proposing new or expanded roads and bridges with one notable exception. RMC 26.30.100.A.10 reads:

“10. Landscape planting is required along all shoreline roads, parking, and turnout facilities to:

- a. Provide buffers between pedestrian and auto users;*
- b. Enhance the shoreline driving experience; and*
- c. Enhance and complement potential views of shoreline areas.”*

Plan detail (Exhibit 2) sheets C-01 through C-11 and sheets ST1 through ST6 illustrate the City's intent to treat the riverward (north) side of Columbia Park Trail with street trees placed within a roadside stormwater swale. This proposed design feature satisfies the landscaping requirement(s) above in two ways. First, it provides a physical buffer (by way of distance and vegetation) between pedestrian and auto users. Second, the street trees will enhance and compliment views of the shoreline while at the same time not obstruction said views.

E. Consideration of the recommendations and comments of the Richland parks and recreation commission as the proposed development will affect and be affected by the goals and objectives of City plans for parks, trail and open spaces

By way of explanation, Richland's Parks and Public Facilities Department was invited to comment on this project. By the time the stated comment period expired, no response from Parks had been received. Planning staff then reminded Parks of the importance of their input on this project affecting City parks. Again, Parks remained silent. For this reason, compliance with this criterion has not been confirmed.

Planning staff can offer the general assurance that improved parking serving city parks together with the new multi-use path serving parks, are two features of the CPT-East project which generally enhance the functionality of the affected parks by way of improved access. In this regard it is unlikely the Parks Department objects to this City project.

F. *General conformance with the provisions of the Richland comprehensive plan*

The project is consistent with the land use designations contained in the comprehensive plan and is consistent with the City's land use goals and policies as mentioned in the preceding details.

The land use classification of Columbia Park Trail will not be affected or altered as a result of the proposed roadway project. Some applicable Comprehensive Plan goals and policies are referenced on pages 6 & 7 of this report.

The subject segment of Columbia Park Trail extends east directly into the neighboring City of Kennewick. Reconstructing this roadway will improve the connectivity between the two cities, which contributes to fulfilling the Transportation vision in the Comprehensive Plan of maintaining efficient connectivity with neighboring jurisdictions.

The project is compatible with General Community Goal 9 to provide and support an efficient, varied, and well-maintained transportation network. Furthermore, the following goals and policies of the Comprehensive Plan's Transportation Element support project approval:

TE Goal 1

- Policy 5: Plan and implement transportation system improvements that meet the needs of all areas and residents.
- Policy 6: Plan transportation facilities that are compatible with adjacent uses.

TE Goal 4

- Policy 2: Implements landscaping and other types of buffers along major transportation corridors.
- Policy 4: Plan new streets and consider modifying existing streets to include stormwater management best practices to reduce pollution from stormwater runoff.

The project's component of adding sidewalks in places where there previously were none supports the Plan's general goals promoting the development of non-motorized transportation facilities.

G. *Consideration of provisions for facilities and improved designs to accommodate and encourage use by the physically handicapped*

The new roadway design includes ADA compliant accessibility standards such as pedestrian sidewalk ramps and properly sloped sidewalk; thereby promoting a safer environment for disabled persons.

H. Compliance with the State Environmental Policy Act (SEPA)

A determination of non-significance was issued by the City on December 30, 2019, completing the SEPA process.

I. Compliance with applicable provisions of the Richland Municipal Code

Only the parking lot portion(s) of this site are applied with city standard zoning districts because public roadways are void of zoning. Figures 2 & 4 in this report help illustrate the zoning configuration overlaying the subject Wye Park parking lot. The westerly fifth (approximately) of the parking area is zone Parks and Public Facilities (PPF) and the remainder is zoned Commercial Recreation (CR).

Zoning Code section 22.30.020 - Public use districts permitted land uses - lists "parking lots" as a permitted (retail) use in the Parks and Public Facilities (PPF) zone without footnotes leading to other requirements or development standards. On the-other-hand, Zoning Code section 23.22.030 indicates parking lots are not permitted in the Commercial Recreation (CR) zone. To justify allowing the repair of the existing parking lot in the CR zone staff offers Zoning Code section 23.66 – Nonconforming uses – which provides limitation and allowances relative to pre-existing non-conformities. In terms of project limitations, a nonconforming use shall not be enlarged, increased or extended to occupy a greater area than was occupied before the project began (RMC 23.66.020.A). The proposed project activities do fall within these limits.

Further, RMC 23.66.060.A – Nonconforming parking lots - reads as follows:

"Nothing contained in this chapter shall be construed to require a change in any aspect of a structure or facility covered thereunder including, without limitation, parking lot layout, loading space requirements and curb cuts, for any structure or facility which existed on the date of adoption of the ordinance codified in this title."

The Code language above appears to have been specifically crafted to exempt nonconforming parking lots from being subject to the standard constraints placed on most other nonconforming uses. From the citations above Planning staff finds the matter of land use to be inconsequential relative to the redevelopment of pre-existing non-conforming parking lots.

Special Use Permit (SUP)

The project conforms to the criteria established for the review of shoreline special use permit applications as follows:

RMC 26.50.050(D) Special use permit criteria

D. Uses which are classified in this shoreline program as special uses may be authorized; provided, that the applicant demonstrates all of the following:

1. That the proposed use is consistent with the policies, regulations and standards of RCW [90.58.020](#) and this shoreline program;

Considering the CPT-East project activities are confined to the existing right-of-way and other previously-disturbed areas, the project complies with the intent of RCW 90.58.020 and RMC Title 26 which give preference to uses in the following order of preference:

- (1) Recognize and protect the statewide interest over local interest;*
- (2) Preserve the natural character of the shoreline;*
- (3) Result in long term over short term benefit;*
- (4) Protect the resources and ecology of the shoreline;*
- (5) Increase public access to publicly owned areas of the shorelines;*
- (6) Increase recreational opportunities for the public in the shoreline;*
- (7) Provide for any other element as defined in RCW **90.58.100** deemed appropriate or necessary.*

Columbia Park Trail serves as an access road to several river-access points. By redeveloping CPT the community will experience the long-term benefit of improved access facilities while preserving the natural character of the shoreline. In-turn the project will maintain, or possibly increase, the recreational opportunities for the public in the shoreline.

2. That the proposed use will not interfere with the normal public use of public shorelines;

Although project construction activities may temporarily interfere with the adjacent river access-points, in the long-term the project will maintain or marginally improve public use of the shorelines. The CPT-East project includes no features which would further restrict shoreline access.

3. That the proposed use of the site and design of the project is compatible with other authorized uses within the area and with uses planned for the area under Richland's comprehensive plan and shoreline master program;

The CPT-East roadway improvement project is compatible with the existing properties fronting the roadway segment by providing an improved access corridor. The project is also consistent with the transportation element of Richland's Comprehensive Plan.

4. That the proposed use will cause no significant adverse effects to the shoreline environment in which it is to be located; and

The roadway project does not involve removal of shoreline vegetation nor will it disturb priority species habitat because ground-disturbing activities are confined to the existing paved surfaces. A thorough review of the project's potential environmental impacts was conducted by City staff. As a result of the review City staff issued a determination of non-significance.

5. That the public interest suffers no substantial detrimental effect.

CPT-East will serve the public interest by improving and installing transportation, pedestrian and utility facilities. The effect of project completion on adjacent property owners and residents City-wide, will be enhanced multi-modal transportation. The proposed improvements will help rejuvenate the Richland Wye by showing the City's willingness to invest in this river-oriented fringe of the community, which should facilitate further investment by private developers.

Utilities

In terms of affected public utilities, CPT-East involves installing a new roadside storm drainage system and the transition of overhead power lines to underground. There will also be a small amount of new City waterline installed near Montana Avenue together with a few sewer services to be installed. The use regulations section of the Shoreline Master Program (Section 26.30.110) provides an additional set of review criteria for projects involving utilities. A selected set of specifically applicable criteria from said section are provided below.

C. Linear facilities consisting of pipelines, sewers, cables and other facilities roughly parallel to the shoreline shall be discouraged except where no other feasible alternative exists. At the time of replacement of such facilities that are close to their lifespan, or when such facilities are expanded, relocation outside of the shoreline may be required as if they were new facilities. When permitted, design shall assure that maintenance of the facilities does not result in a net loss of shoreline ecological functions or significant impacts to other shoreline resources and values.

Placing electrical power underground is the respective project component to which the following response applies. Consistent with other responses to similar review criteria, utility construction associated with CPT-East will be confined to

the currently developed portion of the right-of-way. Reconstructing electrical power utilities underground will not require disturbance to shoreline vegetation or other habitat types. Because of this configuration, the electrical utility component will not result in a net loss of shoreline ecological functions or significant impacts to other shoreline resources and/or values.

D. Utilities shall be located in the least sensitive portions of a site and outside of natural open space areas, where feasible, and be designed to minimize environmental impact, avoid significant natural, historic, archaeological, or cultural sites to the maximum extent feasible, and mitigate unavoidable impacts.

The project satisfies this criteria by avoiding all of the described areas of impact. Detailed descriptions of methods to avoid disturbance to artifacts are provided in the NEPA review documentation included by reference as Exhibit 8.

E. Utilities, where permitted, shall meet the following design criteria:

1. Facilities should occupy as little of the shoreline as feasible and should be located in existing rights-of-way and, if possible, should share existing facilities where feasible. Utility installation parallel to the shoreline should be avoided to the maximum extent feasible. Utilities shall cross the shoreline area by the shortest, most direct route, unless such route would cause substantial significant environmental damage.

2. Utilities shall be located and designed to minimize alterations to the natural environment, be located outside of natural open space areas, where feasible, and fit the existing topography as much as possible, and should be designed to minimize and mitigate environmental impact.

3. Facilities shall be located and designed to minimize introducing elements that change the existing character of the shoreline, obstruct views enjoyed by residences or from public access facilities, or obstruct scenic vistas.

4. Utility crossings of water bodies shall be attached to bridges or located in other existing facilities, if feasible. If new installations are required to cross water bodies or wetlands, they should avoid disturbing banks and streambeds, and shall be designed to avoid the need for shoreline stabilization. Crossings shall be tunneled or bored where feasible. Installations shall be deep enough to avoid failures or need for protection due to exposure due to stream bed mobilization, aggregation, or lateral migration. Underwater utilities shall be placed in a sleeve if feasible to avoid the need for excavation in the event of the need for maintenance or replacement.

F. New electrical distribution lines within the shoreline shall be placed underground. Distribution lines that cross water or other sensitive areas may be allowed to be placed above ground if:

- 1. Underground installation would substantially disrupt ecological functions and processes of water bodies and wetlands, and horizontal drilling or similar technology that does not disturb the surface is not feasible;*
- 2. Visual impacts are minimized to the extent feasible; and*
- 3. If overhead facilities require that native trees and other vegetation in a sensitive areas buffer cannot be maintained in a natural condition, compensatory mitigation shall be provided on or off site.*

G. Stormwater, wastewater, or water supply pump stations, and stormwater discharge facilities such as dispersion trenches, level spreaders, and outfalls may be located in the shoreline jurisdiction if:

- 1. Due to topographic or other physical constraints there are no feasible locations for these facilities outside the shoreline;*
- 2. The facility minimizes and compensates for impacts to sensitive area buffers; and*
- 3. Any discharge facility is designed and maintained to prevent erosion or other adverse impacts.*

H. Construction shall be designed to protect the shoreline against erosion, uncontrolled or polluting drainage and other factors detrimental to the environment, both during and after construction.

I. Roadways or other facilities to access utility installations within sensitive area buffers shall be no wider than needed to construct, maintain, or repair the utility.

K. Public Access. Utility development shall provide for compatible, multiple uses of sites and rights-of-way through coordination with local government agencies. Such uses include shoreline access in accordance with RMC 26.20.050, trail systems, and other forms of recreation and transportation, provided such uses will not unduly interfere with utility operations, endanger public health and safety, or create a significant and disproportionate liability for the owner.

PROPOSED CONDITION(S) OF APPROVAL

Staff is recommending the following conditions of approval be attached to the shoreline substantial development & special use permit to ensure that the project conforms to all applicable City codes and standards:

1. The project shall proceed in substantial conformance with the plans submitted by the Public Works Department included in this report as Exhibit 2;
2. Project activities affecting parking lots, as shown in Exhibit 2, are limited to the existing parking area and may not result in an expanded footprint beyond what was in existence as of the date of this report;
3. Construction equipment and materials staging areas shall not involve removal or disturbance of vegetation within the shoreline jurisdiction;
4. A copy of all other local, state and federal permits shall be provided to the Planning Division within 14 days of issuance; and
5. Best Management Practices, including, but not limited to stormwater prevention measures, shall be implemented.

SUGGESTED FINDINGS AND CONCLUSIONS

Staff has completed its review of the request for a Shoreline Substantial Development & Special Use Permit (SMP2020-101 & SDDP2020-101) to reconstruct a 1.1-mile segment of Columbia Park Trail together with the parking lot serving Wye Park and Bateman Island Park subject to the proposed conditions of approval listed above and recommends approval of the request based on the following:

1. Public notice of application and hearing was provided in accordance with the requirements of the Richland City code;
2. The City of Richland Comprehensive Plan designates the subject site as suitable for Developed Open Space land uses such as public parks;
3. The affected parking lot serves the Richland Wye Park and the Bateman Island Park;
4. The existing seam between the Wye Park and Bateman Island Park parking lots and the Columbia Park Trail right-of-way is significantly deteriorated. The condition of this asphalt seam presents a potential traffic hazard;

5. On November 5, 2019, Council authorized the submittal of Richland's grant application to the Benton Franklin Council of Governments for the CPT-East project through Resolution 141-19;
6. On January 7, 2020, Council adopted Resolution No. 02-20, amending the 2020-2025 TIP, and accepting the Surface Transportation Block Grant Highway Infrastructure Program funding for the CPT-East project;
7. The Columbia Park Trail Improvements – East project is identified in the City's Capital Improvement Plan. The project is fully funded with the last piece of funding being secured by Resolution No. 20-20, Surface Transportation Block Grant Highway Infrastructure Program funding;
8. The project was reviewed under SEPA and the City issued a Determination of Non-significance on December 30, 2019;
9. The property is publicly owned and is located within the jurisdictional limits of the Columbia River and is therefore subject to the provisions of the Richland Shoreline Master Program and requires the issuance of a Shoreline Substantial Development & Special Use Permit;
10. Public notice of the application and the public hearing was provided as required under Richland City code and other public agencies were given an opportunity to review the application including the Washington State Departments of Ecology and Fish and Wildlife and the US Army Corps of Engineers;
11. The site is located within the Recreation Conservancy and Recreation environments as identified in the Richland Shoreline Master Program;
12. The application is consistent with the policies contained in the Shoreline Master Program relating to recreational uses in the Recreation Conservancy and Recreation environments;
13. The proposed project enhances a recreational land use and is given priority by the Shoreline Master Program (RMC26.30.080);
14. The application is consistent with the Recreation and Recreation Conservancy environment use regulations contained in RMC Section 26.30.011 in that the project promotes recreational activities along the shoreline by way of improved access;
15. The project design satisfies the review criteria for transportation facilities within the shoreline jurisdiction (RMC 26.30.100);

16. The project satisfies the review criteria for utility projects within the shoreline jurisdiction (RMC 26.30.110);
17. The project satisfies the shoreline substantial development permit review criteria (RMC 26.50.040);
18. The project satisfies the shoreline special use permit review criteria (RMC 26.50.050);
19. The proposed use is consistent with the policies, regulations and standards of RCW 90.58.020 and Richland's shoreline program;
20. The proposed project is consistent with the City's Comprehensive Plan;
21. The project is consistent with the provisions of the City's Park & Public Facilities zoning regulations relating to land use;
22. The proposed use will not interfere with the normal public use of public shorelines;
23. The proposed use of the site and design of the project is compatible with other authorized uses within the area and with uses planned for the area under Richland's comprehensive plan and shoreline master program;
24. The proposed use will cause no significant adverse effects to the shoreline environment in which it is to be located;
25. The public interest will suffer no substantial detrimental effect as a result of the project;
26. The proposed conditions of approval are necessary and desirable to ensure that the project meets all applicable City regulations and standards and to ensure affected parks continue to provide the same recreational functions and amenities as they do currently; and
27. As conditioned, the project is consistent with the provisions of Richland's Shoreline Master Program, its comprehensive plan and zoning regulations and should be approved.

EXHIBIT LIST

1. SMP & SDDP Applications
2. Plan Details
3. Public Notices and Affidavits
4. SEPA Checklist and DNS
5. Public & Agency Comments
6. Cultural Resources Survey
7. Site Photos
8. NEPA environmental impact review documentation (by reference)
9. Resolution No. 02-20



Exhibit 1

City of Richland
Development Services

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

Shoreline Master Program Special Use Application

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

PROPERTY OWNER INFORMATION

Contact Person

Owner: Corps of Engineers (lease #W912EF-1-04-14 to COR Parks Dept.) & City of Richland Public Works Dept (ROW/Street)

Address:

Phone:

Email:

APPLICANT/CONTRACTOR INFORMATION (if different)

Contact Person

Company: City of Richland Public Works Dept.

UBI#

Contact: Sheldon Williamson

Address: 625 Swift Blvd., MS-26, Richland, WA 99352

Phone: (509) 942-7492

Email: swilliamson@ci.richland.wa.us

PROPERTY INFORMATION

Legal Description: Parts of section 29 & 30 T9N R29E, Columbia Park Trail East from Fowler to Hanford Reach Driveway including Wye Park parking lots

Parcel #

Current Zoning: Split C-2 & C-3

Current Land Use Designation: Split: GCOM, WTF, URD, NOS, RR

Shoreline Designation: Recreation conservancy, waterfront, recreation

DESCRIPTION OF PROJECT

The project is located along Columbia Park Trail between Fowler Drive and the Hanford Reach Driveway, covering approximately 1.1 miles within Sections 29 and 30 of T9N R29E. This corridor services as a minor arterial and access point to Columbia Park West, Richland Marina, Bateman Island, along with businesses, residential homes, and business office complex. Parts of the Columbia Park Trail East corridor included in the project see over 5000 ADT. This improvement project will include a full reconstruction of the existing roadway including adding curb & gutter, sidewalks, multi-use paths, on-street bike lanes, new streetlights, undergrounding of existing power (removal of power poles) pedestrian crossing locations (RRFBs (2) and new ADA ramps), storm drainage collection system including on-site swales and storm drainage piping network (storm pipes, catch basins, storm manholes). An Ecology stormwater grant will allow for the treatment of stormwater prior to being discharged in the Columbia River along with the rehabilitation of the parking lots for the Wye Park (including storm drainage collection system). Work on the parking lots will be within the Corps of Engineers owned land, leased to the City of Richland as is the east end of the project street work.

PURPOSE

The purpose of a Special Use permit is to provide a system within the master program which allows flexibility in the application of use regulations in a manner consistent with the policies of RCW 90.58.020. In authorizing a special use, special conditions may be attached to the permit by local government or the department to prevent undesirable effects of the proposed use and/or to assure consistency of the project with the act and the Richland Shoreline Master Program.

APPLICATION MUST INCLUDE

1. Completed Application and Filing Fee
2. Title Insurance company certificate, issued no more than 30 days prior to application, showing ownership of the property and all lien holders
3. A site plan, drawn to scale, showing all details of the proposal – include property lines, easements, building location(s) and dimensions, parking areas, access driveways, landscaping areas, critical area features, fences, signs, storm water control features, existing wells and drainfields, fire hydrants, significant cut or fill areas, etc. See WAC 173-27-180
4. Preliminary layout of building interior (uses and sizes of rooms)
5. Any other information the Administrator deems necessary to determine compliance with applicable codes and WAC 173-27-180
6. SEPA Checklist

COMPLETE QUESTIONS AS THOROUGHLY AS POSSIBLE

Describe how the proposed use is consistent with the policies of RCW 90.58.020 and the Richland Master Program:

The proposed use of the project (minor arterial roadway) is the same as the current use of the project with the exception of additional enhancements including pedestrian facilities (sidewalks, multi-use path, RRFB crossing locations, ADA ramps), bike facilities (bike lanes, multi-use path), streetlights (to current standards), and storm collection / treatment. All items are enhancements to the existing street creating a safer and more appealing street that will hopefully encourage redevelopment.

The Wye park parking lot repaving will enhance the entrance to Wye Park and Bateman island nature area.

Describe how the proposed use will not interfere with the normal public use of public shorelines:

The reconstruction project will enhance access and usability of existing park / nature areas (i.e. shoreline) by providing a multi-use path, sidewalks, and / or bike lanes within the project area. Existing access to Bateman Island, Wye Park, Richland Marina will remain after the project is completed (minor disruptions in access will be required during the construction project).

Describe how the proposed use of the site and design of the project is compatible with other authorized uses within the area and with uses planned for the area under the Comprehensive Plan and Shoreline Master Program:

As an enhancement project to an existing street, the project is compatible with both current authorized uses and potential future uses as defined in the zoning and land use. New driveways will be built for access to each existing business, home, or park access. New ADA ramps will facilitate better pedestrian accesses including access to businesses. New bike lanes and multi-use path will include more access for additional people. These enhancements meet shoreline goal #7 (from the COR Shoreline Master Plan) in providing circulation: "Develop a safe and convenient shoreline circulation system to meet the needs for efficient movement of people, consistent with the shoreline environments, located and designed to minimize adverse impact on the environment."

Describe how the proposed use will cause no significant adverse effects to the shoreline environment in which it is to be located and how the public interest suffers no substantial detrimental effect:

The project has the potential to enhance the shoreline with the collection and treatment of storm drainage runoff, provide additional access via sidewalks, bike lanes, and a multi-use path. Street lights will make the street safer at night and the new paving, sidewalks, and curb & gutter will beautify the entire corridor.

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

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

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

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

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

Applicant Printed Name: Sheldon Williamson

Applicant Signature: Sheldon Williams Date 2/24/2020



Shoreline Master Program Substantial Development Application

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

PROPERTY OWNER INFORMATION		<input type="checkbox"/> Contact Person
Owner: Corps of Engineers (lease #W912EF-1-04-14 to COR Parks Department), & COR Public Works Dept (ROW / street)		
Address:		
Phone:	Email:	

APPLICANT/CONTRACTOR INFORMATION (if different)		<input type="checkbox"/> Contact Person
Company: City of Richland Public Works Department	UBI#	
Contact: Sheldon Williamson		
Address: 625 Swift Blvd, MS-26 Richland, WA 99352		
Phone: (509) 942-7492	Email: swilliamson@ci.richland.wa.us	

PROPERTY INFORMATION		
Legal Description: Parts of section 29 & 30 T9N R29E, Columbia Park Trail East from Fowler to Hanford Reach Driveway including Wye Park parking lots	Parcel #	
Current Zoning: Split: Waterfront, C-3 (general business), PPF (Parks & Public facilities), CR (commercial recreation), C-2 (Retail business)	Current Land Use Designation: Split: GCOM (general commercial), WTF (waterfront), URD (urban recreational district), NOS (natural open space), RR (retail regional)	Shoreline Designation: Recreation conservancy, waterfront, recreation

DESCRIPTION OF PROJECT (Size of structure(s), amount of grading/filling, impacts to wetlands and/or buffers etc.)

The project is located along Columbia Park Trail between Fowler Drive and the Hanford Reach Driveway, covering approximately 1.1 miles within Sections 29 and 30 of T9N R29E. This corridor services as a minor arterial and access point to Columbia Park West, Richland Marina, Bateman Island, along with businesses, residential homes, and business office complex. Parts of the Columbia Park Trail East corridor included in the project see over 5000 ADT.

This improvement project will include a full reconstruction of the existing roadway including adding curb & gutter, sidewalks, multi-use paths, on-street bike lanes, new streetlights, undergrounding of existing power (removal of power poles) pedestrian crossing locations (RRFBs (2) and new ADA ramps), storm drainage collection system including on-site swales and storm drainage piping network (storm pipes, catch basins, storm manholes). An Ecology stormwater grant will allow for the treatment of stormwater prior to being discharged in the Columbia River along with the rehabilitation of the parking lots for the Wye Park (including storm drainage collection system). Work on the parking lots will be within the Corps of Engineers owned land, leased to the City of Richland as is the east end of the project street work.

Storm drainage collection structures to be included in project: storm manholes (up to 10' deep, 48" diameter), storm piping (PVC) 12" and 18" diameter, varying depths (4' to 10' deep), catch basins (typical City sized 24" diameter), various overflow collection structures from swales, and swale storm collection system.

Other structures in project include: streetlights (26 total w/ conduits and J-boxes), rapid flash beacon systems (2), power utility for undergrounding existing overhead power (conduit, vaults), fire hydrants (moved from existing locations), and minor amount of water and sewer work (mainly new services).

Grading to include removal of existing street for reconstruction / new construction of street at 14" deep (8" CSBC, 2" CSTC, 4" HMA). Fill will be minor with most material to be exported from site (note all rock and asphalt will be imported into the project). A rough estimate of material that will be excavated (removal of existing street section) is 10,000 CY. Approximately 26,000 SY of new street and 11,700 LF of curb & gutter.

Wetlands and buffer area should not be impacted as project is within the existing footprint of disturbed / developed area.

APPLICATION MUST INCLUDE

1. Completed Application and Filing Fee
2. Title Insurance company certificate, issued no more than 30 days prior to application, showing ownership of the property and all lien holders
3. A site plan, drawn to scale, showing all details of the proposal – include property lines, easements, building location(s) and dimensions, parking areas, access driveways, landscaping areas, critical area features, fences, signs, storm water control features, existing wells and drainfields, fire hydrants, significant cut or fill areas, etc. See WAC 173-27-180
4. Preliminary layout of building interior (uses and sizes of rooms)
5. Any other information the Administrator deems necessary to determine compliance with applicable codes
6. SEPA Checklist

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

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

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

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

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

Applicant Printed Name: Sheldon Williamson

Applicant Signature: Sheldon William Date 2/28/2020

CONSTRUCTION PLANS FOR:

COLUMBIA PARK TRAIL EAST IMPROVEMENTS

Exhibit 2

(FOWLER ST. TO REACH MUSEUM DWY.)

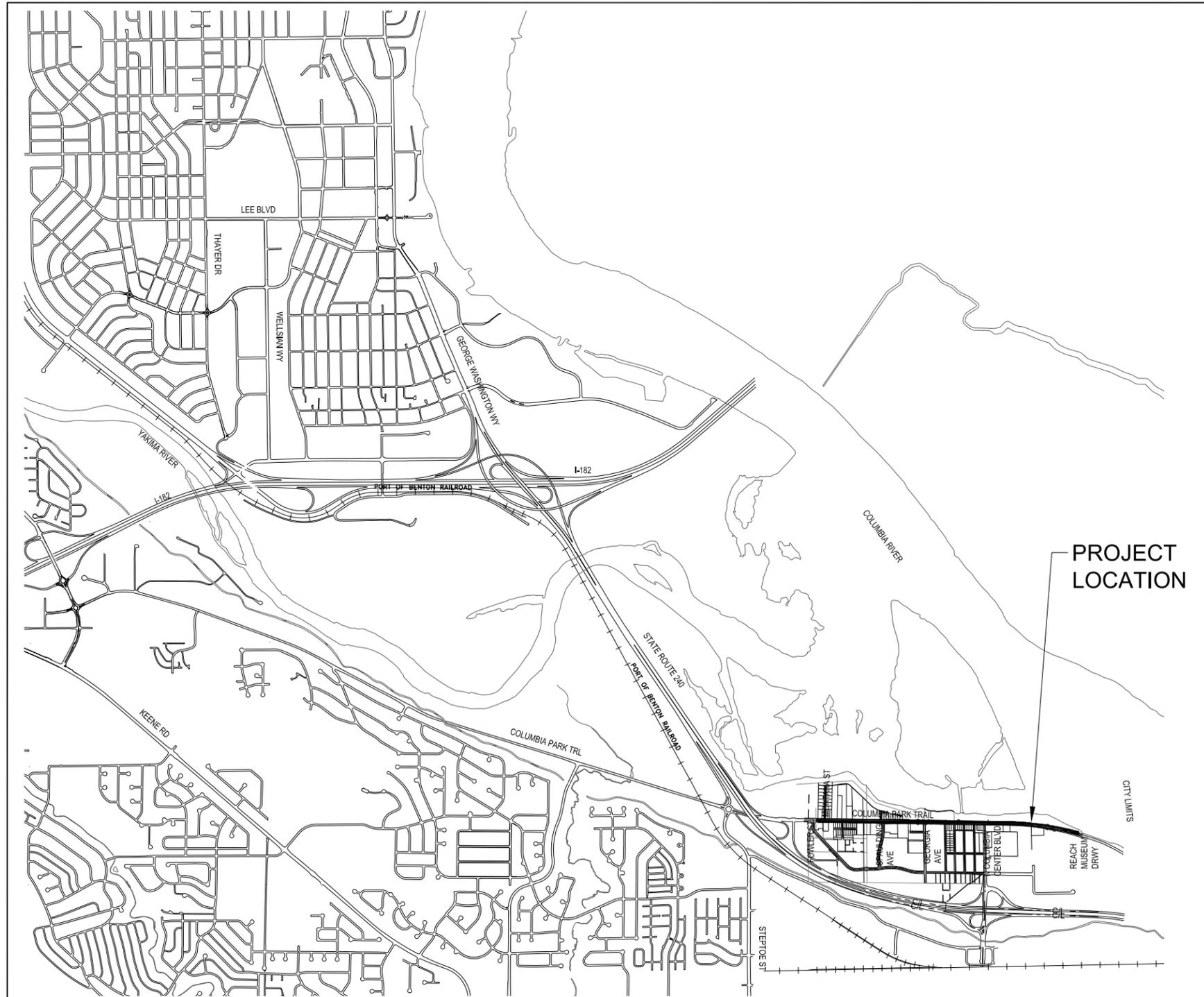
CONTRACT #: SB XX-###

CONTACTS:

- CITY OF RICHLAND, ENGINEERING DEPT.
SHELDON WILLIAMSON
(W)(509)942-7492 (C)(509)531-1990
- CITY OF RICHLAND, WATER DEPT.
MIKE ENNIS (C)(509)531-7915
- CITY OF RICHLAND, SEWER DEPT.
HECTOR MORENO (C)(509)539-4849
- CITY OF RICHLAND, ENERGY SERVICES DEPT.
KELLY HILL (W)(509)942-7416 (C)(509)420-6469
- CITY OF RICHLAND, SURVEY DEPT.
BRANDIN LOPEZ (W)(509)942-7512
- CITY OF RICHLAND, STREET DEPT.
CHAD BOOTHE (W)(509)942-7524 (C)(509)531-9168
- CITY OF RICHLAND, PARKS & FACILITIES DEPT.
SHAWN HARPER (W)(509)942-7527 (C)(509)578-9338
- CITY OF RICHLAND, TRAFFIC ENGINEERING
JOHN DESKINS (W)(509)942-7514
- CASCADE NATURAL GAS
GREG MILLER (W)(509)736-5547 (C)(509)579-1185
24 HOUR EMERGENCY 1-888-522-1130
- CHARTER COMMUNICATIONS
JUNIOR CAMPOS (W)(509)222-2552 (C)(509)491-0222
- FRONTIER COMMUNICATION
JOSEPH CICHY (C)(509)736-3722
- LS NETWORKS
WINFRED VOGT (W)(503)414-0475

DRAWING INDEX

SHEET	DESCRIPTION
1	COVER SHEET
2	LEGEND, ABBREVIATIONS AND GENERAL NOTES
3	KEY MAP INDEX
4	TYPICAL ROAD SECTIONS
5	CORINGS INFORMATION
6 TO 11	CONSTRUCTION DETAILS
DTL-01 TO DTL-04	DETAIL INFORMATION
INT-01 TO INT-06	INTERSECTION AND ADA RAMP DETAILS
RRFB1-RRFB4	RECTANGULAR RAPID FLASH BEACON PLANS (RRFB)
C-01 TO C-11	PLAN AND PROFILE SHEETS
ST-01 TO ST-06	SIGNING AND STRIPING PLANS



VICINITY MAP
NOT TO SCALE

**60% REVIEW
SUBMITTAL**

REGION NO.	STATE	FEDERAL AID PROJECT NUMBER
10	WA	STPUL-TAP-3504(002)

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drwy.)

Cover Sheet

CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT



CAD DWG:
columbia_park_trl_cover
CONTRACT NO:
20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG:
###

ONE INCH
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY



SHEET
1
OF
OF

www.ci.richland.wa.us

PLAN SYMBOLOGY

EXISTING		NEW	
	R/W RIGHT OF WAY		R/W RIGHT OF WAY
	P/L PROPERTY LINE		P/L PROPERTY LINE
	EASEMENT		EASEMENT
	MONUMENT		MONUMENT/CONTROL POINT
	CURB & GUTTER		CURB & GUTTER
	EP EDGE OF PAVEMENT		EP EDGE OF PAVEMENT
	EG EDGE OF GRAVEL		EG EDGE OF GRAVEL
	TOE TOE OF BANK		TOE TOE OF BANK
	TOB TOP OF BANK		TOB TOP OF BANK
	DRT EDGE OF DIRT		SAWCUT LINE
	WET WATER EDGE (APPROX.)		GRADING LIMIT
	FENCE		FENCE
	SIGN		SIGN
	STREET WATER FLOW		STREET WATER FLOW
	ABANDONED LINE		ABANDONED LINE
	W WATER LINE		W WATER LINE
	SS SANITARY SEWER LINE		SS SANITARY SEWER LINE
	SD STORM DRAIN LINE		SD STORM DRAIN LINE
	IRR IRRIGATION LINE		IRR IRRIGATION LINE
	PIPE CAP OR FLANGE		PIPE CAP OR FLANGE
	REDUCER		REDUCER
	TEE W/ THRUST BLOCK		TEE W/ THRUST BLOCK
	22.5°/45° OR 90° ELBOW W/THRUST BLOCK		22.5°/45° OR 90° ELBOW W/THRUST BLOCK
	GATE VALVE/BUTTERFLY VALVE		GATE VALVE/BUTTERFLY VALVE
	FIRE HYDRANT		FIRE HYDRANT
	AIR/VACUUM VALVE ASSEMBLY		AIR/VACUUM VALVE ASSEMBLY (LOCATED AT HIGH POINT)
	WATER METER		WATER METER
	BLOW OFF ASSEMBLY		BLOW OFF ASSEMBLY
	BOLLARD		BOLLARD
	SEWER MANHOLE		SEWER MANHOLE
	SEWER CLEAN OUT		SEWER CLEANOUT
	STORM MANHOLE		STORM MANHOLE
	STORM CATCH BASIN/MANHOLE		STORM CATCH BASIN/MANHOLE
	CATCH BASIN		CATCH BASIN
	DITCH/SWALE		DITCH/SWALE
	END OF CULVERT		END OF CULVERT
	P UNDERGROUND POWER		P UNDERGROUND POWER
	OHP OVERHEAD POWER		OHP OVERHEAD POWER
	C CONDUIT		C CONDUIT
	SL STREET LIGHT CIRCUIT		SL STREET LIGHT CIRCUIT
	FO UNDERGROUND FIBER OPTIC		FO UNDERGROUND FIBER OPTIC
	J JUNCTION BOX/POWER VAULT		J JUNCTION BOX/POWER VAULT
	STREET LIGHT OR YARD LIGHT		STREET LIGHT OR YARD LIGHT
	MAILBOX		MAILBOX
	BRUSH OR TREES		TREE TYPE
	TREE TYPE		TREE TYPE
	TREE TYPE		TREE TYPE
	TREE TYPE		TREE TYPE
	UTILITY POLE		UTILITY POLE
	GUY WIRE		GUY WIRE
	T UNDERGROUND TELEPHONE		T UNDERGROUND TELEPHONE
	T TELEPHONE BOX		T TELEPHONE BOX
	G UNDERGROUND NATURAL GAS		G UNDERGROUND NATURAL GAS
	BORING OR CORING LOCATION		BORING OR CORING LOCATION
	XXX CONTOUR LINE		XXX CONTOUR LINE

MATERIALS IN PLAN/SECTION

	= HANDICAP DETECTABLE PATTERN		= CRUSHED SURFACING/QUARRY SPALLS/ BASE COURSE
	= CONCRETE AREA (REMOVE & REPLACE)		= ROAD REBUILD AREA
	= NEW HMA AREA (PLAN & SECTION)		= DEMO AREA (PLAN)
	= CRUSHED SURFACE TOP COURSE		= TOPSOIL/EARTH (SECTION)



Know what's below.
Call before you dig.

