Department of Commerce

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

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

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

Department of Commerce

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

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

Department of Commerce

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

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

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

- **CPA2020-102 & Z2020-101:** Filed by Goldsmith Land Development Services on behalf of Washington Securities Investment Corporation (Greg Markel, owner) to change the land use designation on approximately 300 acres from Parks & Public Facilities to a combination of Commercial and Medium Density Residential and to change the zoning from Agriculture to a mix of C-LB (Limited Business Use District), C-3 (General Business Use District) and R-2 (Medium-Density Residential) on property located at 3801 Horn Rapids Road.

- **CPA2020-103 & Z2020-102:** Filed by the City of Richland Economic Development Department to change the land use designation on approximately 30 acres from Industrial to Commercial and to change the zoning from I-M (Medium Industrial) to C-3 (General Business Use District) on property located on the north side of SR 240, northwest of the City of Richland's Legacy Park baseball fields.

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

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

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

GOLDSMITH
LAND DEVELOPMENT SERVICES

February 19, 2020

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

Attn: Mike Stevens, Planning Manager

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

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

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

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

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

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

1215 114th Ave SE, Bellevue, WA 98004
PO Box 3565, Bellevue, WA 98009
T: 425.462.1080 | F: 425.462.7719
www.goldsmithengineering.com

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

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

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

Sincerely,

Trish Clements | Goldsmith Engineering
Entitlement Project Manager | 425.462.1080 | tclements@goldsmithengineering.com

Cc: Greg Markel, WSIC w/application package

City of Richland
Development Services

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

Comprehensive Plan Amendment Application

☑ **Comprehensive Plan Land Use Map** ☐ **Text of Comprehensive Plan**

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

PROPERTY OWNER INFORMATION		☑ Contact Person
Owner: Gregory Markel, Washington Securities & Investment Corporation		
Address: 8901 Tucannon Ave., Suite 110, Kennewick, WA 99336		
Phone: 509-531-4711 (cell) / 509-735-2255 (office)	Email: wsic@eltopia.com	Attn: Greg Markel

APPLICANT/CONTRACTOR INFORMATION (if different)		☐ Contact Person
Company:	UBI#	
Contact:		
Address:		
Phone:	Email:	

PROPERTY INFORMATION	
Legal Description: See attached Exhibit (EX - 11A) - Proposed Zoning Legal Descriptions See attached Exhibit (EX - 2A) - Overall Legal Description of Property	
Parcel # 112074000000000, 113071000002000, 107083000000000, 118081000001002	
Current Zoning: Agriculture (AG)	Current Land Use Designation: Public Facility (PF)

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

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

v. The location of existing utilities serving the subject parcels including electrical, water and sewer;
vi. The location and uses of existing structures located on the subject parcel(s);

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

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.
I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.
I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

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

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

Applicant Printed Name: WASHINGTON SECURITIES AND INVESTMENT CORPORATION

Applicant Signature: Gregory S Markel PRESIDENT Date 2/20/2020

Vantage Way Properties

Comprehensive Plan Land Use Designation Map Amendment

APPLICATION - GENERAL REQUIREMENTS

1. *Completed Application and Filing Fee.*

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

2. *The purpose of the proposed amendment.*

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

   The Applicant formally requests that the City of Richland consider and process a Map Amendment to the current City of Richland Comprehensive Plan adopted in 2017 consistent with the City of Richland Municipal Code (RMC) - Chapter 23.01.020 which states:
   "In accordance with Section 2.07(J) of the Richland City Charter, the comprehensive plan shall hereafter be progressively amplified, augmented and amended by including more completely planned areas consisting of natural homogenous communities, distinctive geographic areas, or other types of districts having unified interests within the total area of the municipality as well as that land located adjacent to the existing boundaries of the city and by including additional functional elements in the plan and amplifying and amending those in the plan to adjust to the current and projected needs of the city."

   Justification:

   <u>No longer Public Land;</u>

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

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

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

Why R-2 Residential;

- **The Comprehensive Plan concludes that there is not enough land designated residential to accommodate the projected growth;**
    - **It concludes that even if <u>all</u> vacant and "underdeveloped" residential land were to fully develop, it would fall short of capacity for projected population growth,**
    - **We believe this to result in a significant underestimation of the short-fall of housing to accommodate growth,**
    - **This places an undue dependency on Agricultural Land designated as "urban reserve" to be rezoned and developed with residential use,**

- **Rezoning a portion of the subject property to residential provides better flexibility for the City to accommodate the projected growth <u>without reliance on</u>;**
    - **The <u>full utilization of all</u> vacant and underdeveloped land in the City within the horizon of the Comprehensive Plan,**
    - **Willing and timely rezoning and development of active agricultural lands.**

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

Why C-LB Commercial;

- **The Comprehensive Plan concludes that there is not enough residential land to accommodate growth, it also concludes that the bulk of the future dwelling units anticipated would be low density residential,**

- **The Comprehensive Plan indicates there is clearly a need for higher density residential and more affordable housing. It concludes that most of this would likely come from C-LB zoned land developing predominantly as multi-family housing (approximately 75% multi-family and 25% other C-LB commercial),**

- **The C-LB portion of the proposed amendment would provide the same flexibility for a mix of higher density housing with local commercial business in this area of City growth,**

- **Development of this type of housing is already trending in this area with the recent proposed development of the Horn Rapids Apartments (340 multi-family units) at the intersection of Kingsgate Way and SR-240.**

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

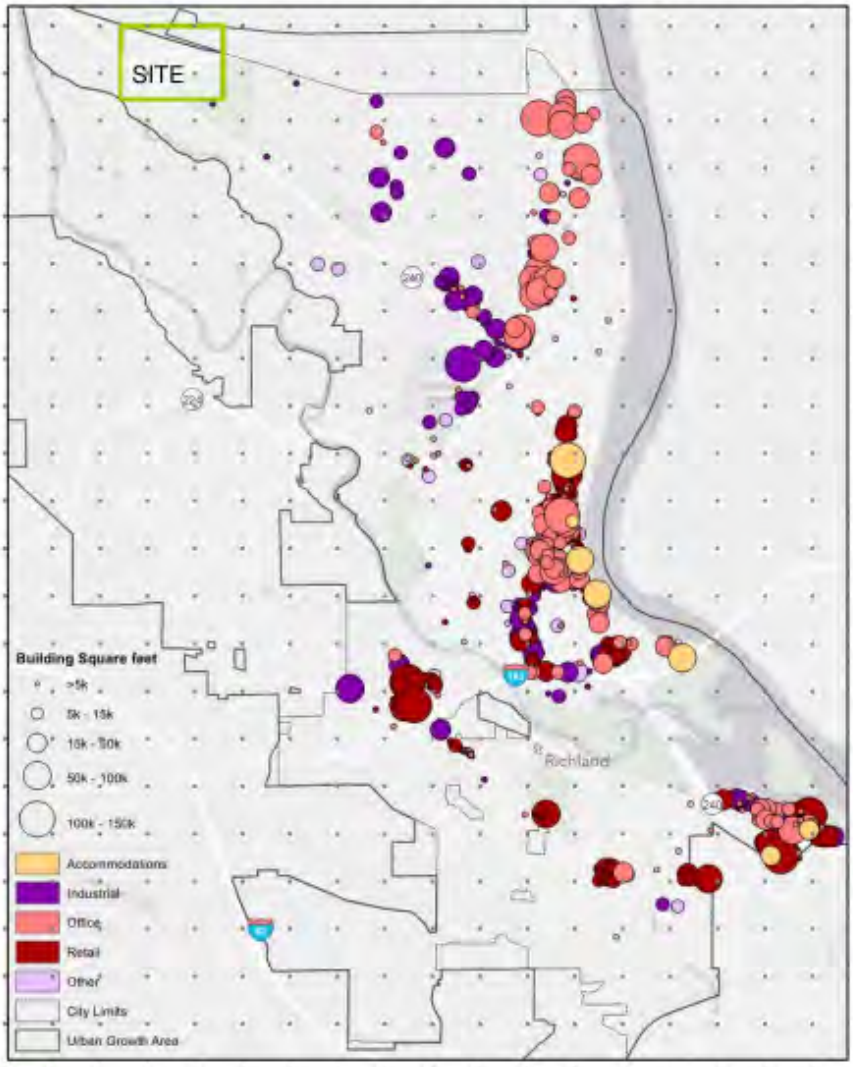
Why C-3 Commercial;

- **The Comprehensive Plan goals for commercial lands and economic development are to promote, support and ensure the opportunity for balanced growth, expansion and economic development of businesses within the city. This goal includes and supports a balanced mix of commercial business. The proposed Comprehensive Plan Land Use Map Amendment and concurrent Zoning Map Amendment support these goals and policies,**

- **A critical component of the Comprehensive Plan land use distribution for the City of Richland is to achieve defined employment growth and goals. One of the largest defined land uses for the City is the partnership between the City and the Port of Benton County to support and market the Horn Rapids Industrial Master Plan area to industrial users, including mega site users. The intended and anticipated employment opportunities would include high tech, research, and health services users. Therefore, ancillary commercial uses will be needed to support the influx of those users.**

- **The current commercial land use designed zones and existing neighborhood commercial development within or in the vicinity of the Horn Rapids Industrial Master Plan or the Horn Rapids Master Planned residential community do not provide sufficiently zoned lands to meet the employment projections as reflected in Figure E-8 of the Comprehensive Plan supporting analysis. Currently, there are no other major commercial designated lands in the northwest vicinity of the City. See Figure ED-8 of Appendix A, City of Richland Comprehensive Plan below.**

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



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

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

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

   See Attachment A - Consistency with Growth Management Act Goals

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

   See Attachment B - Consistency with Countywide Policies2018 Benton County Comprehensive Plan

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

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

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

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

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

   Not Applicable to the Comprehensive Plan Map Amendment.

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

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

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

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

      Not Applicable. The proposal is for a MAP Amendment.

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

Not Applicable.

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

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

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

EX-3 Current Comprehensive Plan Land Use Designation Map

b. *The land use map designation requested.*

EX-4 Proposed Comprehensive Plan Land Use Designation Map

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

EX-2A Overall Legal Description of Property
EX-11A Proposed Legal descriptions for the concurrent Zoning Map Amendment.

d. *A vicinity map showing:*

See the attached Regional Vicinity Map and Aerial Site Map that provide a full representation of the location of the site, surrounding areas and existing uses.
EX-1 Regional Vicinity Map
EX-2 Aerial Site Map

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

EX-5 Local Vicinity Map

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

EX-5 Local Vicinity Map

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

EX-5 Local Vicinity Map

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

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

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

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

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

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

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

Not applicable.

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

EX-5 Topographic Map (1"=1,000')
***Scale agreed to via email confirmation with Mike Stevens, City of Richland Planning Manager on January 14, 2020*.**

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

EX-7 Current Zoning Map

g. *A detailed plan which indicates any proposed improve[ments]:*
   i. *Paved streets,*
   ii. *Storm drainage control and detention facilities,*
   iii. *Public water supply,*
   iv. *Public sanitary sewers,*
   v. *Circulation and traffic patterns for the development and the surrounding neighborhoods.*

Not applicable.

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

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

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

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

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

Vantage Way Properties

Comprehensive Plan Amendment Application

Attachment A

Consistency with Growth Management Act Goals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Vantage Way Properties

Comprehensive Plan Amendment Application

Attachment B

Consistency with Countywide Policies
2018 Benton County Comprehensive Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

a. Jointly quantify and project total countywide housing needs by income level and housing type (i.e. rental, ownership, senior, farm worker housing, group housing.)

b. Establish a mechanism whereby the housing efforts/programs of each jurisdiction address the projected countywide need.

c. Address the affordable housing needs of very low, low and moderate income households, and special needs individuals through the Comprehensive Housing Affordability Strategy (CHAS).

d. Develop design standards for implementation within the Comprehensive Plan with special attention to be given to the residential needs of low to moderate income families.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Vantage Way Properties

Comprehensive Plan Amendment Application

Attachment C

Consistency with City of Richland Comprehensive Plan Policies

ECONOMIC DEVELOPMENT ELEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LAND USE ELEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HOUSING ELEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION ELEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

URBAN DESIGN ELEMENT

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

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

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

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

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

UTILITIES ELEMENT

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

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

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

VANTAGE WAY PROPERTIES

Comprehensive Plan Map Amendment

LIST OF EXHIBITS

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

REGIONAL VICINITY MAP

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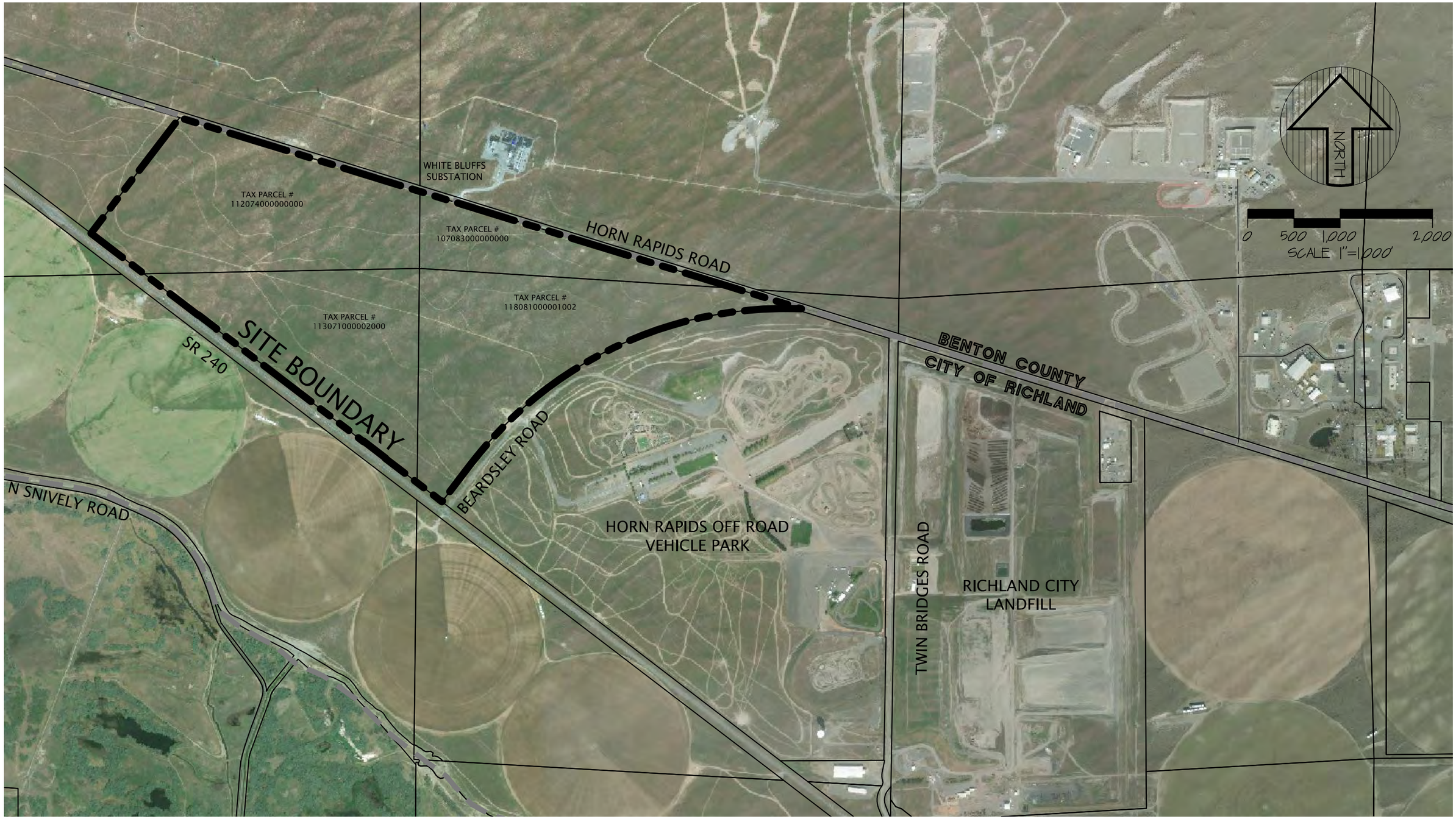
EX-1



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LAND DEVELOPMENT SERVICES

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VANTAGE WAY PROPERTIES
AERIAL SITE MAP