GENERAL SYMBOLOGY

	## CURB RADII DATA (PLAN VIEW)
	## CONSTRUCTION NOTES
	X X X DETAIL NUMBER
	X X X SHEET LOCATION
	ARROW INDICATES DIRECTION OF PLAN VIEW NORTH



ABBREVIATIONS

& = AND	E = EAST	N = NORTH	T = UNDERGROUND TELEPHONE
ABAN = ABANDONED	EB = EASTBOUND	NIC = NOT IN CONTRACT	TAN = TANGENT
AC = ASBESTOS CONCRETE	EG = EDGE OF GRAVEL	OC = ON CENTER	TBC = TOP BACK CURB
ACP = ASPHALT CONC. PAVEMENT	EL = ELEVATION OR ELBOW	OD = OUTSIDE DIAMETER	TEMP = TEMPORARY
APPROX = APPROXIMATE	EP = EDGE OF PAVEMENT	OHP = OVERHEAD POWER	TOB = TOP OF BANK, BOLT, BEAM
AVE = AVENUE	ESMT = EASEMENT	P = UNDERGROUND POWER	TOC = TOP OF CURB, CONCRETE
BEG = BEGIN	EVC = END VERTICAL CURVE	PC = POINT OF CURVATURE	TOE = BOTTOM OF BANK
BK = BACK	EVCE = END VERTICAL CURVE ELEVATION	PCC = POINT OF COMPOUND CURVATURE	TOP = TOP OF PIPE
BFV = BUTTERFLY VALVE	EVCS = END VERTICAL CURVE STATION	PEP = PEDESTAL OR PEDESTRIAN	TOW = TOP OF WALL
BLVD = BOULEVARD	EXIST = EXISTING	PI = POINT OF INTERSECTION	TYP = TYP
BM = BENCHMARK	FG = FINISHED GRADE	P/L = PROPERTY LINE	USBR = UNITED STATES BUREAU OF RECLAMATION
BOC = BACK OF CURB	FH = FIRE HYDRANT	PP = POWER POLE	UPRR = UNION PACIFIC RAILROAD
BOT = BOTTOM	FIN = FINISHED	PRC = POINT OF REVERSE CURVE	VC = VERTICAL CURVE
BRG = BEARING OR BRIDGE	FL = FLANGE	PSI = POUNDS PER SQUARE INCH	VERT = VERTICAL
BVC = BEGIN VERTICAL CURVE STATION	FO = FIBER OPTIC	PT = POINT OF TANGENCY	VPC = VERTICAL POINT OF CURVE
BVCE = BEGIN VERTICAL CURVE ELEVATION	FOC = FACE OF CURB	PVC = POLYVINYL CHLORIDE	VPI = VERTICAL POINT OF INTERSECT
BVCS = BEGIN VERTICAL CURVE	FT = FEET, FOOT	PVI = POINT OF VERTICAL INTERSECTION	VPT = VERTICAL POINT OF TANGENCY
C&G = CURB & GUTTER	G = UNDERGROUND NATURAL GAS	PVIC = POINT OF VERTICAL INTERSECTION CURVE	W = WATER, WEST, WIDE, WIRE
CB = CATCH BASIN	GPM = GALLONS PER MINUTE	PVMT = PAVEMENT	W/ = WITH
CDF = CONTROL DENSITY FILL	GR = GRADE	R = RADIUS	WB = WESTBOUND
CF = CROSS FRAME	GV = GATE VALVE	RD = ROAD	WSDOT = WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
CL = CENTERLINE, CLASS, CLOSE	H = HIGH, HORIZONTAL	RJ = RESTRAINED JOINT	WSSS = WASHINGTON STATE STANDARD SPECIFICATIONS
CLR = CLEARANCE	HMA = HOT MIX ASPHALT	RT = RIGHT	WWF = WELDED WIRE FABRIC
CMF = CORRUGATED METAL PIPE	HOR = HORIZONTAL	R/W, ROW = RIGHT OF WAY	WY = WAY
CO = CLEAN OUT	IE = INVERT ELEVATION	S = SOUTH	
COM = COMMERCIAL	INV = INVERT	SCH = SCHEDULE	
CONC = CONCRETE	IRR = IRRIGATION	SD = STORM DRAIN	
C/COND = CONDUIT	JB = JUNCTION BOX	SDCB = STORM DRAIN CATCH BASIN	
CONST = CONSTRUCTION LINE	JCT = JUNCTION	SEP = SEPARATION	
CSBC = CRUSHED SURFACE BASE COURSE	L = LENGTH, ANGLE	SF = SQUARE FOOT	
CSTC = CRUSHED SURFACE TOP COURSE	LF = LINEAR FOOT	SH, SHDLR = SHOULDER	
CT = COURT	LN = LANE	SHT = SHEET	
CTV = CABLE TELEVISION	LT = LEFT	SI = STATION INTERSECT	
CY = CUBIC YARDS	MAX = MAXIMUM	SL = UNDERGROUND STREET LIGHTING, SLOPE	
DCVA = DOUBLE CHECK VALVE ASSEMBLY	MC = MECHANICAL CONTRACTOR OR COUPLING	SQ = SQUARE	
DI = DUCTILE IRON	MH = MANHOLE	SS = SANITARY SEWER	
DIA = DIAMETER	MIN = MINIMUM	ST = STREET	
DR = DRAIN OR DRIVE	MJ = MECHANICAL JOINT	STA = STATION	
DWY = DRIVEWAY	MON = MONUMENT	STND = STANDARD	
DWG = DRAWING		STL = STEEL	
		SW = SIDEWALK	
		SY = SQUARE YARD	

ABBREVIATION NOTES

- THESE ABBREVIATIONS APPLY TO THE ENTIRE SET OF CONTRACT DRAWINGS.
- LISTING OF ABBREVIATIONS DOES NOT IMPLY ALL ARE USED IN THE CONTRACT DRAWING
- ABBREVIATIONS SHOWN ON THIS SHEET INCLUDE VARIATIONS OF THE WORD. FOR EXAMPLE, "MOD" MAY MEAN MODIFY OR MODIFICATION; "INC" MAY MEAN INCLUDED OR INCLUDING; "REINF" MAY MEAN EITHER REINFORCE OR REINFORCING.
- SCREENING OR SHADING OF WORK IS USED TO INDICATE EXISTING COMPONENTS OR TO DE-EMPHASIZE PROPOSED IMPROVEMENTS TO HIGHLIGHT SELECTED TRADE WORK. REFER TO CONTEXT OF EACH SHEET FOR USAGE.

GENERAL NOTES

- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS, METHODS & SEQUENCES OF CONSTRUCTION INCLUDING THE SAFETY OF ALL WORKERS & THE GENERAL PUBLIC.
- NO PUBLIC WATER VALVES OR HYDRANTS SHALL BE OPENED OR CLOSED (OPERATED) BY ANYONE BUT CITY OF RICHLAND STAFF.
- ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE MOST CURRENT EDITION OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE & MUNICIPAL CONSTRUCTION.
- ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS & HIGHWAYS" (MUTCD).
- THE LOCATIONS OF ALL KNOWN EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE APPROXIMATE ONLY. LOCATIONS ARE BASED ON INFORMATION OBTAINED FROM THE SITE, INFORMATION OF RECORD DRAWINGS & INFORMATION PROVIDED TO ENGINEER. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK.
- THE CONTRACTOR SHALL BE REQUIRED TO CALL 811 OR 1-800-424-5555 (WEBSITE: WWW.WASHINGTON811.COM) TWO BUSINESS DAYS PRIOR TO COMMENCING ANY EXCAVATION ACTIVITIES TO DETERMINE FIELD LOCATIONS OF ALL UNDERGROUND UTILITIES, AS REQUIRED BY LAW.
- ANY CHANGES OR MODIFICATIONS TO THE PROJECT PLANS SHALL FIRST BE APPROVED BY THE CITY ENGINEER OR HIS/HER REPRESENTATIVE.
- METHODS OF DUST & EROSION CONTROL PROPOSED TO BE USED BY THE CONTRACTOR SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO ANY CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR SHALL TAKE ANY NECESSARY MEANS TO KEEP FROM TRACKING MUD & DEBRIS OUT ONTO THE EXISTING STREETS, & SHALL ALSO KEEP MUD & ANY OTHER DEBRIS FROM HIS SITE FROM ENTERING THE EXISTING PUBLIC STORM DRAINAGE SYSTEM.
- CONTRACTOR SHALL PROVIDE DETAILED "AS-BUILT" RECORDS SHOWING LOCATION, DEPTH, SIZE & MATERIAL TYPE OF ALL PIPING INSTALLED OR ENCOUNTERED DURING CONSTRUCTION OF IMPROVEMENTS.
- CONTRACTOR SHALL COORDINATE SCHEDULED WORK WITH ACTIVITIES TO BE PERFORMED BY UTILITIES & WORK SHOWN TO BE COMPLETED BY "CITY FORCES".
- THE FACE OF CURB SHALL BE STAMPED AT ALL UTILITY CROSSINGS, MAIN LINES, & SERVICE LINES AS FOLLOWS:
"S" - SANITARY SEWER "I" - IRRIGATION "SD" - STORM DRAIN
"W" - WATER "C" - CONDUITS

SURVEY NOTES

- TOPOGRAPHIC SURVEY PREPARED BY CITY OF RICHLAND
- VERTICAL DATUM: NAVD88
HORIZONTAL DATUM: SCS84
BENCHMARKS ARE CONTROL MONUMENTS: SEE PLAN SHEETS

CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:	columbia park trl_cover
CONTRACT NO:	20-0029
DATE:	02-21-2020
DRAWN BY:	LD
DESIGN BY:	SAW
RECORD DWG:	##-###

SHT OF OF

60% REVIEW
SUBMITTAL



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drwy.)

NO.	DESCRIPTION	BY	DATE

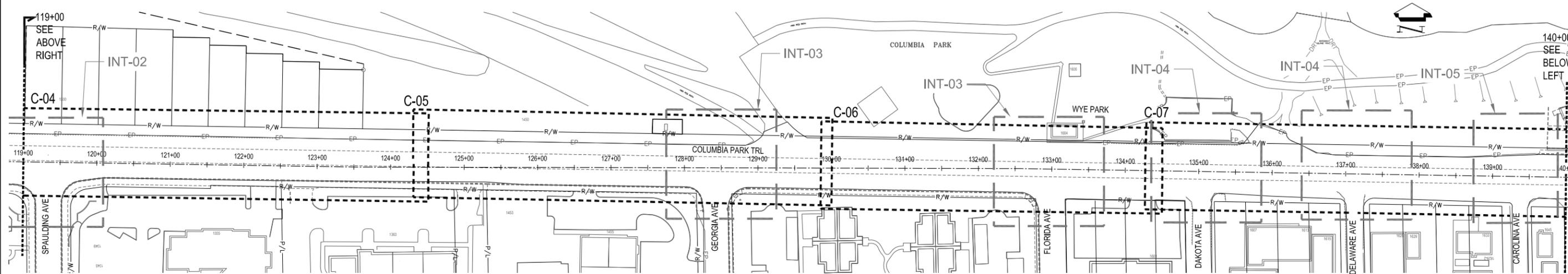
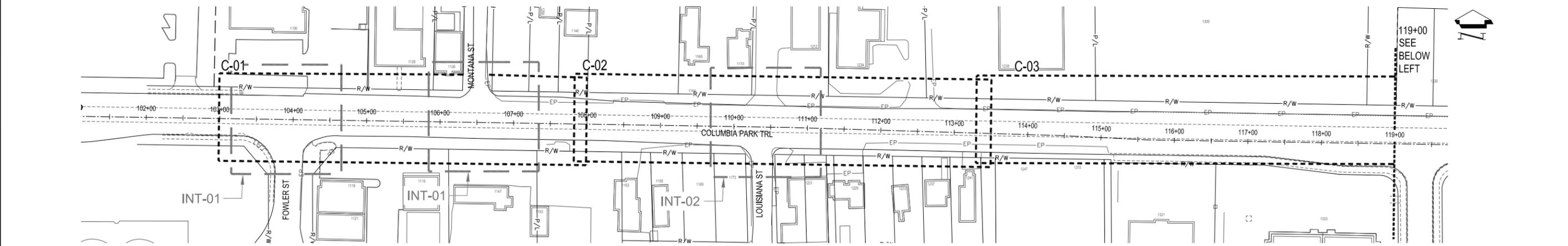
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(02)

Key map index

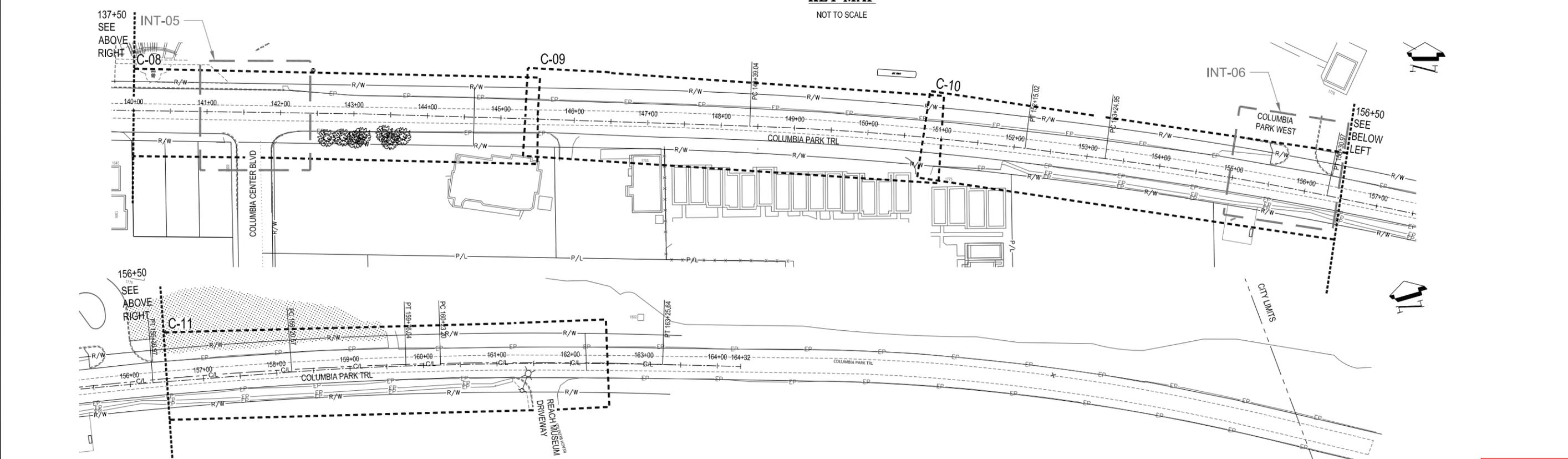
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_cover
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###
SHEET

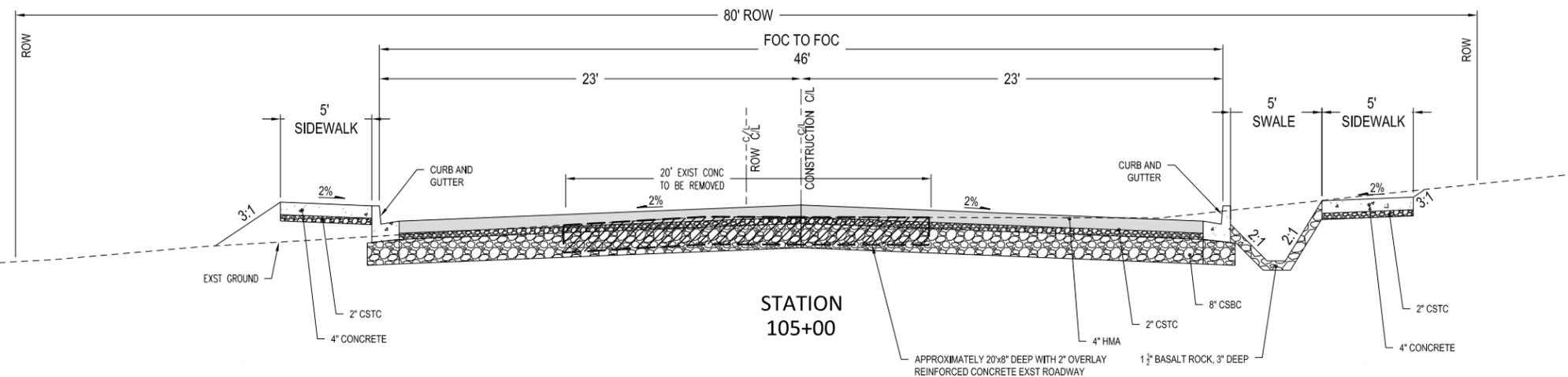
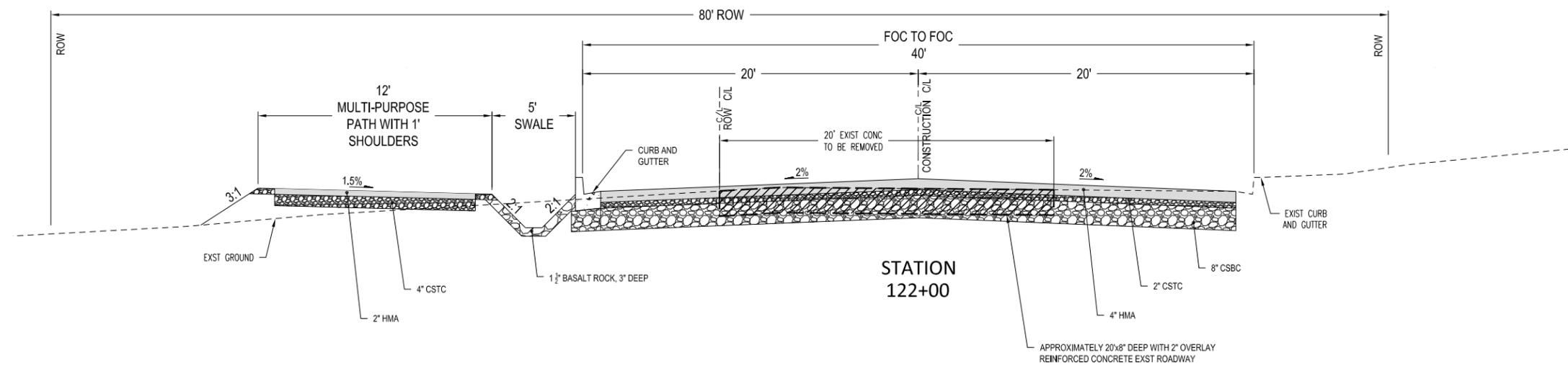
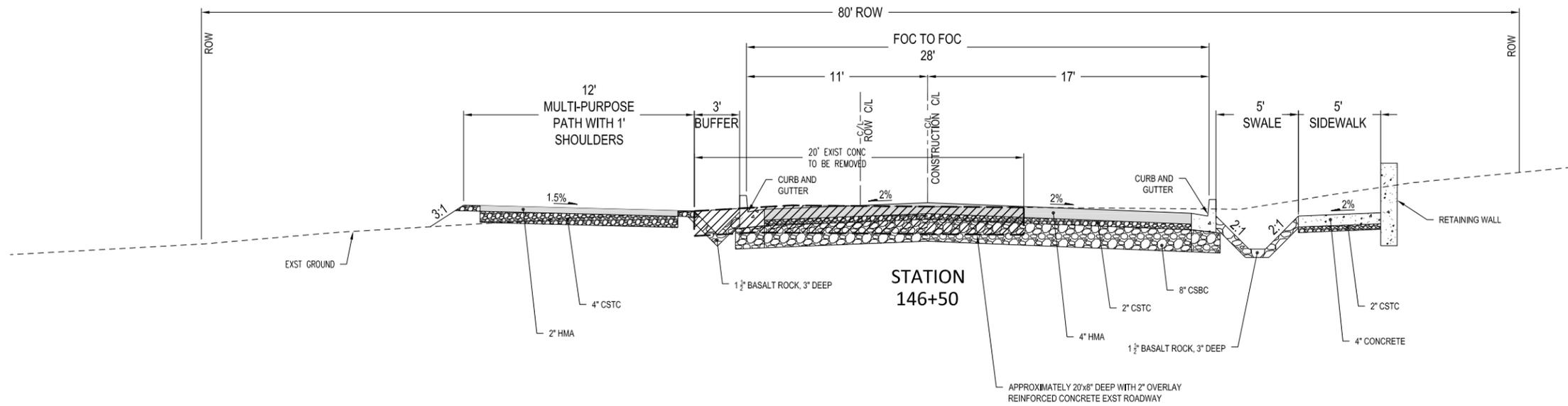
03 OF 04



**COLUMBIA PARK TRAIL
KEY MAP**
NOT TO SCALE



60% REVIEW
SUBMITTAL



ONE INCH

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_sections
CONTRACT NO: SB ##-###
DATE: 2-20-20
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

HMA CORE INFORMATION (SEE C SHEET FOR LOCATIONS)

SAMPLE NUMBER	1	2	3	4	5	6	7	8	9	10	11
STATION	106+10.00	109+60.00	113+10.00	116+60.00	120+10.00	123+60.00	127+10.00	130+60.00	134+10.00	137+59.00	141+09.00
OFFSET	7' RT	0	18' LT	0	15' RT	0	13' LT	0	25' RT	0	18' LT
SAMPLE DATE	10-05-19	10-05-19	10-12-19	10-05-19	10-05-19	10-05-19	10-12-19	10-05-19	10-12-19	10-12-19	10-12-19
HMA (INCHES)	8-1/2	1-3/8	3	1-3/4	6-1/2	1-3/4	4	2	3	2	3
HMA LAYERS	5	1	3	1	3	1	3	1	2	2	3
CONCRETE THICKNESS	N/A	7-1/8	N/A	6-3/4	N/A	6-3/4	N/A	6-3/4	N/A	6 1/4	N/A
REBAR DEPTH	N/A	4	-	N/A	N/A	4-1/2	-	N/A	-	N/A	-
CRUSHED AGGREGATE	-	-	2" CSTC	-	-	-	2" CSTC	-	2" CSTC	-	2" CSTC
SUBGRADE SOIL	COBBLES	COBBLES	COBBLES	COBBLES	CEMENT OR CLAY	COBBLES	COBBLES	COBBLES	COBBLES	COBBLES	COBBLES

SAMPLE NUMBER	12	13	14	15	16	17	18	19	20	21
STATION	144+60.00	148+10.00	151+61.00	155+10.00	158+60.00	162+08.00	165+58.00	169+09.00	172+57.00	136+00.00
OFFSET	6.5' LT	16.7' LT	5.3' RT	5' LT	14.8' LT	0	14.7' RT	4.7' RT	16' LT	23' LT
SAMPLE DATE	10-12-19	10-12-19	10-12-19	10-12-19	10-12-19	10-12-19	10-12-19	10-12-19	10-12-19	10-12-19
HMA (INCHES)	5	3 1/4	2	2 3/8	3 1/2	3/4	1 1/4	N/A	2	3 3/4
HMA LAYERS	3	3	2	2	2	1	2	N/A	2	3
CONCRETE THICKNESS	3 1/2	N/A	7	7 1/2	N/A	6 3/4	N/A	6 3/4	N/A	N/A
REBAR DEPTH	-	-	N/A							
CRUSHED AGGREGATE	CSTC PATCH	2" CSTC	N/A	N/A	2" CSTC	N/A	2" CSTC	N/A	2" CSTC	2" CSTC
SUBGRADE SOIL	COBBLES	COBBLES	COBBLES	COBBLES	COBBLES	COBBLES	COBBLES	COBBLES	COBBLES	COBBLES

*INDICATES INDIVIDUAL LIFTS OF HMA THAT DISINTEGRATED DURING SAMPLING



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

Corings Information

NO.	DESCRIPTION	BY	DATE

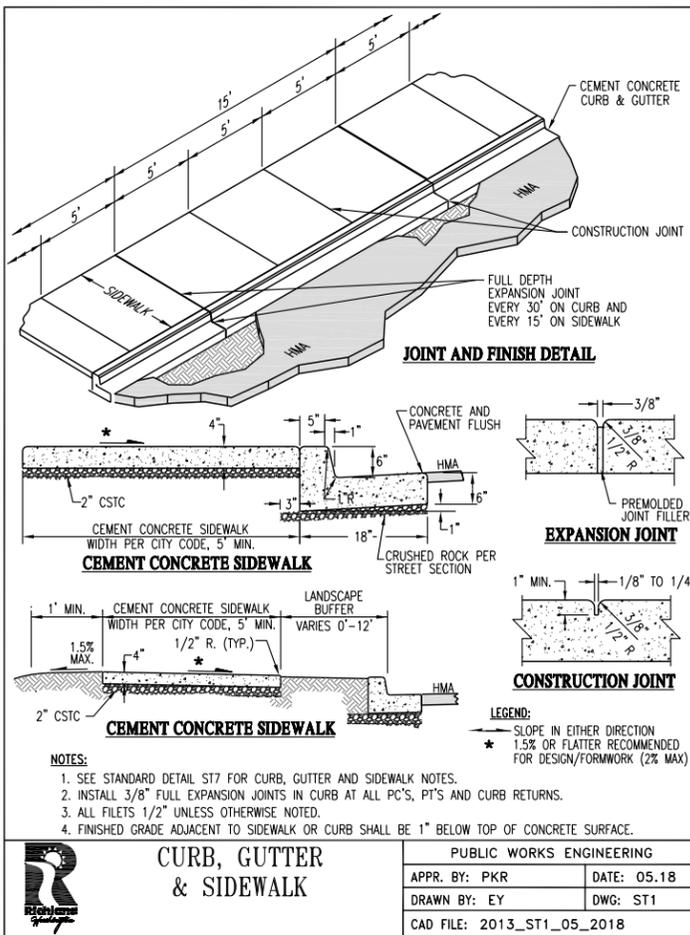
REGION NO.	STATE	FEDERAL AID PROJECT NUMBER
TO	WA	STPIL-TAP-3504(022)

← ONE INCH →
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

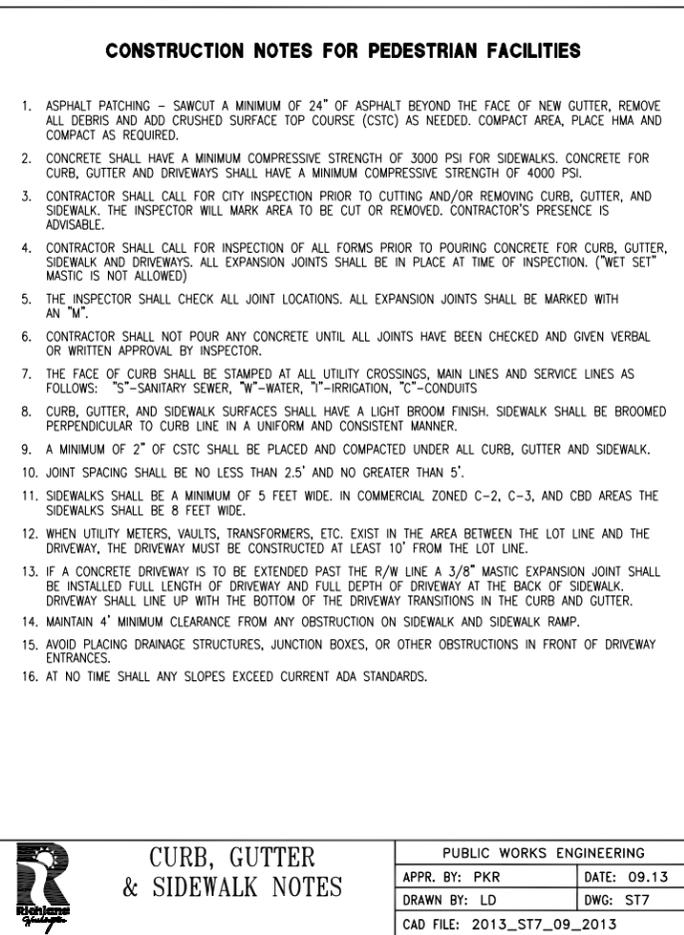
CAD DWG:
columbia park trl_cover
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET
05 OF 05

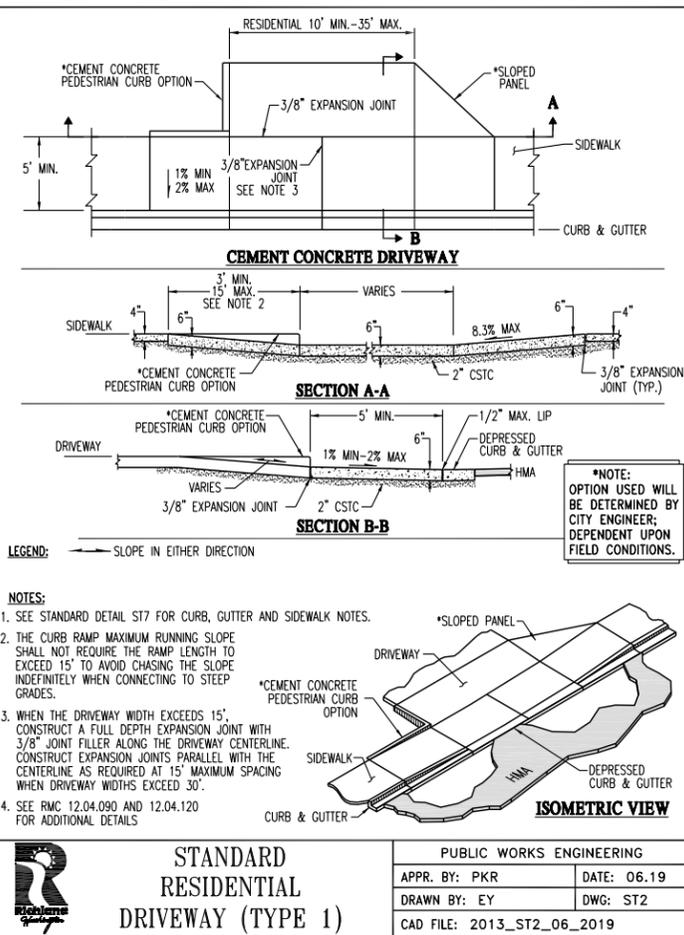
60% REVIEW
SUBMITTAL



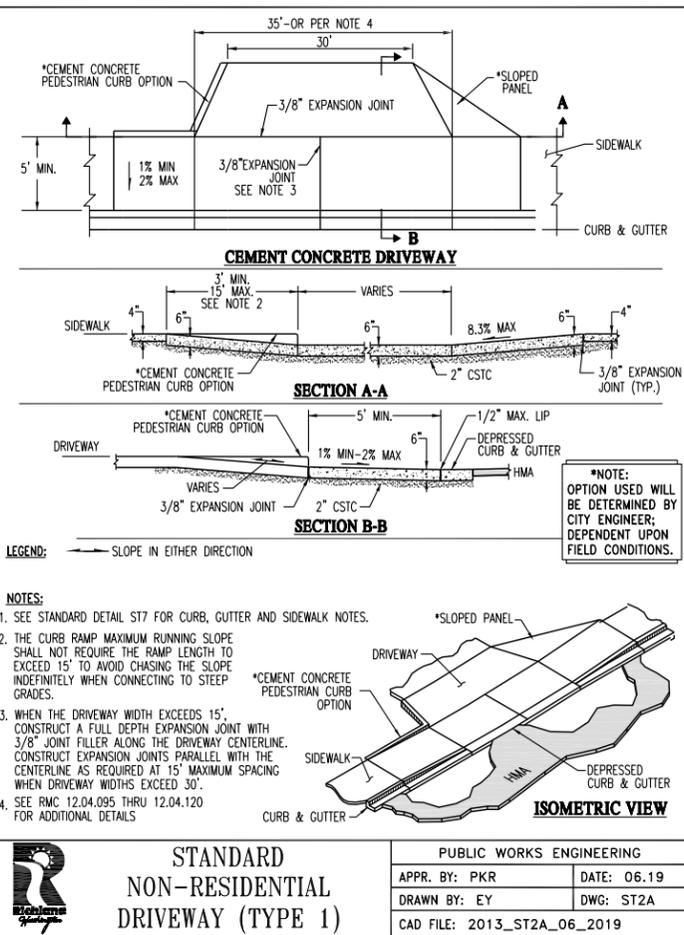
	CURB, GUTTER & SIDEWALK		PUBLIC WORKS ENGINEERING	
	APPR. BY: PKR	DATE: 05.18	APPR. BY: PKR	DATE: 05.18
	DRAWN BY: EY	DWG: ST1	DRAWN BY: EY	DWG: ST1
	CAD FILE: 2013_ST1_05_2018			



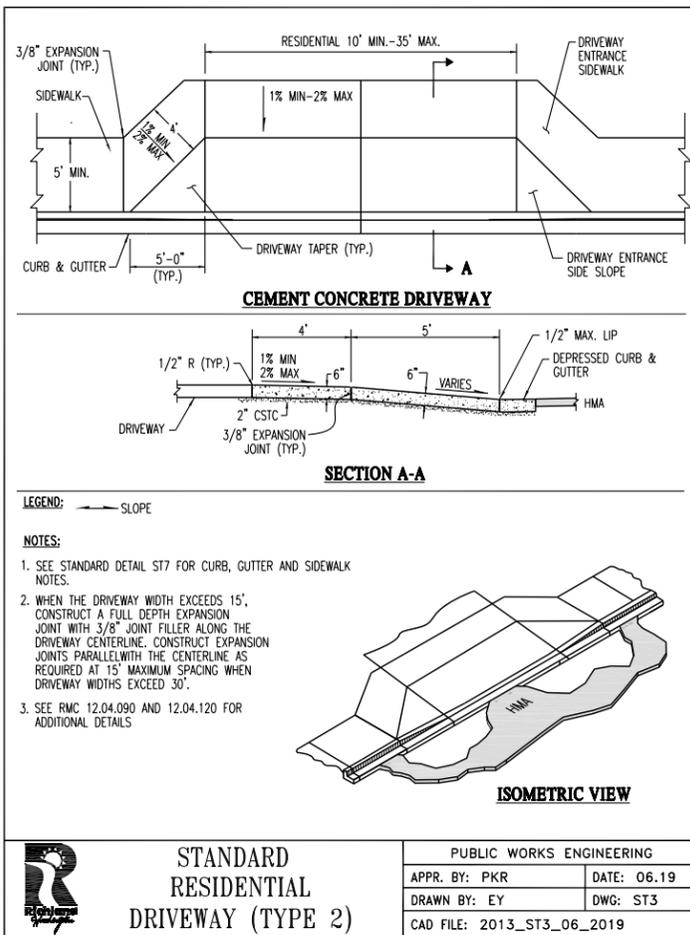
	CURB, GUTTER & SIDEWALK NOTES		PUBLIC WORKS ENGINEERING	
	APPR. BY: PKR	DATE: 09.13	APPR. BY: PKR	DATE: 09.13
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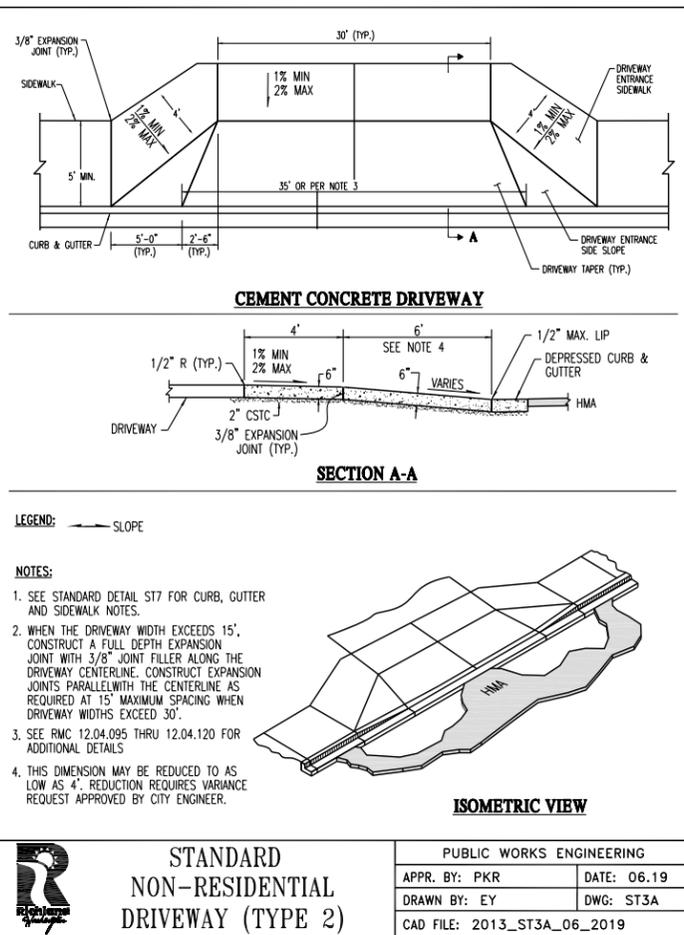
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	APPR. BY: PKR	DATE: 06.19	APPR. BY: PKR	DATE: 06.19
	DRAWN BY: EY	DWG: ST2	DRAWN BY: EY	DWG: ST2
	CAD FILE: 2013_ST2_06_2019			



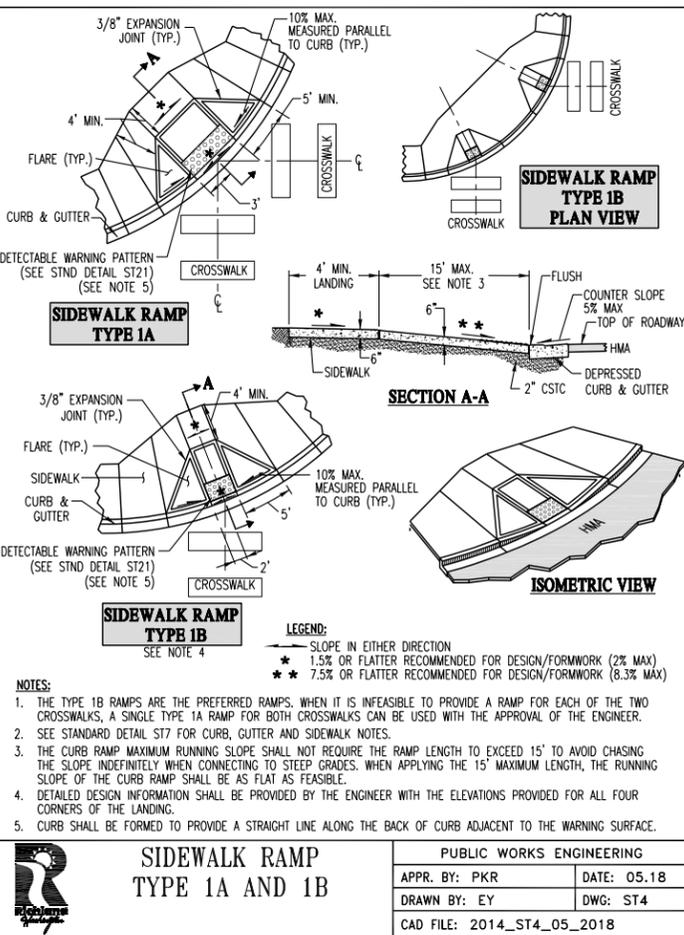
	STANDARD NON-RESIDENTIAL DRIVEWAY (TYPE 1)		PUBLIC WORKS ENGINEERING	
	APPR. BY: PKR	DATE: 06.19	APPR. BY: PKR	DATE: 06.19
	DRAWN BY: EY	DWG: ST2A	DRAWN BY: EY	DWG: ST2A
	CAD FILE: 2013_ST2A_06_2019			



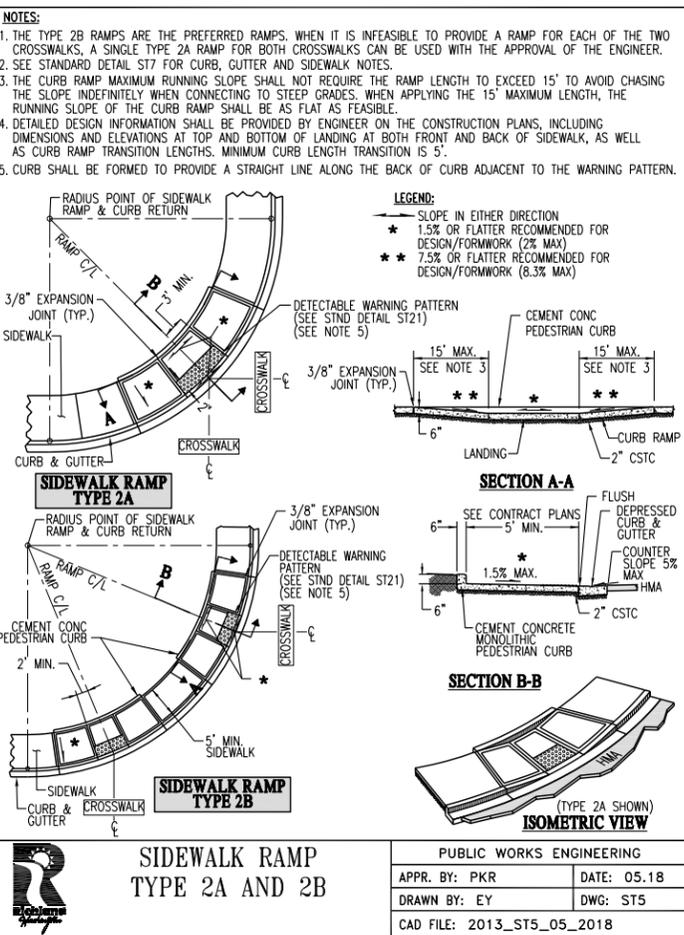
	STANDARD RESIDENTIAL DRIVEWAY (TYPE 2)		PUBLIC WORKS ENGINEERING	
	APPR. BY: PKR	DATE: 06.19	APPR. BY: PKR	DATE: 06.19
	DRAWN BY: EY	DWG: ST3	DRAWN BY: EY	DWG: ST3
	CAD FILE: 2013_ST3_06_2019			



	STANDARD NON-RESIDENTIAL DRIVEWAY (TYPE 2)		PUBLIC WORKS ENGINEERING	
	APPR. BY: PKR	DATE: 06.19	APPR. BY: PKR	DATE: 06.19
	DRAWN BY: EY	DWG: ST3A	DRAWN BY: EY	DWG: ST3A
	CAD FILE: 2013_ST3A_06_2019			



	SIDEWALK RAMP TYPE 1A AND 1B		PUBLIC WORKS ENGINEERING	
	APPR. BY: PKR	DATE: 05.18	APPR. BY: PKR	DATE: 05.18
	DRAWN BY: EY	DWG: ST4	DRAWN BY: EY	DWG: ST4
	CAD FILE: 2014_ST4_05_2018			



	SIDEWALK RAMP TYPE 2A AND 2B		PUBLIC WORKS ENGINEERING	
	APPR. BY: PKR	DATE: 05.18	APPR. BY: PKR	DATE: 05.18
	DRAWN BY: EY	DWG: ST5	DRAWN BY: EY	DWG: ST5
	CAD FILE: 2013_ST5_05_2018			



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

60% REVIEW SUBMITTAL

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

Construction Details

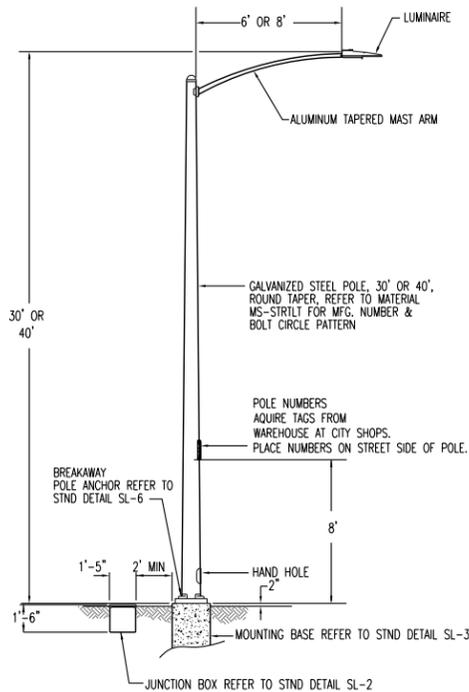
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA ST101-TAP-3504(002)

CAD DWG: columbia park trl cover
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ###-###
SHEET

ONE INCH

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

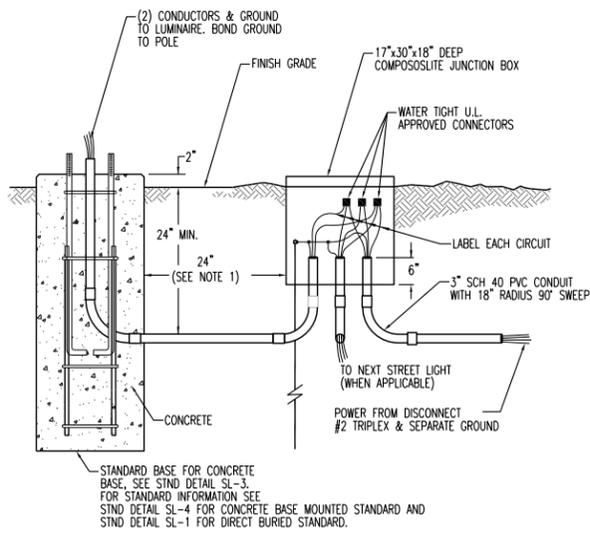
06 OF 06



SEE TECHNICAL SPECIFICATION TS-SLRTL FOR DESIGN INFORMATION
SEE MATERIAL SPECIFICATION MS-SLRTL FOR MANUFACTURING AND MATERIALS INFORMATION

**STREET LIGHTING
STEEL POLE 30/40FT
CONCRETE BASE**

PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 11.15
DRAWN BY: LD	DWG: SL-4
CAD FILE: 2015_SL4_11_2015	

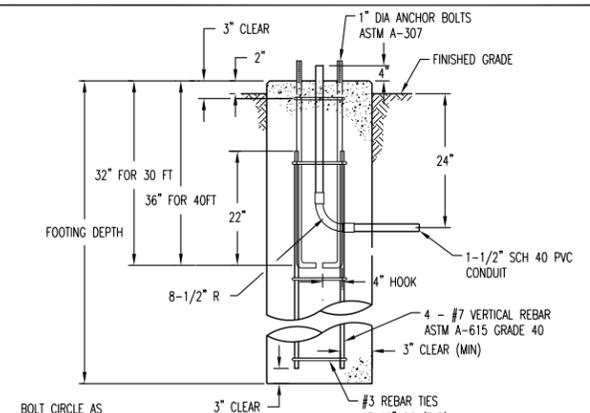


NOTES:

1. SET JUNCTION BOX IN THE PROPER LOCATION SUCH THAT IT IS AS LITTLE OVER 24" FROM STREET LIGHT FOUNDATION AS POSSIBLE. SOIL UNDER BOX SHALL BE RESTORED TO 95% COMPACTION. SET BOX AT AN ELEVATION SUCH THAT THE TOP OF THE BOX COVER IS APPROXIMATELY 2" ABOVE FINISHED GRADE UNLESS BOX IS TO BE SURROUNDED BY ASPHALT OR CONCRETE. SET BOX LEVEL WITH AND PARALLEL TO STREET.
2. SWEEP CONDUIT UP INTO JUNCTION BOX A MINIMUM OF 6". INSTALL BELL ENDS OR BUSHINGS ON ALL EXPOSED CONDUIT ENDS IN JUNCTION BOX.
3. ALLOW SUFFICIENT SLACK IN CONDUCTORS SUCH THAT SPLICES MAY BE REMOVED A MINIMUM OF 36" FROM SPLICE BOX.
4. JUNCTION BOXES SHALL BE COMPOSOLITE AS MANUFACTURED BY QUAZITE CORPORATION OR APPROVED EQUAL. BOXES SHALL BE CONCRETE GRAY COLOR IN APPEARANCE. COVER SHALL UTILIZE A PENTA-HEAD BOLT TO SECURE IT TO BOX. THE COVER SHALL HAVE THE LOGO "ELECTRICAL" PERMANENTLY MARKED ON IT.

**STREET LIGHTING
JUNCTION BOX &
MOUNTING BASE**

PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 11.15
DRAWN BY: LD	DWG: SL-2
CAD FILE: 2015_SL2_11_2015	



MOUNTING BASE DETAIL

NOTE: CONCRETE STRENGTH = 4000 PSI CONCRETE CLASS 4000P.
CONCRETE STRENGTH = 2400 PSI PRIOR TO SETTING POLE.

SOIL TYPE	CLASS OF MATERIAL (UNIFORM BUILDING CODE)
A	GOOD-COMPACT WELL-GRADED SAND AND GRAVEL. HARD CLAY WELL-GRADED FINE AND COARSE SAND (ALL DRAINED SO WATER WILL NOT STAND)
B	AVERAGE-COMPACT FINE SAND MEDIUM CLAY COMPACT SANDY LOAM LOOSE COARSE SAND AND GRAVEL (ALL DRAINED SO WATER WILL NOT STAND.)
C	POOR-SOFT CLAY CLAY LOAM POORLY COMPACTED SAND CLAYS CONTAINING LARGE AMOUNTS OF SILT (WATER STANDS DURING WET SEASON)

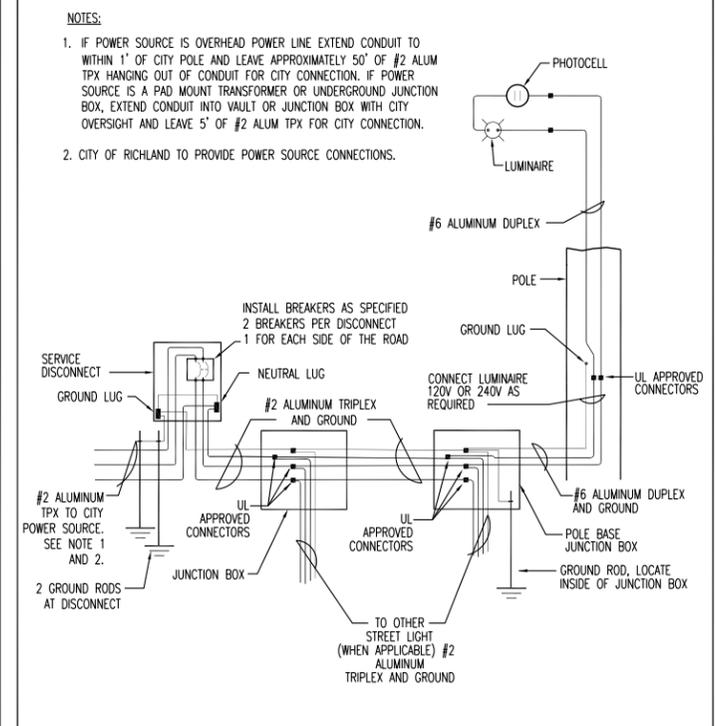
**MOUNTING BASE
TOP VIEW**

POLE LENGTH (FEET)	MINIMUM FOOTING DEPTH IN FEET SEE SOIL TABLE		
	A	B	C
30	5'0"	6'6"	8'0"
40	5'6"	7'0"	8'6"

NOTE: FORMING MATERIALS (SONOTUBE) SHALL BE REMOVED FROM THE TOP OF THE FOUNDATION TO SIX INCHES BELOW FINISHED GRADE AFTER CONCRETE HAS HAD A CHANCE TO SET UP.
SOIL BELOW MOUNTING BASE TO BE UNDISTURBED.

**STREET LIGHTING
MOUNTING BASE DETAILS
CONCRETE SUPPORT**

PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 11.15
DRAWN BY: LD	DWG: SL-3
CAD FILE: 2015_SL3_11_2015	

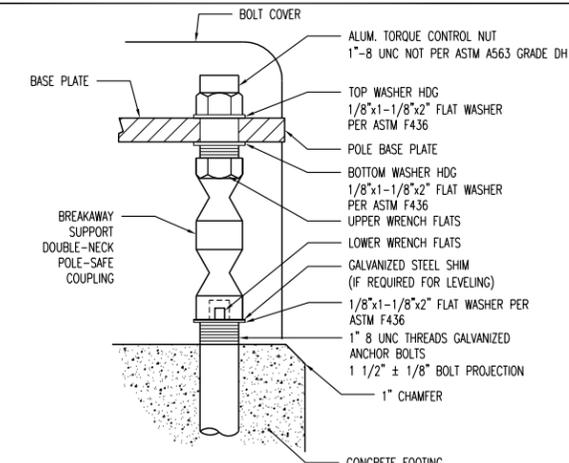


NOTES:

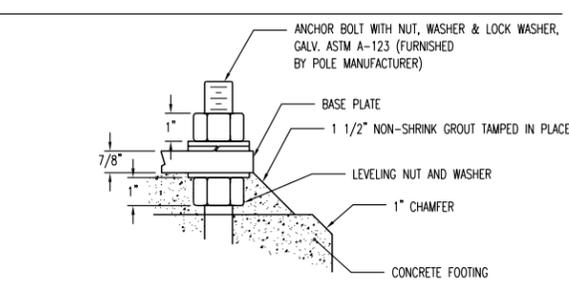
1. IF POWER SOURCE IS OVERHEAD POWER LINE EXTEND CONDUIT TO WITHIN 1' OF CITY POLE AND LEAVE APPROXIMATELY 50' OF #2 ALUM TPX HANGING OUT OF CONDUIT FOR CITY CONNECTION. IF POWER SOURCE IS A PAD MOUNT TRANSFORMER OR UNDERGROUND JUNCTION BOX, EXTEND CONDUIT INTO VAULT OR JUNCTION BOX WITH CITY OVERSIGHT AND LEAVE 5' OF #2 ALUM TPX FOR CITY CONNECTION.
2. CITY OF RICHLAND TO PROVIDE POWER SOURCE CONNECTIONS.

**STREET LIGHTING
WIRING DIAGRAM**

PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 07.17
DRAWN BY: LD	DWG: SL-5
CAD FILE: 2015_SL5_07_2017	



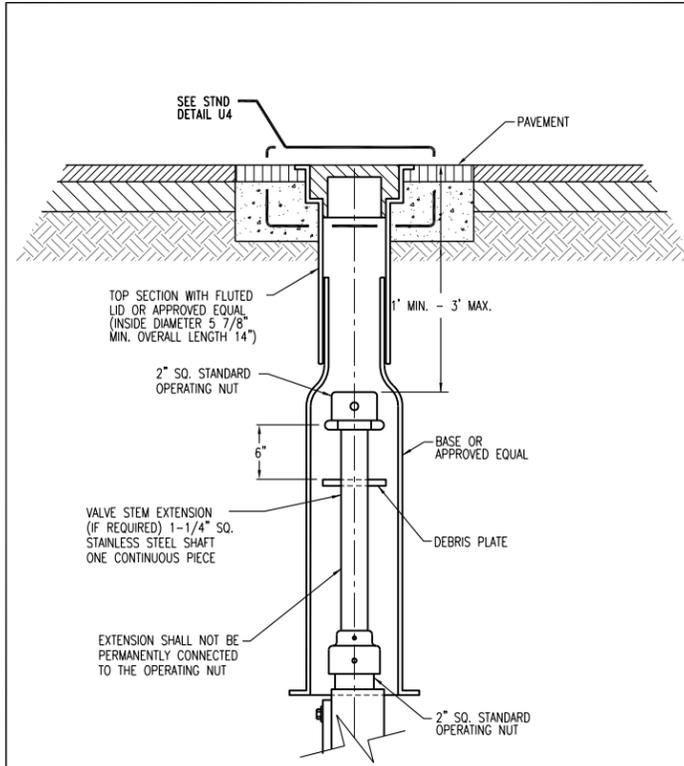
BREAKAWAY POLE ANCHOR DETAIL



NON-BREAKAWAY ANCHOR DETAIL

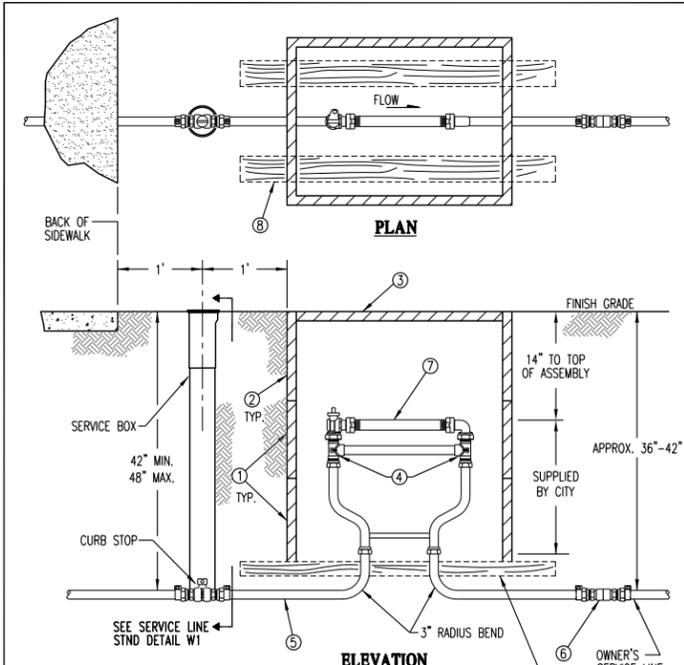
**STREET LIGHTING
POLE ANCHOR
CONCRETE SUPPORT**

PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 07.17
DRAWN BY: LD	DWG: SL-6
CAD FILE: 2015_SL6_07_2017	



**WATER
VALVE BOX**

PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 12.2010
DRAWN BY: SC NYBY	DWG: W9
CAD FILE: 2012_W9_12_2010	

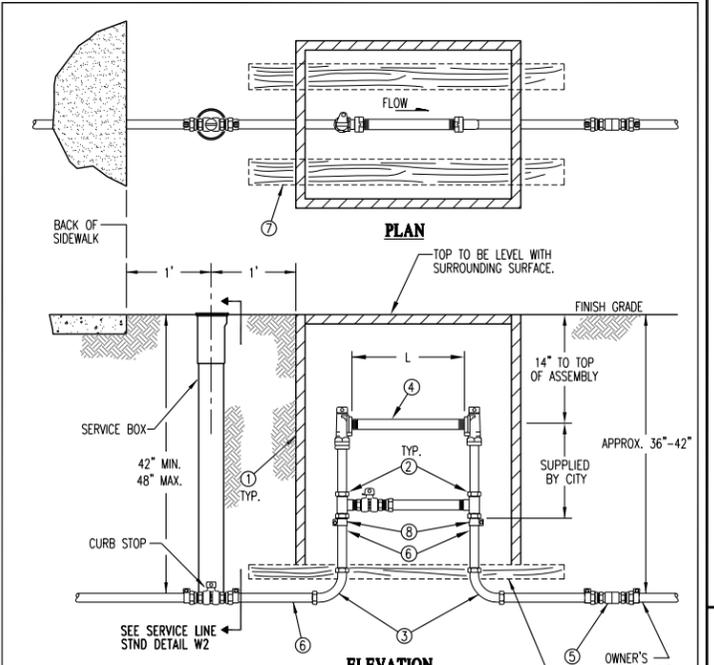


METER ASSEMBLY MATERIALS *SUPPLIED BY CITY

1. 2 EA. METER BOX, 12", MIDDLE SECTION.
2. 1 EA. METER BOX, 12", TOP SECTION.
3. 1 EA. METER BOX COVER, W/CAST IRON LID, TOP OF METER BOX TO BE LEVEL WITH SURROUNDING SURFACE.
4. 1" METER SETTER
5. 5' TUBING, COPPER, 1" TYPE K, SOFT-ROLLED.
6. 1" COUPLING
7. 1" METER JUMPER
8. 2 EA. PRESSURE TREATED 2" x 4" x 4' LONG.

**WATER METER ASSEMBLY
FOR 3/4" & 1" METERS**

PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 09.13
DRAWN BY: LD	DWG: W3
CAD FILE: 2013_W3_09_2013	



METER ASSEMBLY MATERIALS *SUPPLIED BY CITY

1. METER BOX (CONCRETE) (1-TOP SECTION, 2-MIDDLE SECTIONS & 1-LID).
2. 2" METER SETTER (WITH VERTICAL CONNECTION TEES).
3. 2" x 90' COMPRESSION ELL.
4. 2" GALV. STEEL METER JUMPER
5. 2" COUPLING.
6. 2" TYPE 'L' COPPER TUBING.
7. 2 EA. PRESSURE TREATED 2" x 4" x 4' LONG.
8. COUPLING.

**WATER METER ASSEMBLY
FOR 2" METERS**

PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 09.13
DRAWN BY: LD	DWG: W4
CAD FILE: 2013_W4_09_2013	




CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

60% REVIEW SUBMITTAL

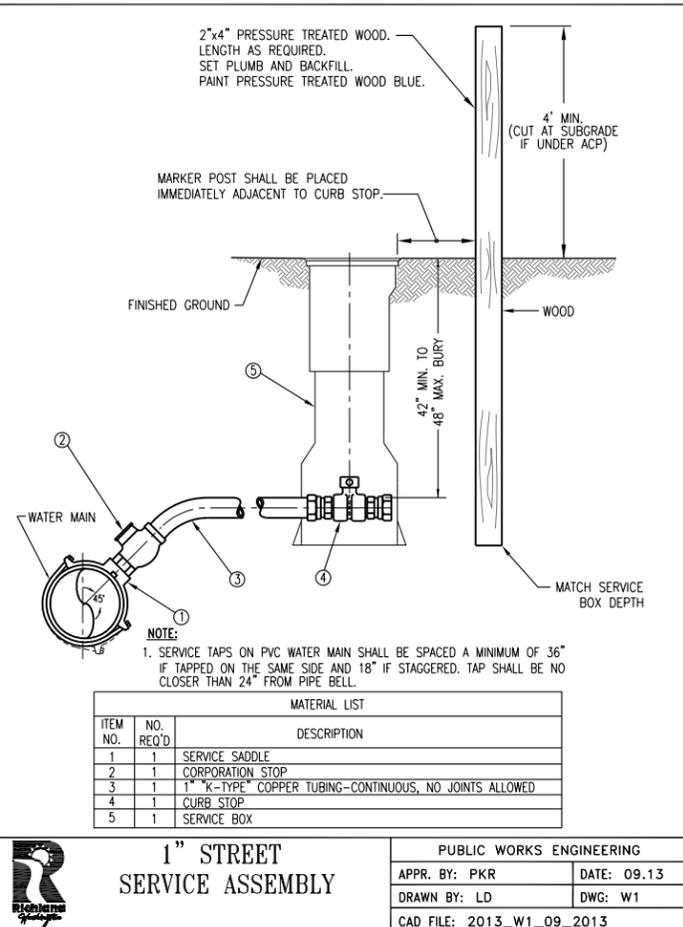
Construction Details
REGION NO. STATE FEDERAL AND PROJECT NUMBER
TO WA STIRL-TAP-3504(002)

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

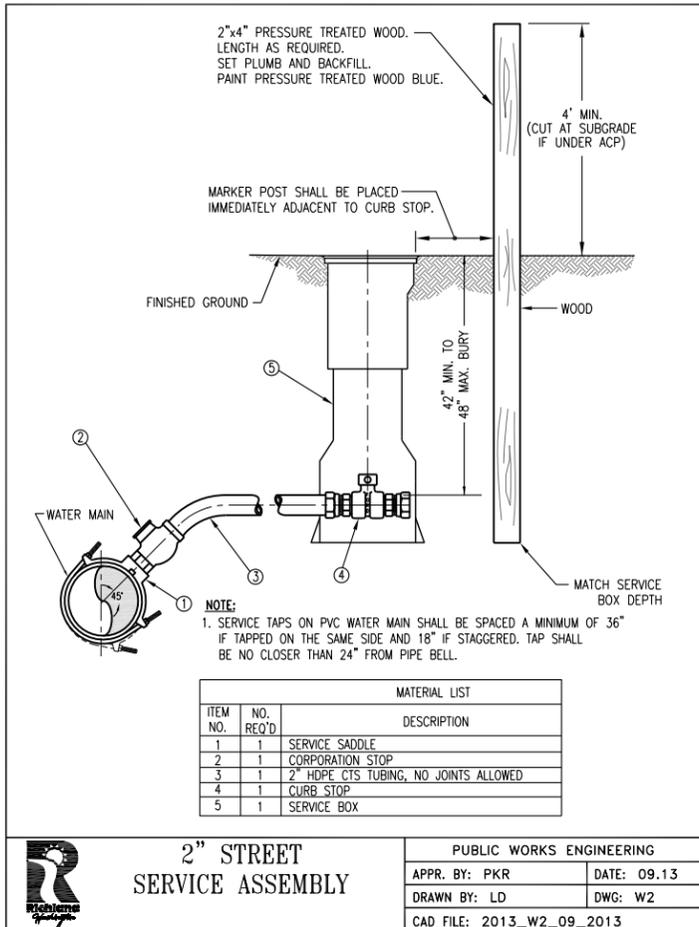
PUBLIC WORKS ENGINEERING	
APPR. BY: PKR	DATE: 09.13
DRAWN BY: LD	DWG: W4
CAD FILE: 2013_W4_09_2013	