GREG MARKEL
RICHLAND, WA

19141
JANUARY 2020

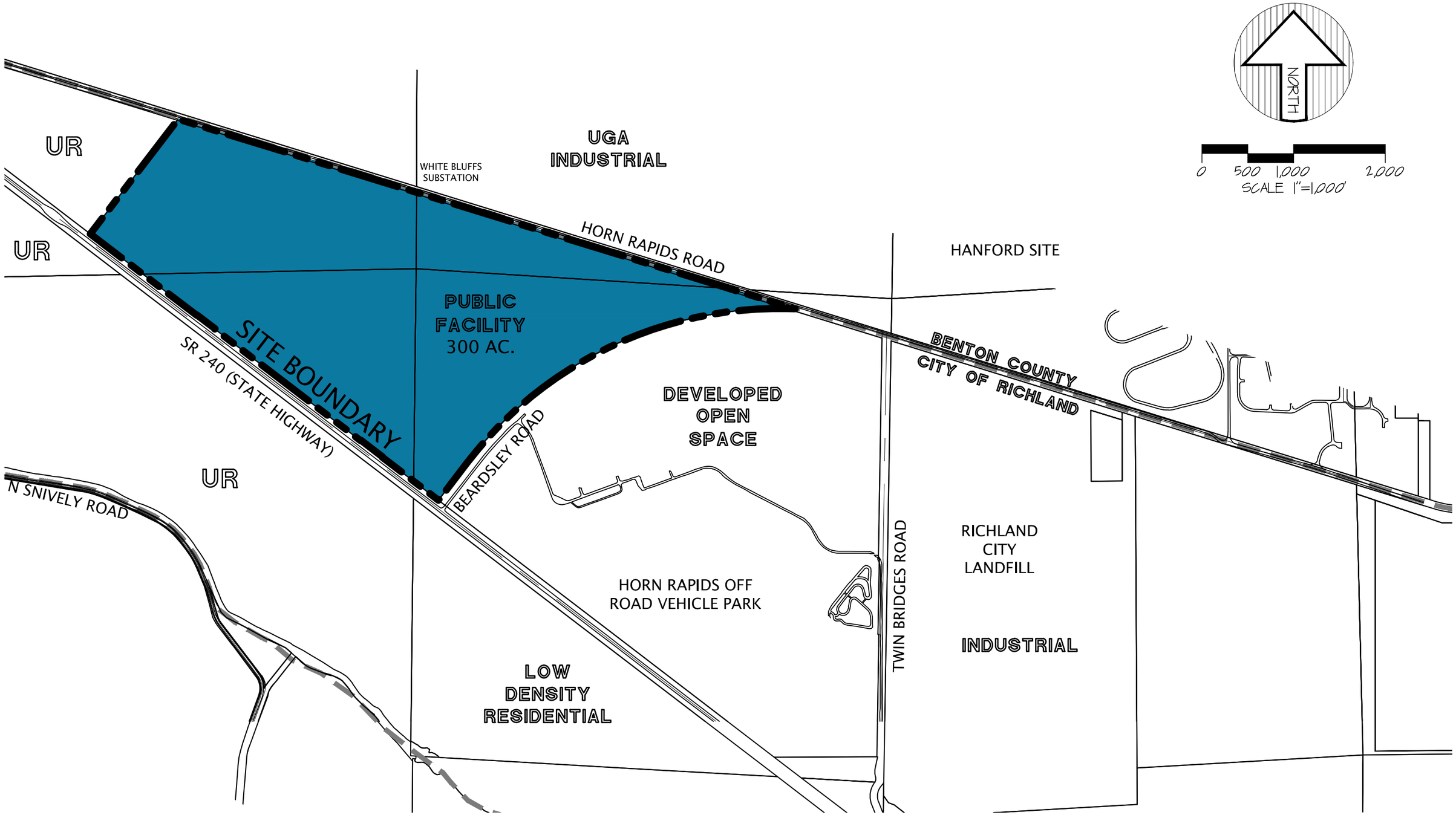
EX-2

VANTAGE WAY PROPERTIES
Comprehensive Plan Map Amendment Application

OVERALL LEGAL DESCRIPTION OF PROPERTY

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

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



GOLDSMITH
LAND DEVELOPMENT SERVICES
1215 11th Ave SE, Bellevue, WA 98004 | PO Box 3566, Bellevue, WA 98009
T 425-462-1989 F 425-462-7719 WWW.goldsmithengineering.com

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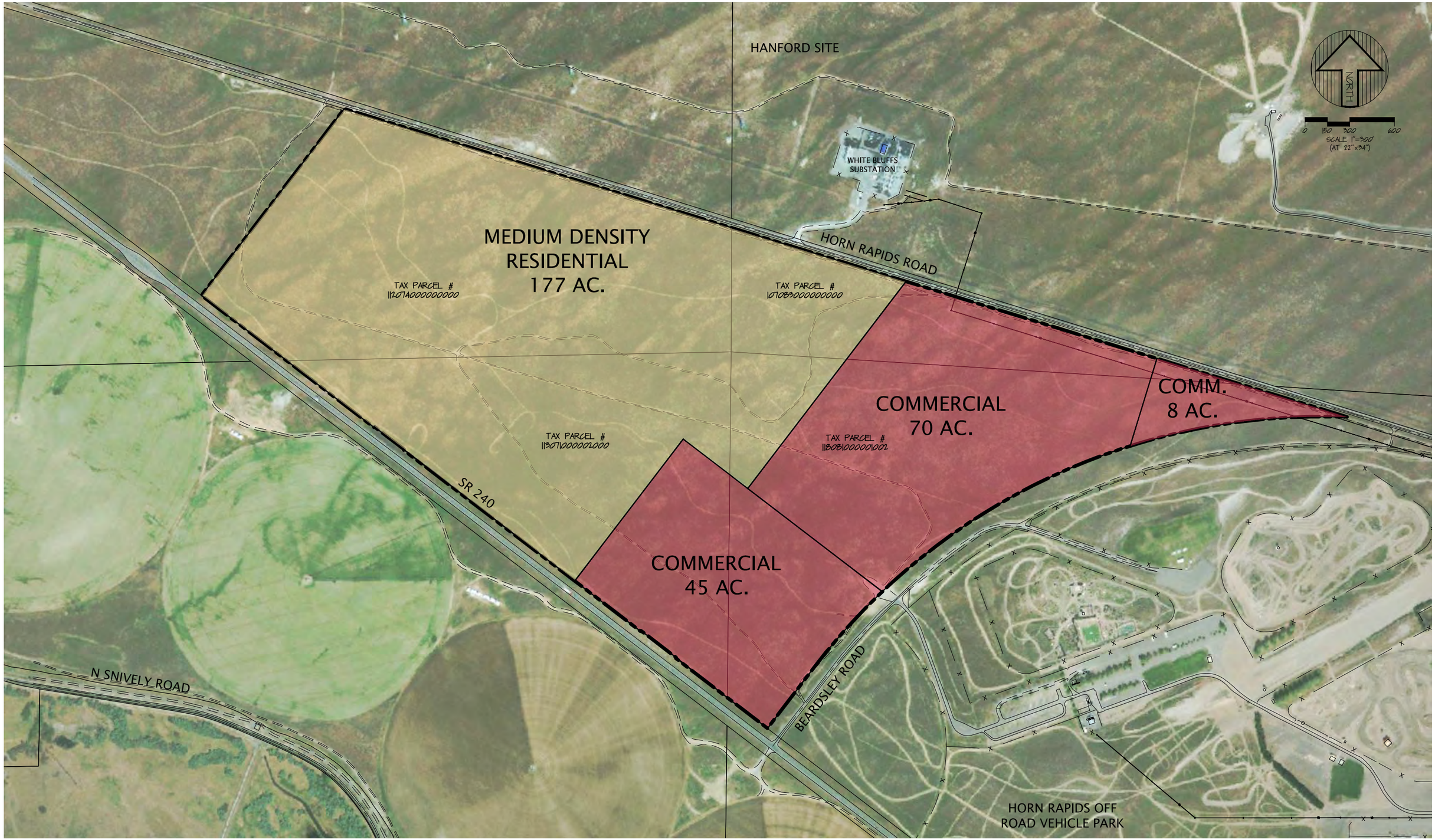
2020/02/05 08:59

VANTAGE WAY PROPERTIES
CURRENT COMPREHENSIVE PLAN LAND USE DESIGNATION MAP

GREG MARKEL
RICHLAND, WA

19141
JANUARY 2020

EX-3



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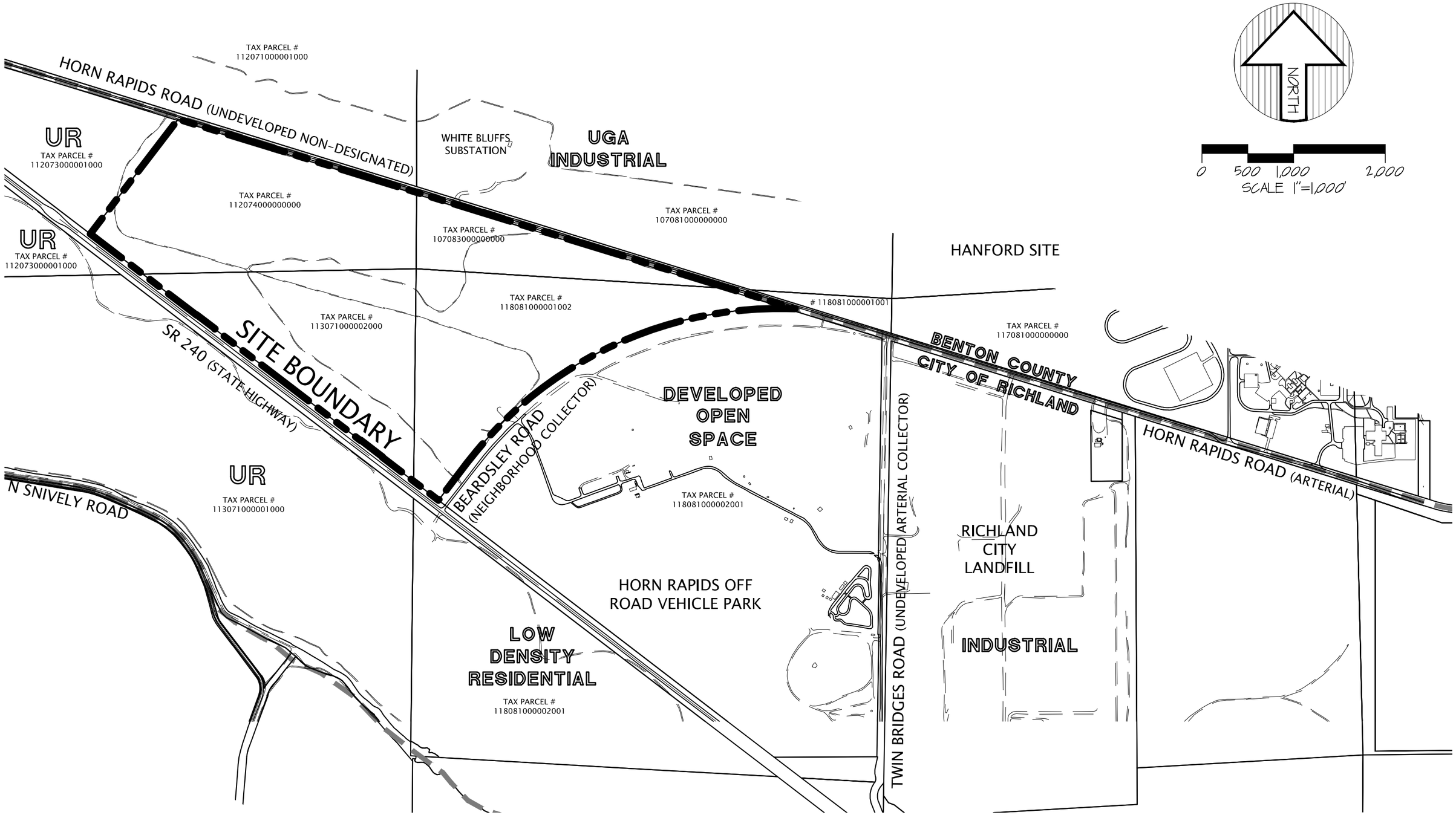
SITE ACREAGE: 300 AC.

VANTAGE WAY PROPERTIES
PROPOSED COMPREHENSIVE PLAN MAP AMENDMENT

GREG MARKEL
RICHLAND, WA

19141
FEBRUARY 2020

EX-4



GOLDSMITH
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T 425-462 1880 F 425-462 7719 www.goldsmithlandservices.com

VANTAGE WAY PROPERTIES
LOCAL VICINITY MAP

GREG MARKEL
RICHLAND, WA

19141
JANUARY 2020

EX-5

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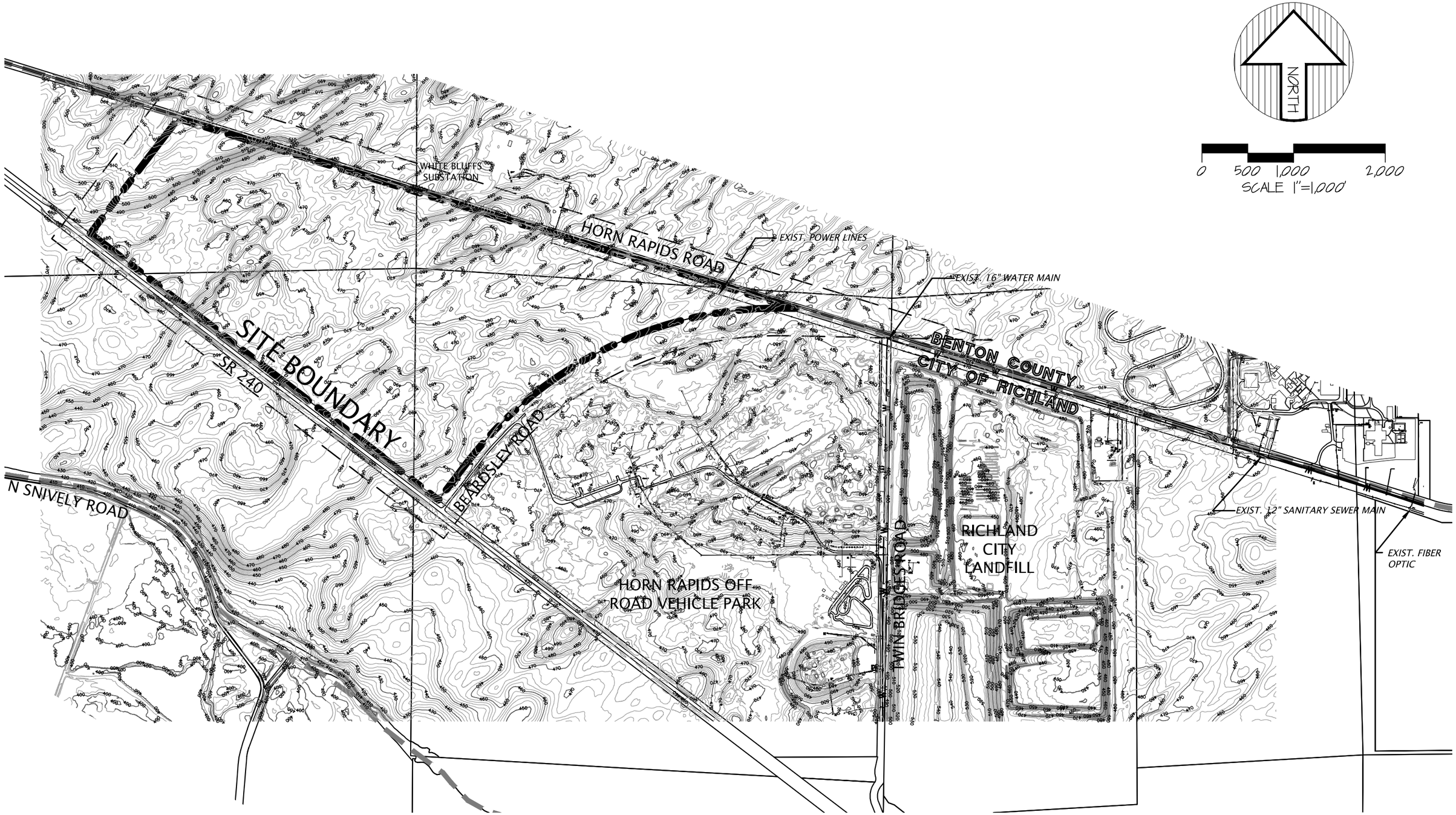

GOLDSMITH
LAND DEVELOPMENT SERVICES
1215 11th Ave SE, Pullman, WA 99164 | PO Box 3565, Pullman, WA 99163
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SOURCE: CITY OF RICHLAND GIS

VANTAGE WAY PROPERTIES
TOPOGRAPHIC MAP

GREG MARKEL
RICHLAND, WA

19141
JANUARY 2020

EX-6

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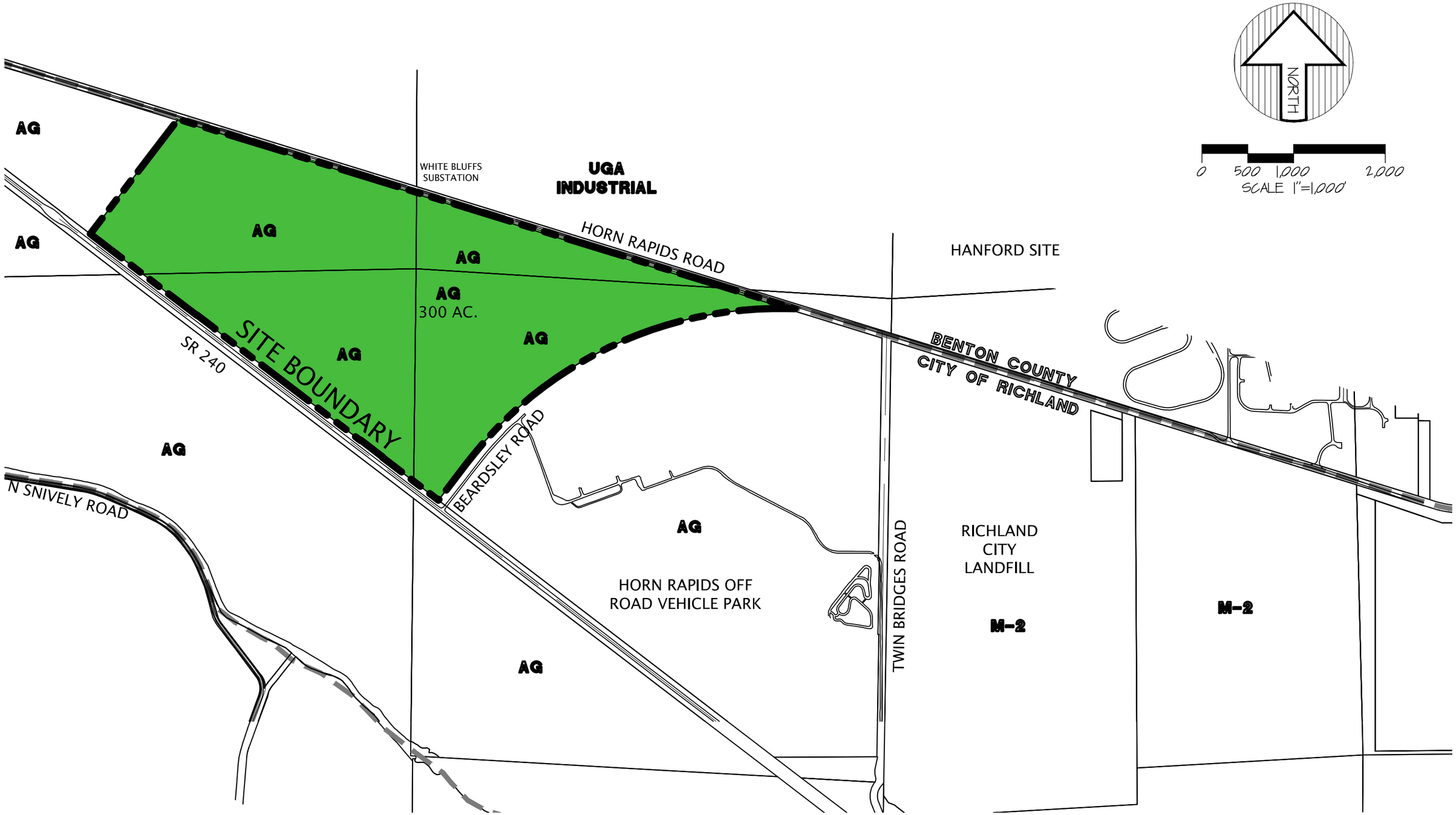