08 OF 08



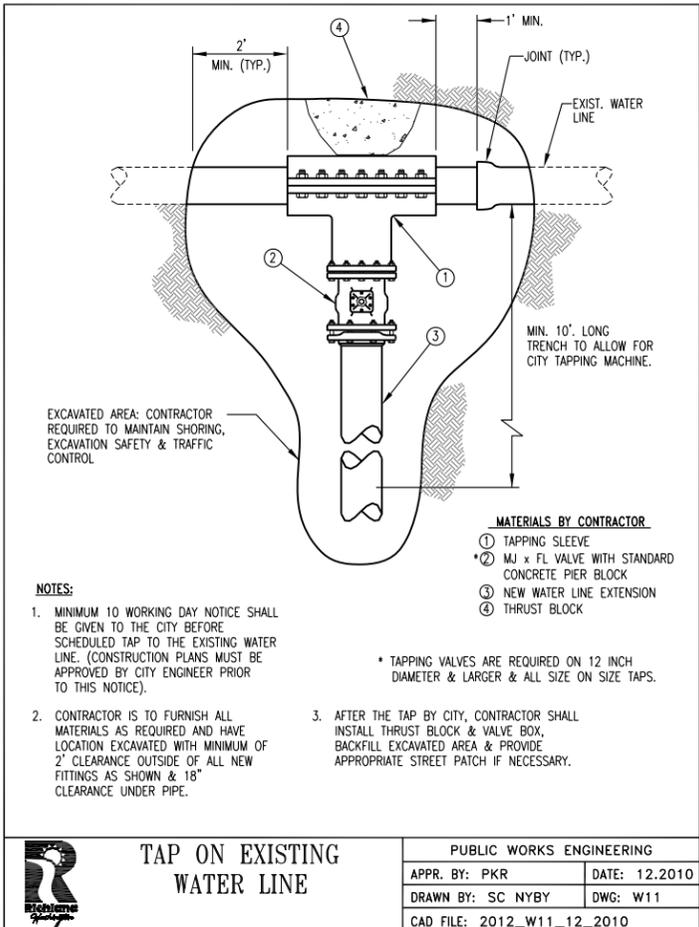
1" STREET SERVICE ASSEMBLY

PUBLIC WORKS ENGINEERING
APPR. BY: PKR DATE: 09.13
DRAWN BY: LD DWG: W1
CAD FILE: 2013_W1_09_2013



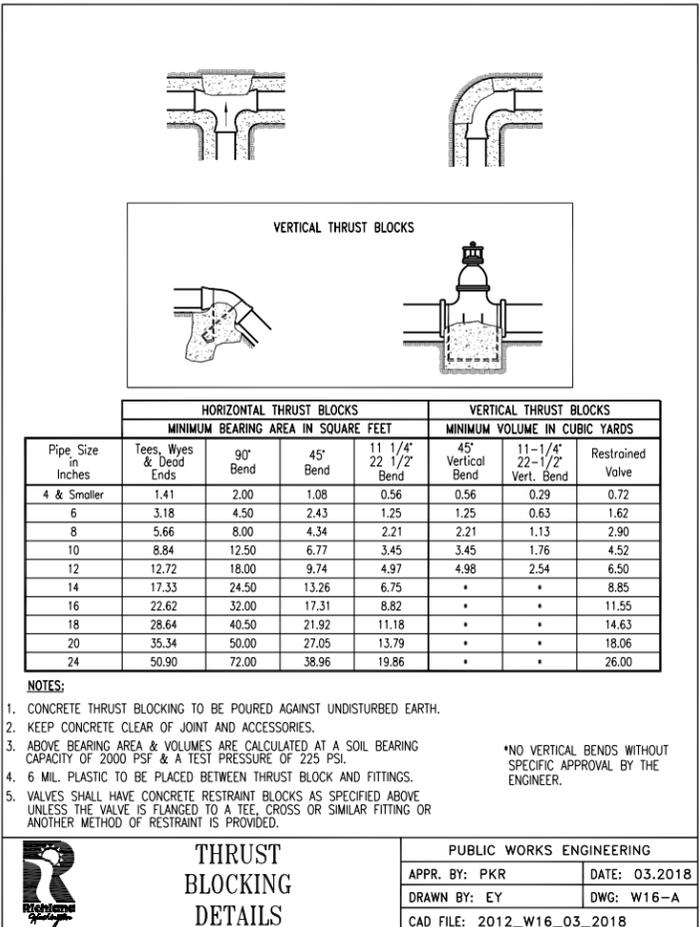
2" STREET SERVICE ASSEMBLY

PUBLIC WORKS ENGINEERING
APPR. BY: PKR DATE: 09.13
DRAWN BY: LD DWG: W2
CAD FILE: 2013_W2_09_2013



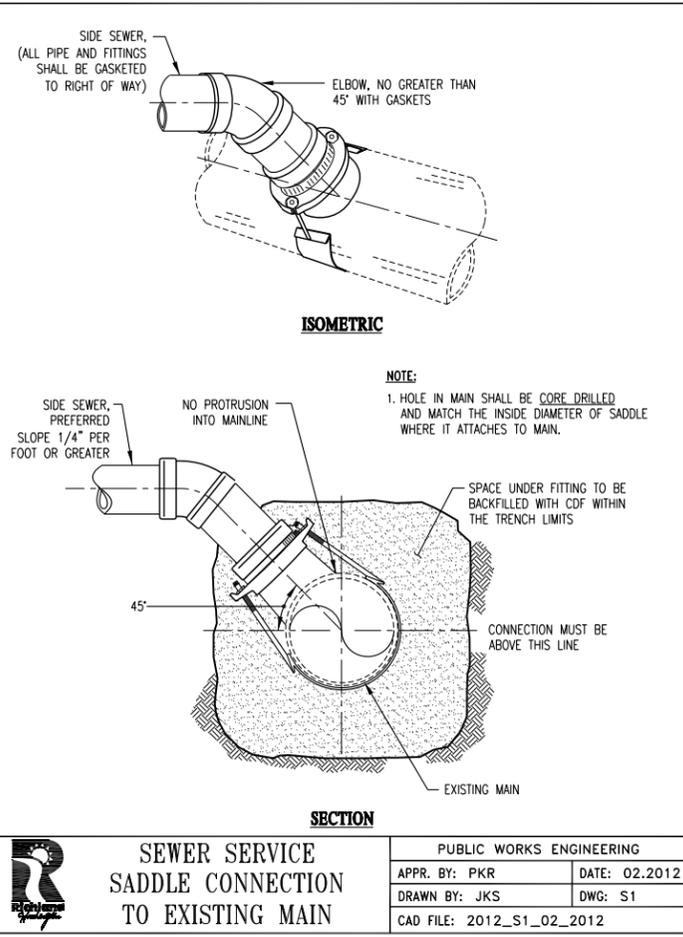
TAP ON EXISTING WATER LINE

PUBLIC WORKS ENGINEERING
APPR. BY: PKR DATE: 12.2010
DRAWN BY: SC NYBY DWG: W11
CAD FILE: 2012_W11_12_2010



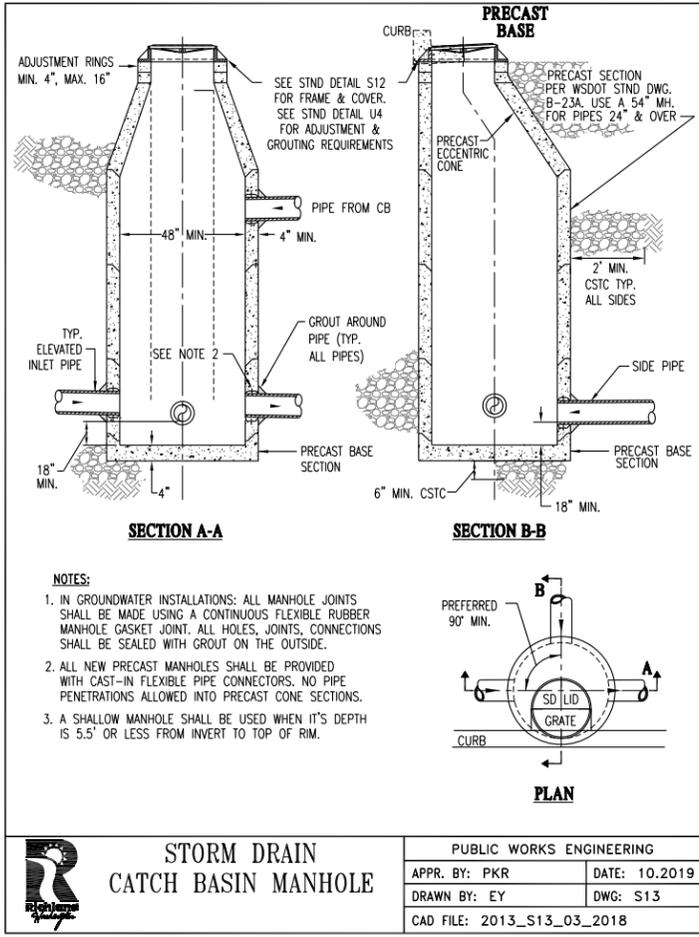
THRUST BLOCKING DETAILS

PUBLIC WORKS ENGINEERING
APPR. BY: PKR DATE: 03.2018
DRAWN BY: EY DWG: W16-A
CAD FILE: 2012_W16_03_2018



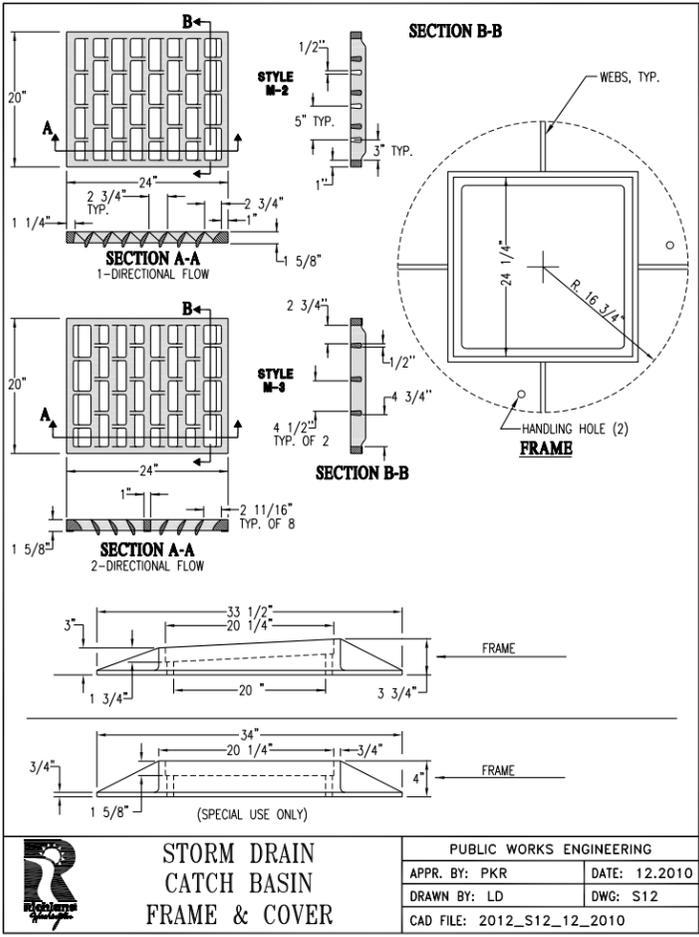
SEWER SERVICE SADDLE CONNECTION TO EXISTING MAIN

PUBLIC WORKS ENGINEERING
APPR. BY: PKR DATE: 02.2012
DRAWN BY: JKS DWG: S1
CAD FILE: 2012_S1_02_2012



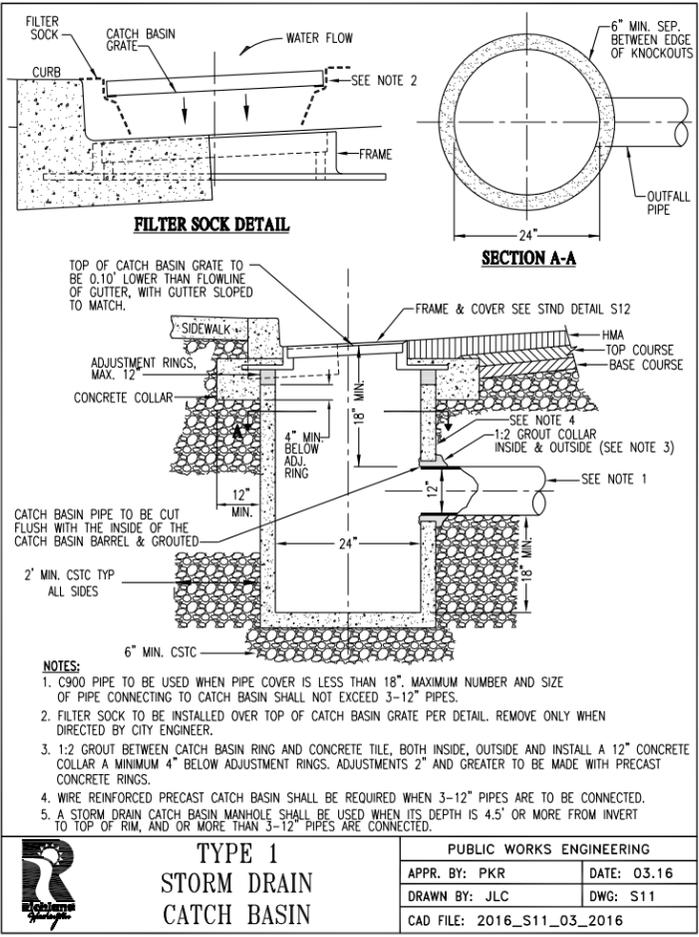
STORM DRAIN CATCH BASIN MANHOLE

PUBLIC WORKS ENGINEERING
APPR. BY: PKR DATE: 10.2019
DRAWN BY: EY DWG: S13
CAD FILE: 2013_S13_03_2018



STORM DRAIN CATCH BASIN FRAME & COVER

PUBLIC WORKS ENGINEERING
APPR. BY: PKR DATE: 12.2010
DRAWN BY: LD DWG: S12
CAD FILE: 2012_S12_12_2010



TYPE 1 STORM DRAIN CATCH BASIN

PUBLIC WORKS ENGINEERING
APPR. BY: PKR DATE: 03.16
DRAWN BY: JLC DWG: S11
CAD FILE: 2016_S11_03_2016

Richland Washington

SHeldon A. WILSON
REGISTERED PROFESSIONAL ENGINEER

CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

REVISION

NO. DESCRIPTION BY DATE

60% REVIEW SUBMITTAL

CONSTRUCTION DETAILS

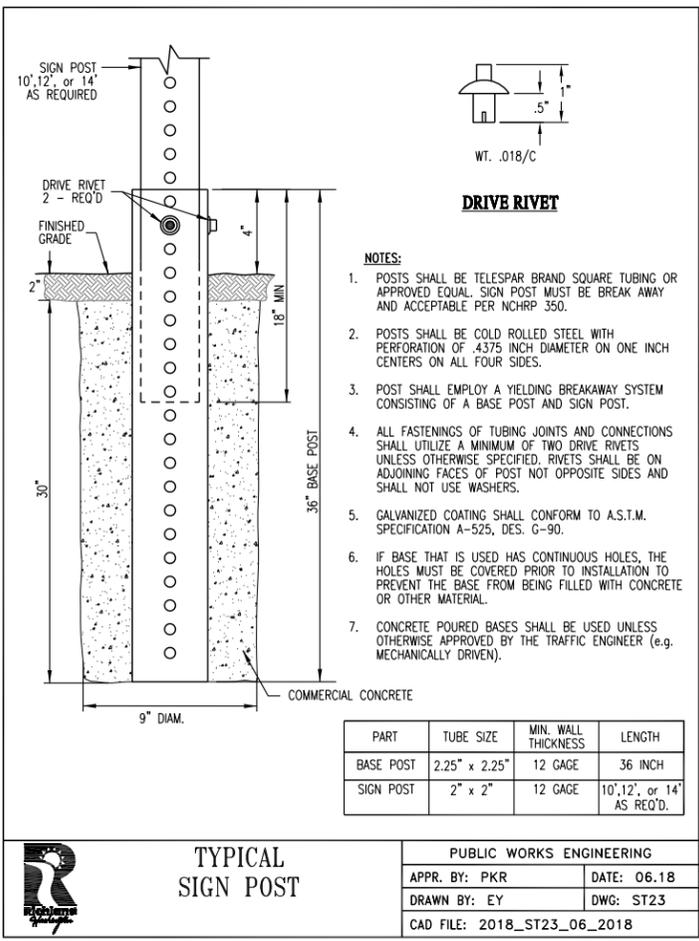
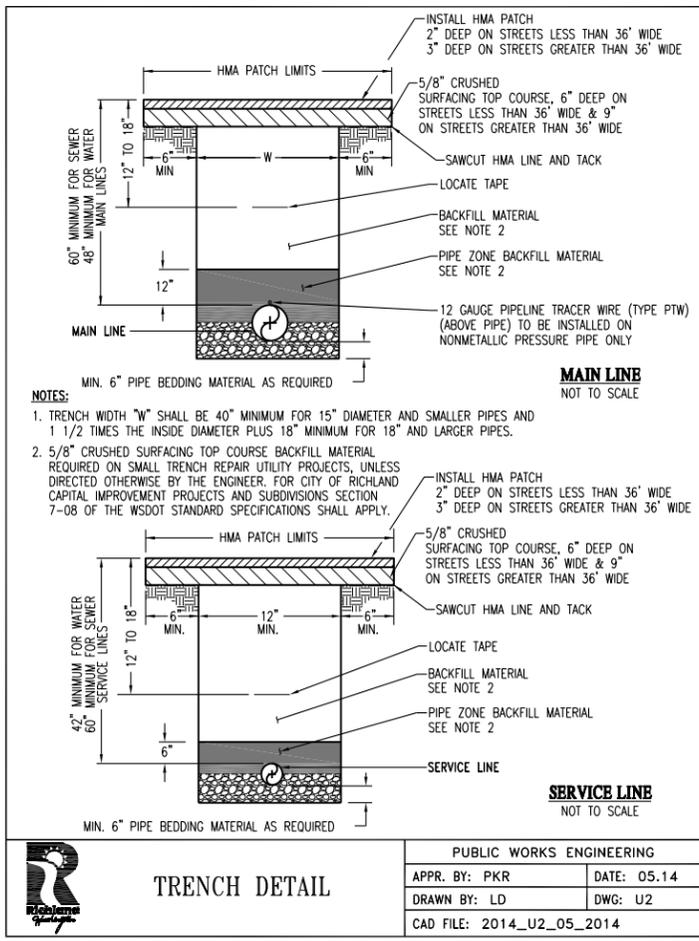
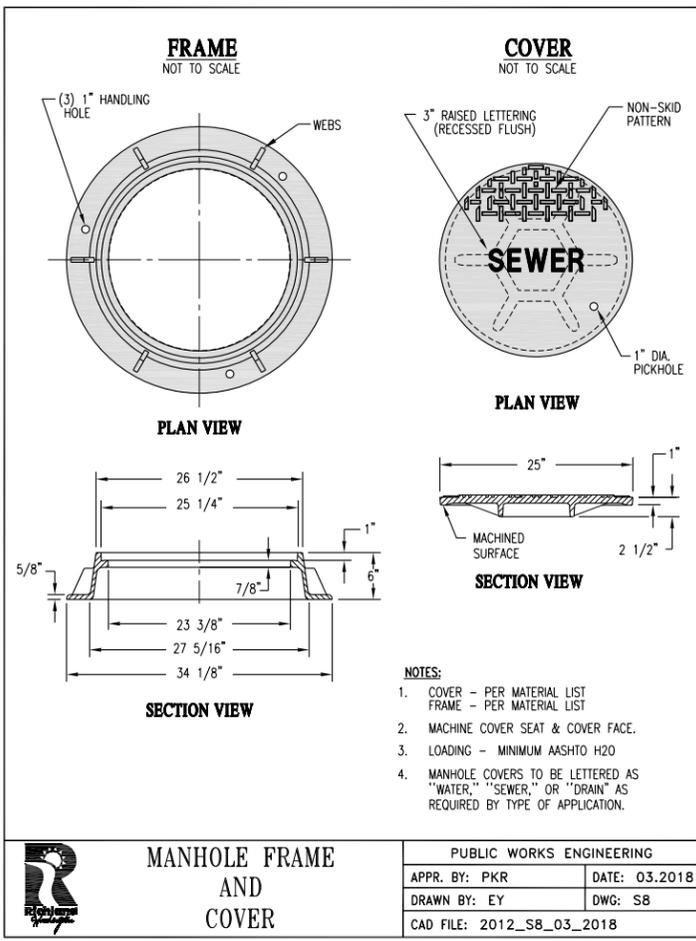
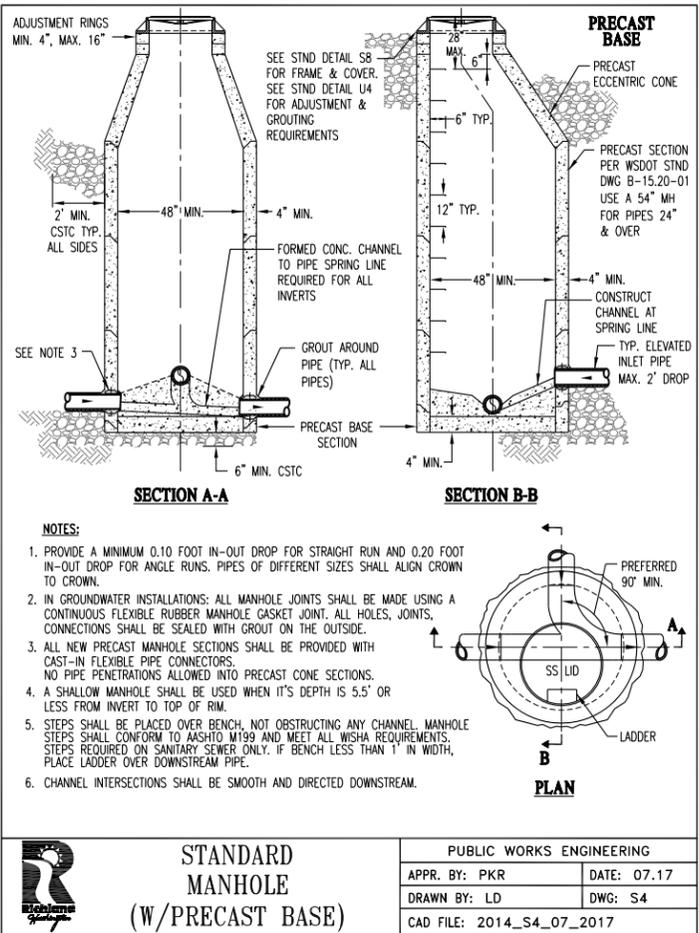
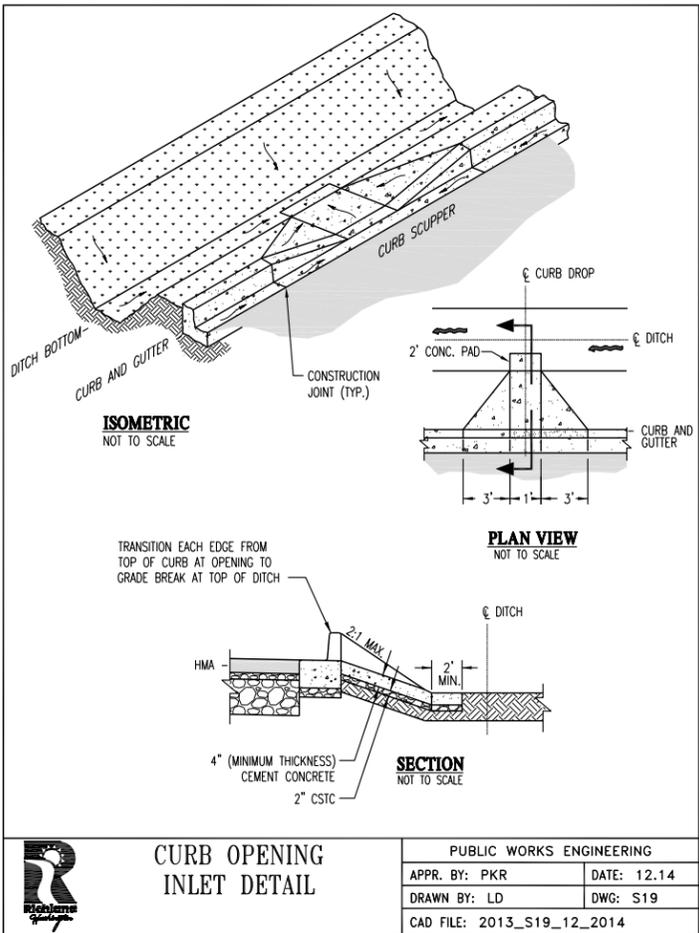
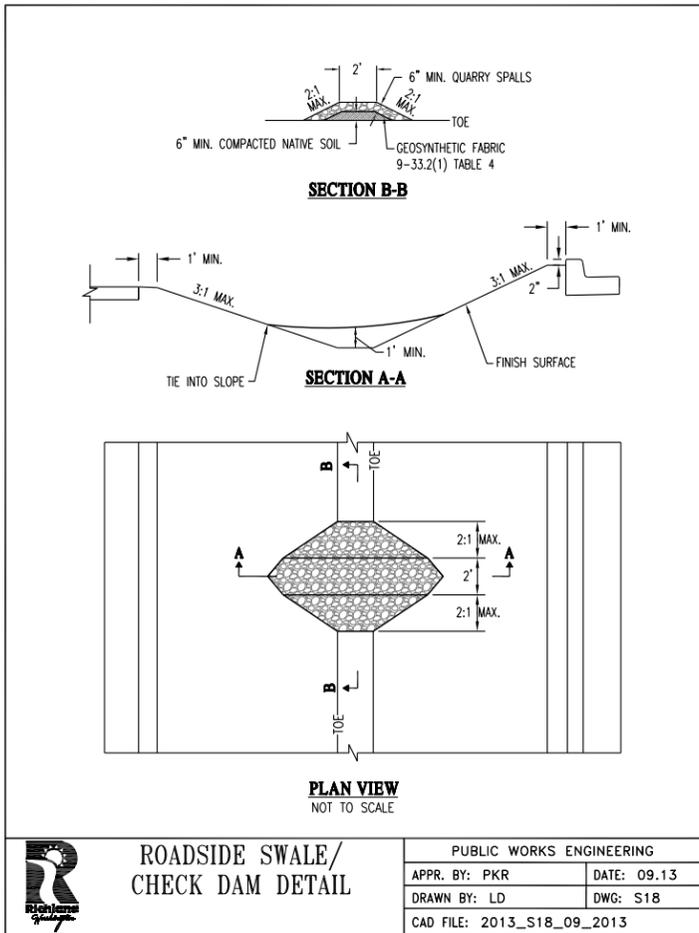
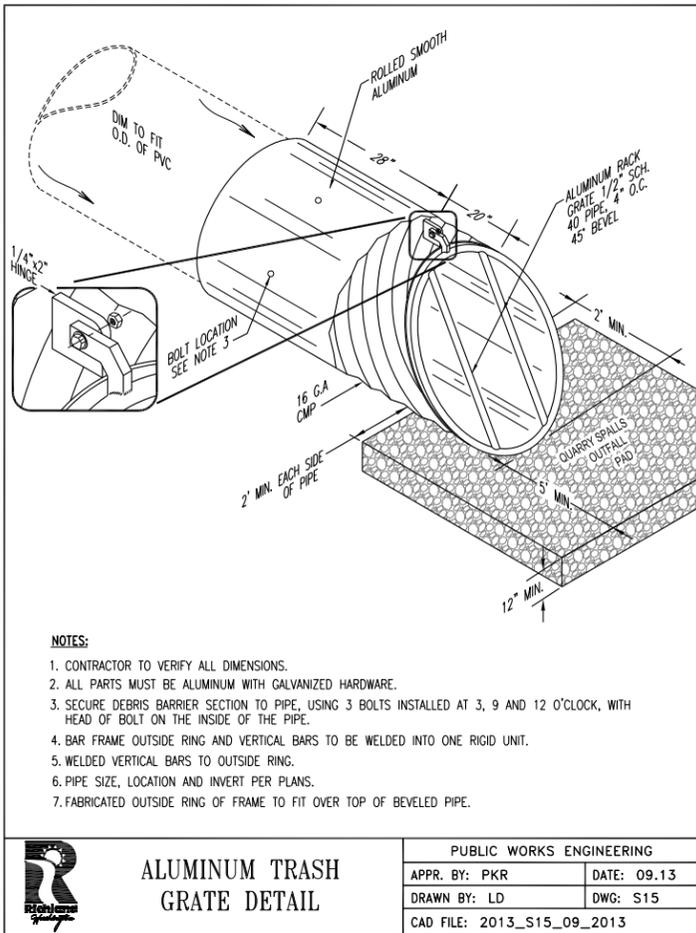
REGION NO. STATE FEDERAL AID PROJECT NUMBER TO WA STIPUL-TAP-3504(002)

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG: columbia park trl cover
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ###-###

ONE INCH

09 OF 09



CITY OF RICHLAND
 PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
 (Fowler St. to Reach Museum Drv.)

60% REVIEW SUBMITTAL

Construction Details

REGION NO. STATE FEDERAL AID PROJECT NUMBER
 TO WA STPIL-TAP-3504(002)

REVISION

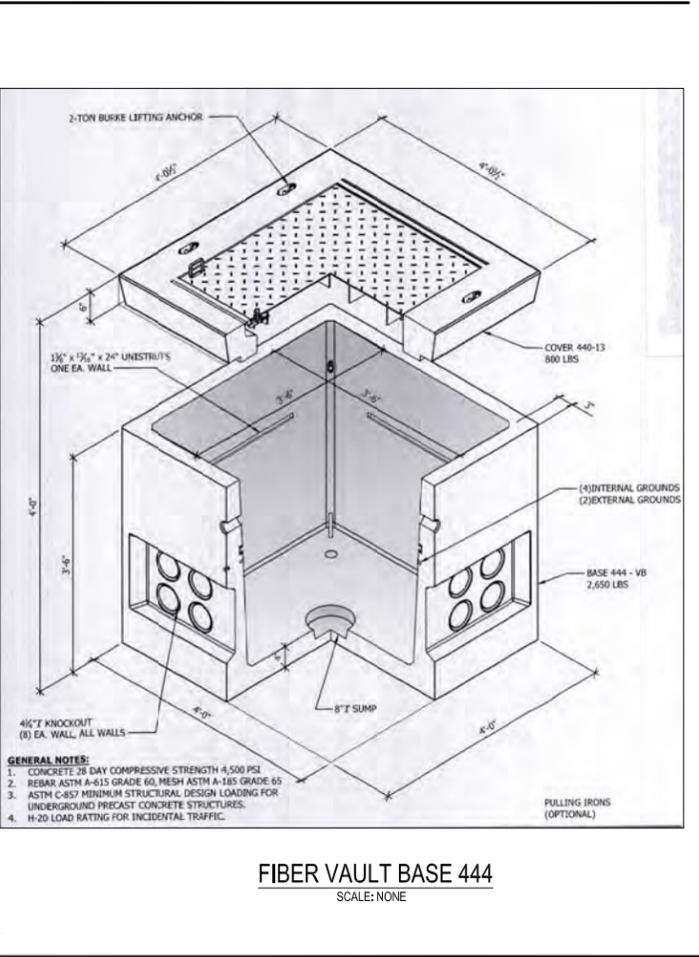
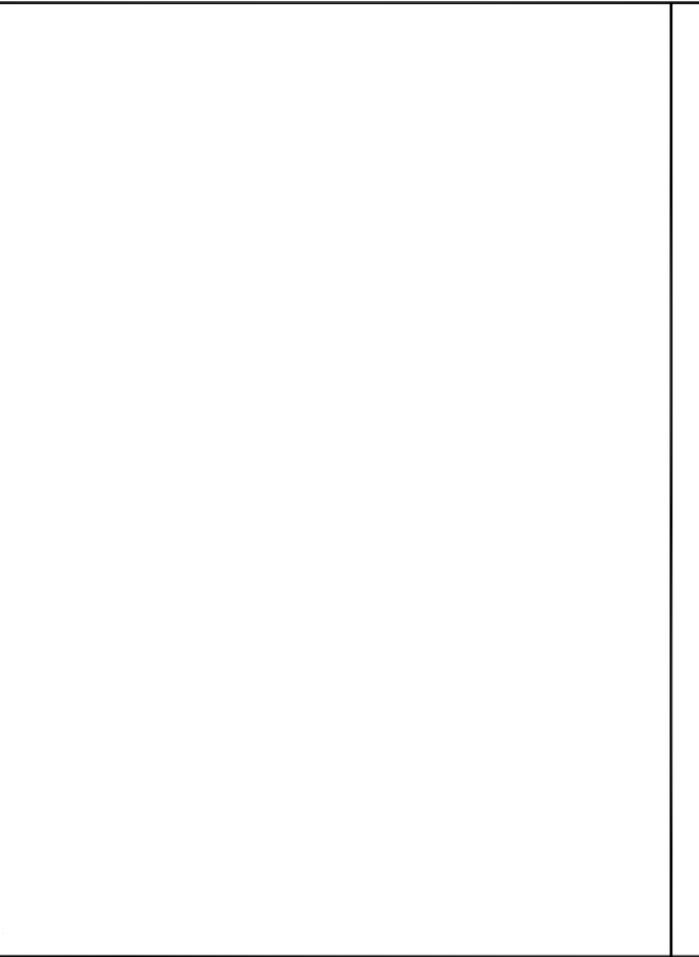
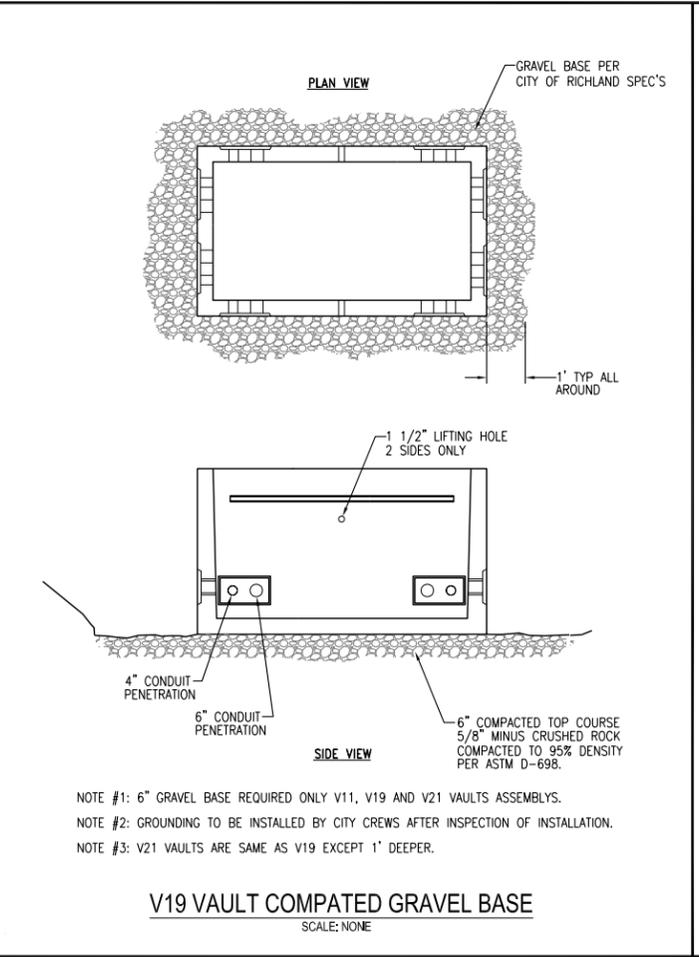
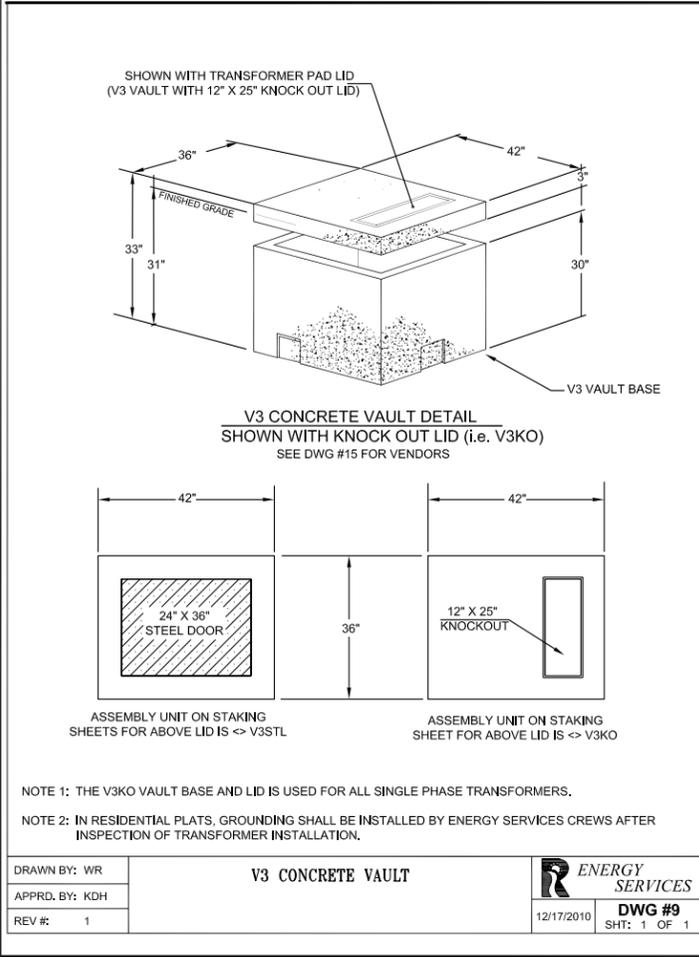
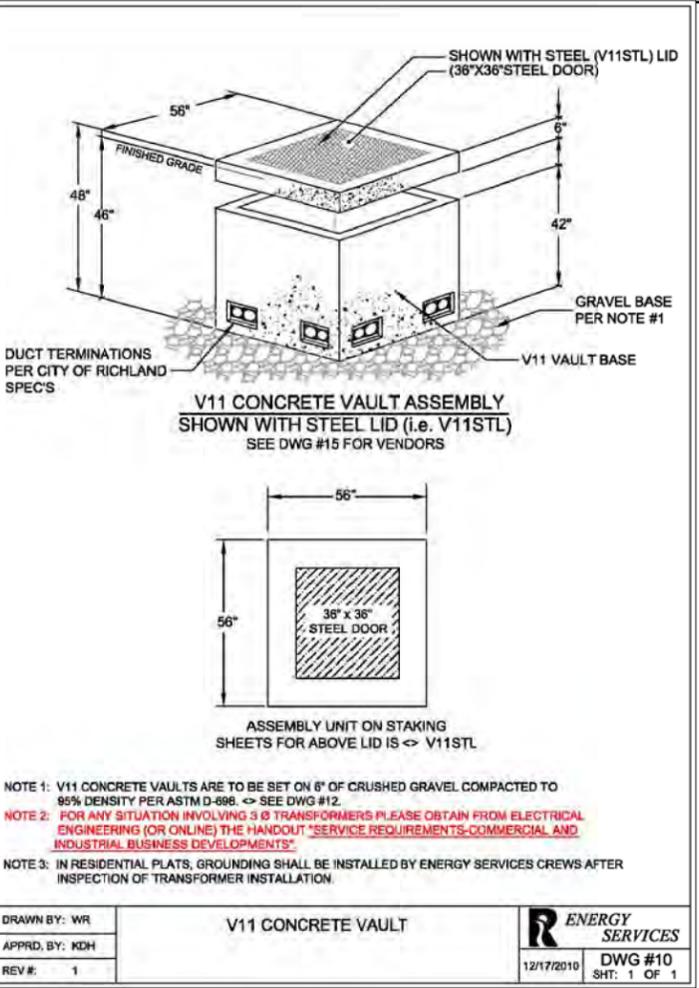
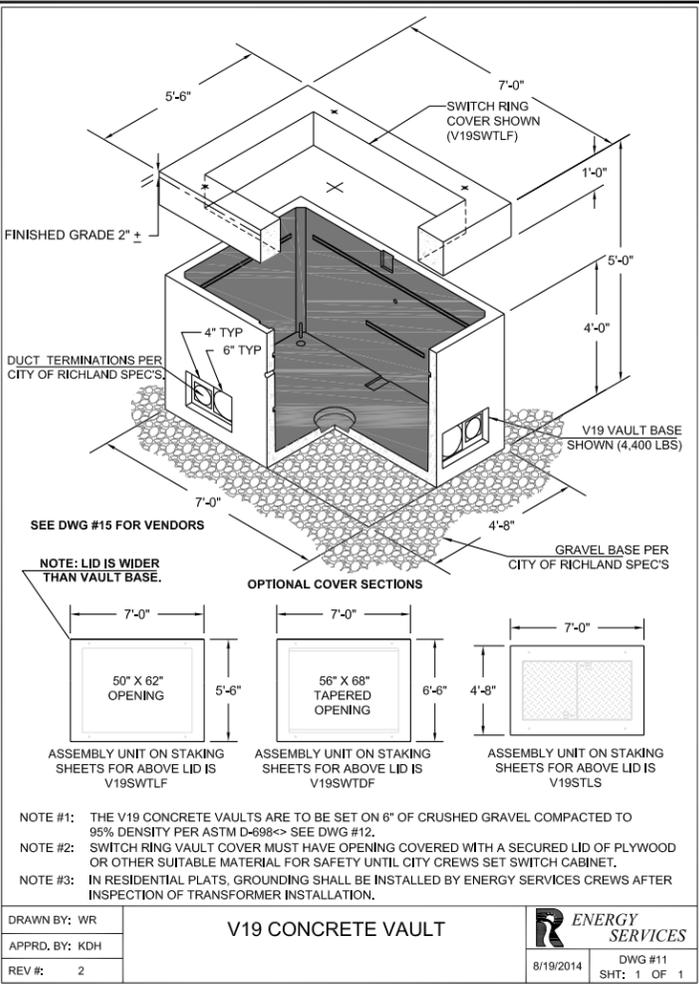
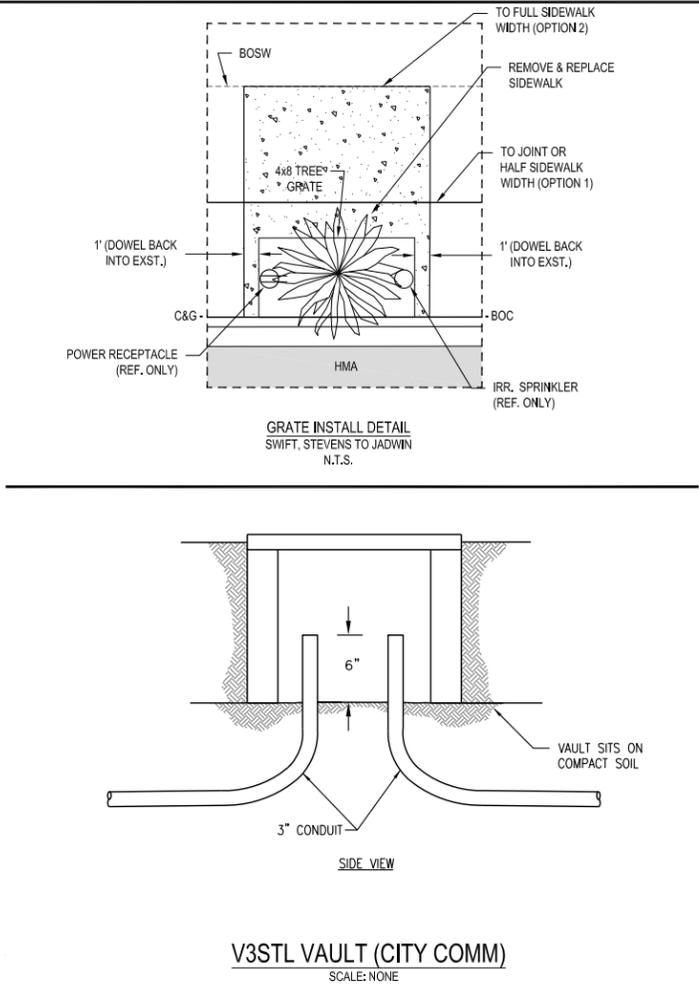
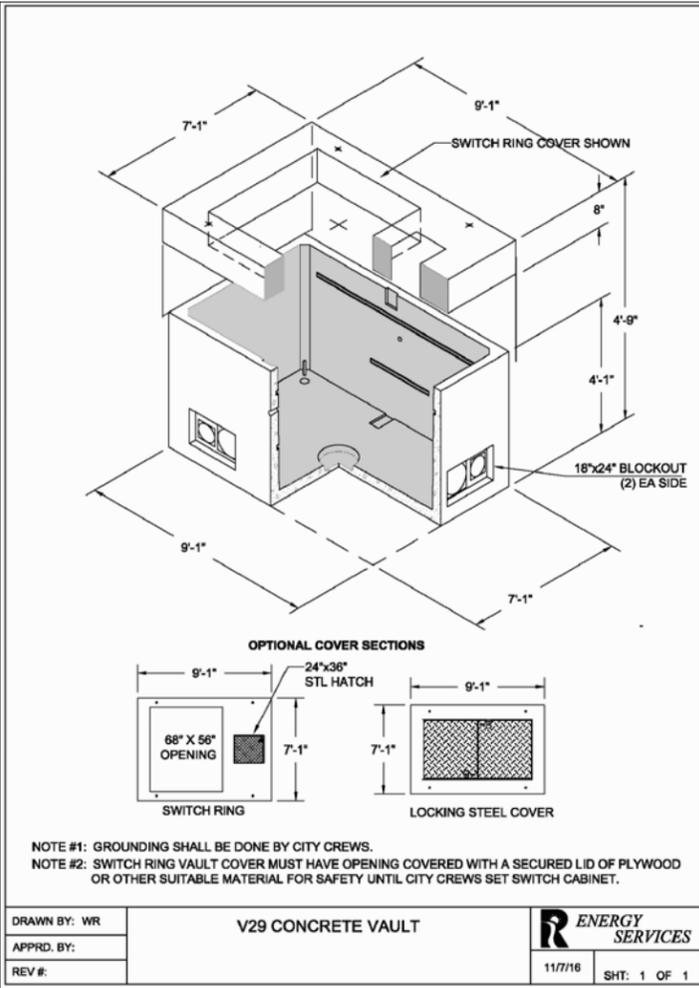
NO. DESCRIPTION BY DATE

ONE INCH

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG: columbia park trl cover
 CONTRACT NO: 20-0029
 DATE: 02-21-2020
 DRAWN BY: LD
 DESIGN BY: SAW
 RECORD DWG: ##-###
 SHEET

10 OF 10



Richland Washington

60% REVIEW SUBMITTAL

CITY OF RICHLAND
 PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
 (Fowler St. to Reach Museum Drv.)

Construction Details

REGION NO. STATE FEDERAL AID PROJECT NUMBER
 TO WA STPIL-TAP-3504(022)

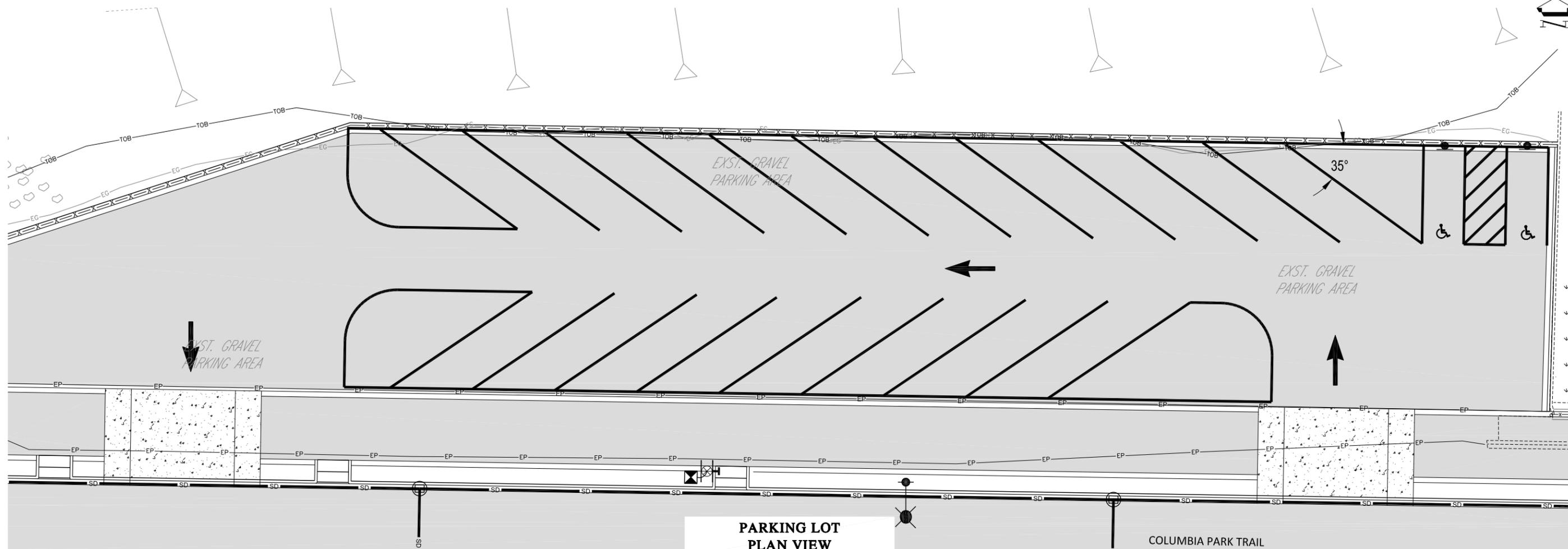
NO. DESCRIPTION BY APR. DATE

REVISION

ONE INCH
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

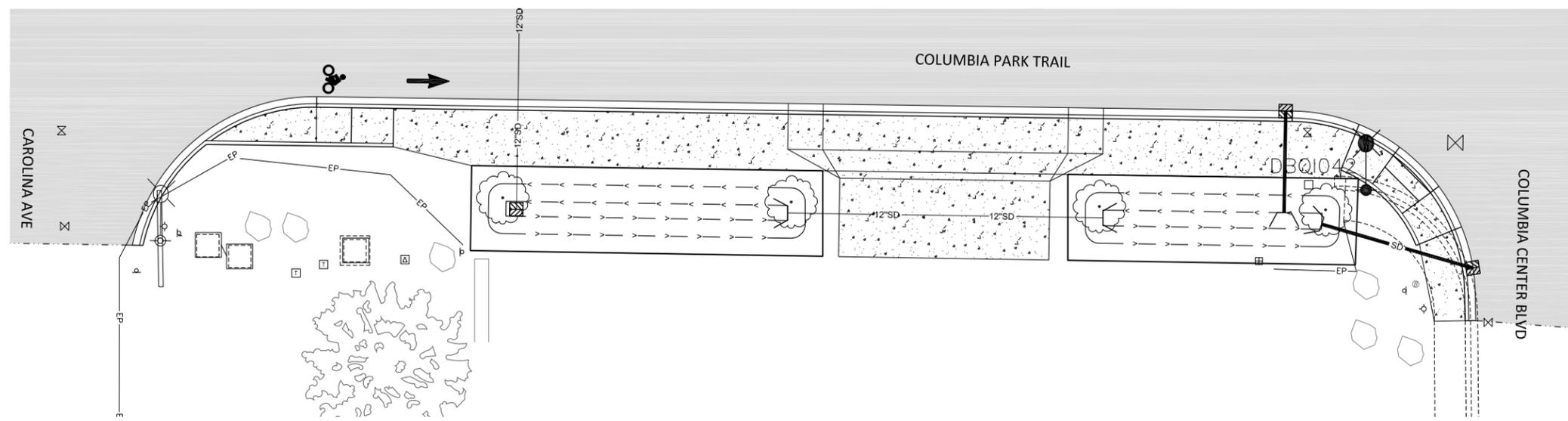
CAD DWG: columbia park trl_cover
 CONTRACT NO: 20-0029
 DATE: 02-21-2020
 DRAWN BY: LD
 DESIGN BY: SAW
 RECORD DWG: ###-###
 SHEET

11 OF 0F



**PARKING LOT
PLAN VIEW**

SCALE:
1"=10' (22x34), 1"=20' (11x17)



**SWALE NEAR COLUMBIA CENTER BLVD
PLAN VIEW**

SCALE:
1"=10' (22x34), 1"=20' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)
Parking lot and Swale Detail

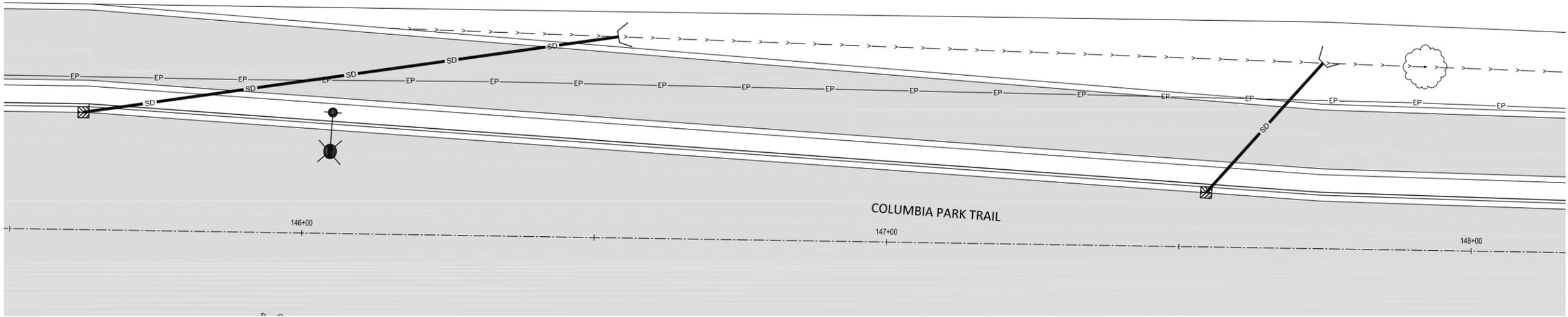
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(022)

ONE INCH
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_detail
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

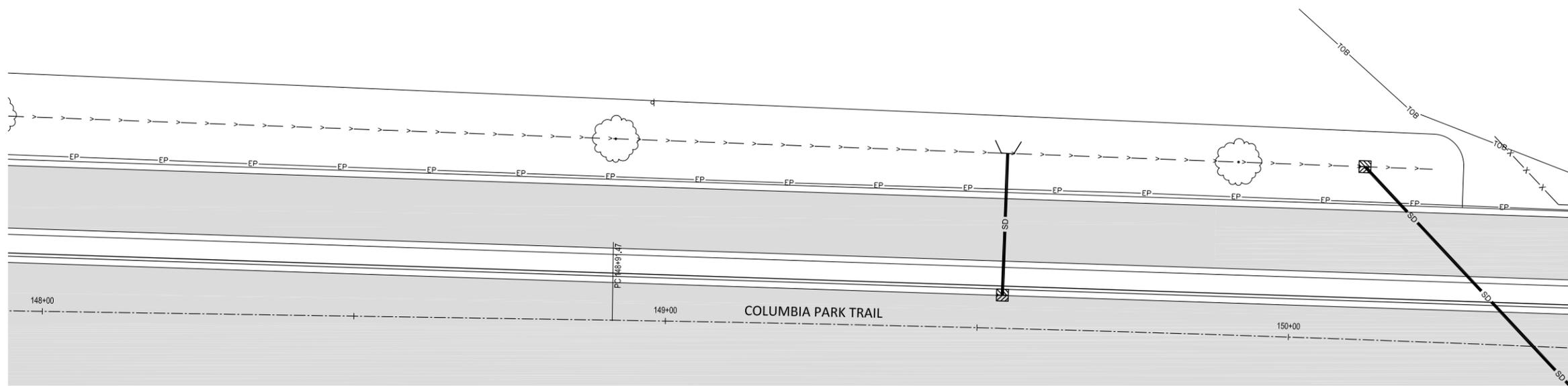
SHEET
DTL-02
OF
02

**60% REVIEW
SUBMITTAL**



**SWALE
PLAN VIEW**

SCALE:
1"=10' (22x34), 1"=20' (11x17)



**SWALE
PLAN VIEW**

SCALE:
1"=10' (22x34), 1"=20' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

Swale Detail
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-35504(022)

ONE INCH

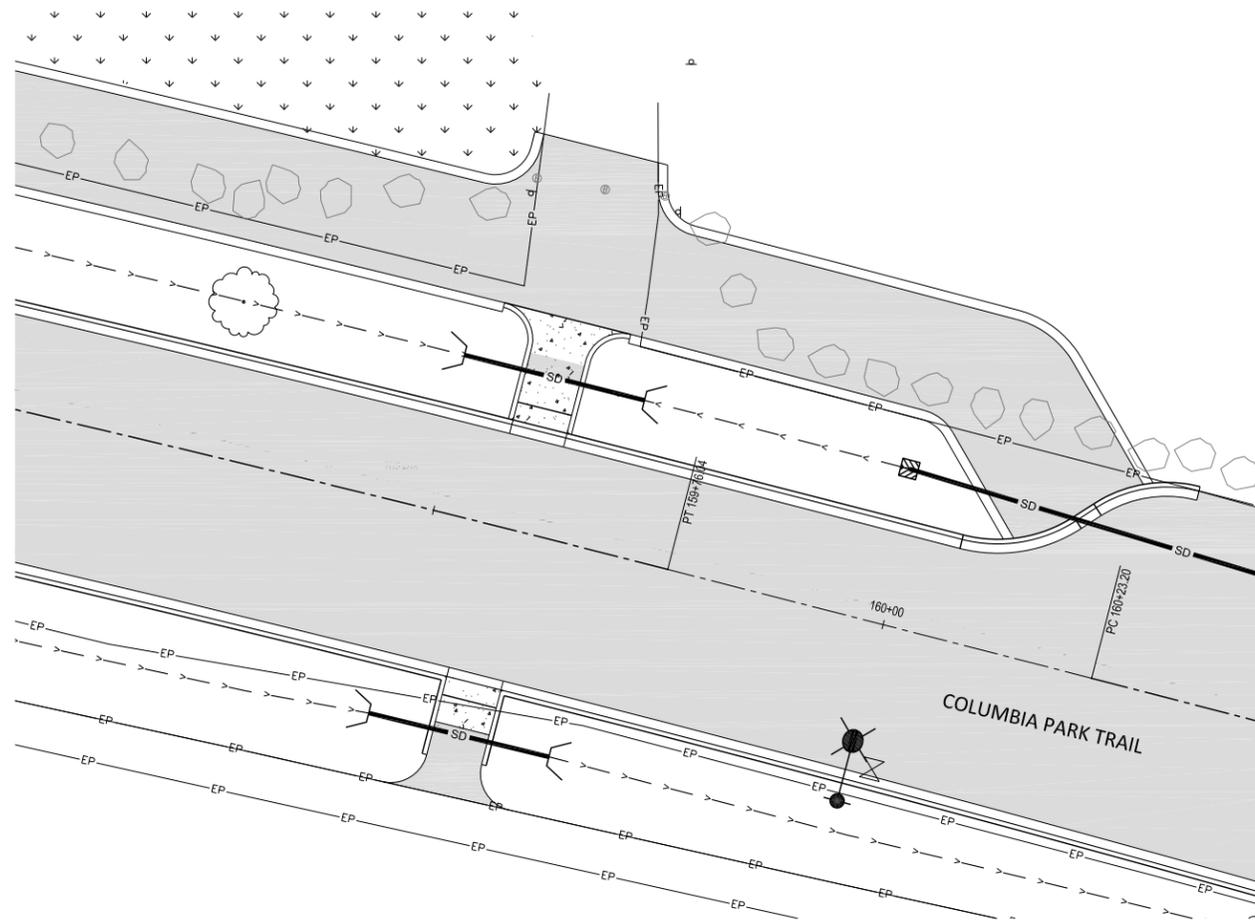
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_detail
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET

DTL-03
OF

**60% REVIEW
SUBMITTAL**



**MULTI-USE PATH DETAIL
PLAN VIEW**

SCALE:
1"=10' (22x34), 1"=20' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Dvwy.)

Mult-use Path Detail

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(022)

ONE INCH

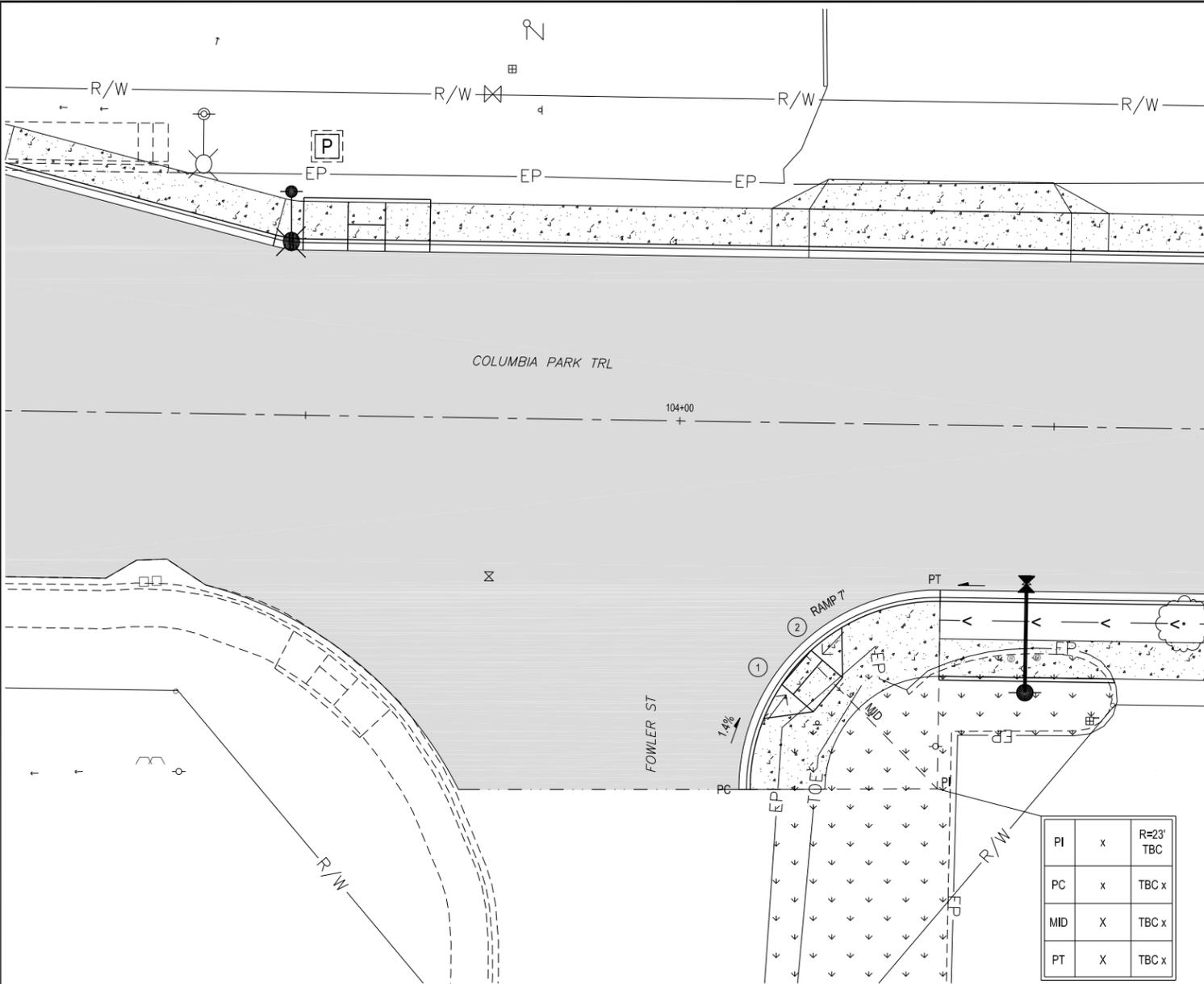
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_detail
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET

DTL-04
OF

**60% REVIEW
SUBMITTAL**



COLUMBIA PARK TRAIL AND FOWLER ST INTERSECTION DETAIL



SCALE:
1"=10 (22x34) 1"=20' (11x17)

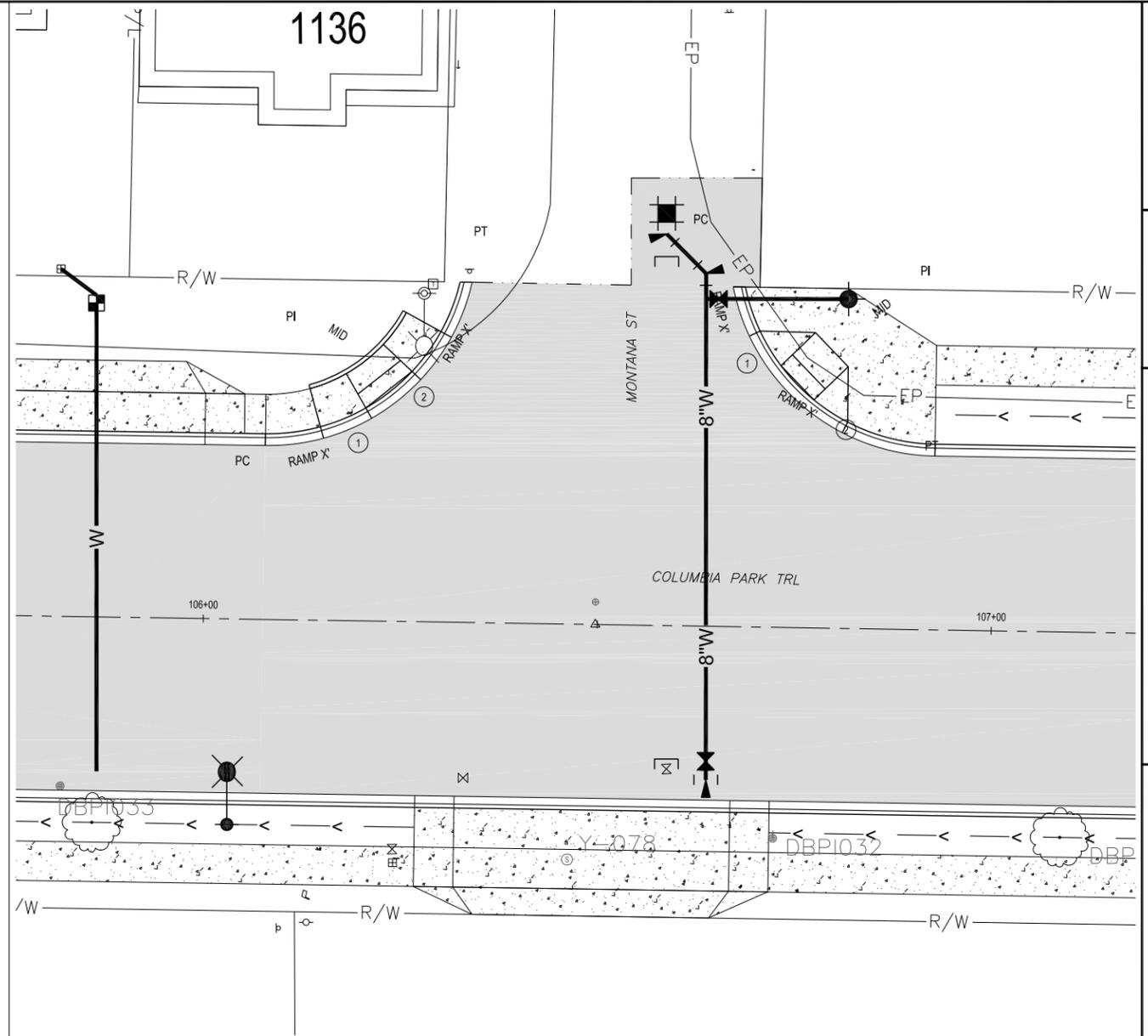
TYPE 2B SIDEWALK RAMP

#	STATION	OFFSET
1	xX	X
2	X	X

PI	x	R=23' TBC
PC	x	TBC x
MID	X	TBC x
PT	X	TBC x

NOTES:

1. ALL RAMP LENGTHS ARE AT FACE OF CURB.
2. ALL UTILITY ADJUSTMENTS, IMPROVEMENTS AND REPAIRS AND SIGN RELOCATIONS ARE SHOWN ON C SHEETS.



COLUMBIA PARK TRAIL AND MONTANA ST INTERSECTION DETAIL



SCALE:
1"=10 (22x34) 1"=20' (11x17)

60% REVIEW
SUBMITTAL



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

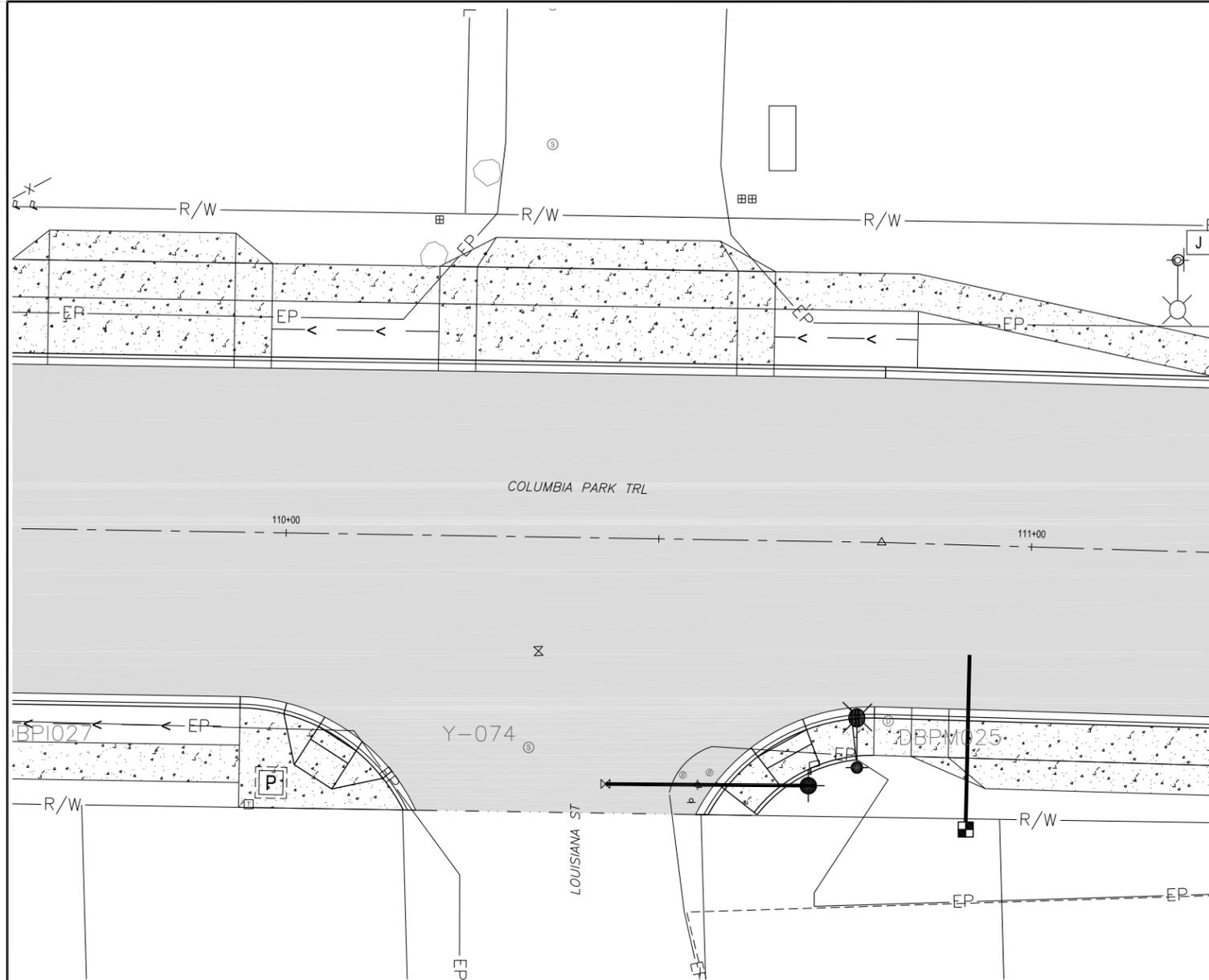
NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Dwy.)

REGION	NO.	STATE	FEDERAL AID PROJECT NUMBER
WA			

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
CAD DWG: columbia park trl_int_details
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

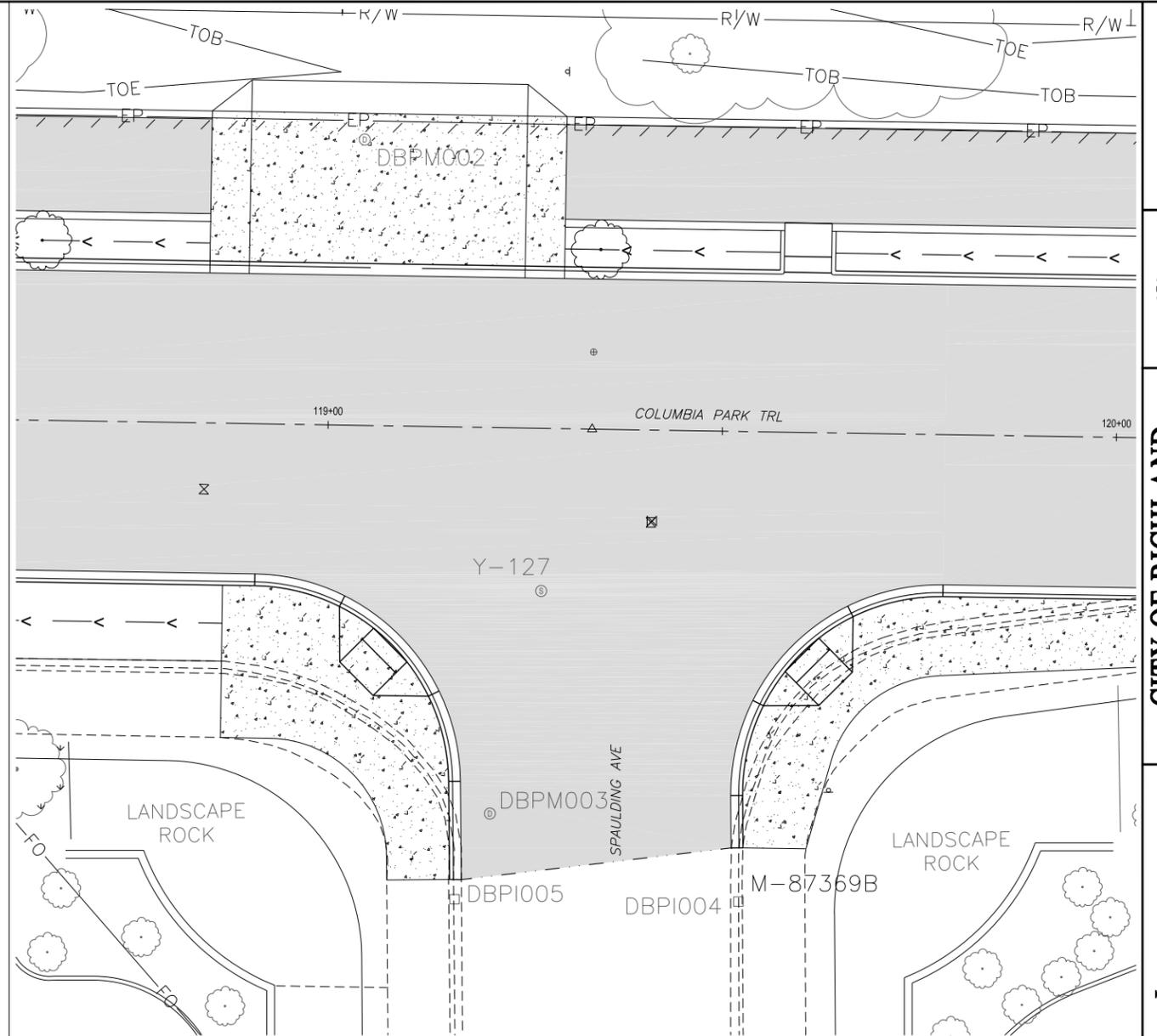
SHEET
INT-01
OF
01



**COLUMBIA PARK TRAIL AND LOUISIANA ST
INTERSECTION DETAIL**



SCALE:
1"=10' (22x34) 1"=20' (11x17)



**COLUMBIA PARK TRAIL AND SPAULDING AVE
INTERSECTION DETAIL**



SCALE:
1"=10' (22x34) 1"=20' (11x17)

NOTES:

1. ALL RAMP LENGTHS ARE AT FACE OF CURB.
2. ALL UTILITY ADJUSTMENTS, IMPROVEMENTS AND REPAIRS AND SIGN RELOCATIONS ARE SHOWN ON C SHEETS.



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)
Intersection and Ada Ramp Detail

NO.	DESCRIPTION	BY	DATE

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(02)

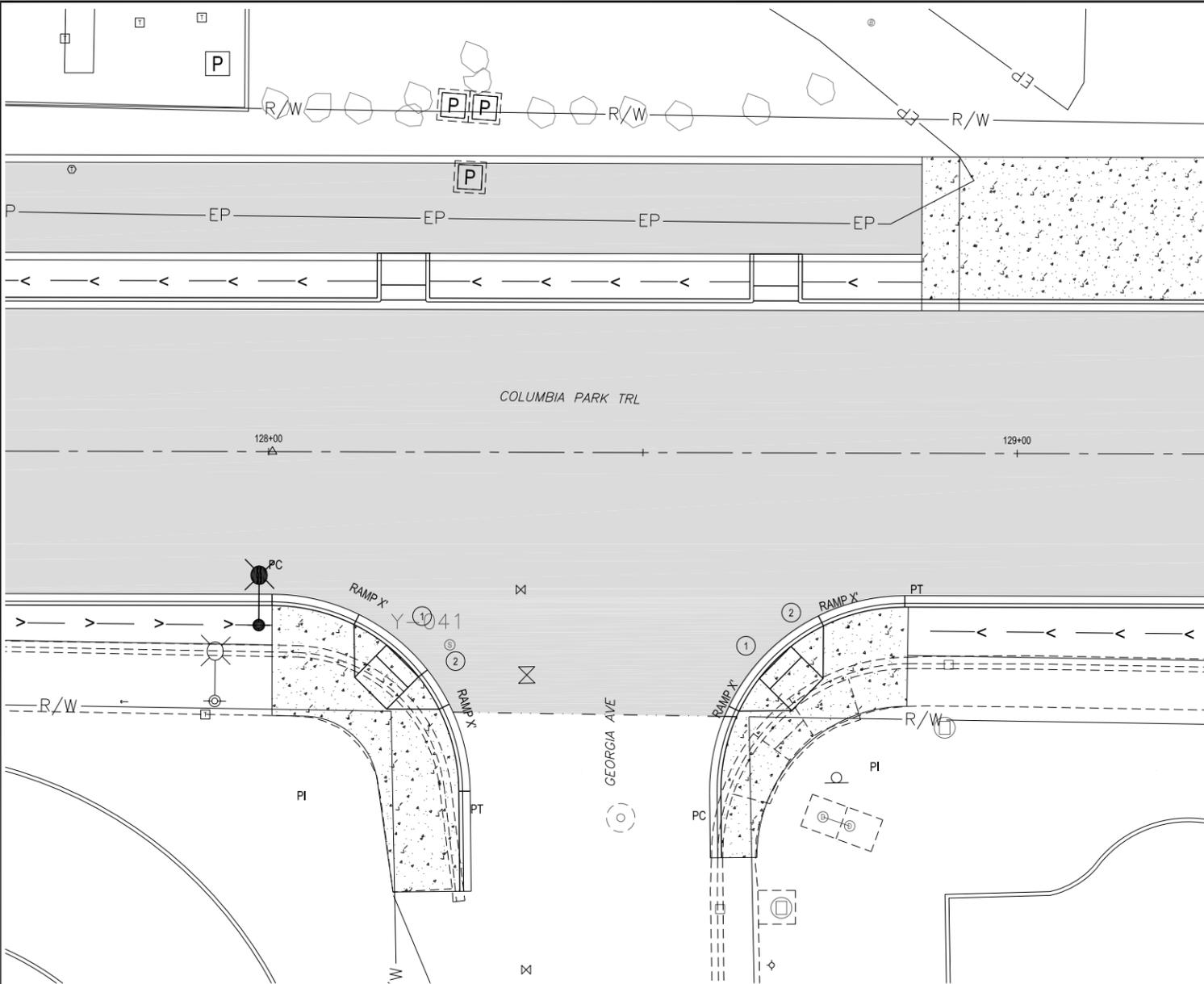
← ONE INCH →

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_int_details
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET
INT-02
OF
02

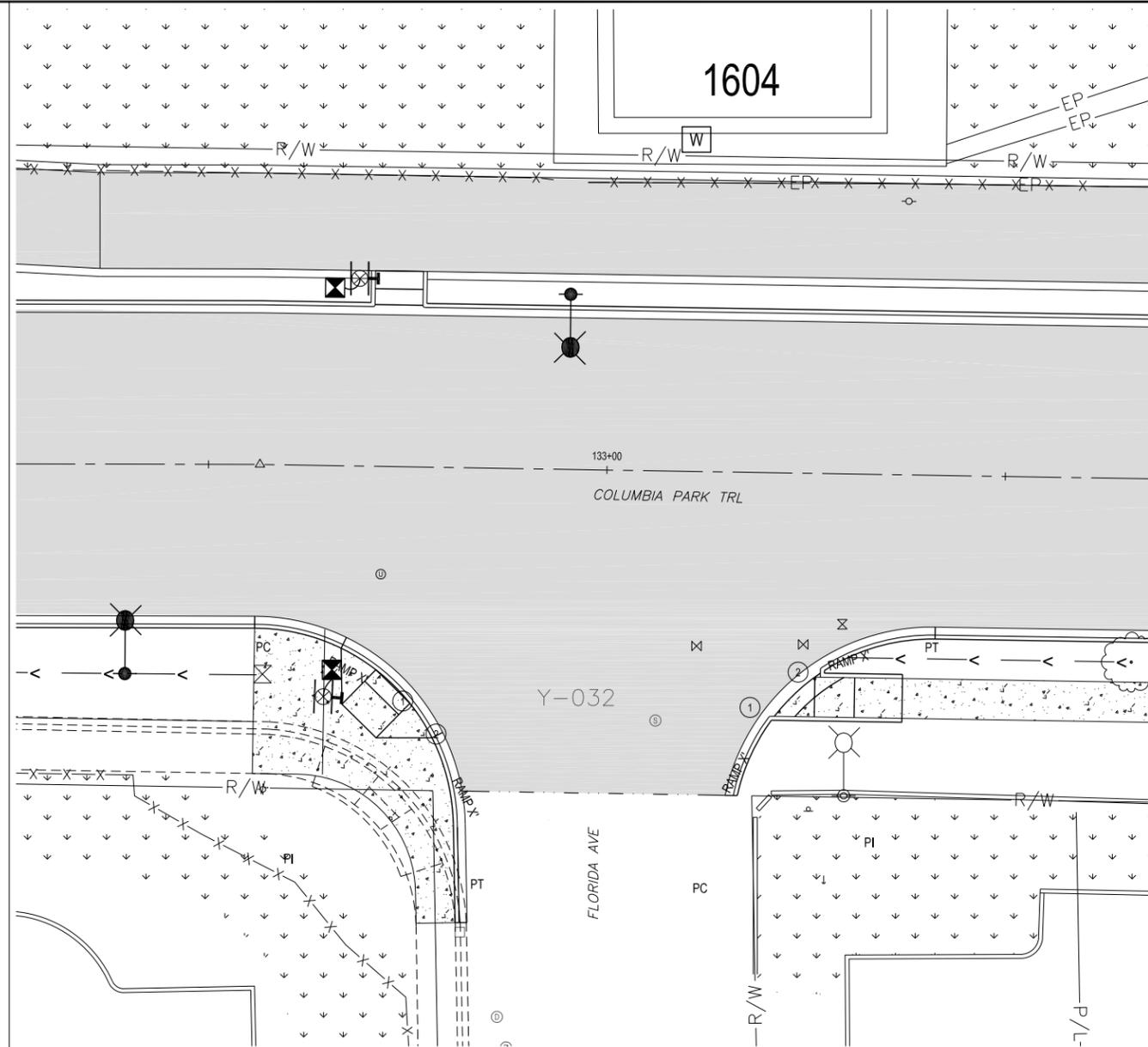
**60% REVIEW
SUBMITTAL**



**COLUMBIA PARK TRAIL AND GEORGIA AVE
INTERSECTION DETAIL**



SCALE:
1"=10' (22x34) 1"=20' (11x17)



**COLUMBIA PARK TRAIL AND FLORIDA AVE
INTERSECTION DETAIL**



SCALE:
1"=10' (22x34) 1"=20' (11x17)

NOTES:

1. ALL RAMP LENGTHS ARE AT FACE OF CURB.
2. ALL UTILITY ADJUSTMENTS, IMPROVEMENTS AND REPAIRS AND SIGN RELOCATIONS ARE SHOWN ON C SHEETS.