GOLDSMITH
LAND DEVELOPMENT SERVICES
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T 425-462 1080 F 425-462 7719 WWW.goldsmithengineering.com

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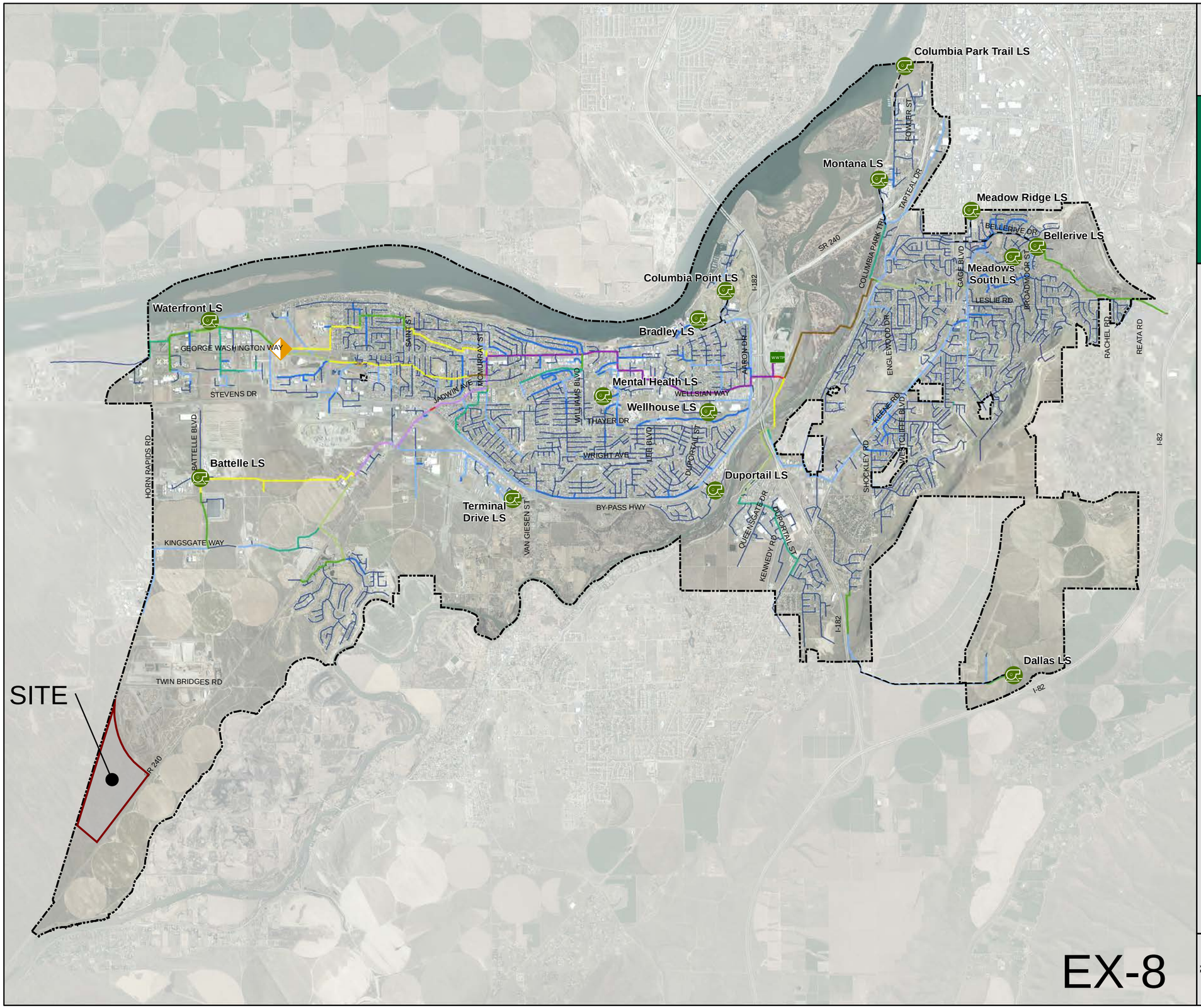
VANTAGE WAY PROPERTIES
CURRENT ZONING MAP

GREG MARKEL
RICHLAND, WA

19141
JANUARY 2020

EX-7



City of Richland

2015 General Sewer Plan

Figure A1

Existing System

Legend

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

Existing Pipe Size (in)

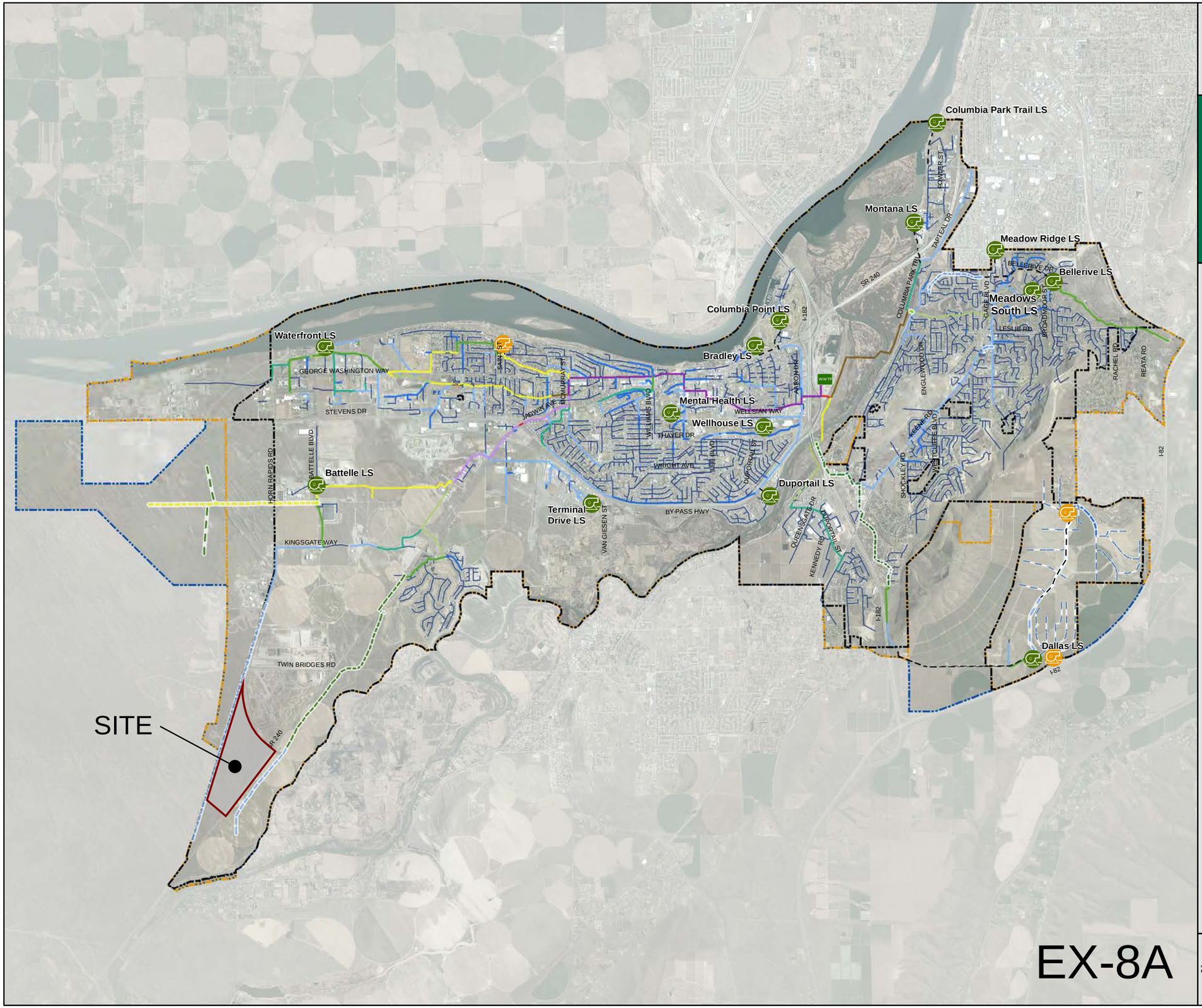
- Collector
- 10
- 12
- 15
- 18
- 21
- 24
- 27
- 30
- 36
- 42
- 54

0 1 2 Miles

EX-8

Date: Dec 4, 2015

J·U·B ENGINEERS, INC.



City of Richland

2015 General Sewer Plan

Figure A9

Master Plan System

Legend

- City Limits
- UGA
- 50-yr Planning
- Waste Water Treatment Plant
- City Lift Stations
- MP City Lift Station

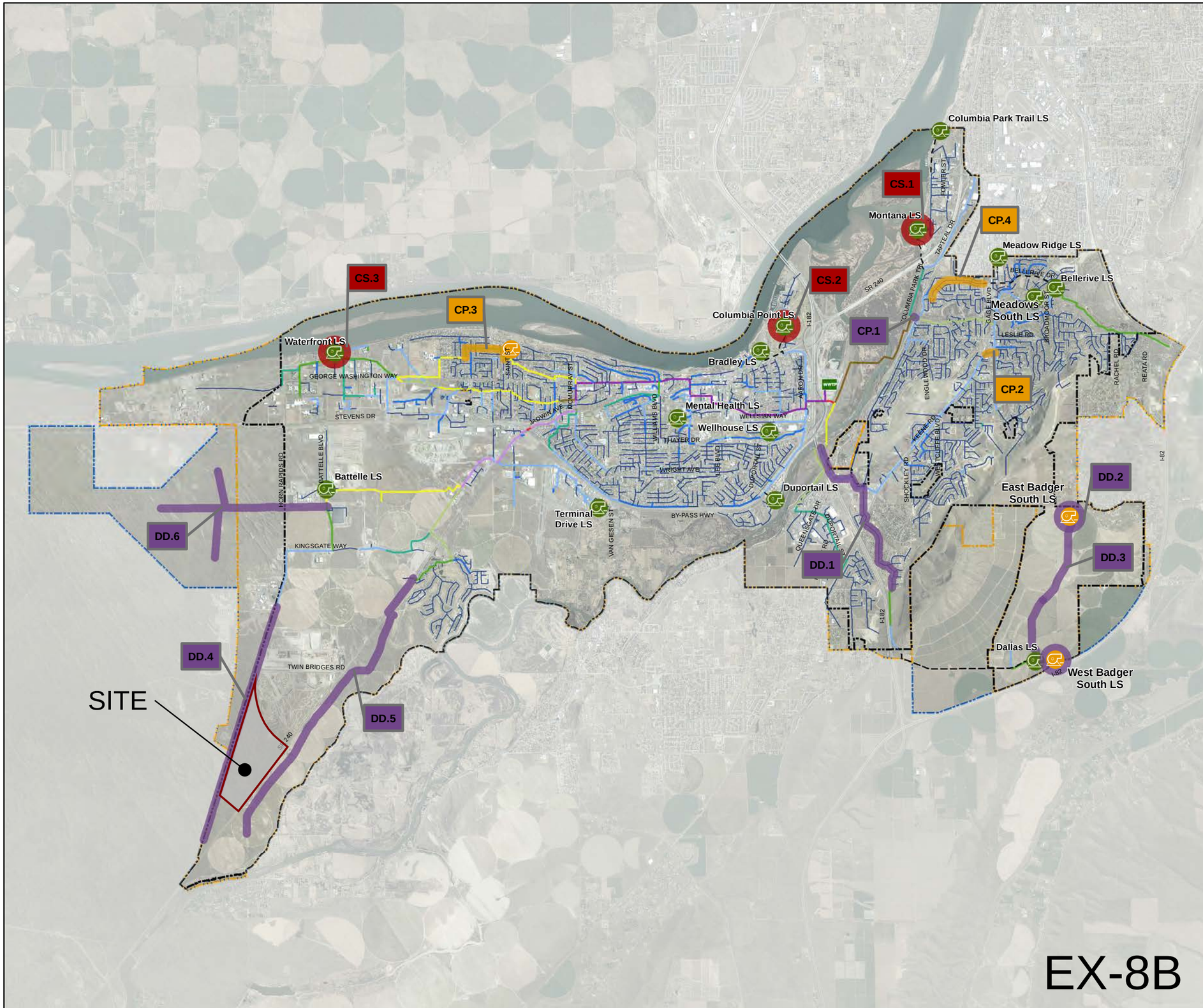
Existing Size (in)	MP Pipe Size (in)
Collector	Collector
10	10
12	12
15	15
18	18
21	21
24	24
27	27
30	30
36	36
42	42
54	54
Forcemain	MP Forcemain

0 6,000 12,000 Feet

N E S W

Date: Dec 10, 2015

J·U·B ENGINEERS, INC.



City of Richland

2015 General Sewer Plan

Figure A13

CIP Summary Map

Legend

- City Limits
- UGA
- 50-yr Planning
- Waste Water Treatment Plant
- City Lift Stations
- MP City Lift Station

CIP Timeframe

- 2015-2019
- 2020-2024
- With Growth

Existing Size (in)

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

NOTE

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

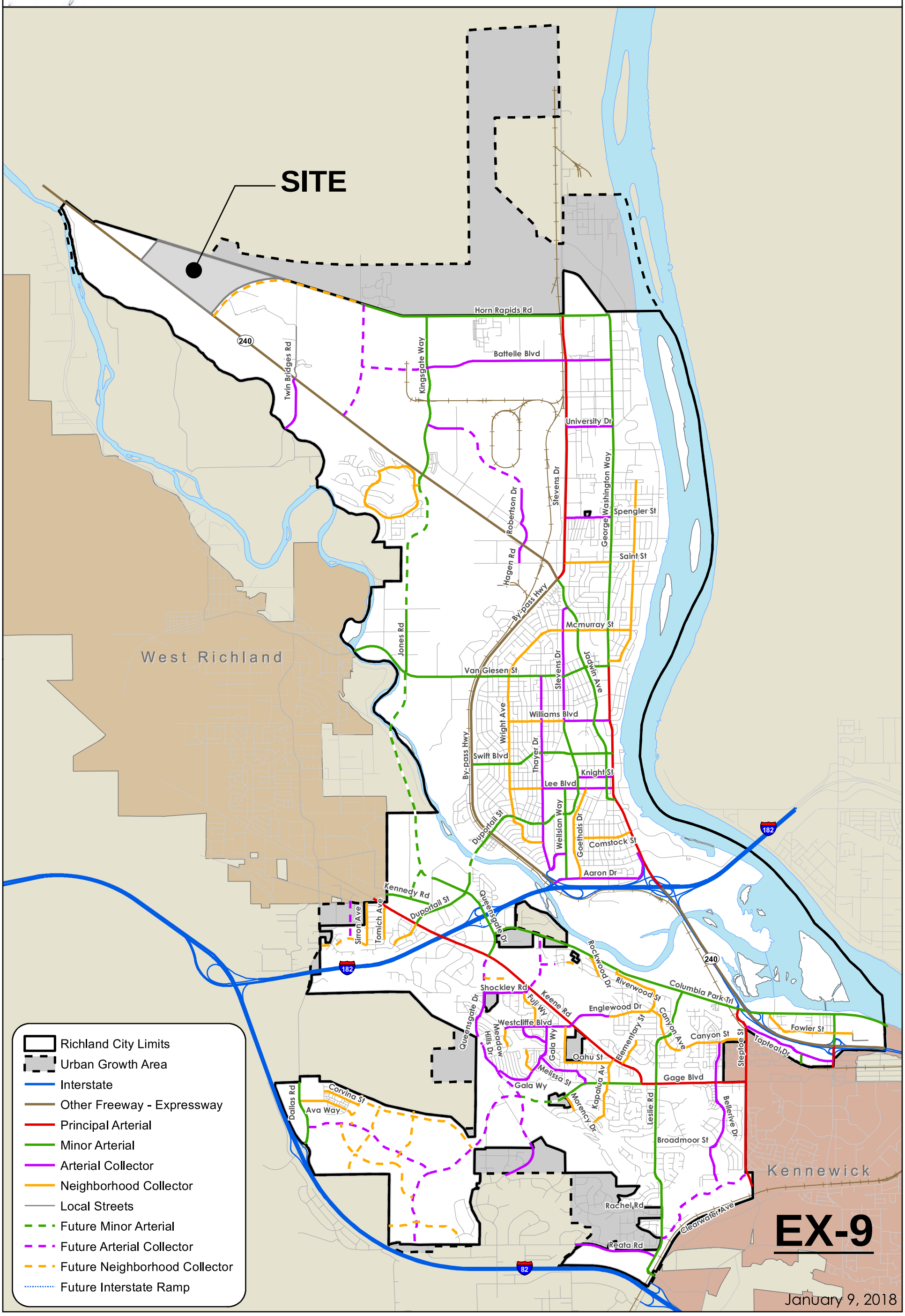
0 6,000 12,000 Feet

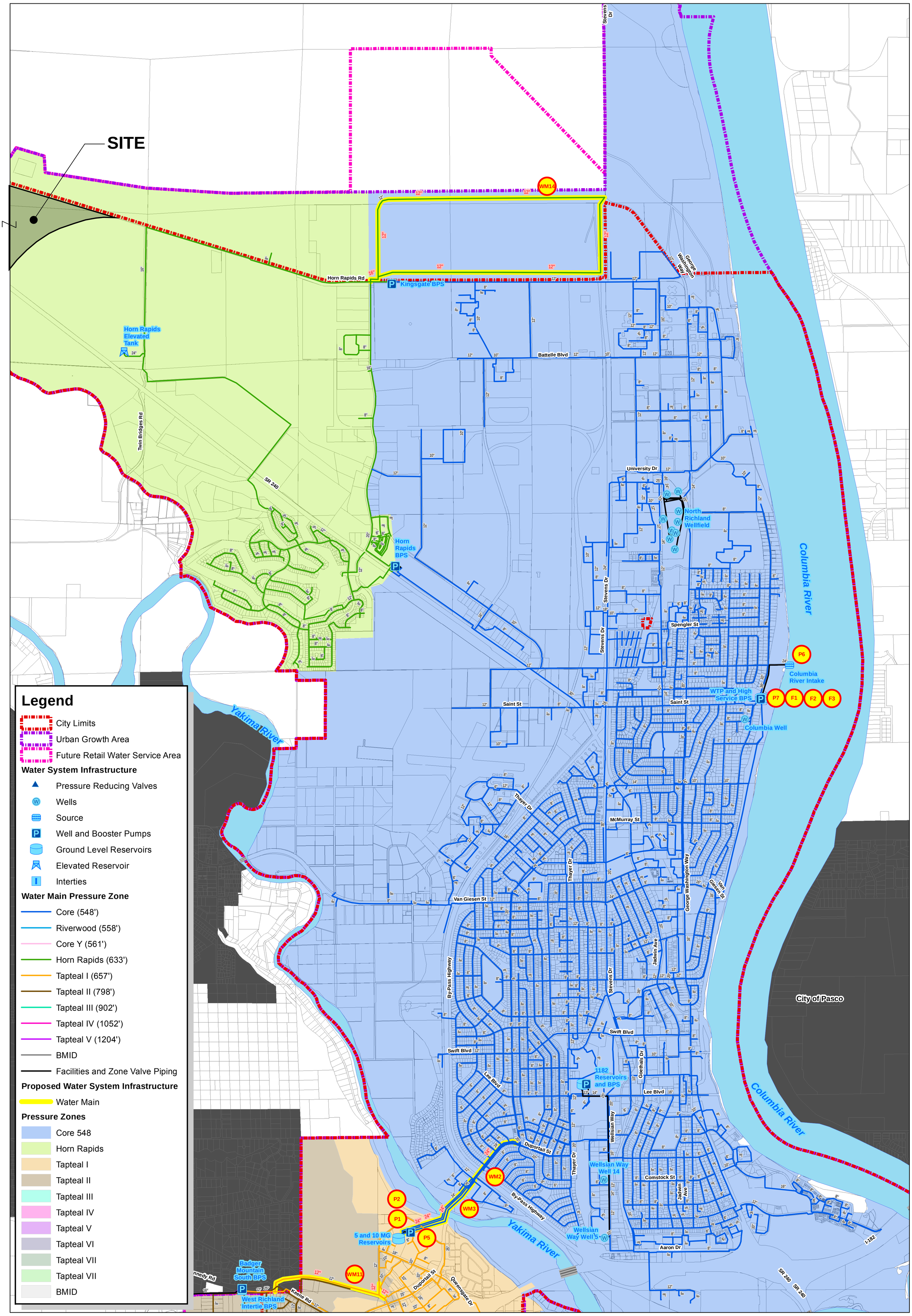
Date: Dec 9, 2015

J·U·B ENGINEERS, INC.

City of Richland

T-11 - Future Functionally Classified Street Network





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

RH2 ENGINEERING

NORTH

1 inch = 1,500 feet

0 750 1,500 3,000 Feet

DRAWING IS FULL SCALE WHEN BAR MEASURES 2"

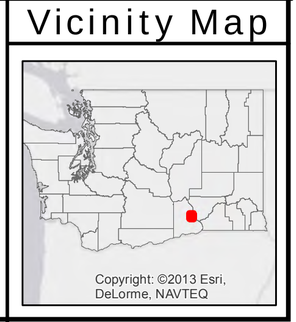
Richland Washington

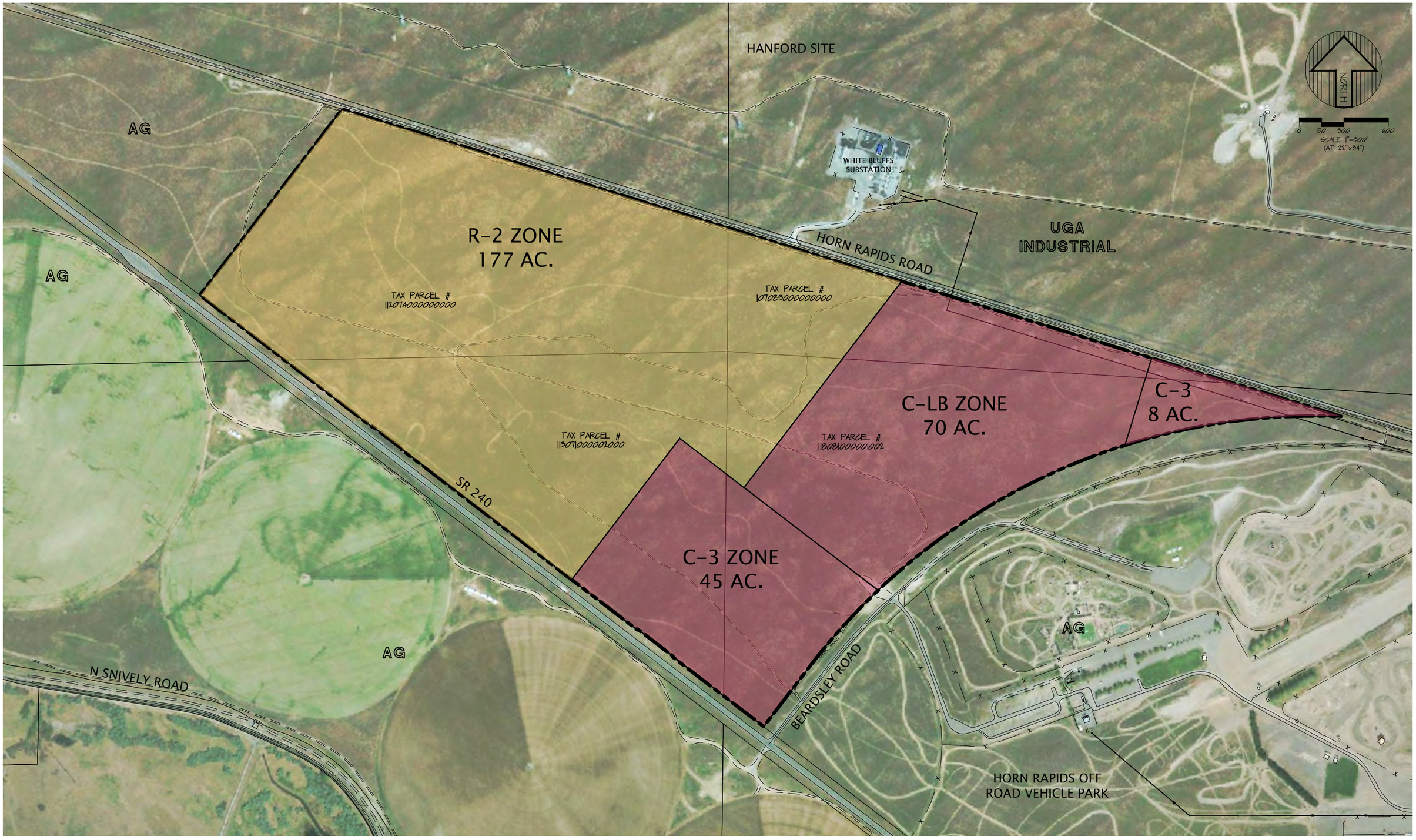
Figure 8-1
Proposed Year 2036 Water System Improvements - North

EX-10

City of Richland
2017 Comprehensive Water System Plan

Vicinity Map





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T 425 462 1080 F 425 462 7719 WWW.goldsmithengineering.com

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SITE ACREAGE: 300 AC.

VANTAGE WAY PROPERTIES
PROPOSED ZONING MAP AMENDMENT

GREG MARKEL
RICHLAND, WA

19141
FEBRUARY 2020
EX-11

C-LB DESCRIPTION

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

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

CONTAINS 70.00 ACRES MORE OR LESS.

C-3 DESCRIPTION (NE)

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

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

CONTAINS 8.00 ACRES MORE OR LESS.

C-3 DESCRIPTION (SE)

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

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

CONTAINS 45.00 ACRES MORE OR LESS.

R-2 DESCRIPTION

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

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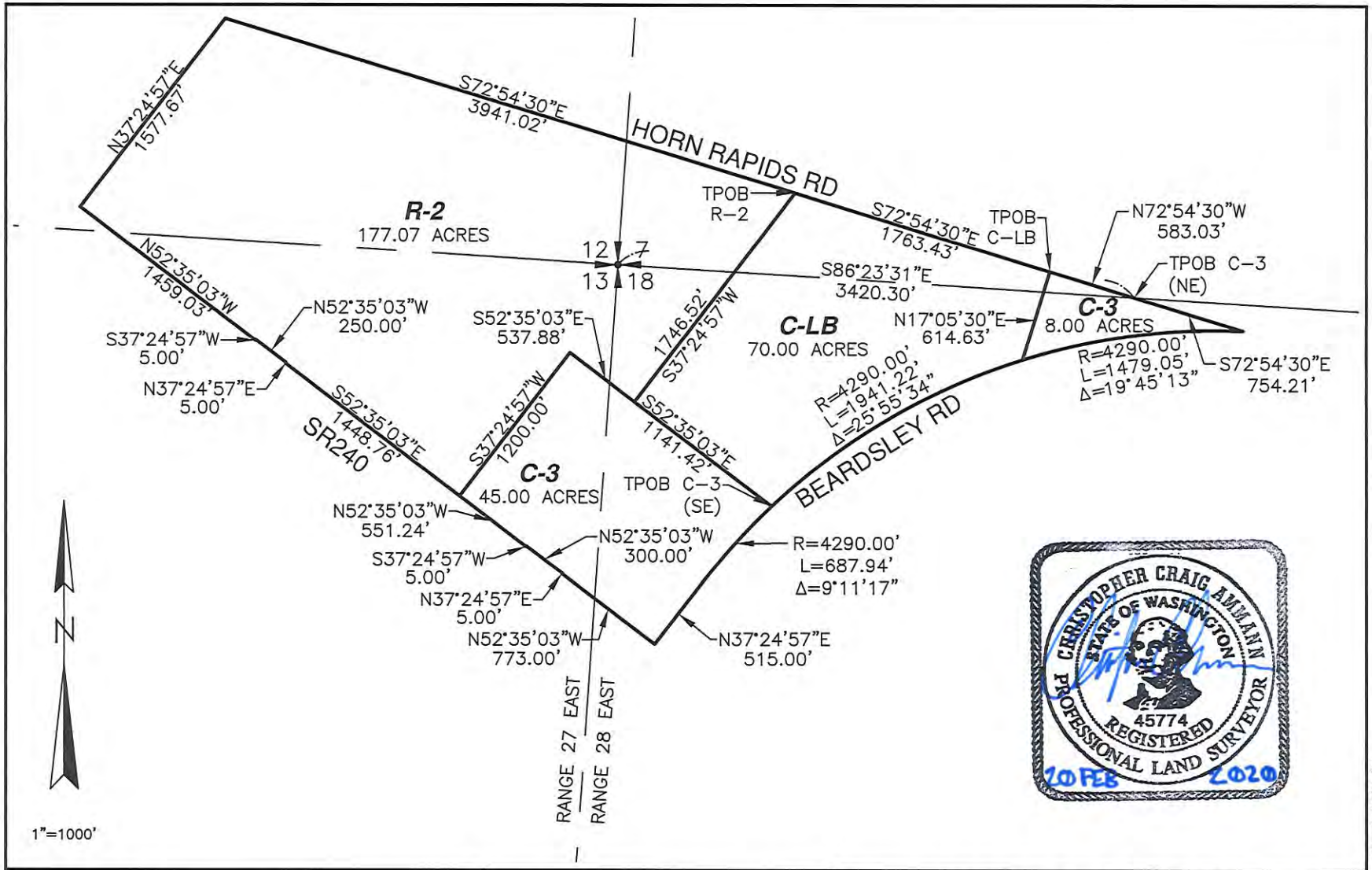
SOUTHERLY RIGHT-OF-WAY MARGIN, SOUTH 72°54'30" EAST 3941.02 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 177.07 ACRES MORE OR LESS.



PERMIT SURVEYING INC

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

EXHIBIT MAP TO ACCOMPANY DESCRIPTIONS

WASHINGTON SECURITIES AND INVESTMENT CORP

RICHLAND WASHINGTON

PROPOSED ZONING PLOTTED: 02/19/20

19035

EX-11A

Market Analysis and Disposition Strategy
Vantage Way Property, Richland WA

-

Date: February 10, 2020

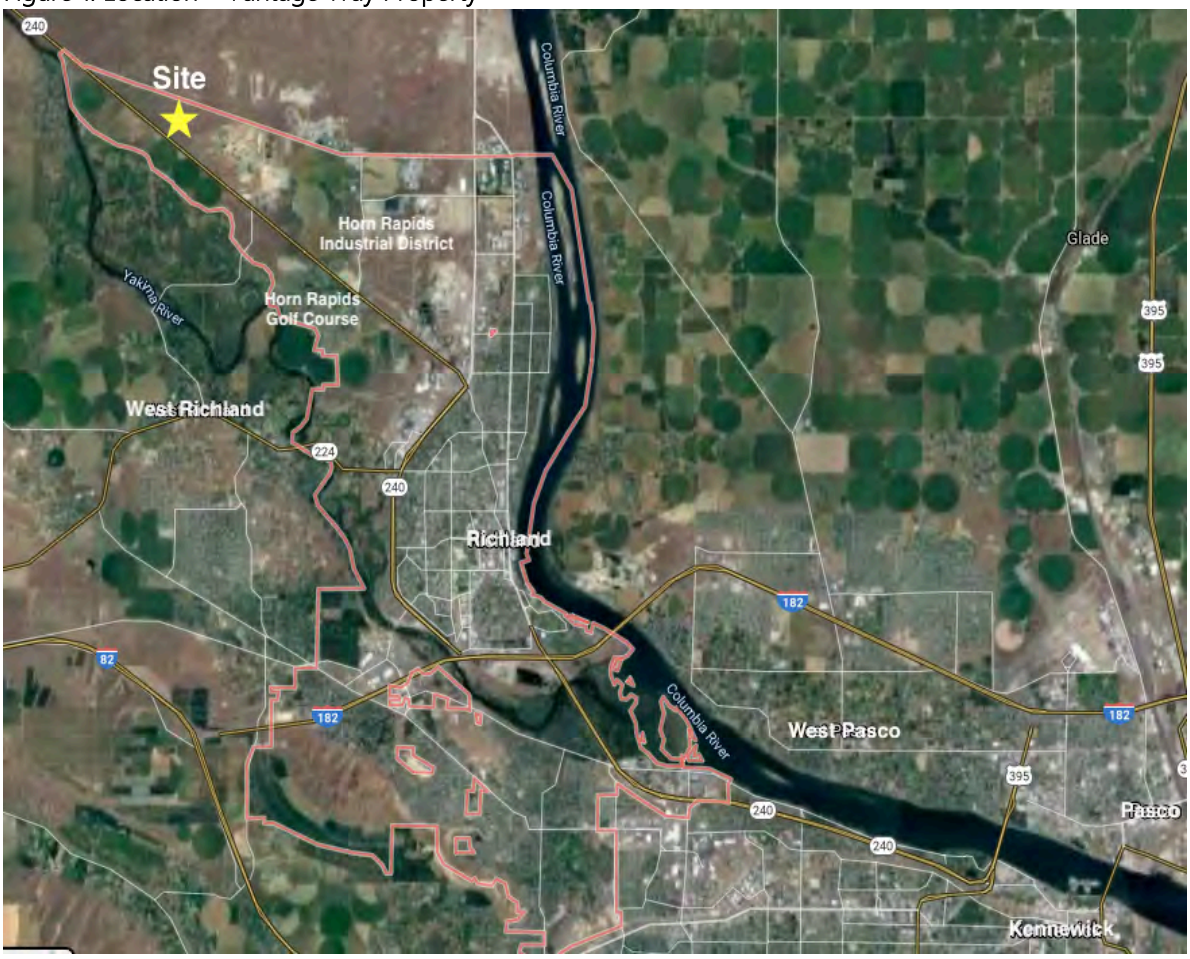
To: Mr. Greg Markel
Washington Securities and Investment Corp.