**60% REVIEW
SUBMITTAL**



CITY OF RICHLAND		NO.	DATE
PUBLIC WORKS DEPARTMENT		BY / APR.	
REVISION		DESCRIPTION	

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)
Intersection and Ada Ramp Detail

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(02)

AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_int_details
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET
INT-03
OF
OF



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Dwy.)

Intersection and Ada Ramp Detail

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(022)

ONE INCH

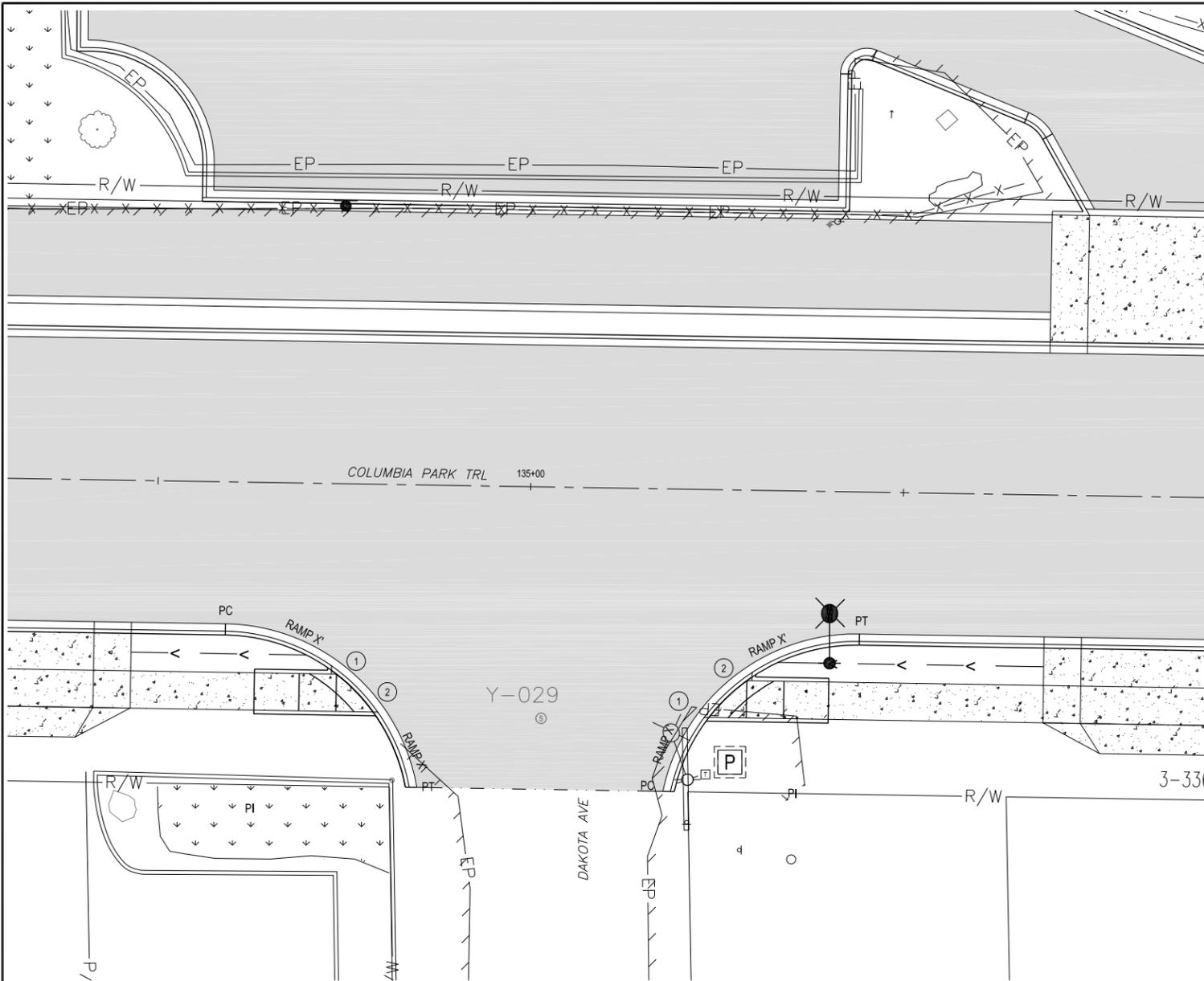
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_int_details
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET

INT-04

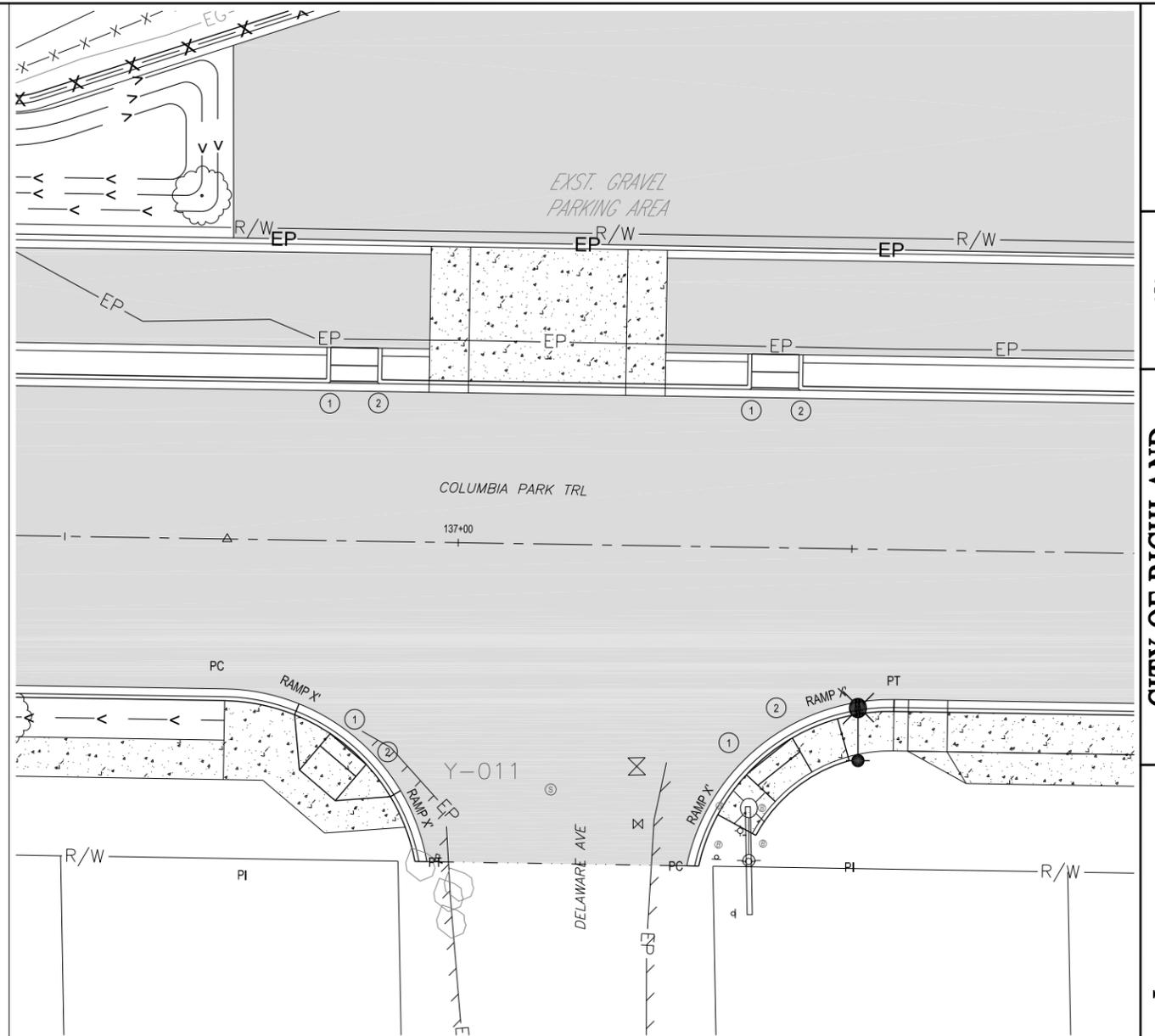
OF
OF



**COLUMBIA PARK TRAIL AND DAKOTA AVE
INTERSECTION DETAIL**



SCALE:
1"=10' (22x34) 1"=20' (11x17)



**COLUMBIA PARK TRAIL AND DELAWARE AVE
INTERSECTION DETAIL**

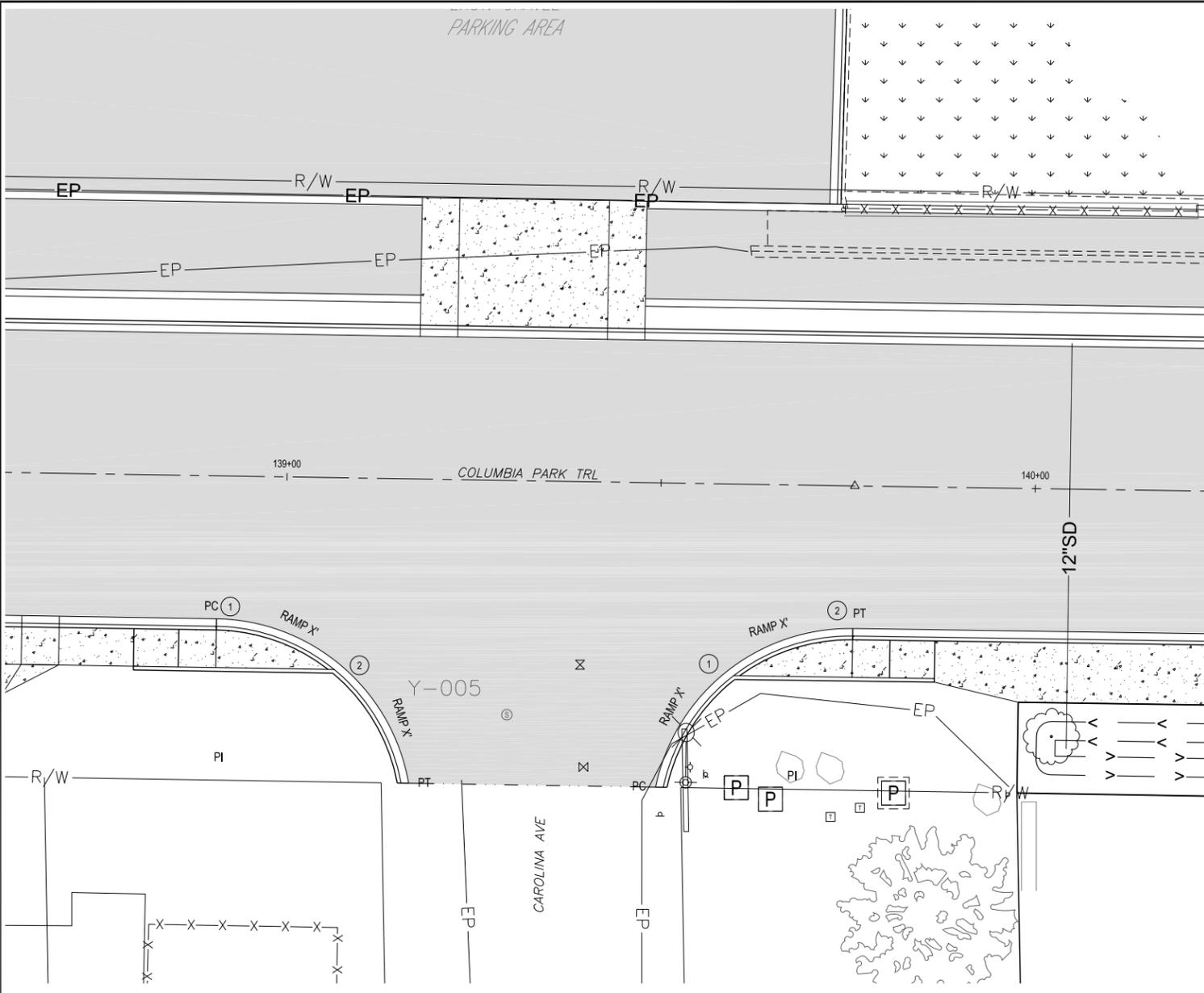


SCALE:
1"=10' (22x34) 1"=20' (11x17)

NOTES:

1. ALL RAMP LENGTHS ARE AT FACE OF CURB.
2. ALL UTILITY ADJUSTMENTS, IMPROVEMENTS AND REPAIRS AND SIGN RELOCATIONS ARE SHOWN ON C SHEETS.

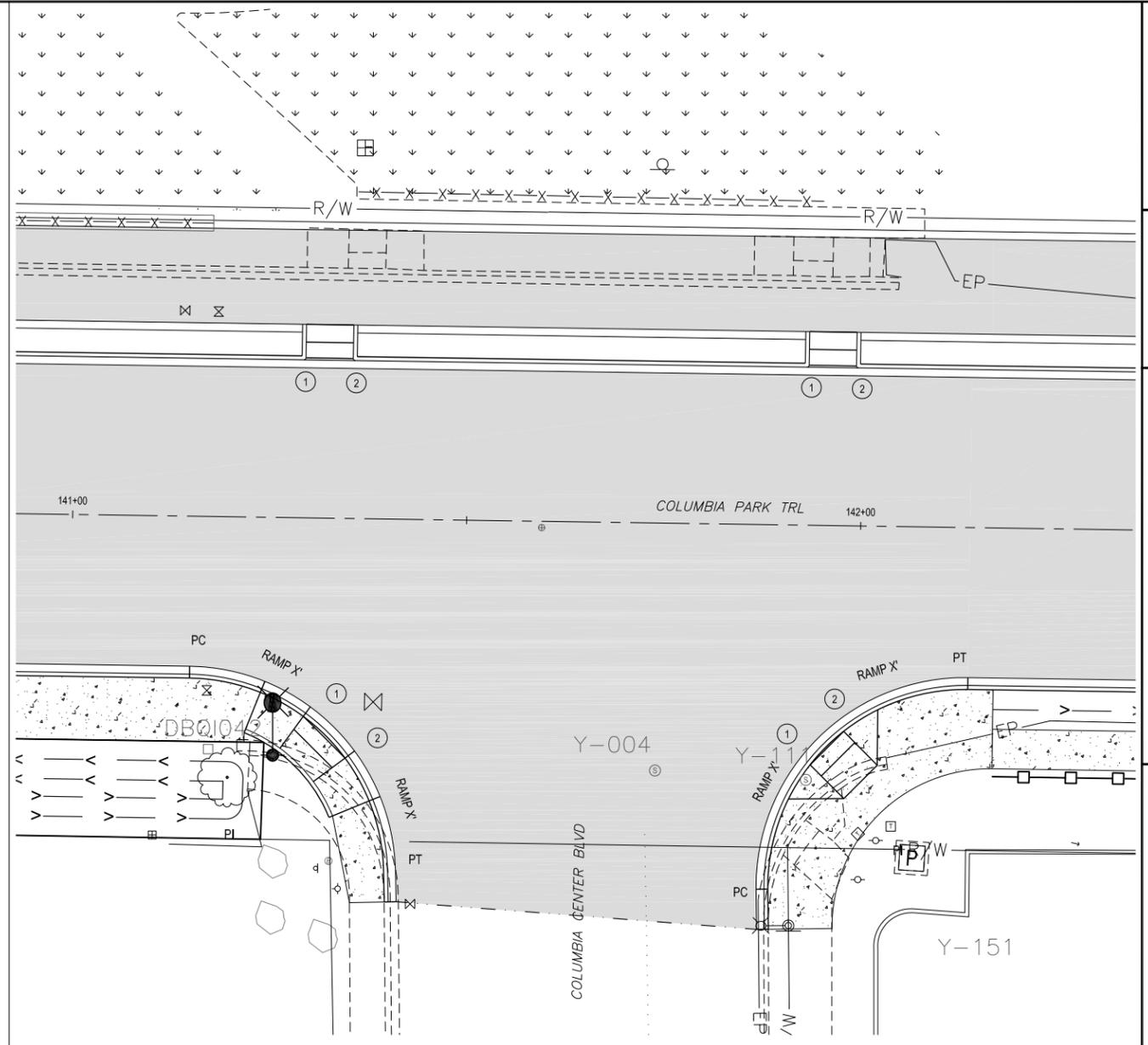
60% REVIEW
SUBMITTAL



**COLUMBIA PARK TRAIL AND CAROLINA AVE
INTERSECTION DETAIL**



SCALE:
1"=10' (22x34) 1"=20' (11x17)



**COLUMBIA PARK TRAIL AND COLUMBIA CENTER BLVD
INTERSECTION DETAIL**



SCALE:
1"=10' (22x34) 1"=20' (11x17)

NOTES:

1. ALL RAMP LENGTHS ARE AT FACE OF CURB.
2. ALL UTILITY ADJUSTMENTS, IMPROVEMENTS AND REPAIRS AND SIGN RELOCATIONS ARE SHOWN ON C SHEETS.



CITY OF RICHLAND PUBLIC WORKS DEPARTMENT		NO.	DATE
REVISION			

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)
Intersection and Ada Ramp Detail

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(002)

1"=10' (22x34) 1"=20' (11x17)

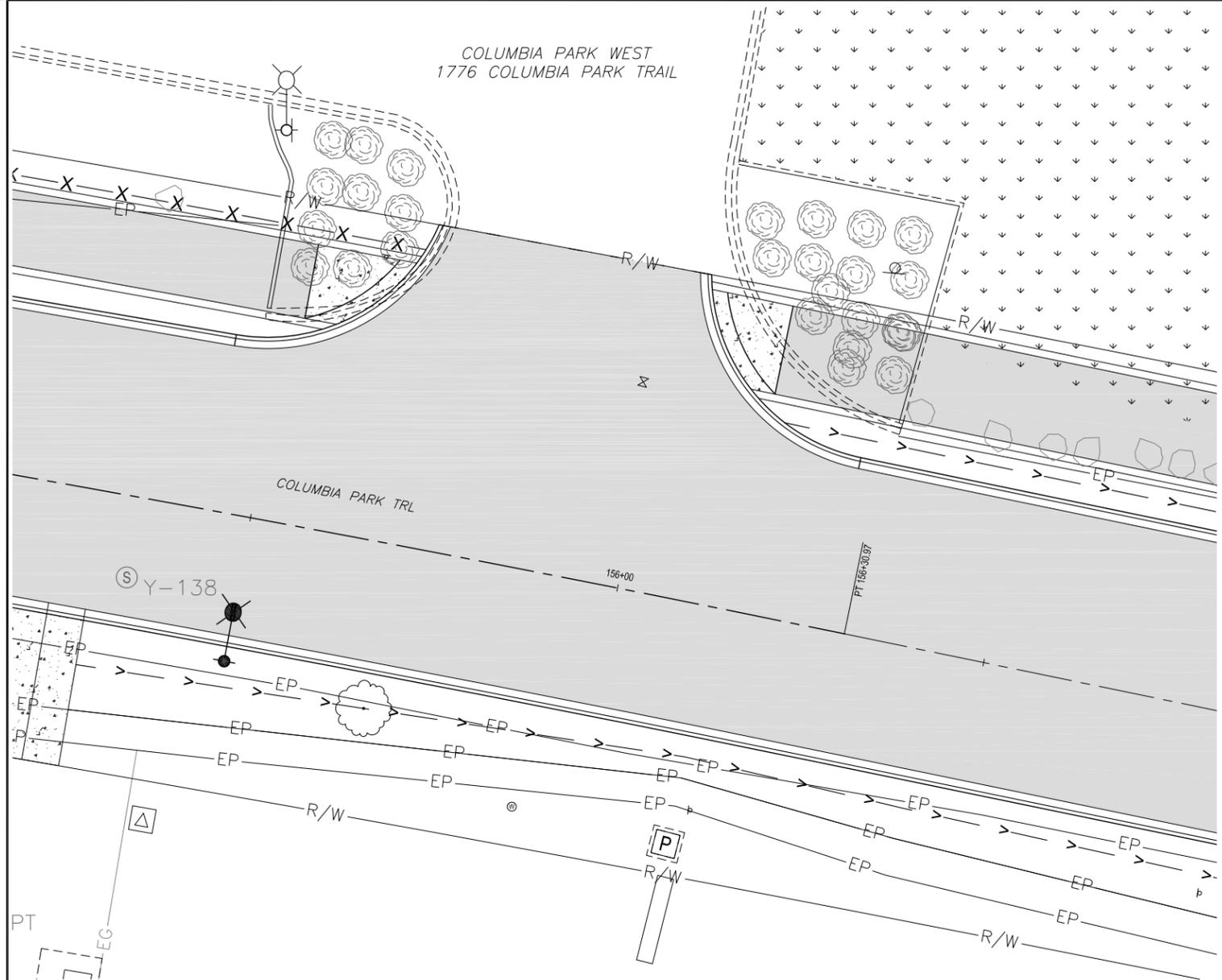
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_int_details
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET
INT-05
OF
05

**60% REVIEW
SUBMITTAL**

COLUMBIA PARK WEST
1776 COLUMBIA PARK TRAIL



**COLUMBIA PARK TRAIL AND COLUMBIA PARK WEST ENTRANCE
INTERSECTION DETAIL**



SCALE:
1"=10' (22x34) 1"=20' (11x17)

NOTES:

1. ALL RAMP LENGTHS ARE AT FACE OF CURB.
2. ALL UTILITY ADJUSTMENTS, IMPROVEMENTS AND REPAIRS AND SIGN RELOCATIONS ARE SHOWN ON C SHEETS.



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Dvwy.)

Intersection and Ada Ramp Detail
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPUL-TAP-3504(022)

← ONE INCH →
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_int_details
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET
INT-06
OF
OF

**60% REVIEW
SUBMITTAL**

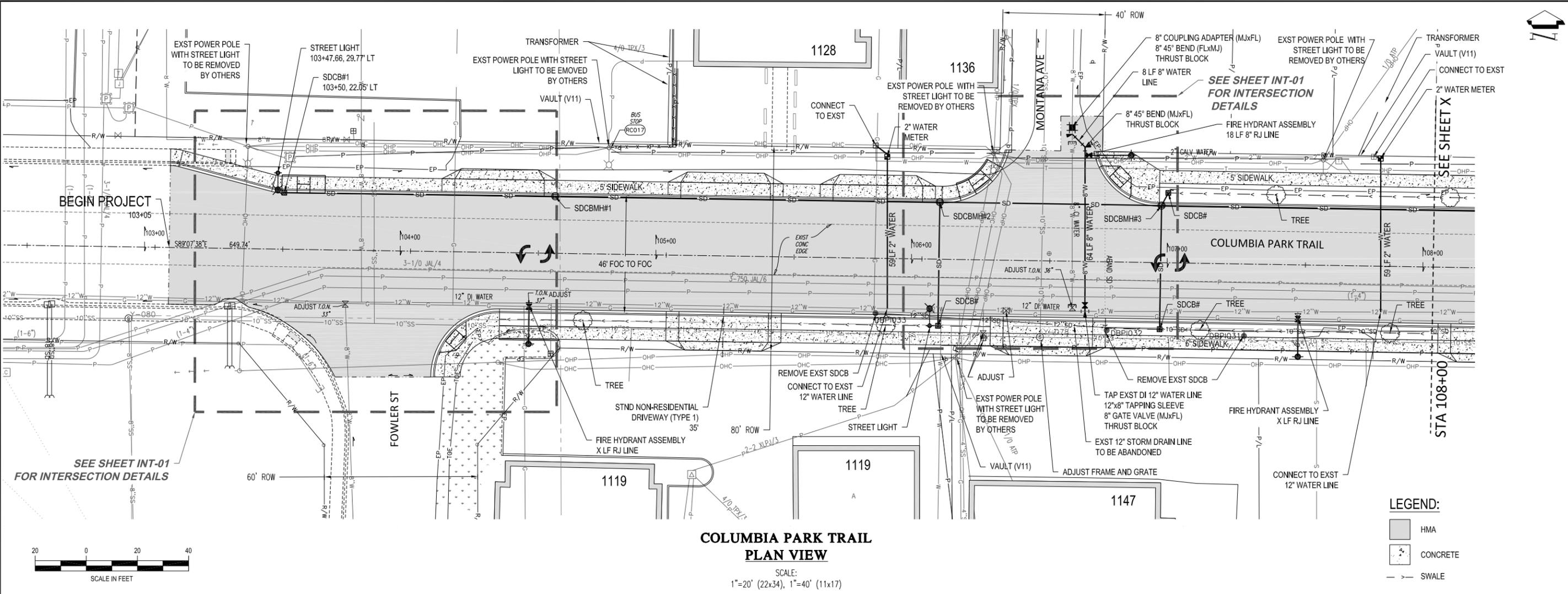


CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

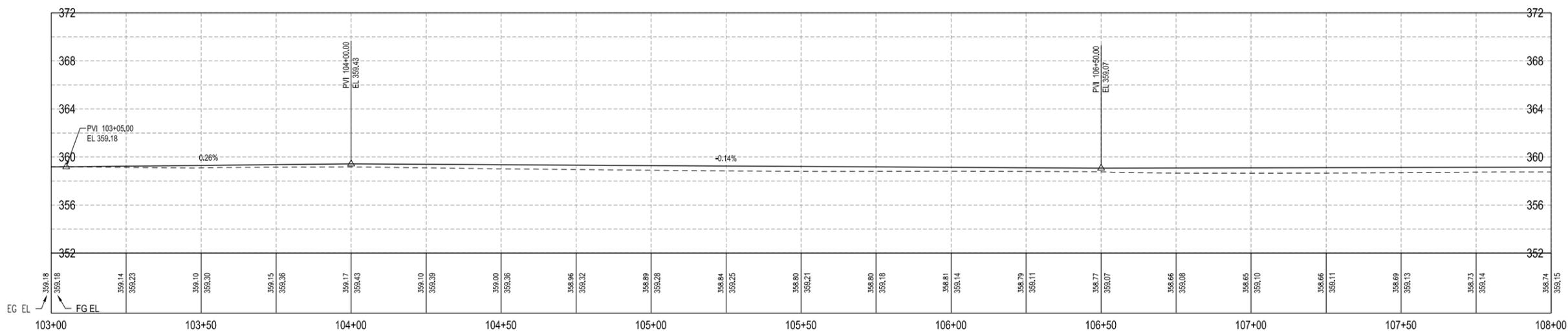
Plan and Profile
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(002)

C-01
OF
OF



COLUMBIA PARK TRAIL
PLAN VIEW

SCALE:
1"=20' (22x34), 1"=40' (11x17)



COLUMBIA PARK TRAIL
PROFILE VIEW

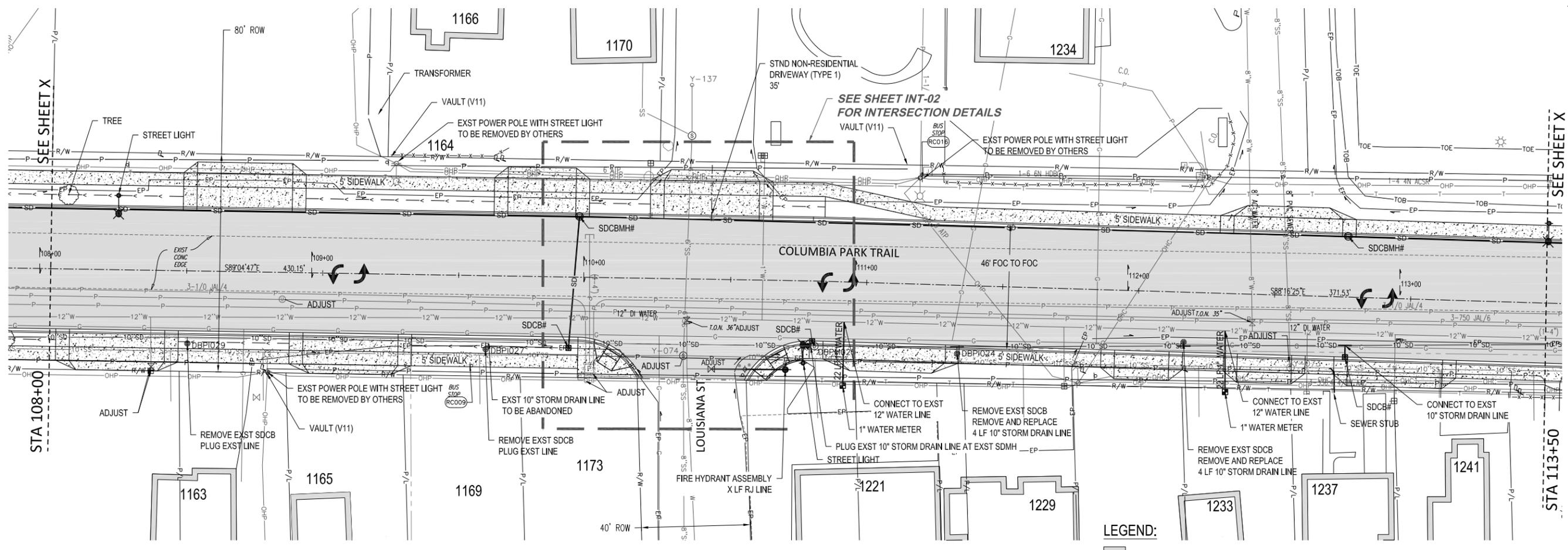
SCALE:
1"=20' (22x34), 1"=40' (11x17)

60% REVIEW
SUBMITTAL

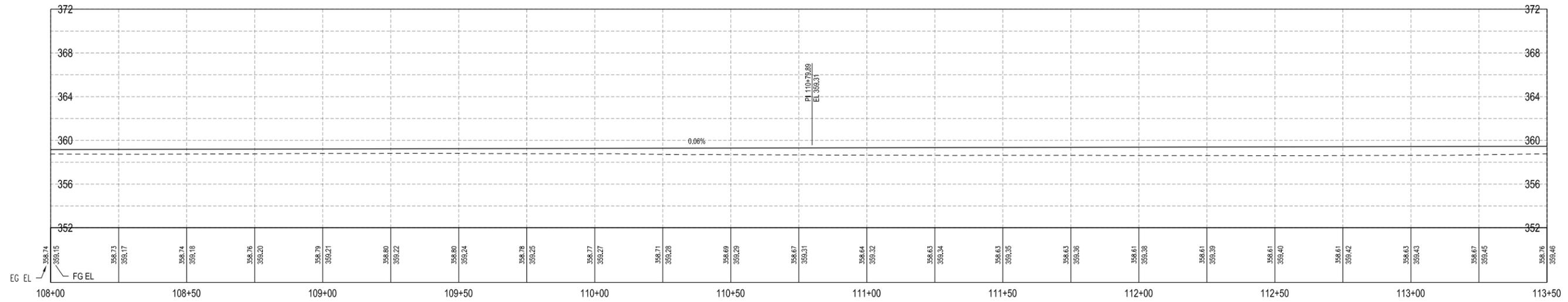
NO.	DESCRIPTION	BY	DATE

AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_plan_set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###



- LEGEND:**
- HMA
 - CONCRETE
 - SWALE



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

Plan and Profile

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(022)

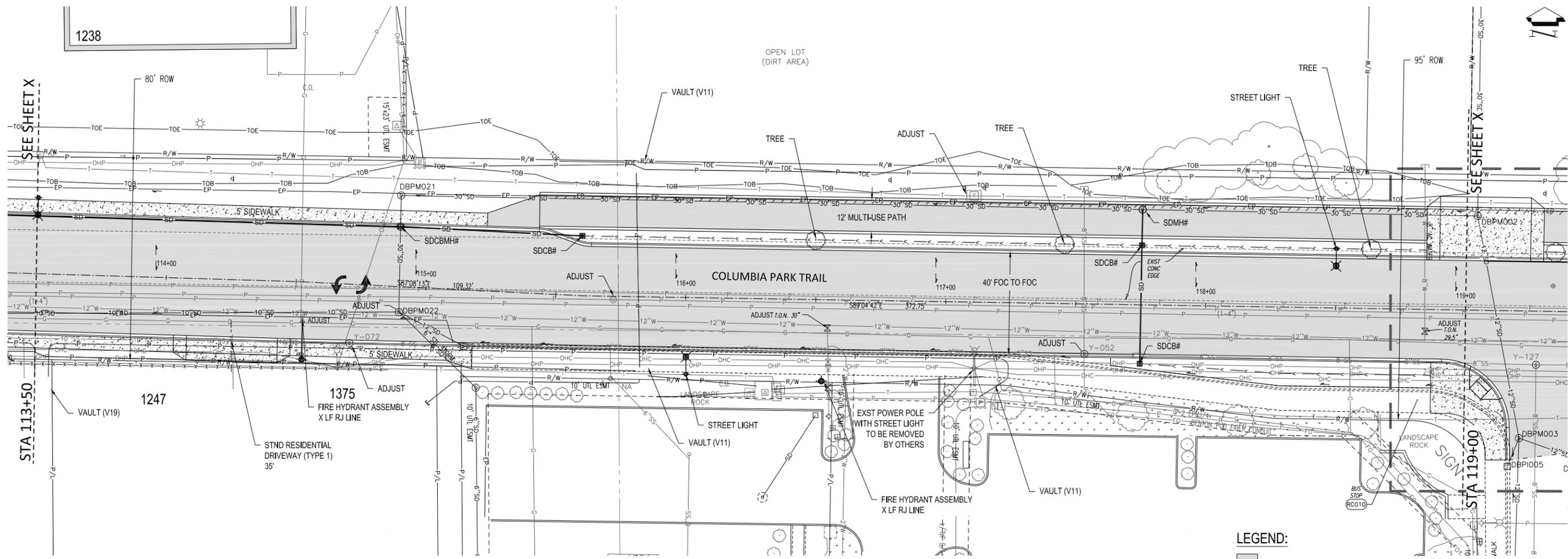
60% REVIEW SUBMITTAL

ONE INCH

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

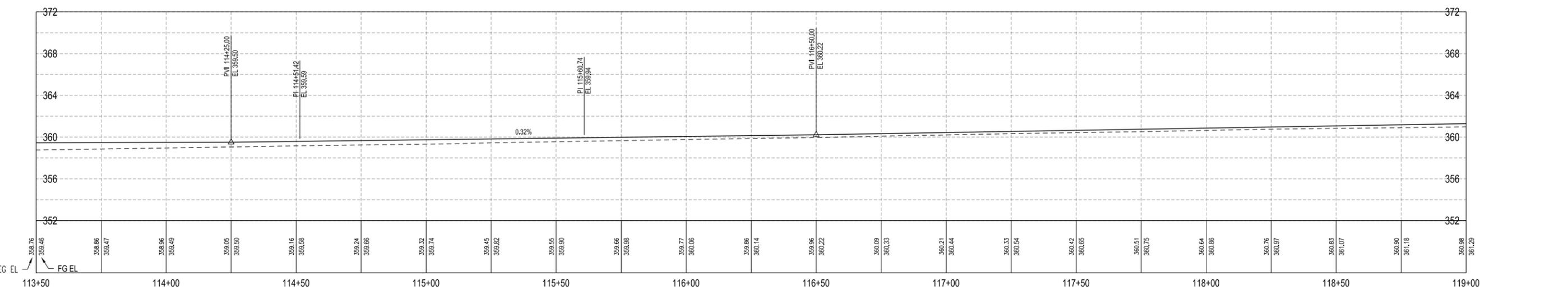
CAD DWG:
columbia park trl_plan_set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET
C-02
OF
02



**COLUMBIA PARK TRAIL
PLAN VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



**COLUMBIA PARK TRAIL
PROFILE VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

**60% REVIEW
SUBMITTAL**

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

Plan and Profile

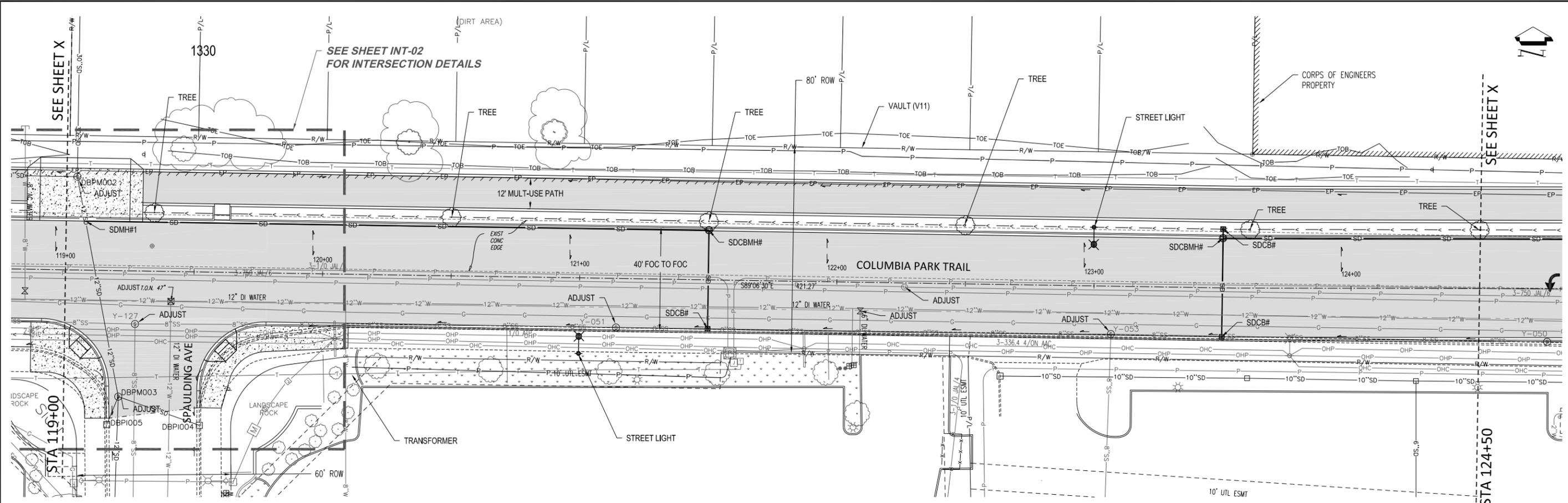
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(002)

ONE INCH

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_plan set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ###-###-###

SHEET
C-03
OF
03

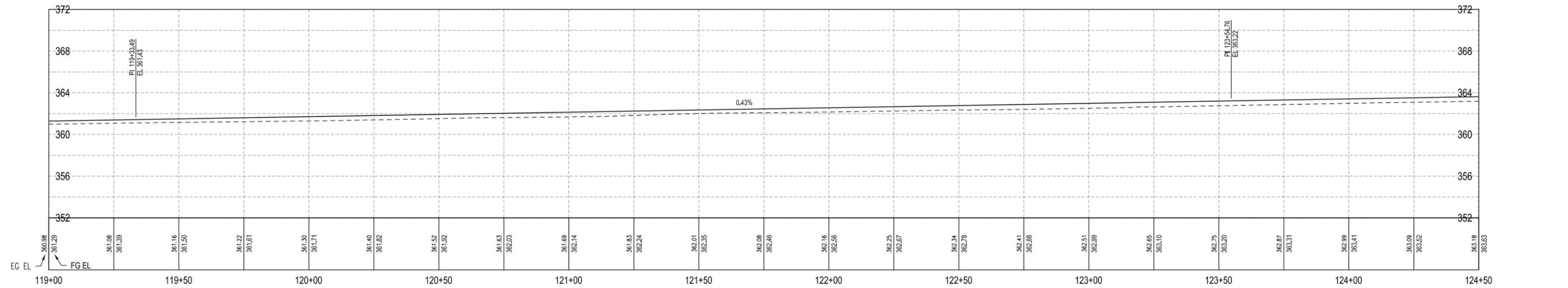


**COLUMBIA PARK TRAIL
PLAN VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



- LEGEND:**
- HMA
 - CONCRETE
 - SWALE



**COLUMBIA PARK TRAIL
PROFILE VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

**60% REVIEW
SUBMITTAL**

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

Plan and Profile

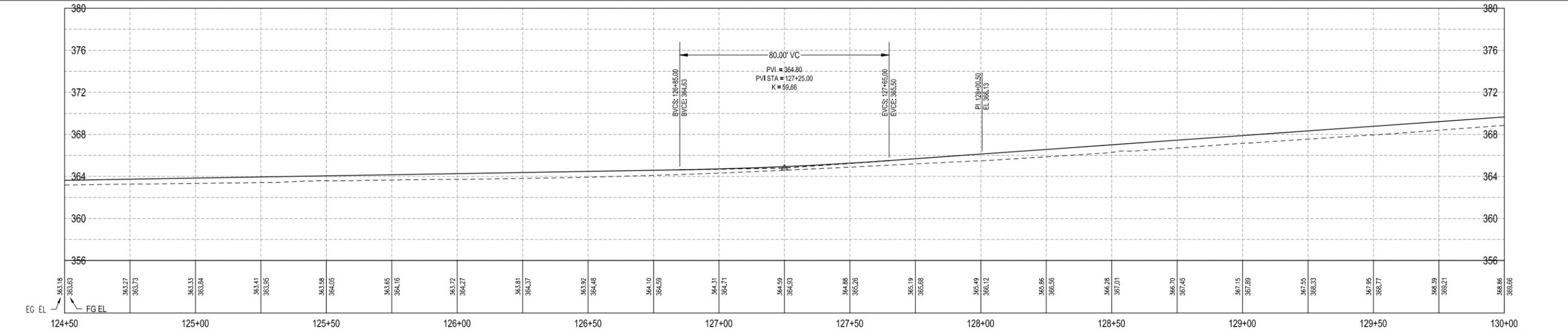
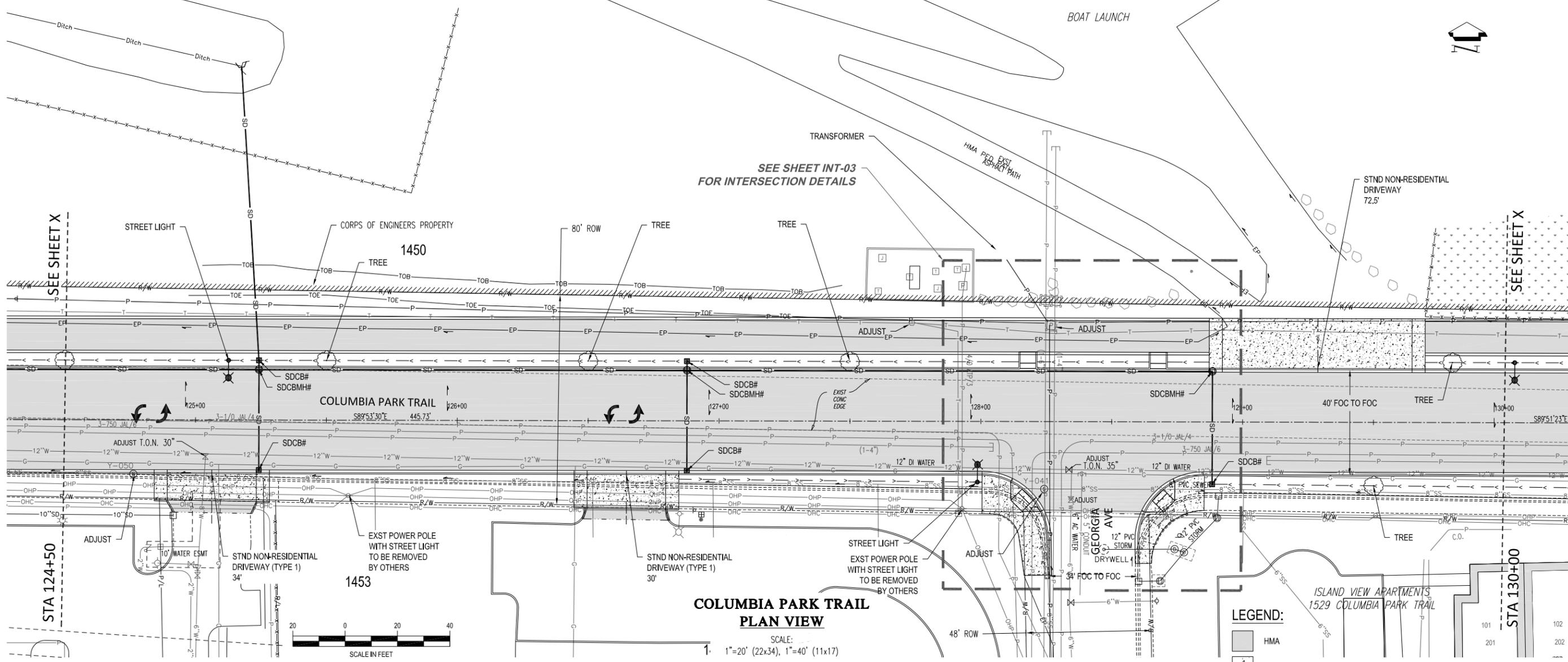
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(002)

ONE INCH

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_plan_set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET
C-04
OF
04



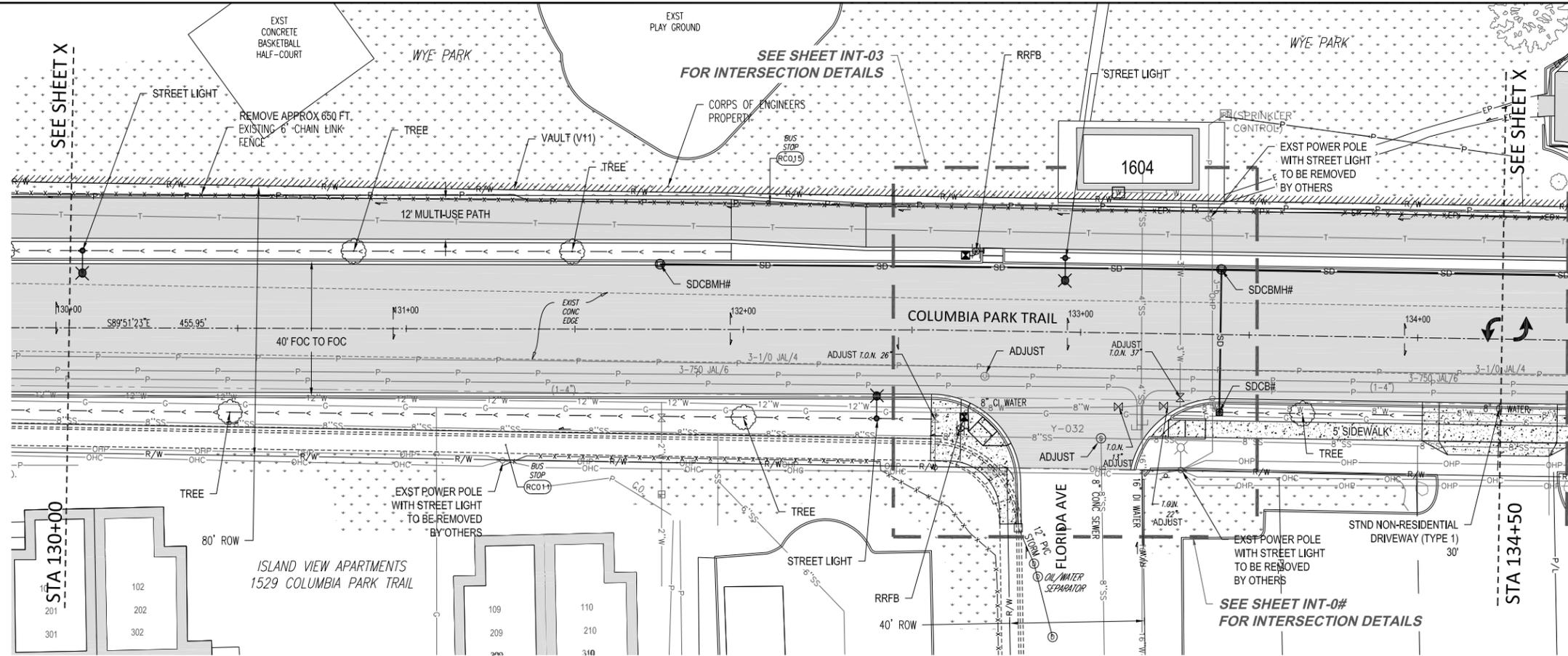
NO.	DESCRIPTION	BY	DATE

60% REVIEW SUBMITTAL

Plan and Profile
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(002)

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
CAD DWG: Columbia park trl plan set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ###-###

SHEET C-05 OF 07



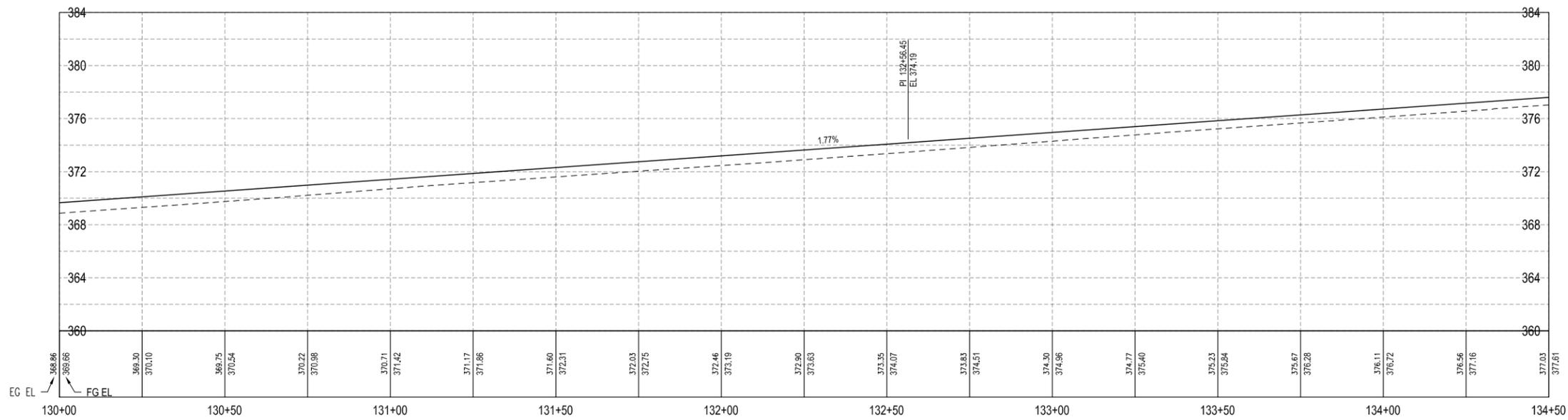
**COLUMBIA PARK TRAIL
PLAN VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



LEGEND:

- HMA
- CONCRETE
- SWALE



**COLUMBIA PARK TRAIL
PROFILE VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Dwy.)

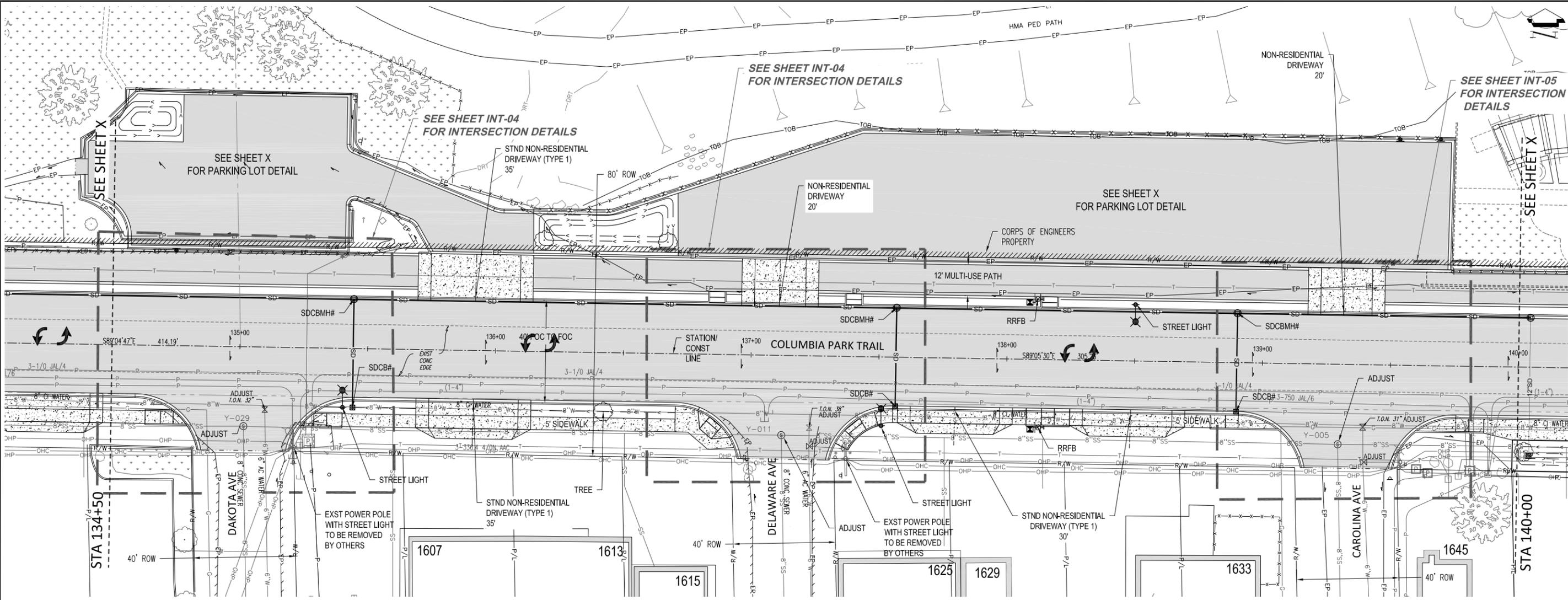
SCALE: 1"=40'

CAD DWG: columbia park trl_plan set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

SHEET
C-06
OF
06

**60% REVIEW
SUBMITTAL**

NO.	DESCRIPTION	BY	DATE

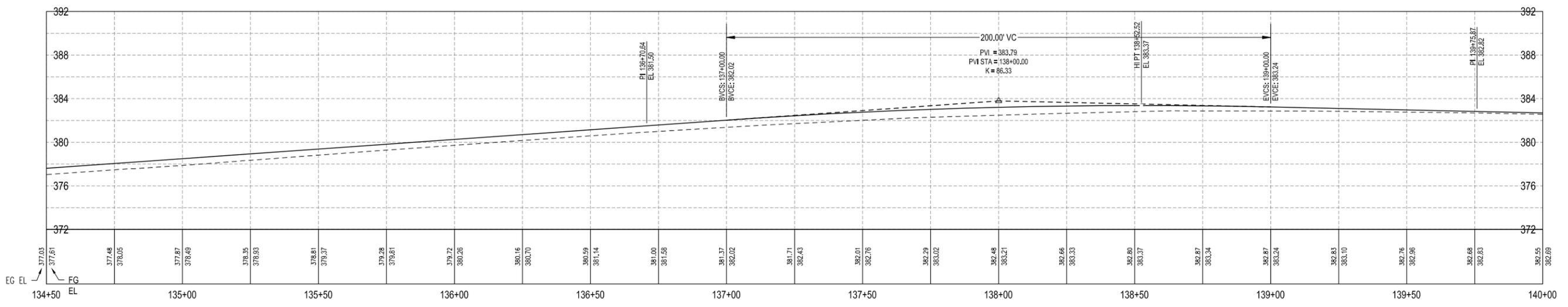
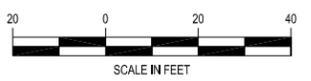


**COLUMBIA PARK TRAIL
PLAN VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)

LEGEND:

- HMA
- CONCRETE
- SWALE



**COLUMBIA PARK TRAIL
PROFILE VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

Plan and Profile
SCALE ACCORDINGLY

CAD DWG: columbia park trl_plan set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ###-###

SHEET
C-07
OF
07

60% REVIEW
SUBMITTAL

NO.	DESCRIPTION	BY	DATE



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

Plan and Profile

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-5504(022)

C-08
OF

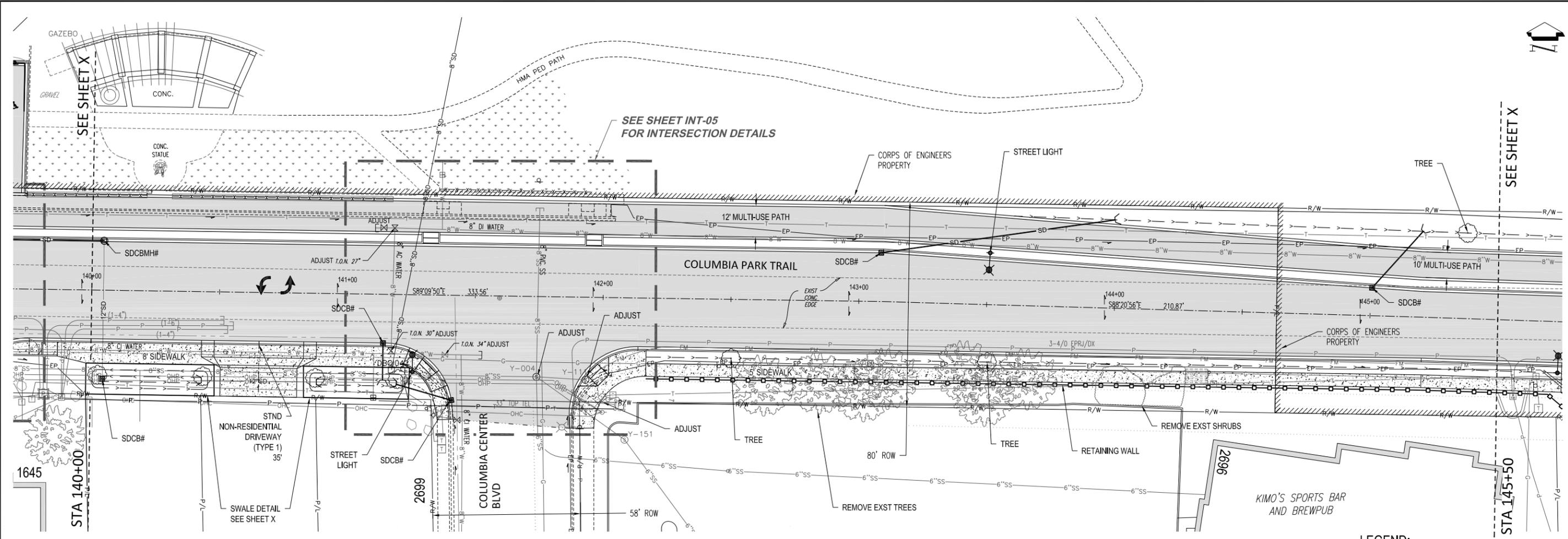
60% REVIEW
SUBMITTAL

Plan and Profile

REVISION

NO. DESCRIPTION BY DATE

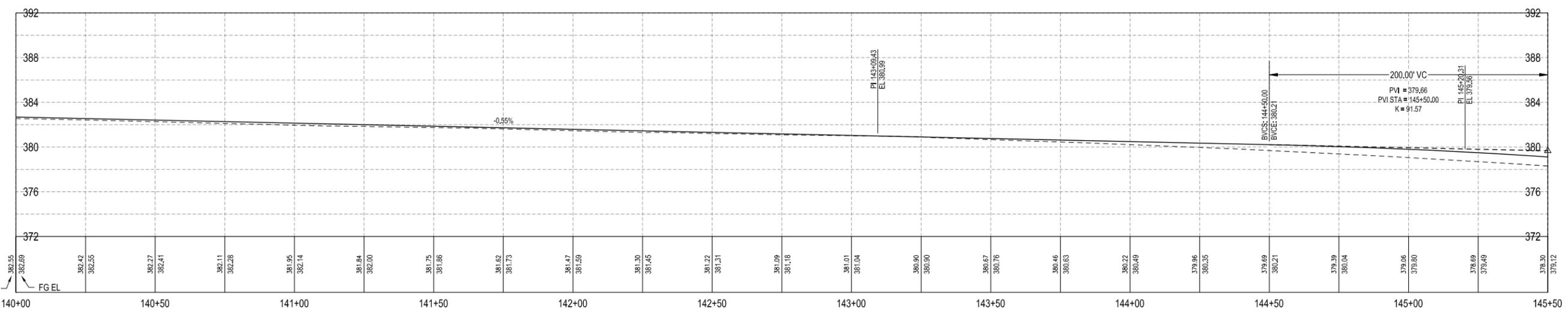
DATE



COLUMBIA PARK TRAIL
PLAN VIEW

SCALE:
1"=20' (22x34), 1"=40' (11x17)

- LEGEND:
- HMA
 - CONCRETE
 - SWALE



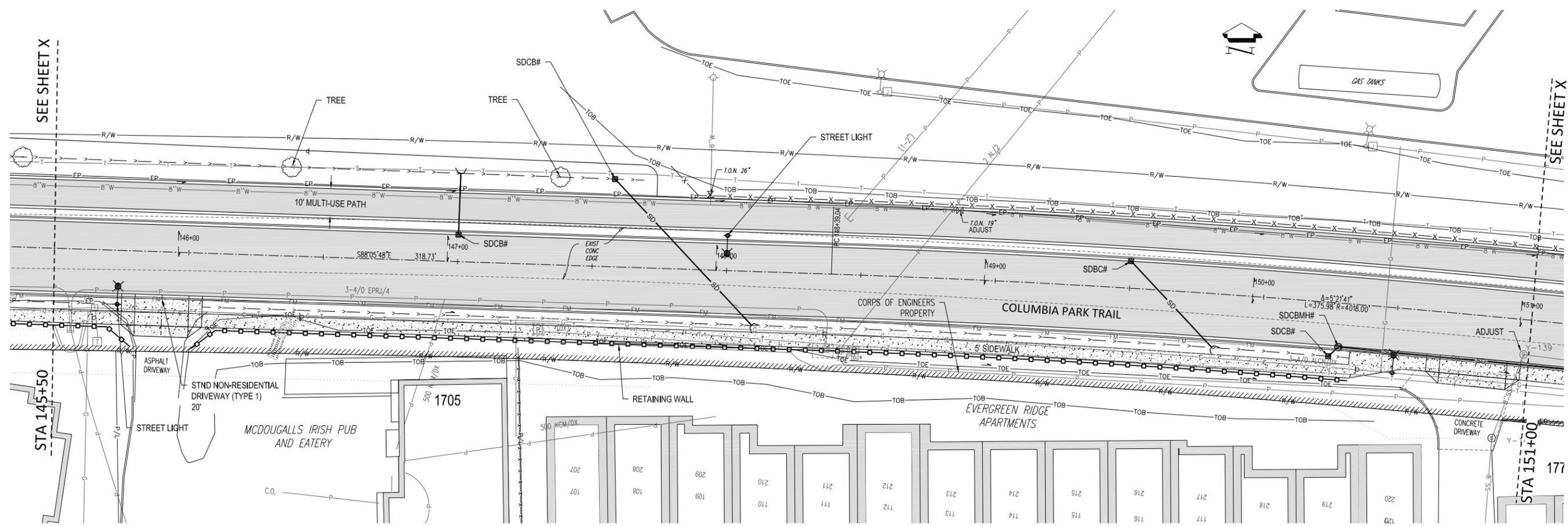
COLUMBIA PARK TRAIL
PROFILE VIEW

SCALE:
1"=20' (22x34), 1"=40' (11x17)

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_plan set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ###-###-###

ONE INCH

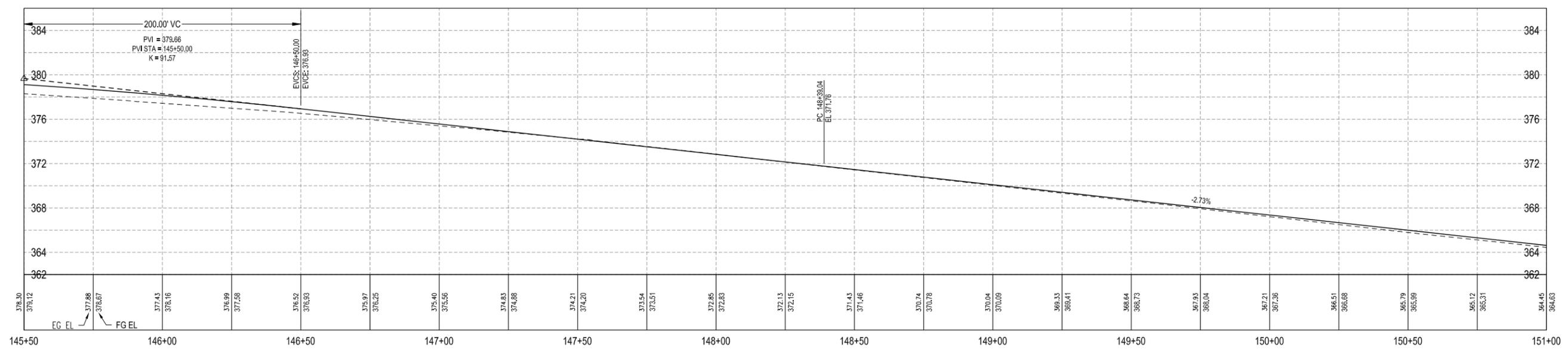


**COLUMBIA PARK TRAIL
PLAN VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



- LEGEND:**
- HMA
 - CONCRETE
 - SWALE



**COLUMBIA PARK TRAIL
PROFILE VIEW**

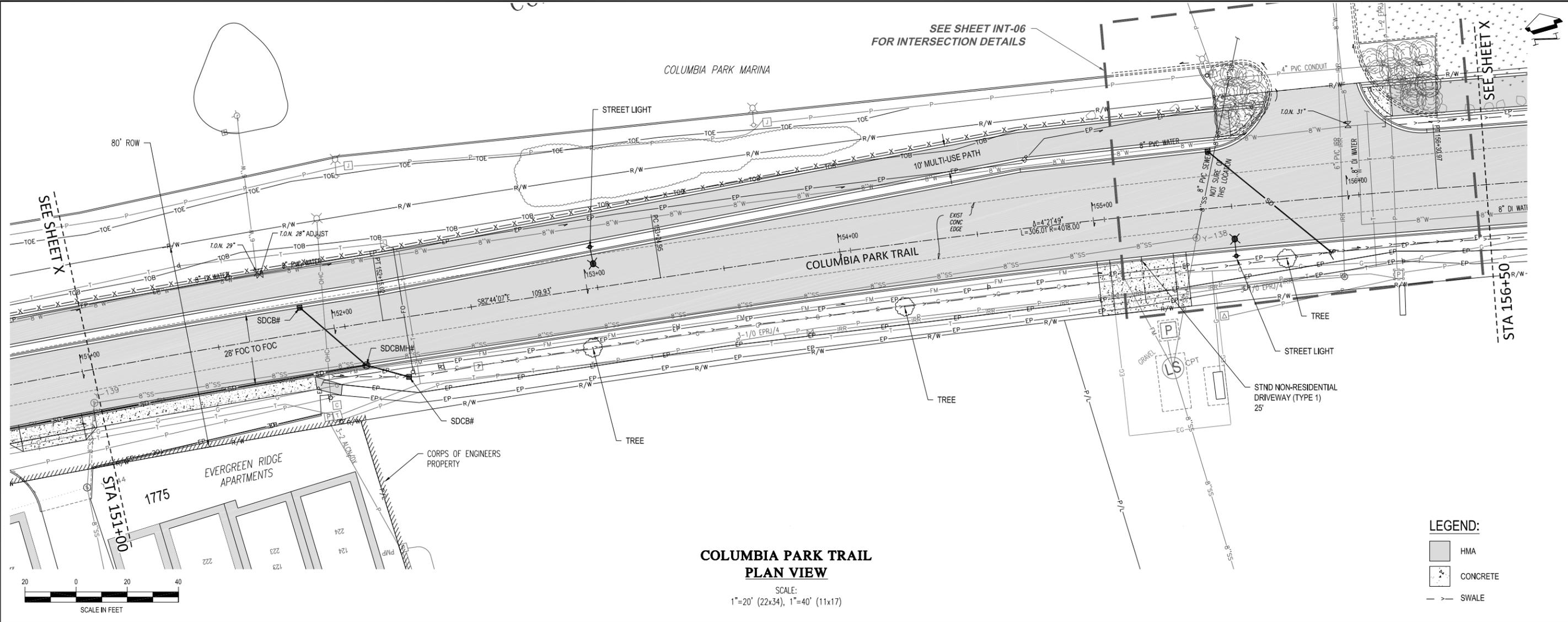
SCALE:
1"=20' (22x34), 1"=40' (11x17)

60% REVIEW
SUBMITTAL

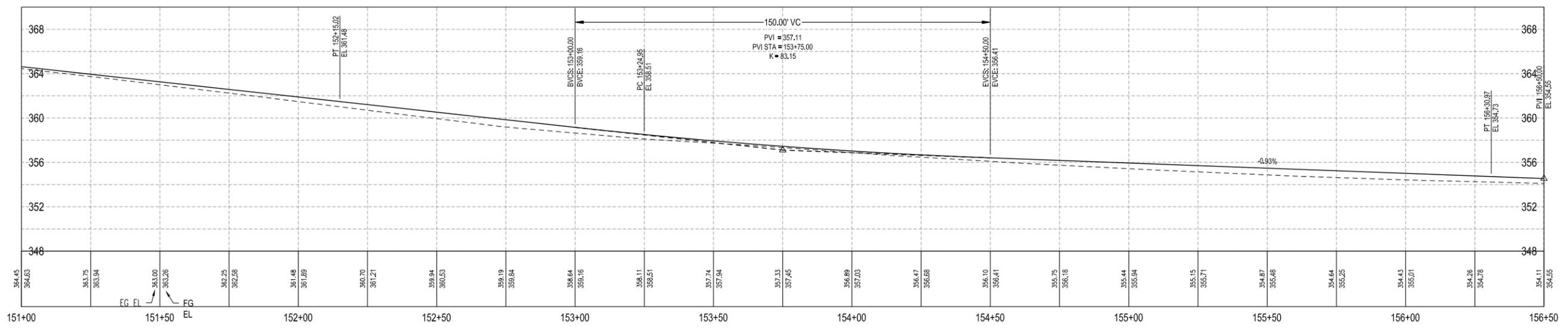
NO.	DESCRIPTION	BY	DATE

AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_plan set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ###-###



**COLUMBIA PARK TRAIL
PLAN VIEW**
SCALE:
1"=20' (22x34), 1"=40' (11x17)



**COLUMBIA PARK TRAIL
PROFILE VIEW**
SCALE:
1"=20' (22x34), 1"=40' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Dwy.)

Plan and Profile

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(022)

60% REVIEW SUBMITTAL

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_plan set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ###-###

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C-10
OF
OF



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Dwy.)