From: Wally Hobson
Leland Consulting Group

Introduction

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

Figure 1. Location – Vantage Way Property



Objective

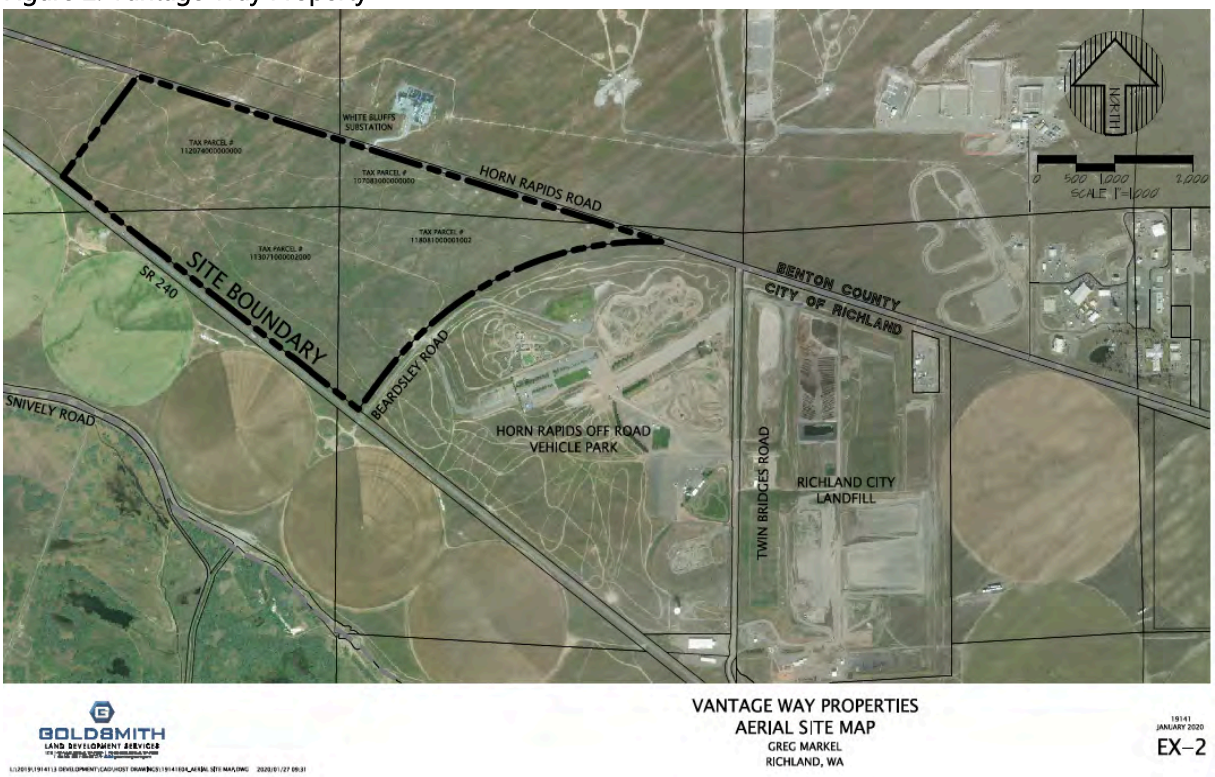
The client's objective is to obtain a comprehensive plan and map amendment and a concurrent zone map amendment for the site. The objective of LCG's participation in this process is to:

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

Site Description

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

Figure 2. Vantage Way Property



Source: Goldsmith Engineering

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

Property Strengths

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

Horn Rapids Industrial Park

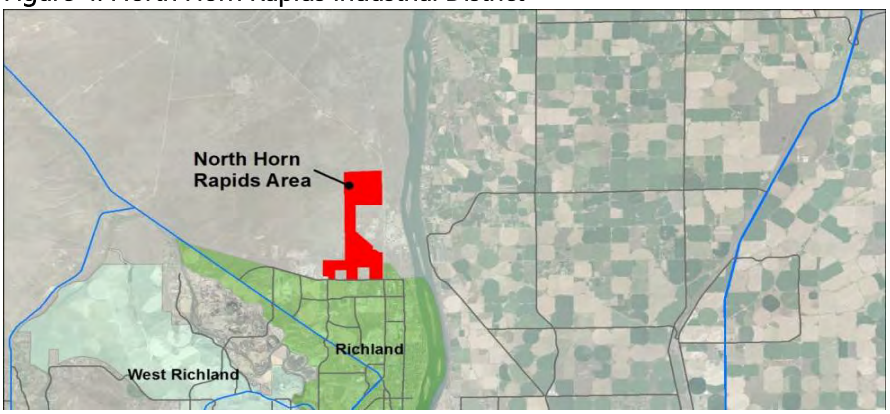
The Horn Rapids Industrial Park is "one of the largest industrially-zoned properties available in the Pacific Northwest." (*Source: Tri-City Development Council).* The industrial district, established in 1995, totals 2,466-acres.

Figure 3. Horn Rapids Master Plan

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

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

Figure 4. North Horn Rapids Industrial District



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

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

Hanford

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

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

  - Approximately one third of this work force is employed by Bechtel the project manager for the cleanup, and the Battelle/Pacific Northwest National Laboratories (PNNL), a U.S. Department of Energy Laboratory.
  - Hanford employment is estimated at 12 percent of total employment in Benton and Franklin counties.

- Hanford is less than 15 minutes from the subject property, which would be one of the closest residential communities in the region to this facility.

Horn Rapids Master Planned Community

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

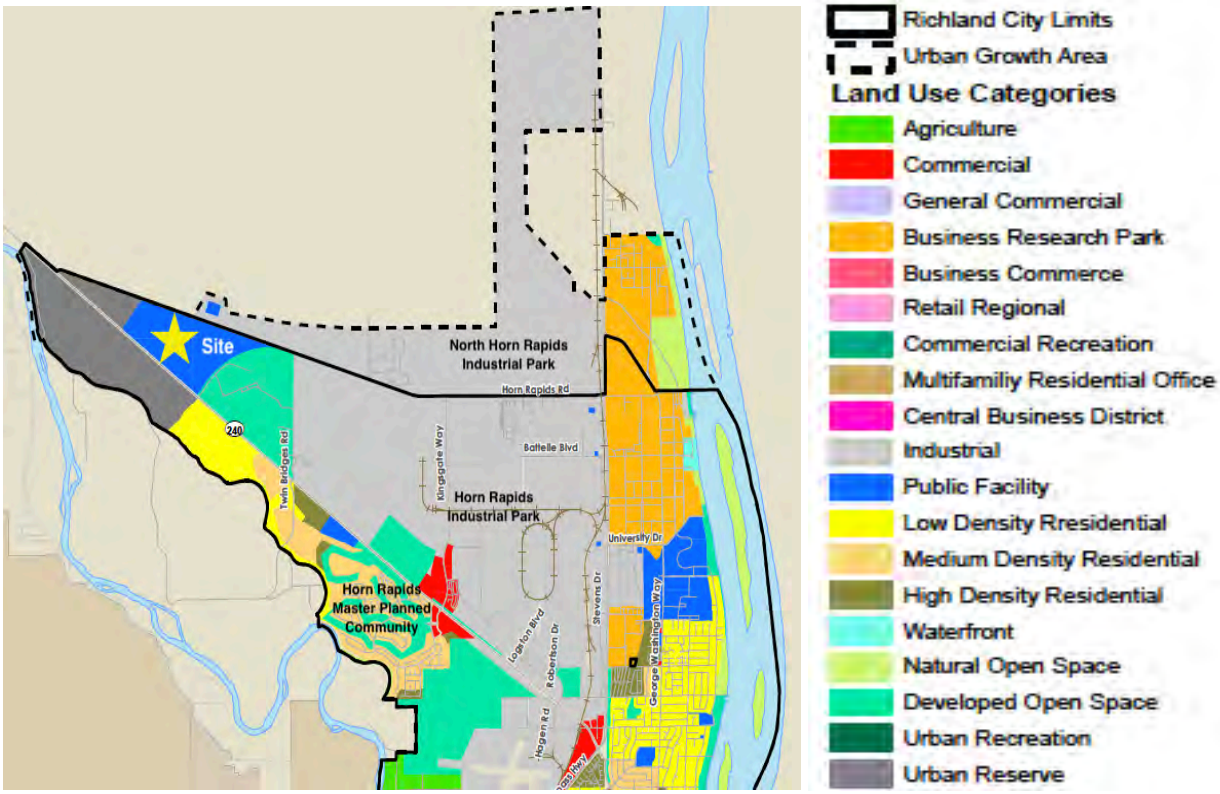
- The Horn Rapids golf course community started in 1994 and when fully built out will contain approximately 3,000 housing units.
- The commercial area on the north side of the community is now planned for approximately 300 apartments and over 100 higher density villas.

Zoning

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

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

Figure 5. North Richland – Future Land Use Zoning



Source: City of Richland Comprehensive Plan; 2017

Proposed Zoning

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

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

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

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

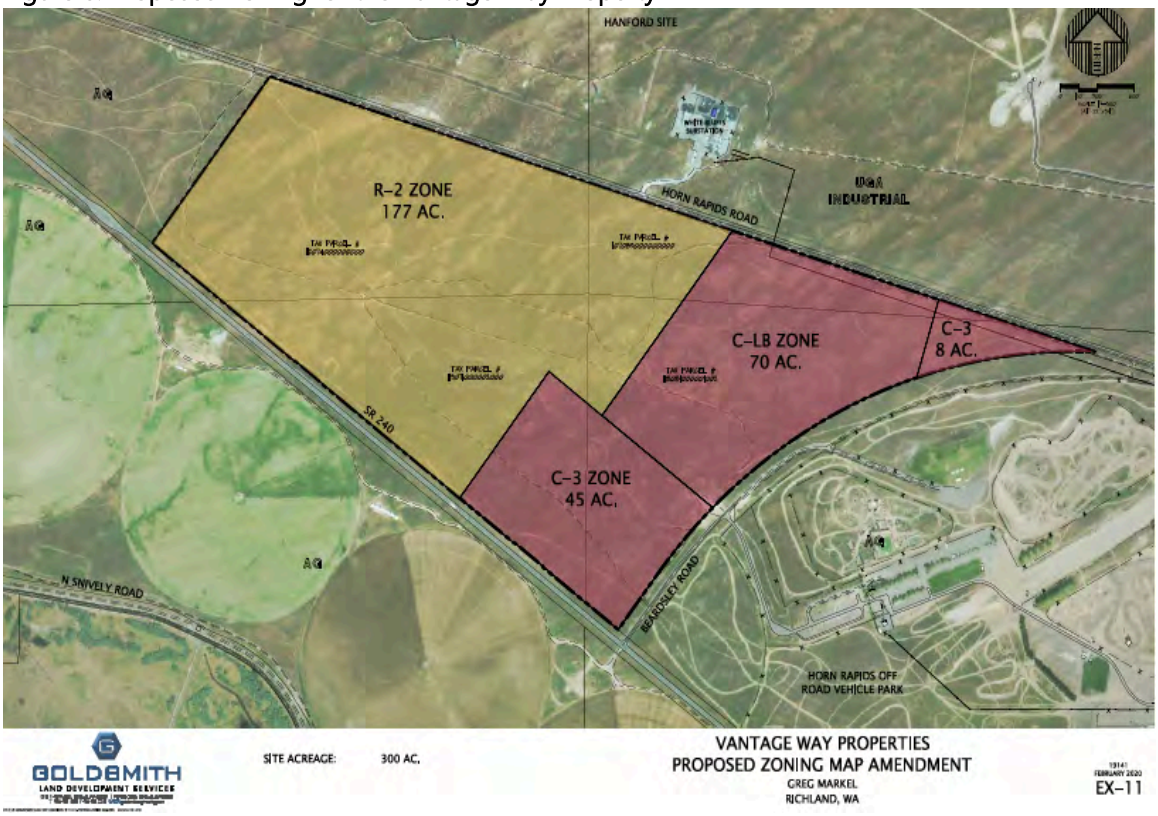
Much of the land northwest of the Horn Rapids community, on the south side of SR-240, is currently in agricultural production. This land is designated agricultural in the current comprehensive plan is being held as urban reserve land. The subject property is not being utilized for agricultural purposes,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

The proposed rezoning of the subject property is as follows:

Table 1. Proposed Rezone for the Vantage Way Property

Zone	Designation	Acres
Medium Density Residential	R-2	177
Limited Business Use District	C-LB	70
General Business Use District	C-3	53
Total		**300**
Source: Goldsmith Engineering and LCG		

Figure 6. Proposed Zoning for the Vantage Way Property



Source: Goldsmith Engineering

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

Medium Density Residential (R-2)

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

Limited Business Use District

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

General Business Use District (C-3)

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

Summary and Recommendations

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

Market Area

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

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

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

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

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

Regional Demand

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

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

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

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

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

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

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

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

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

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

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

Market Capture

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

Table 4. Projected Market Capture and Time to Full Buildout

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

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

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

Land Use Distribution

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

Table 5 Recommended Land Use Distribution

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

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

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

Table 6. Recommended Land Use Distribution by Zone

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

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

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

Table 7. Summary of Unit Counts by Zone

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

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

February 25, 2020

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

Via email: wsic@eltopia.com

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

Dear Mr. Markel:

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

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

PROJECT DESCRIPTION

The 300-acre site is located between State Route 240 (SR 240) and Horn Rapids Road and west of the Horn Rapids Off-Road Vehicle Park. The site is currently designated with a Public Facility (PF) land use designation, and an Agriculture (AG) zoning designation. The proposal is to amend the land use designation to a combination of Commercial and Medium Density Residential land uses; and amend the site zoning from Agriculture (AG) to a mix of C-LB (Limited Business Use District), C-3 (General Business Use District) and R-2 (Medium-Density Residential). The proposed zoning amendment will implement the proposed land use designations.
Figure 1 presents a vicinity map.

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

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

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

ATTACHMENT 4

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

TRAFFIC VOLUMES

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

Background Growth

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

Network Growth

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

Baseline Volumes

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

TRIP GENERATION AND DISTRIBUTION

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

Proposed Trip Generation

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

Table 1. Vantage Way Properties Proposed Uses

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

[a] DU = dwelling units; SF = square feet gross leas area
[b] Combined C-3 zone lots (45 AC + 8 AC)

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

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

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

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

Table 2. Trip Generation Estimates for Vantage Way Properties

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

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

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

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

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

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

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

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

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

INTERSECTION OPERATIONS AND ROADWAY CAPACITY ANALYSES

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

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

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

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

Level of Service Analyses

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

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

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

SWL = Southwest-bound left turn
NBL = Northbound left turn

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

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

Signal Warrant Evaluation

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

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

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

SAFETY EVALUATION

Left-Turn Lane Evaluation

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

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

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

Right-Turn Treatment Analysis

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

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

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

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

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

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

Safety Evaluation Summary

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

MITIGATION

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

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

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

SWL = southwest-bound left turn
SEB = southeast-bound
SEB-TH = southeast-bound through
NW-TH-RT = northwest-bound shared through and right turn
NWB = northwest-bound
SWB-LT = southwest-bound left turn

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

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

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

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

Summary and Timing of Mitigations

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

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

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

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

Table 5. Alternatives that Mitigate Intersections and Recommended Mitigation

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

RAB = roundabout, TWSC = two-way stop control
[a] Intersection starts to operate below the acceptable LOS from that scenario onward.
[b] Addition of all the turn lanes recommended by the WSDOT criteria discussed in the safety evaluation section did not adequately mitigate the intersection LOS.
[c] PBS recommends the given mitigation but a WSDOT ICE will be necessary to finalize the intersection improvements.
[d] Did not meet peak signal warrant in 2035 but met peak hour signal warrant in 2040.
[e] Add two southwest-bound left-turn lanes (one shared with right turns), a northwest-bound right-turn lane and a southeast-bound left-turn lane with signal. Met peak hour signal warrant.