ONE INCH

AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_plan set
CONTRACT NO: 20-0029
DATE: 2-20-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###
SHEET
C-11
OF
OF

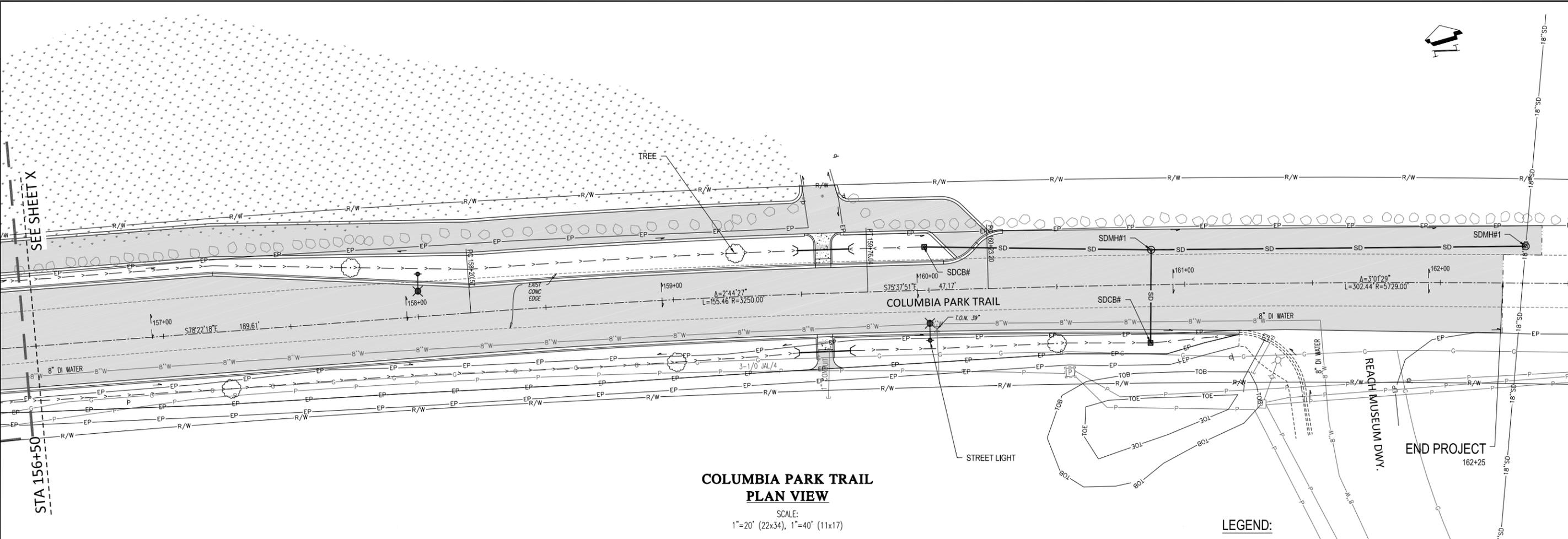
60% REVIEW
SUBMITTAL

Plan and Profile

REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(002)

NO. DESCRIPTION BY I/P/R DATE

REVISION

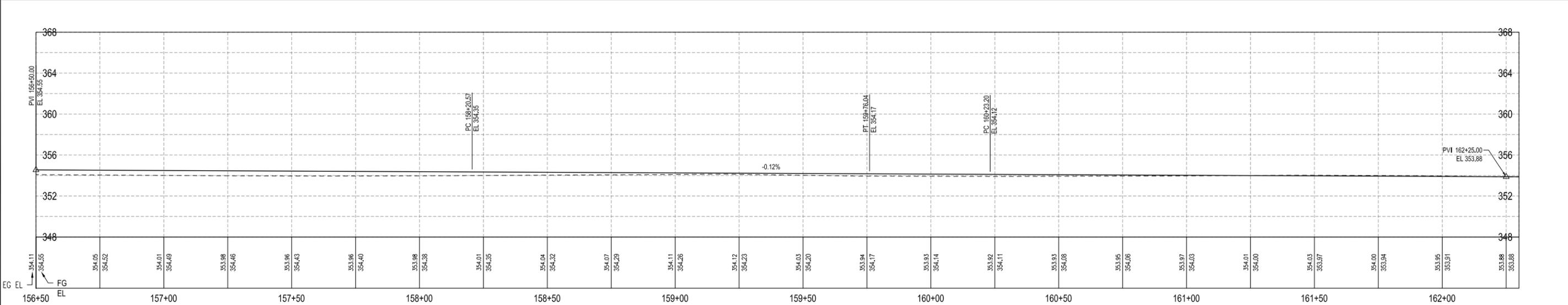


COLUMBIA PARK TRAIL
PLAN VIEW

SCALE:
1"=20' (22x34), 1"=40' (11x17)

LEGEND:

- HMA
- CONCRETE
- SWALE

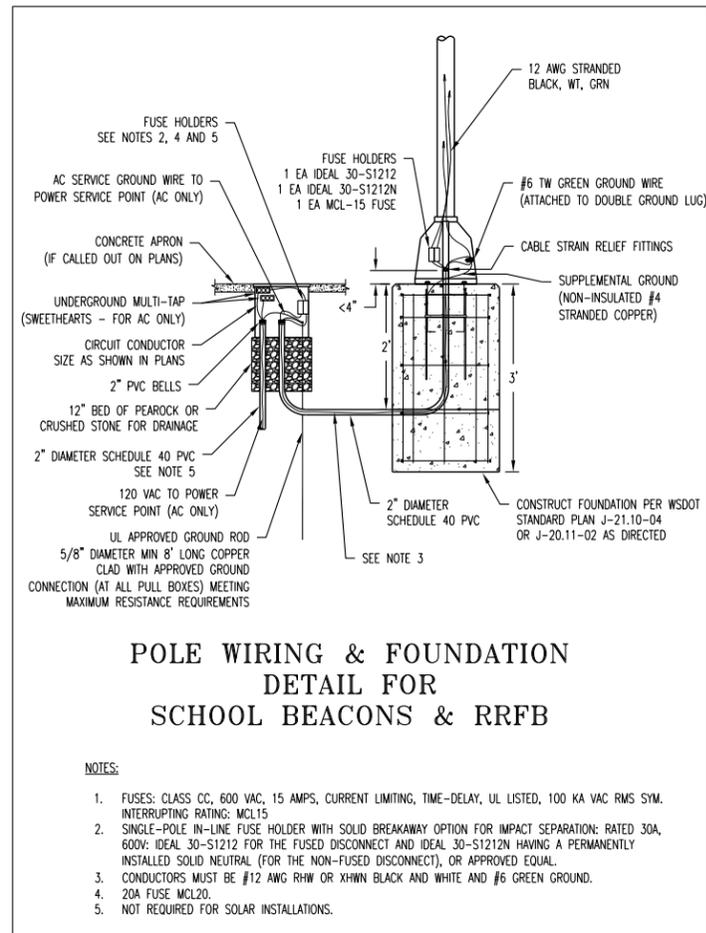
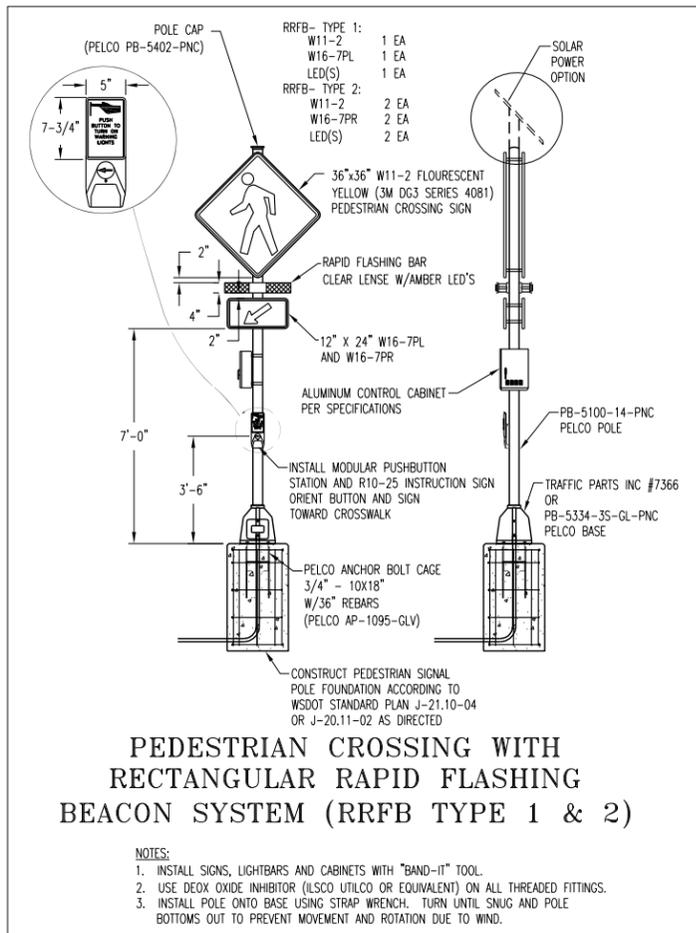


COLUMBIA PARK TRAIL
PROFILE VIEW

SCALE:
1"=20' (22x34), 1"=40' (11x17)

SEE SHEET X
STA 156+50





CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Dwy.)

RRFB Details

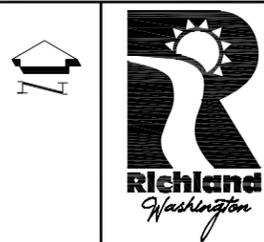
REGION NO. STATE FEDERAL AID PROJECT NUMBER
TO WA STPIL-TAP-3504(022)

60% REVIEW SUBMITTAL

1" = 1" ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
columbia park trl_rrfb
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: ##-###

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RRFB-04
OF
04



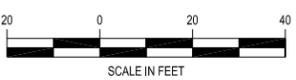
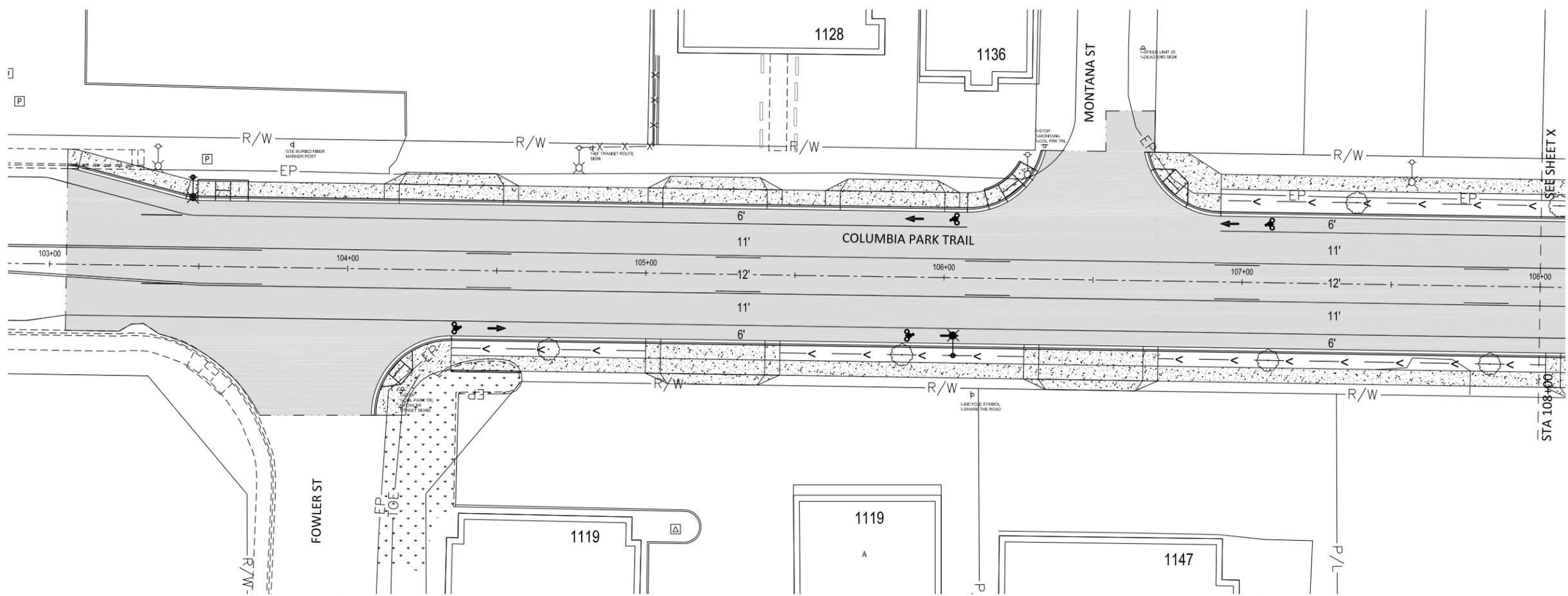
CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drwy.)

Signing and Striping Plan

NO.	DESCRIPTION	BY	DATE

ONE INCH
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
 CAD DWG: columbia park trl_striping
 CONTRACT NO: 20-0029
 DATE: 02-21-2020
 DRAWN BY: LD
 DESIGN BY: JD
 RECORD DWG: ###-###
 SHEET
ST1 OF **OF**



**COLUMBIA PARK TRAIL
PLAN VIEW**
SCALE:
1"=20' (22x34), 1"=40' (11x17)

SYMBOL LEGEND:

- 4" YELLOW CENTERLINE - SKIP PATTERN = 10' LINE AND 30' GAP
- 4" WHITE LANE LINE - SKIP PATTERN = 10' LINE AND 30' GAP
- 4" WHITE EDGE LINE
- YELLOW DOUBLE CENTERLINE - TWO 4" YELLOW LINES SEPARATED BY 4"
- TWO-WAY LEFT-TURN LANE LINE - TWO 4" YELLOW LINES SEPARATED BY 4". INSIDE YELLOW USES SKIP PATTERN OF 10' LINE AND 30' GAP
- 8" WIDE LANE LINE - WHITE
- 4" YELLOW SOLID CENTERLINE
- 4" DOTTED LANE OR EXTENSION LINE WITH COLOR C (W=WHITE, Y=YELLOW) & SKIP PATTERN # (1 = 1' LINE AND 3' GAP, 2 = 2' LINE AND 6' GAP, 3 = 3' LINE AND 9' GAP)
- 8" WIDE DOTTED LANE OR EXTENSION LINE WITH COLOR C (W=WHITE, Y=YELLOW) & SKIP PATTERN # (1 = 1' LINE AND 3' GAP, 2 = 2' LINE AND 6' GAP, 3 = 3' LINE AND 9' GAP)
- TRAFFIC ARROW FOR LOW SPEED ROADWAYS PER WSDOT STANDARD PLAN M-24.40-02 WHERE T=TYPE
 - 1S = STRAIGHT TRAFFIC ARROW FOR THRU TRAFFIC
 - 2SR = RIGHT-TURN TRAFFIC ARROW
 - 2SL = LEFT-TURN ARROW
 - 3SR = SHARED THRU AND RIGHT-TURN ARROW
 - 3SL = SHARED THRU AND LEFT-TURN ARROW
 - 4 = SHARED LEFT-TURN AND RIGHT-TURN ARROW
 - 6SL = DIAGONAL MERGE LEFT ARROW
 - 6SR = DIAGONAL MERGE RIGHT ARROW
 - 7S = SHARED THRU, LEFT-TURN, AND RIGHT-TURN ARROW
- 18" STOP BAR WHERE STA = STATION LOCATION
- CROSSWALK- 2' X 8' BLOCKS ALIGNED AND SPACED PER WSDOT STANDARD PLAN M-15.10-01
- BIKE LANE SYMBOL PER WSDOT STANDARD PLAN M-9-50.02 WITH OPTIONAL ARROW A (0=NONE, 1=THRU, 2=RIGHT-TURN, 3=LEFT-TURN) AND WHERE
- SHARED LANE MARKING

**60% REVIEW
SUBMITTAL**

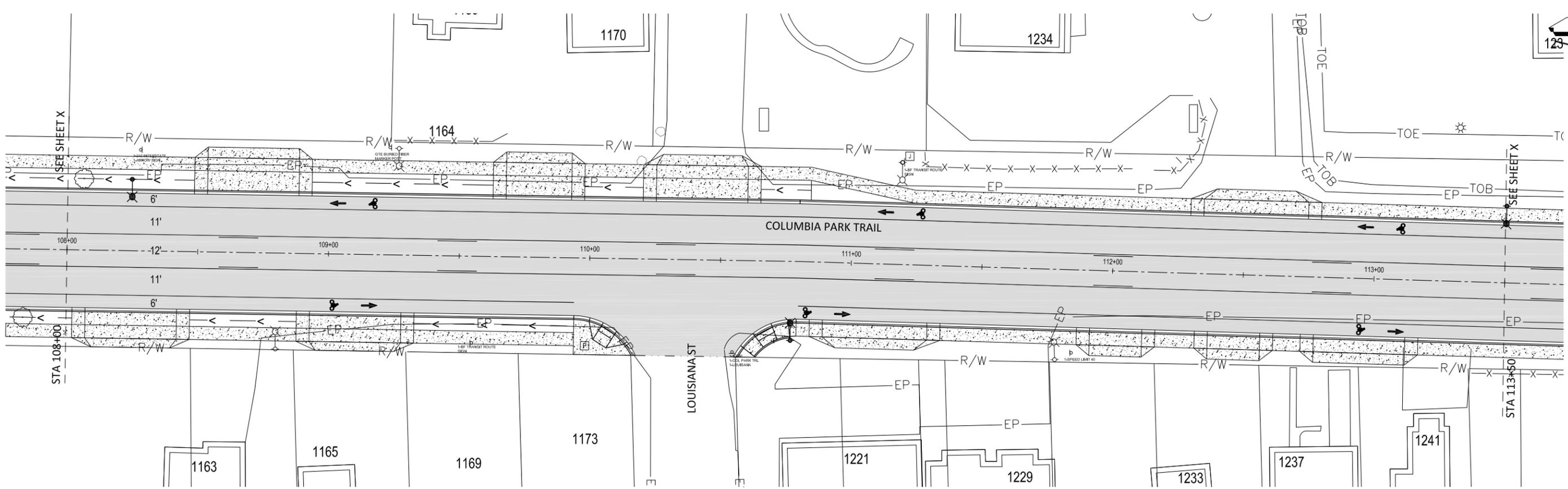


CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

NO. DESCRIPTION BY DATE
REVISION

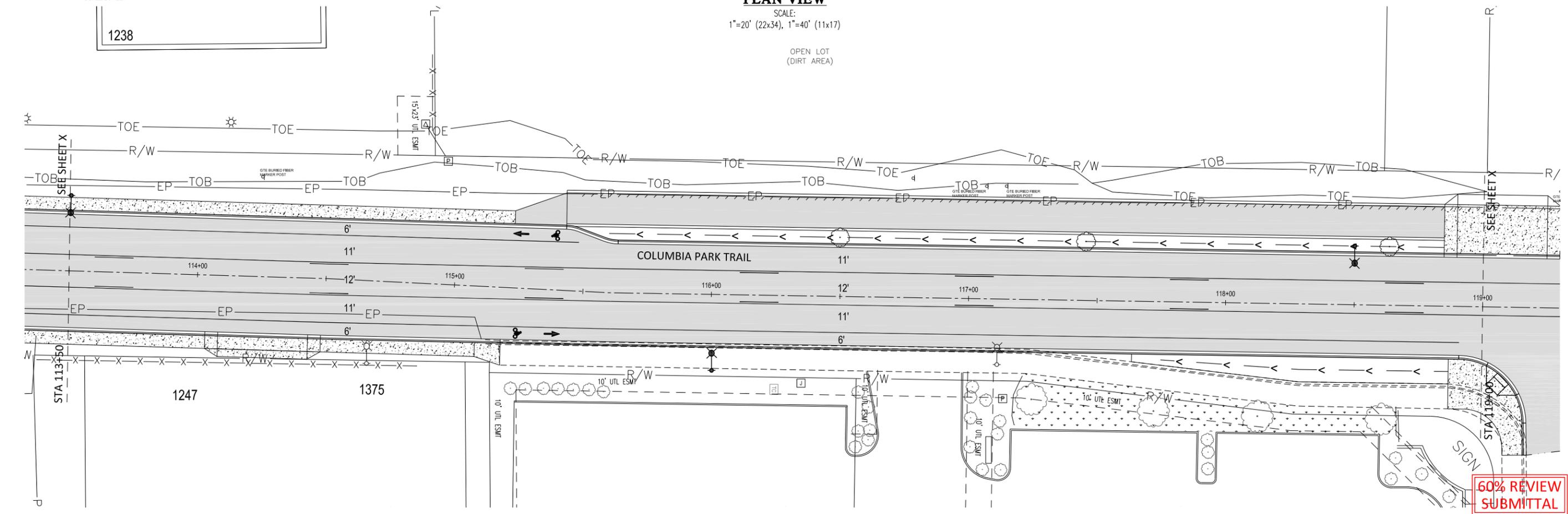
ST2 OF OF



COLUMBIA PARK TRAIL PLAN VIEW

SCALE:
1"=20' (22x34), 1"=40' (11x17)

OPEN LOT
(DIRT AREA)



60% REVIEW
SUBMITTAL

ONE INCH
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY
CAD DWG:
columbia park trl_striping
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: JD
RECORD DWG: ##-###
SHEET

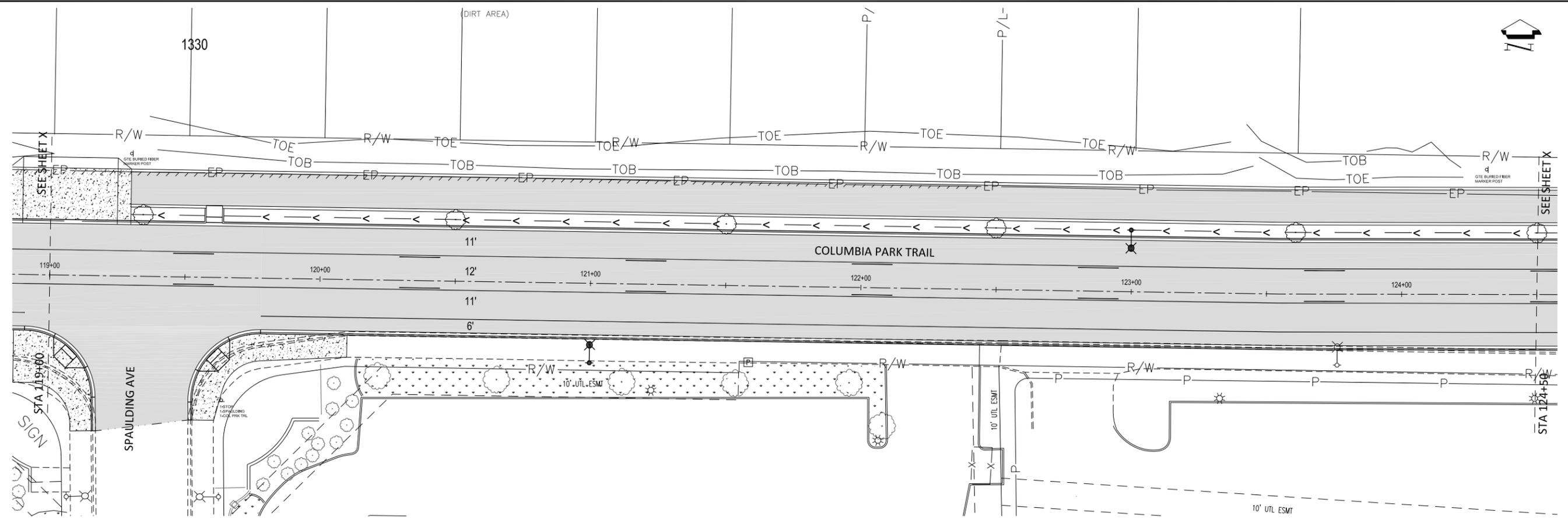


CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

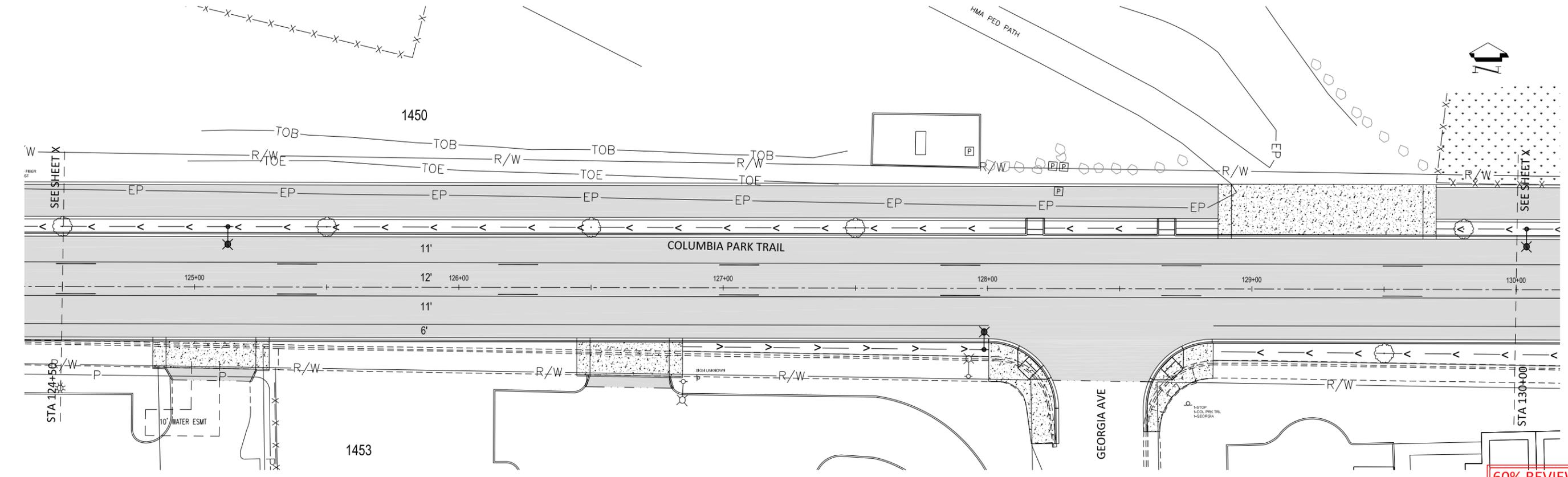
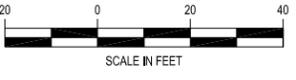
Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drwy.)

NO.	DESCRIPTION	BY	DATE

ST3 OF OF



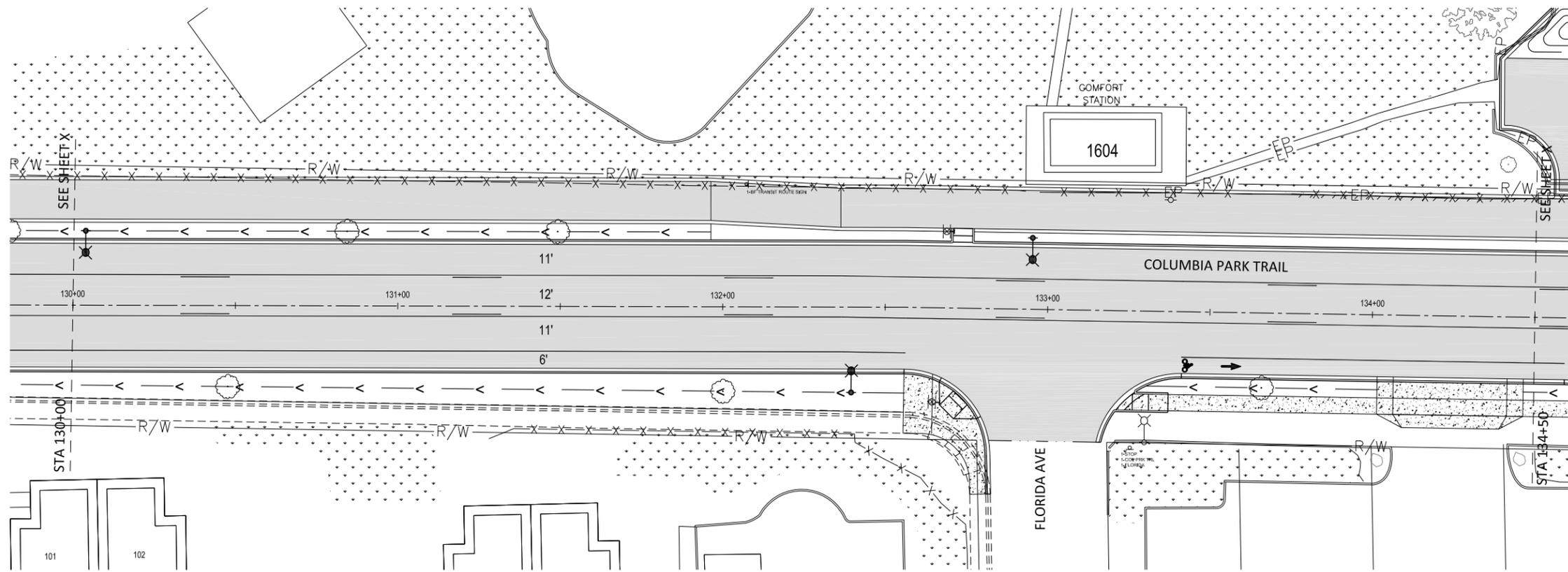
**COLUMBIA PARK TRAIL
PLAN VIEW**
SCALE:
1"=20' (22x34), 1"=40' (11x17)



60% REVIEW
SUBMITTAL

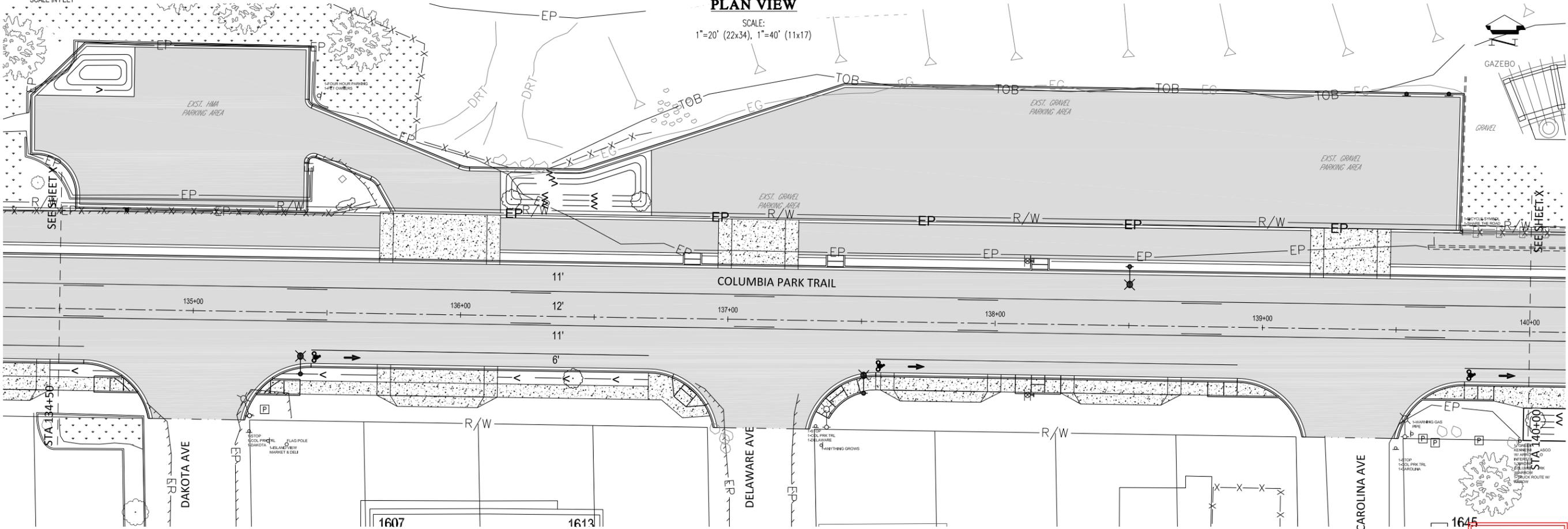
ONE INCH
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_stripping
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: JD
RECORD DWG: ##-###



**COLUMBIA PARK TRAIL
PLAN VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

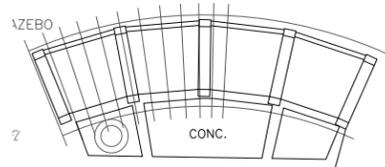
Signing and Striping Plan

ONE INCH
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

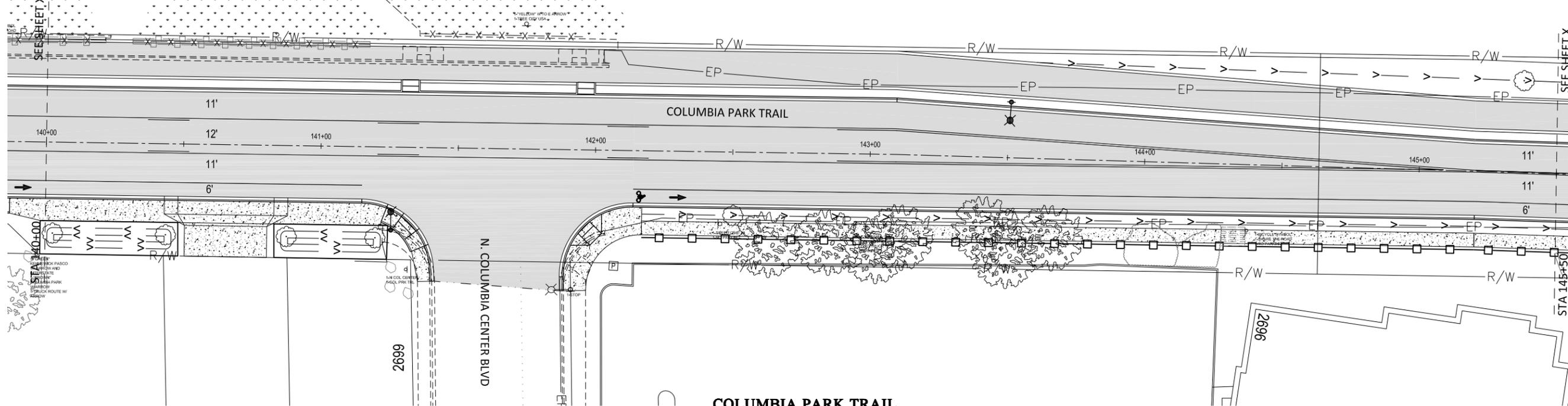
CAD DWG:
columbia park trl_striping
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: JD
RECORD DWG: ###-###

SHEET
ST4
OF
OF

**60% REVIEW
SUBMITTAL**

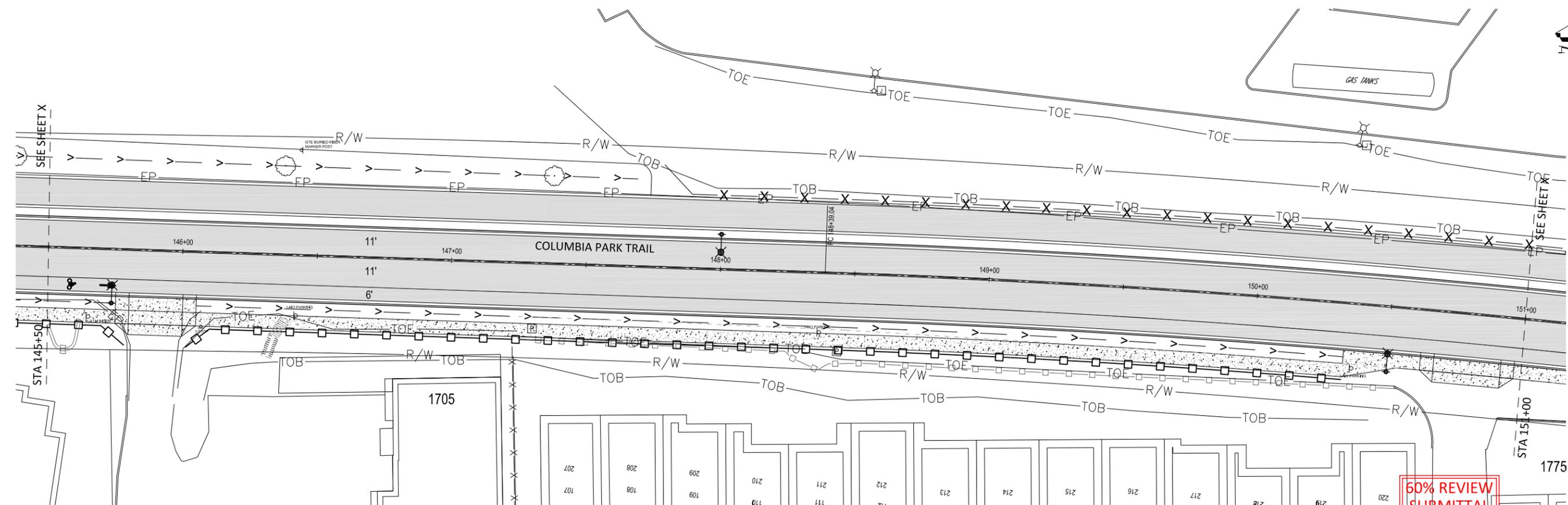


CONC. STATUE



**COLUMBIA PARK TRAIL
PLAN VIEW**

SCALE:
1"=20' (22x34), 1"=40' (11x17)



**60% REVIEW
SUBMITTAL**



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

Columbia Park Trail East Improvements
(Fowler St. to Reach Museum Drv.)

ONE INCH
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
columbia park trl_stripping
CONTRACT NO: 20-0029
DATE: 02-21-2020
DRAWN BY: LD
DESIGN BY: JD
RECORD DWG: ###-###-###

ST5
OF
OF

Signing and Striping Plan

NO.	DESCRIPTION	BY	DATE