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

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

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

FINDINGS

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

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

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

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

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

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

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

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

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

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

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

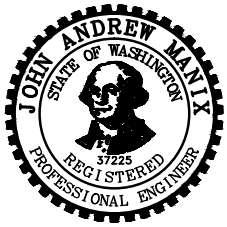
RECOMMENDATIONS

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

CLOSING

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

Sincerely,



John Manix, PE
Senior Traffic Engineer

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

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

BJ:DAH,JAM:mo

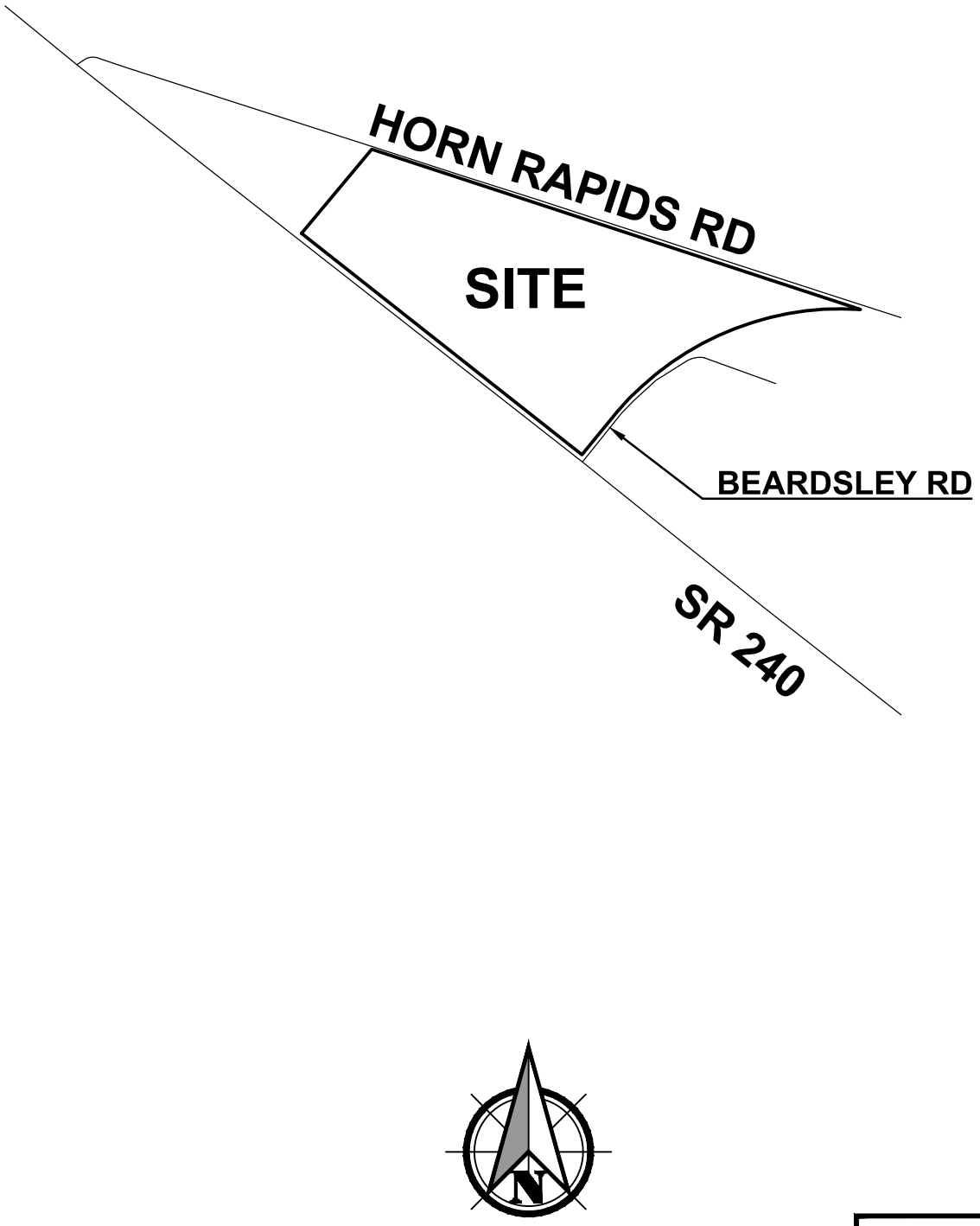


FIGURE 1

Vicinity Map

Vantage Way Properties

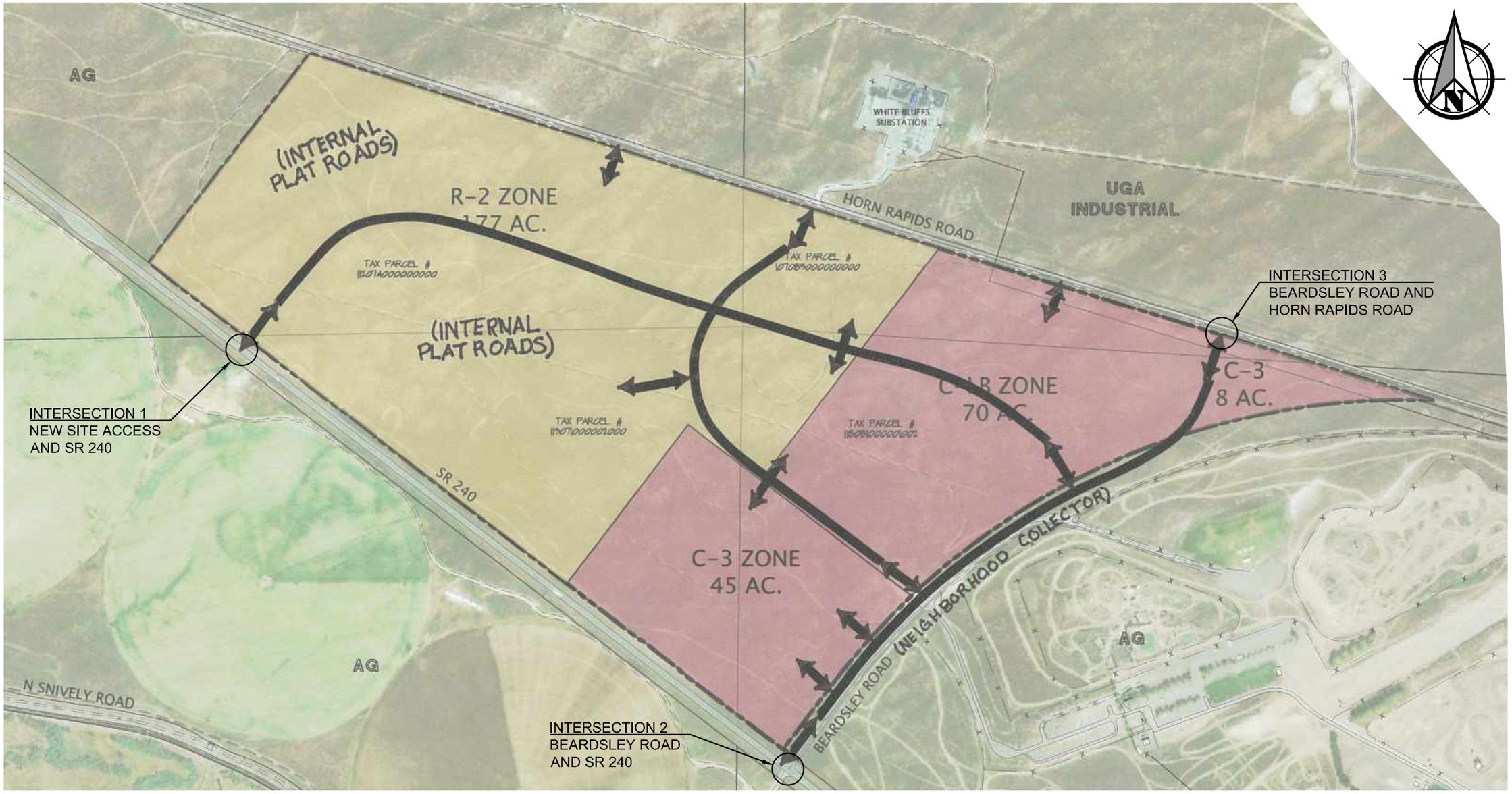
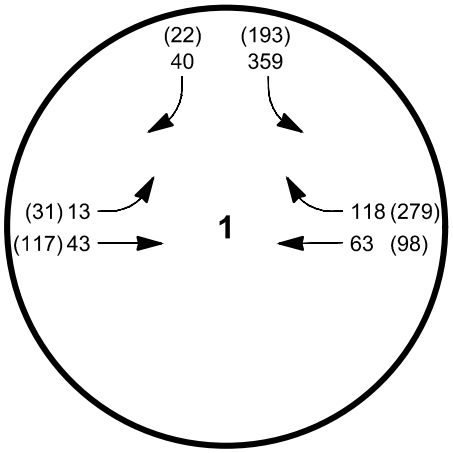


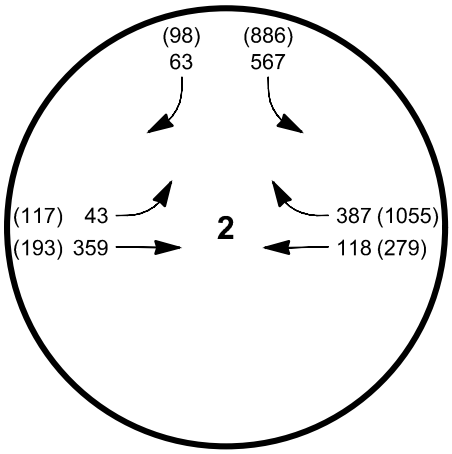
FIGURE 2

Site Plan

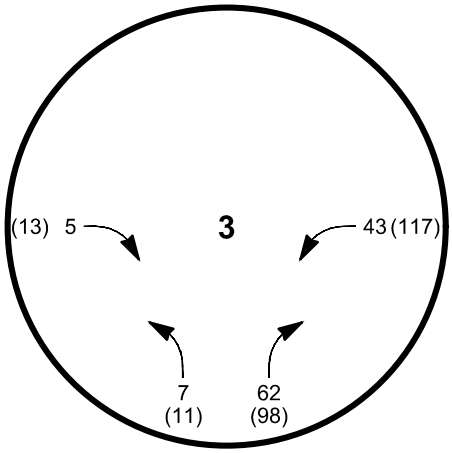
Vantage Way Properties



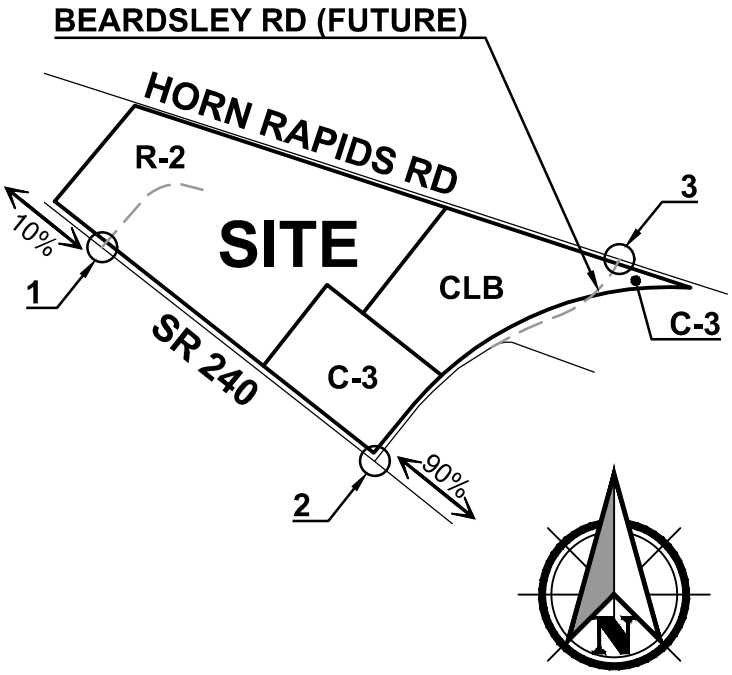
New Site Access / SR 240



Beardsley Road / SR 240



Beardsley Road / Horn Rapids Road



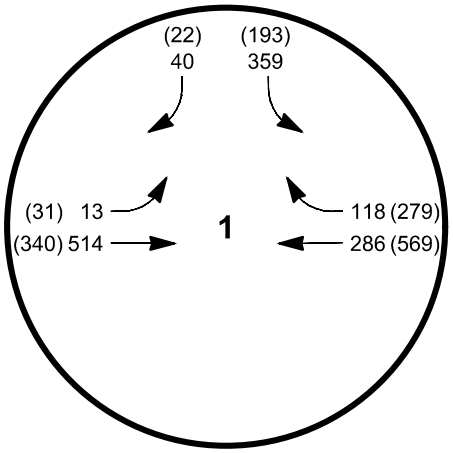
WEEKDAY PEAK HOUR TRIPS		
	AM	PM
ENTER	609	1612
EXIT	1098	1308
TOTAL	1707	2920

LEGEND	
○	INTERSECTION
XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

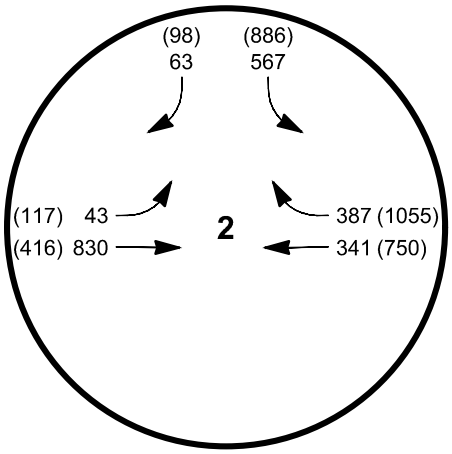
FIGURE 3

Trip Distribution and Assignment

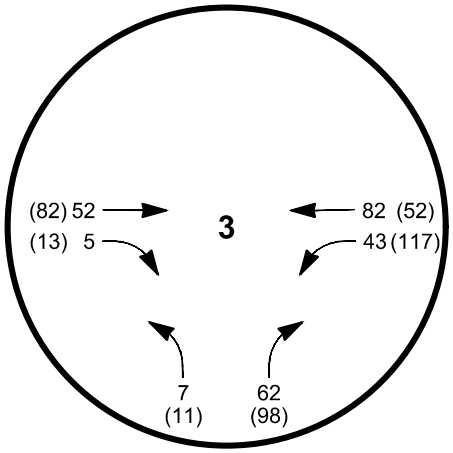
Vantage Way Properties



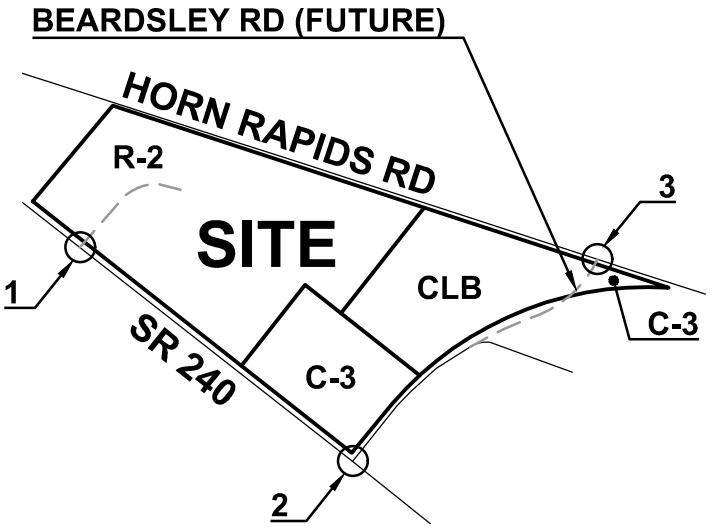
New Site Access / SR 240

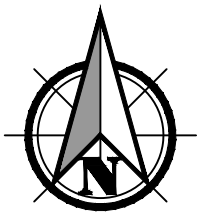


Beardsley Road / SR 240



Beardsley Road / Horn Rapids Road





LEGEND	
○	INTERSECTION
XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

FIGURE 4

2040 With Project Volumes

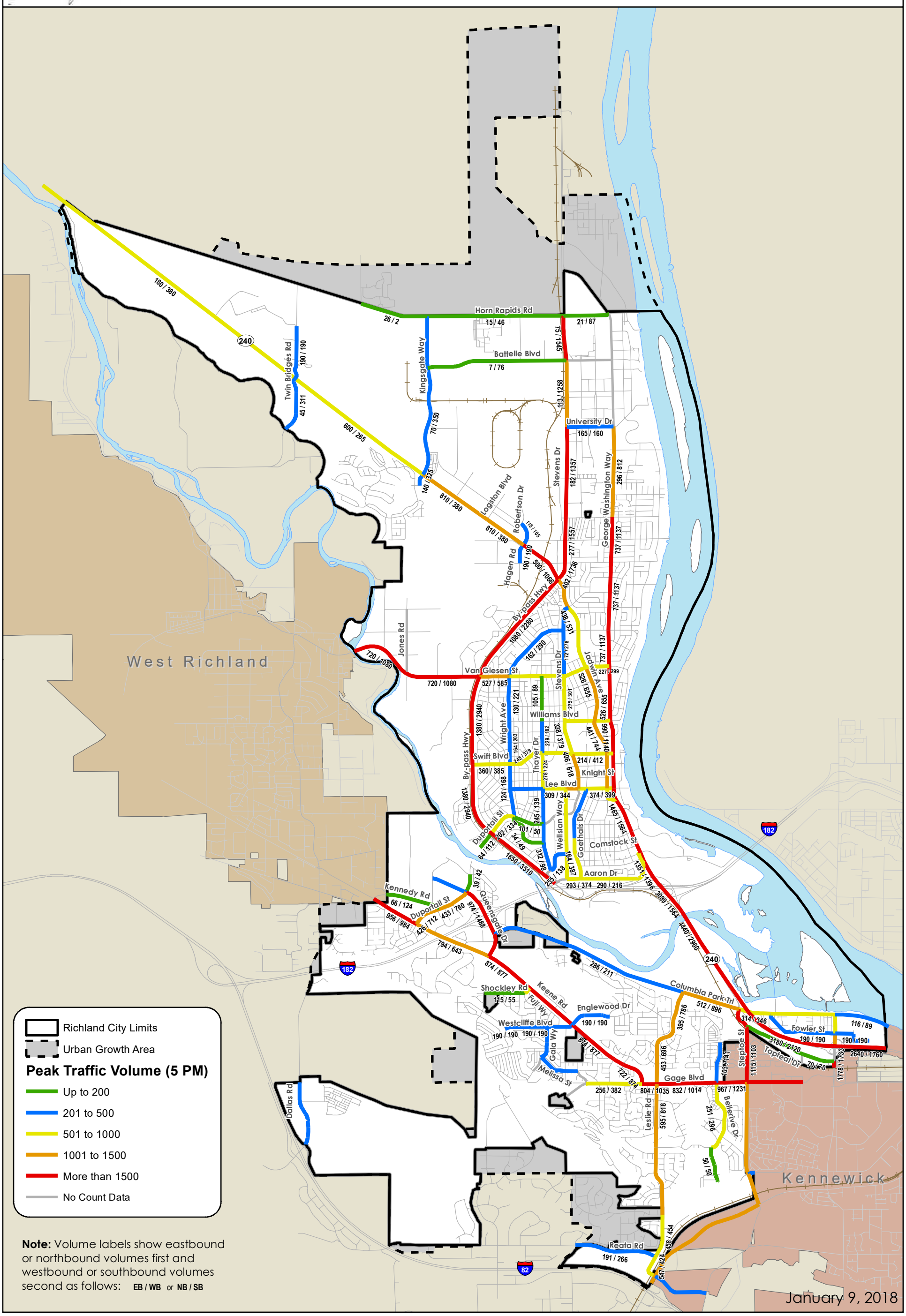
Vantage Way Properties

Appendix A

Traffic Counts

City of Richland

T-5 - 2016 Peak Traffic Volumes



Appendix B

Trip Generation Calculations

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

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

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: Vantage Way Property

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

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

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 2 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 22 Percent

* - Custom rate used for selected time period.

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

Detailed Land Use Data

For 726 Dwelling Units of SFHOUSE 1

(210) Single-Family Detached Housing

Open Date: 2/13/2020

Project: Vantage Way Property

Analysis Date: 2/13/2020

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

Detailed Land Use Data

For 1417 Dwelling Units of LOW-RISE 1

(220) Multifamily Housing (Low-Rise)

Open Date: 2/13/2020

Project: Vantage Way Property

Analysis Date: 2/13/2020

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

Detailed Land Use Data

For 583 1000 Sq. Ft. GLA of CENTERSHOPPING 1

(820) Shopping Center

Open Date: 2/13/2020

Project: Vantage Way Property

Analysis Date: 2/13/2020

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

Analyst: Bhaurvesh Jaya
Date: 2/12/2020

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

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

LAND USE A: SF & MF

ITE LU Code: 210 & 220
Size: 726 + 1417 DUs

	Total	Internal	External
Enter	284	6	278
Exit	905	9	896
Total	1189	15	1174
%	100%	1%	99%

Exit to External: 896
Enter from External: 278

1% 9 Demand
9 Balanced
17% 69 Demand

2% 6 Demand
6 Balanced
14% 29 Demand

% Demand
Balanced
% Demand

% Demand
Balanced
% Demand

LAND USE B: CG - SH - CTR

ITE LU Code: 820
Size: 583,000 SF

	Total	Internal	External
Enter	340	9	331
Exit	208	6	202
Total	548	15	533
%	100	3%	97%

Exit to External: 202
Enter from External: 331

Demand % Balanced Demand %

% Demand Balanced % Demand

LAND USE C

ITE LU Code
Size

	Total	Internal	External
Enter			
Exit			
Total			
%			

Enter from External
Exit to External

Net External Trips for Multi-Use Development

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

INTERNAL CAPTURE: 2%

Source: Kaku Associates, Inc.

Analyst Bhauvesh Jaya
Date 02/11/2020

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

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

LAND USE A SF & MF

ITE LU Code 210 & 220
Size 726 + 1417

	Total	Internal	External
Enter	953	300	653
Exit	560	107	453
Total	1513	407	1106
%	100	27	73

Exit to External: 453
Enter from External: 653

42% 225 Demand
107 Balanced
10% 107 Demand

46% 438 Demand
300 Balanced
26% 300 Demand

% Demand
Balanced
% Demand

% Demand
Balanced
% Demand

LAND USE B CG - SH-CTR

ITE LU Code 820
Size 583,000 SF

	Total	Internal	External
Enter	1066	107	959
Exit	1155	300	855
Total	2221	407	1814
%	100	18	82

Exit to External: 855
Enter from External: 959

% Demand
Balanced
% Demand

% Demand
Balanced
% Demand

LAND USE C

ITE LU Code
Size

	Total	Internal	External
Enter			
Exit			
Total			
%			

Enter from External
Exit to External

Net External Trips for Multi-Use Development

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

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 22%

Appendix C

Level of Service Calculations

Intersection	
Int Delay, s/veh	78

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	13	514	286	118	359	40
Future Vol, veh/h	13	514	286	118	359	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	559	311	128	390	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	439	0	-	0	962	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	587	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1121	-	-	-	~ 284	671
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1121	-	-	-	~ 279	671
Mov Cap-2 Maneuver	-	-	-	-	~ 279	-
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	556	-

Approach	SE	NW	SW
HCM Control Delay, s	0.2	0	259.6
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1121	-	296
HCM Lane V/C Ratio	-	-	0.013	-	1.465
HCM Control Delay (s)	-	-	8.3	0	259.6
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	24

Notes

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

Intersection	
Int Delay, s/veh	650.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	43	830	341	387	567	63
Future Vol, veh/h	43	830	341	387	567	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	902	371	421	616	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	792	0	-	0	1578	582
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	996	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	829	-	-	-	~ 120	513
Stage 1	-	-	-	-	~ 559	-
Stage 2	-	-	-	-	~ 357	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	829	-	-	-	~ 106	513
Mov Cap-2 Maneuver	-	-	-	-	~ 106	-
Stage 1	-	-	-	-	~ 495	-
Stage 2	-	-	-	-	~ 357	-

Approach	SE	NW	SW
HCM Control Delay, s	0.5	0	$ 2302.9
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	829	-	115
HCM Lane V/C Ratio	-	-	0.056	-	5.955
HCM Control Delay (s)	-	-	9.6	$	$ 2302.9
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0.2	-	74.7

Notes

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

Intersection	
Int Delay, s/veh	3.7

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	62	0	243	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1541	-	745	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	721	1005
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	821	-

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

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

Intersection	
Int Delay, s/veh	24.6

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	31	340	569	279	193	22
Future Vol, veh/h	31	340	569	279	193	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	370	618	303	210	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	921	0	-	0	1208	770
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	438	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	741	-	-	-	~ 202	401
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	741	-	-	-	~ 190	401
Mov Cap-2 Maneuver	-	-	-	-	~ 190	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	651	-

Approach	SE	NW	SW
HCM Control Delay, s	0.8	0	163
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	741	-	201
HCM Lane V/C Ratio	-	-	0.045	-	1.163
HCM Control Delay (s)	-	-	10.1	0	163
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0.1	-	11.6

Notes

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

Intersection	
Int Delay, s/veh	5435.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	117	416	750	1055	886	98
Future Vol, veh/h	117	416	750	1055	886	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	452	815	1147	963	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1962	0	-	0	2095	1389
Stage 1	-	-	-	-	1389	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	296	-	-	-	~ 57	175
Stage 1	-	-	-	-	~ 231	-
Stage 2	-	-	-	-	~ 489	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	296	-	-	-	~ 24	175
Mov Cap-2 Maneuver	-	-	-	-	~ 24	-
Stage 1	-	-	-	-	~ 99	-
Stage 2	-	-	-	-	~ 489	-

Approach	SE	NW	SW
HCM Control Delay, s	5.7	0	$ 18346
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	296	-	26
HCM Lane V/C Ratio	-	-	0.43	-	41.137
HCM Control Delay (s)	-	-	26	$	$ 18346
HCM Lane LOS	-	-	D	A	F
HCM 95th %tile Q(veh)	-	-	2.1	-	133.5

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

Intersection	
Int Delay, s/veh	5.2

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	103	0	407	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1489	-	600	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1489	-	547	960
Mov Cap-2 Maneuver	-	-	-	-	547	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	678	-

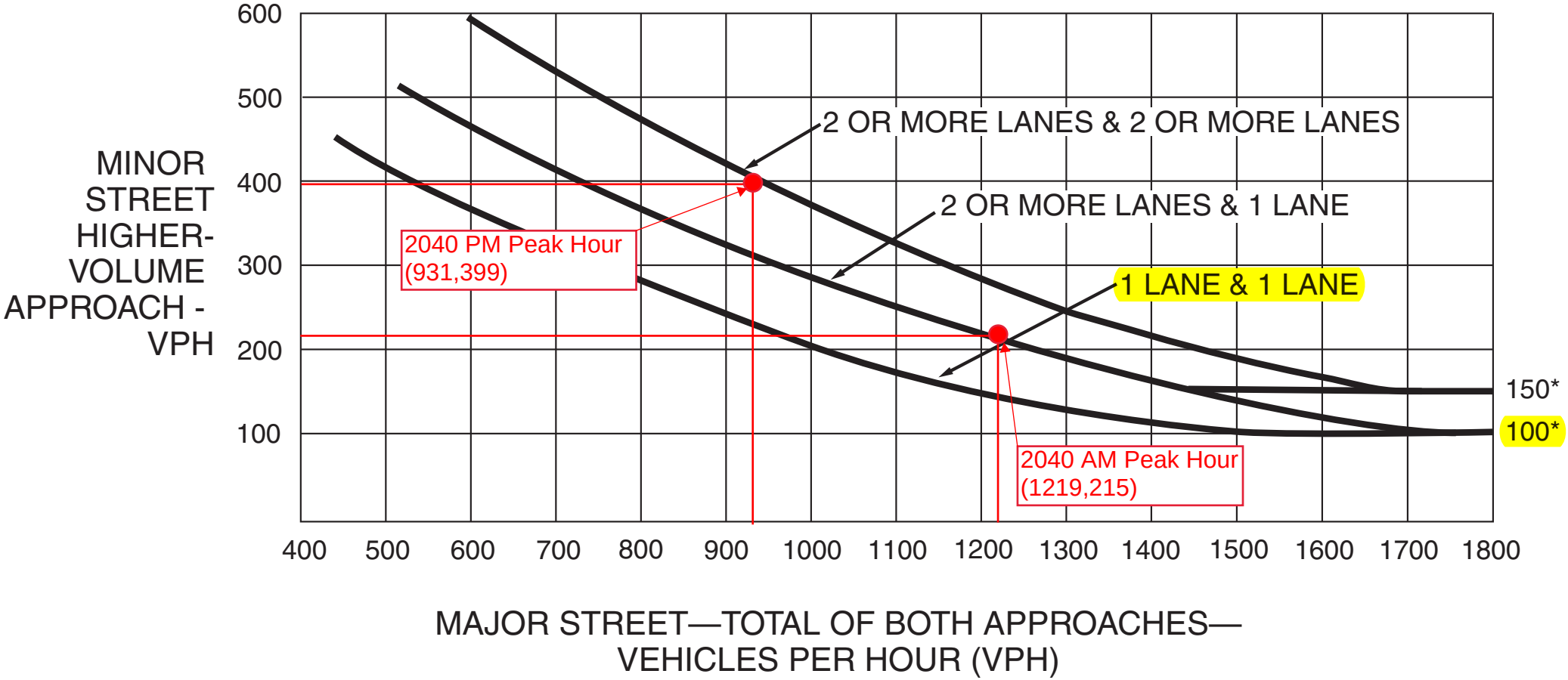
Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.7
HCM LOS			A

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

Appendix D
Signal Warrants

New Site Access / SR 240
2040 Conditions

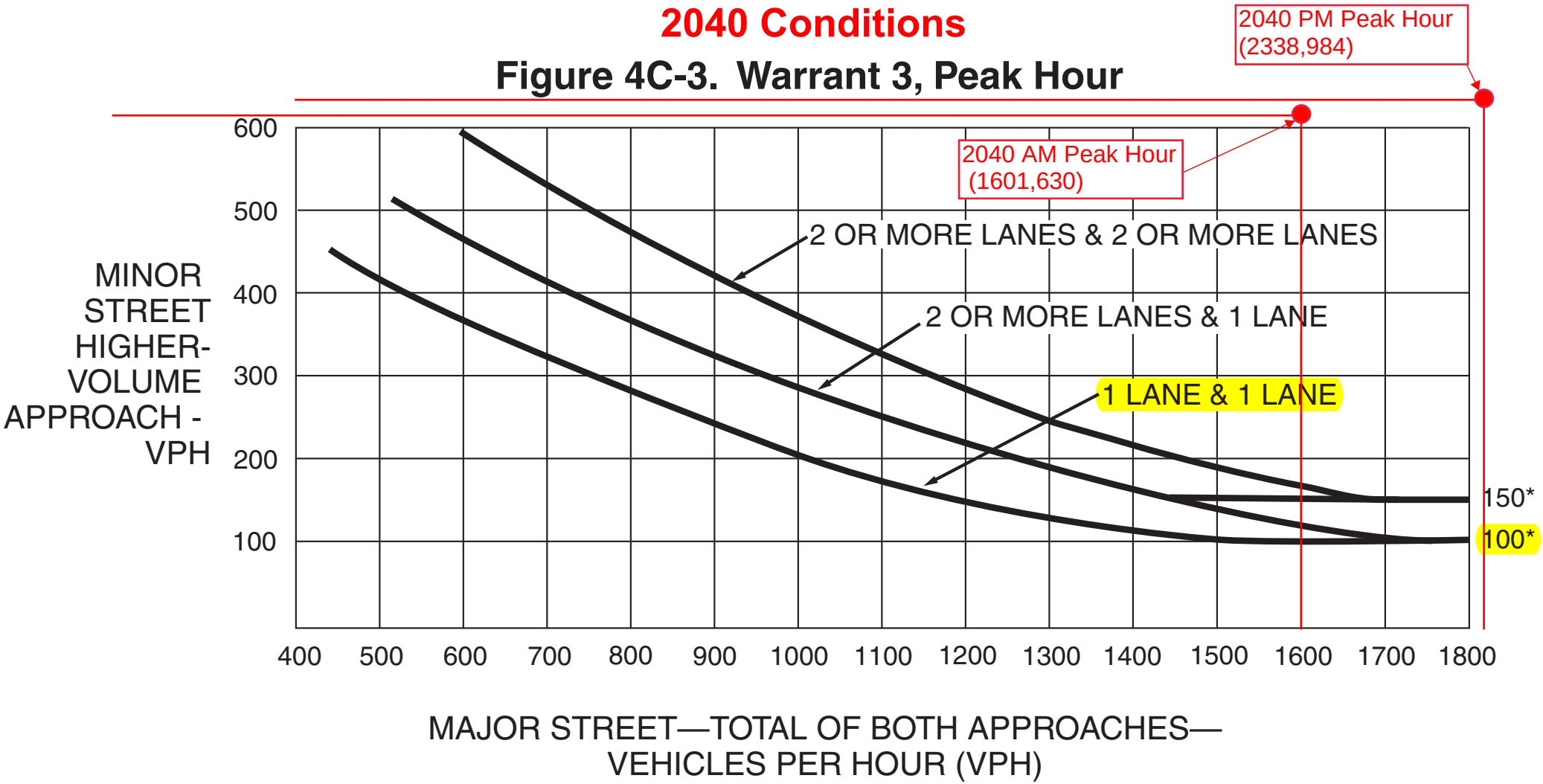
Figure 4C-3. Warrant 3, Peak Hour



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

Beardsley Road / SR 240
2040 Conditions

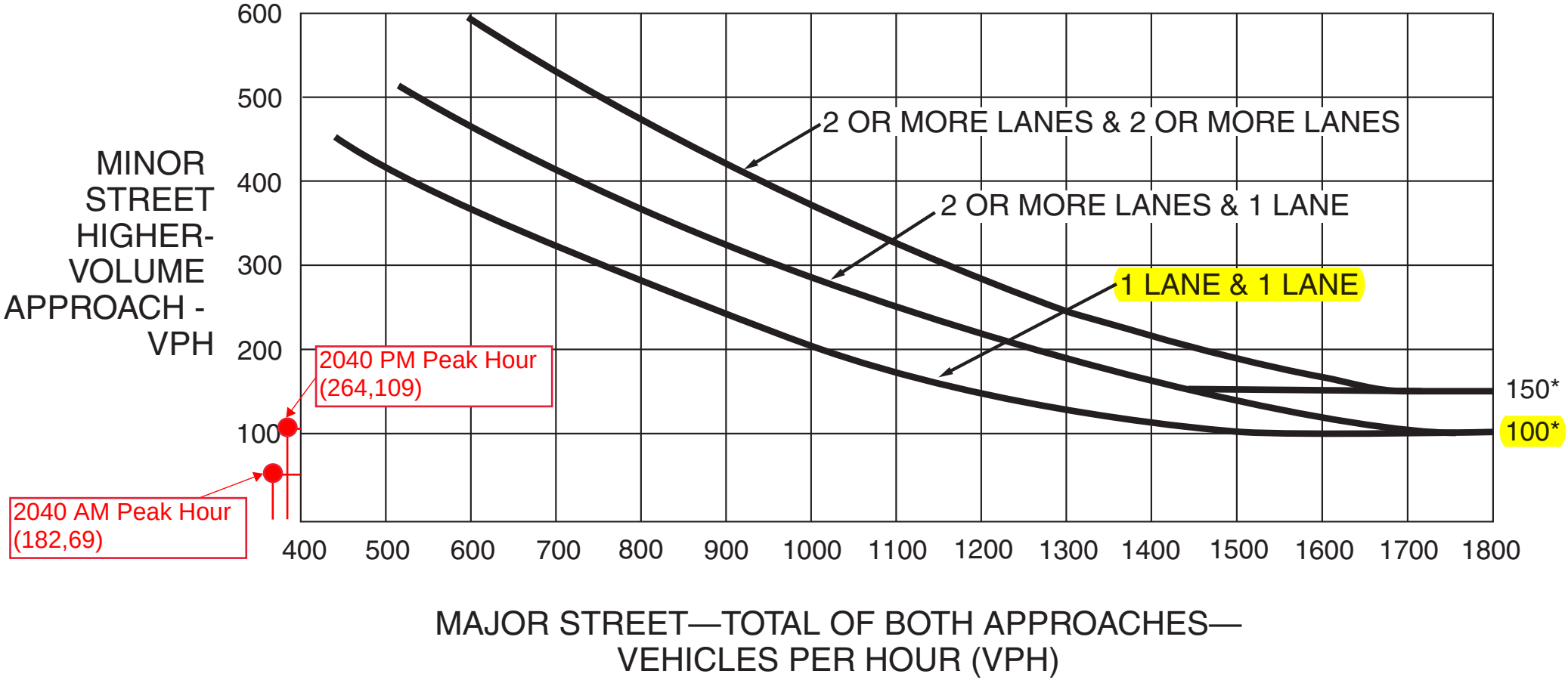
Figure 4C-3. Warrant 3, Peak Hour



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

Beardsley Road / Horn Rapids Road
2040 Conditions

Figure 4C-3. Warrant 3, Peak Hour



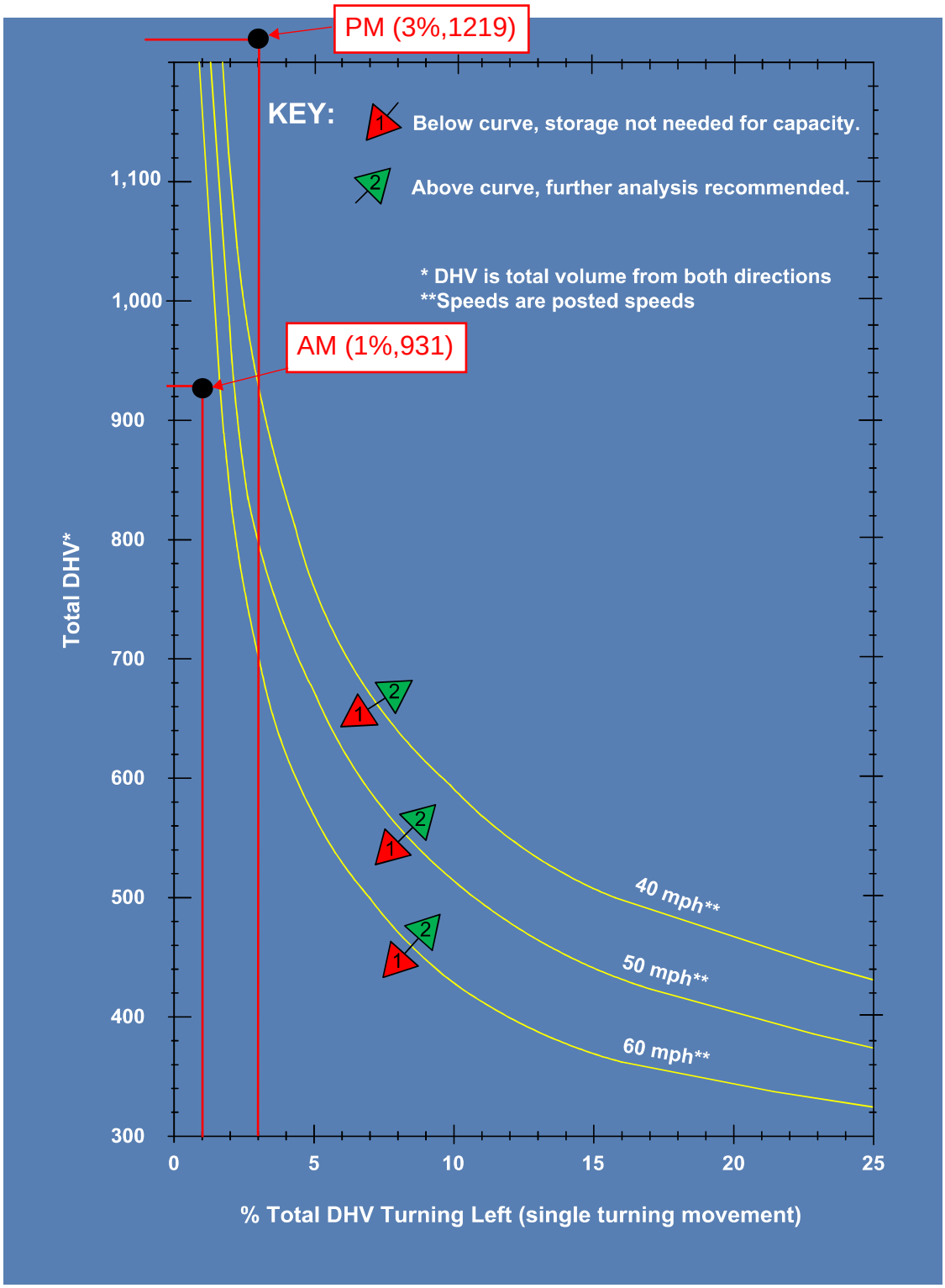
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Appendix E

Left and Right Turn Analysis

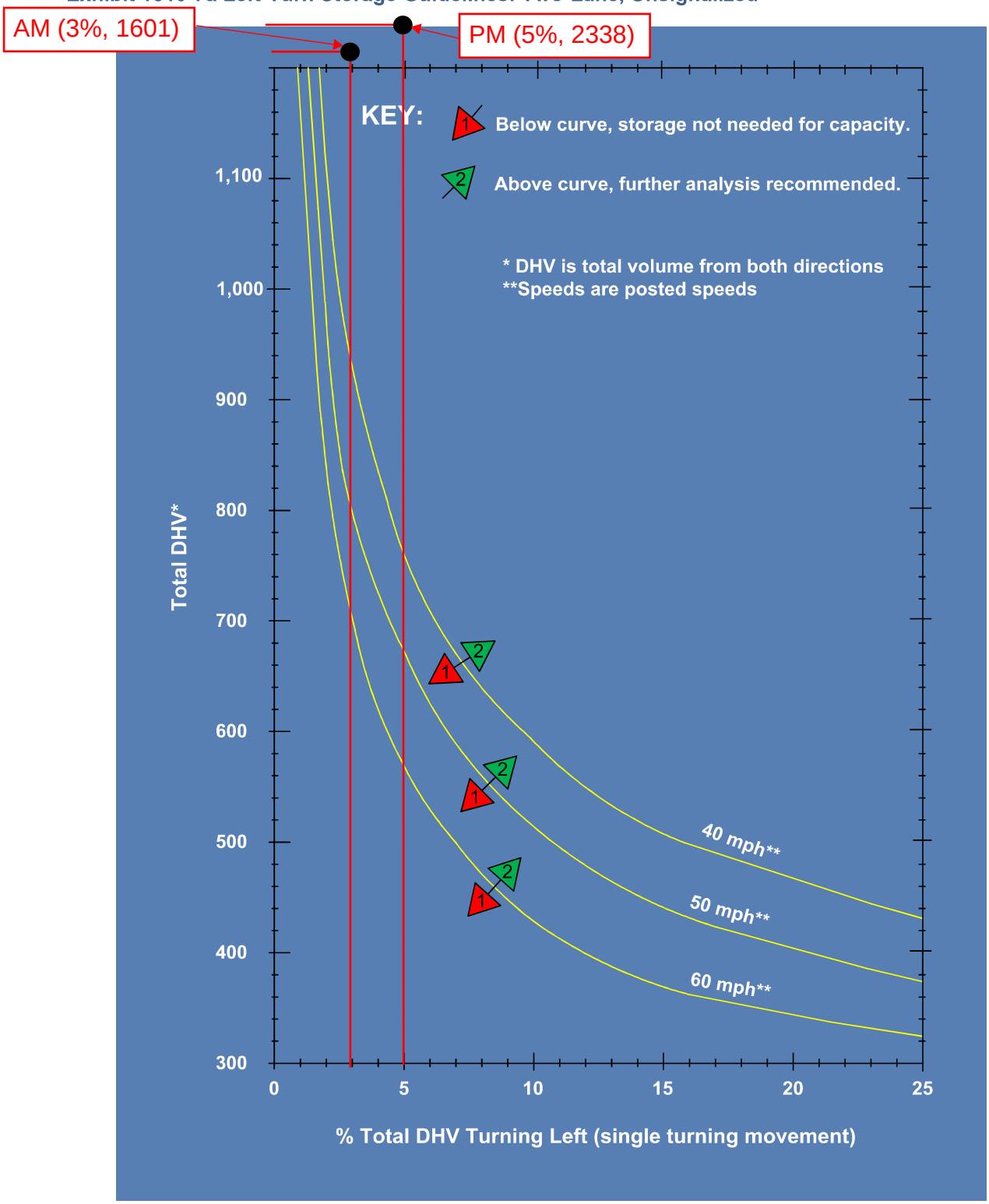
2040 With Project Volumes (SE-bound): New Site Access / SR 240

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



2040 With Project Volumes (SE-bound): Beardsley Road / SR 240

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



2040 With Project Volumes (NW-bound): Beardsley Road / Horn Rapids Road

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

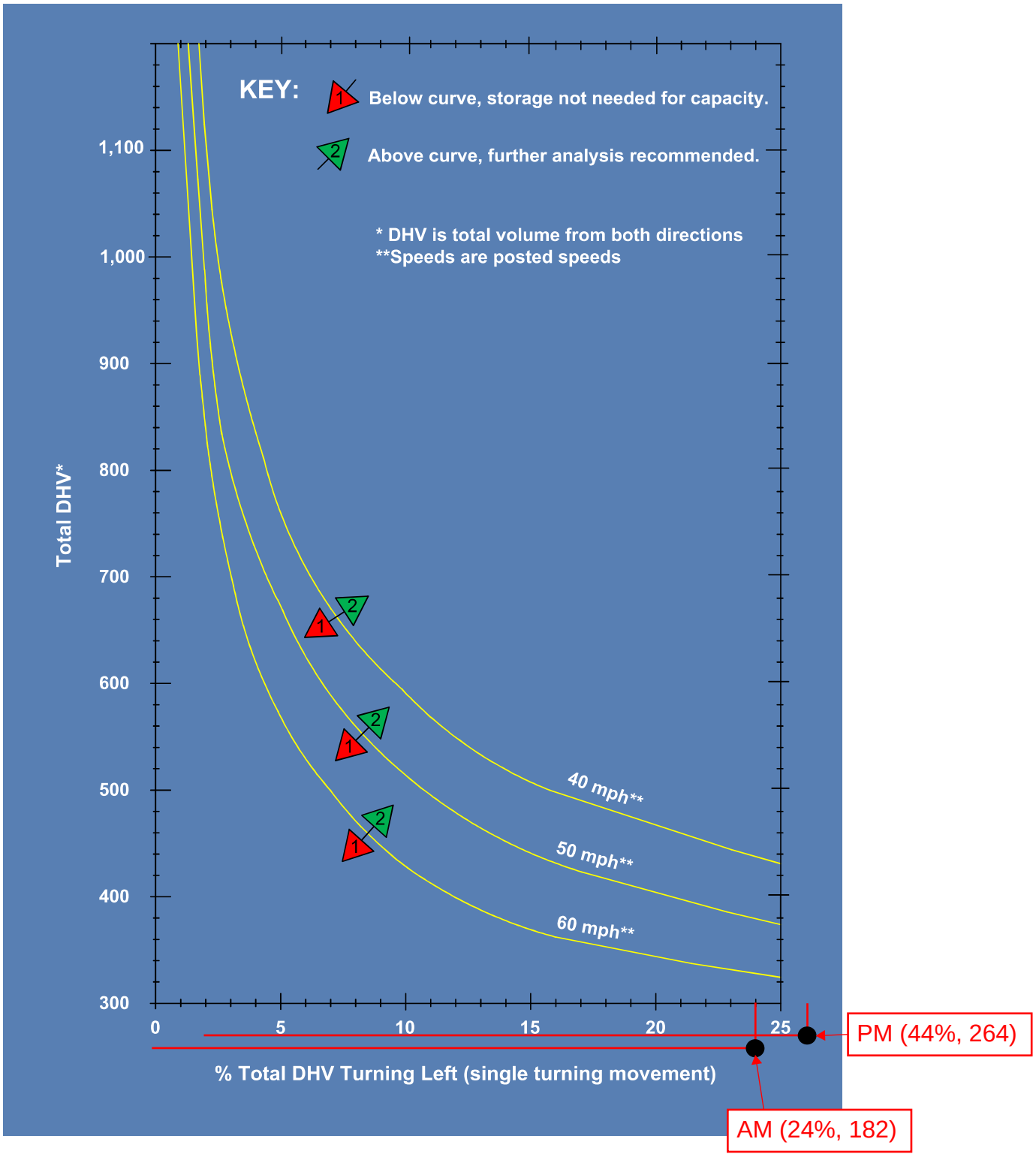
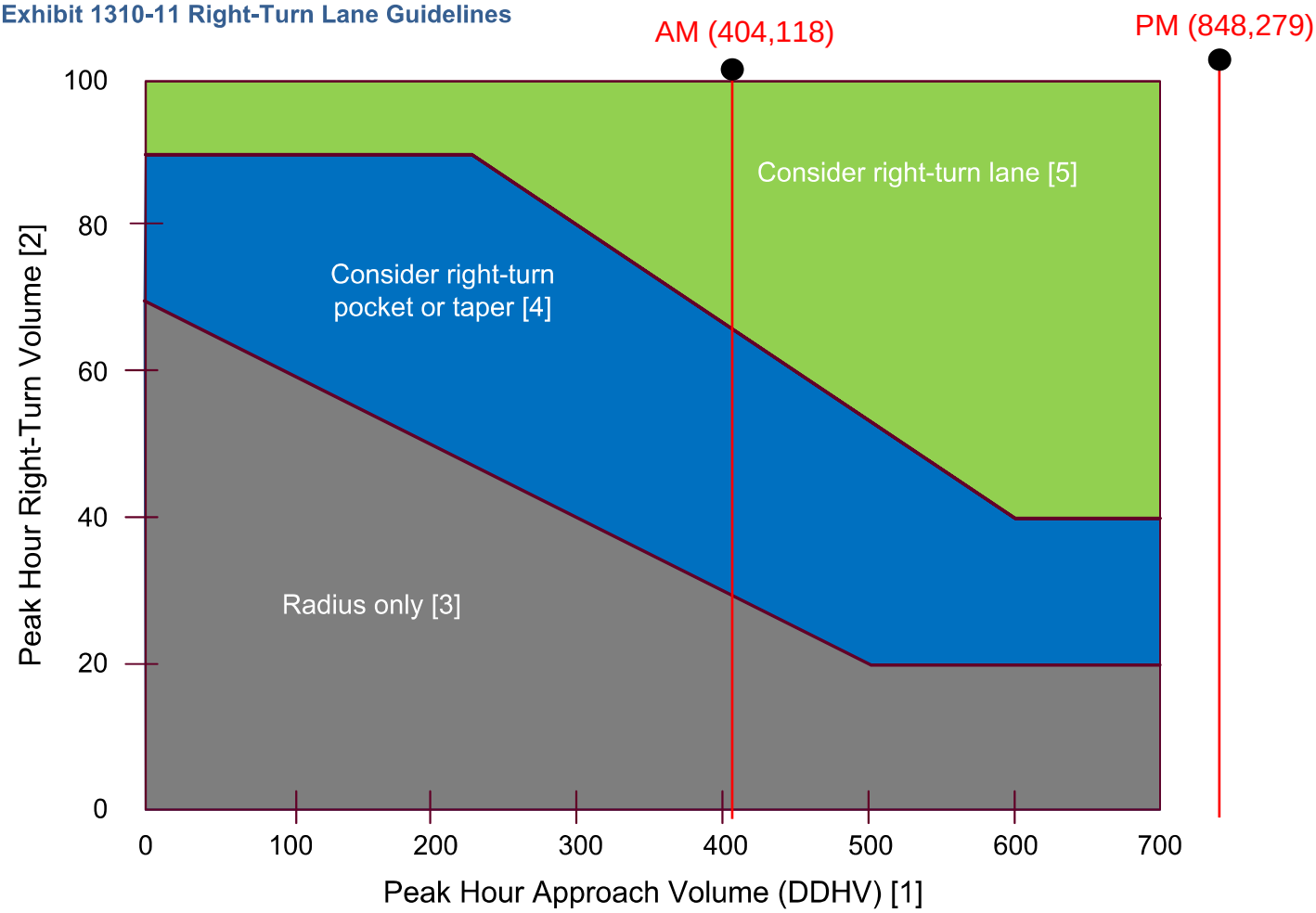


Exhibit 1310-11 Right-Turn Lane Guidelines



Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

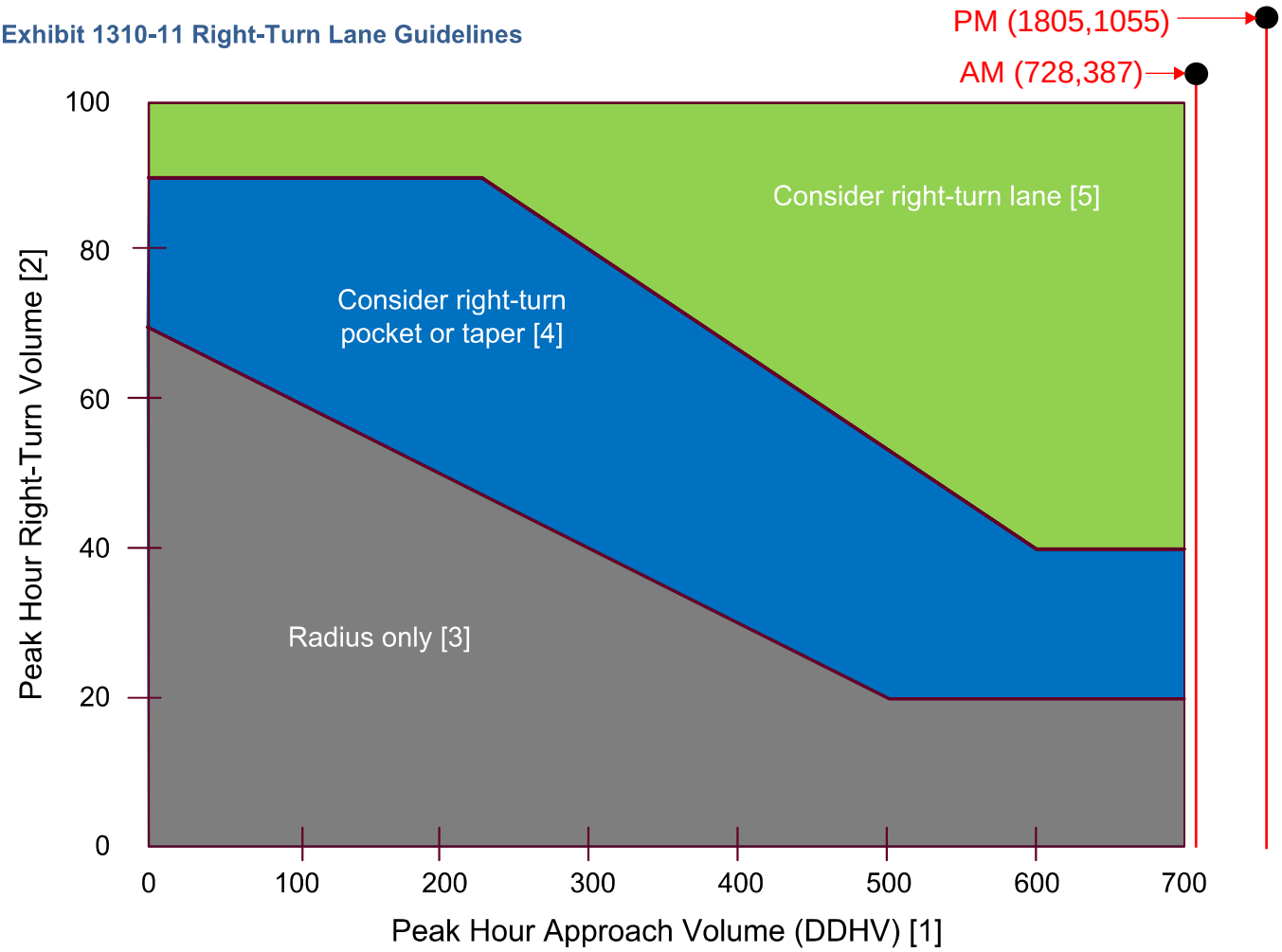
[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-12.

[5] For right-turn lane design, see Exhibit 1310-13.

2040 With Project Volumes (NW-bound): Beardsley Road / SR 240

Exhibit 1310-11 Right-Turn Lane Guidelines



Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
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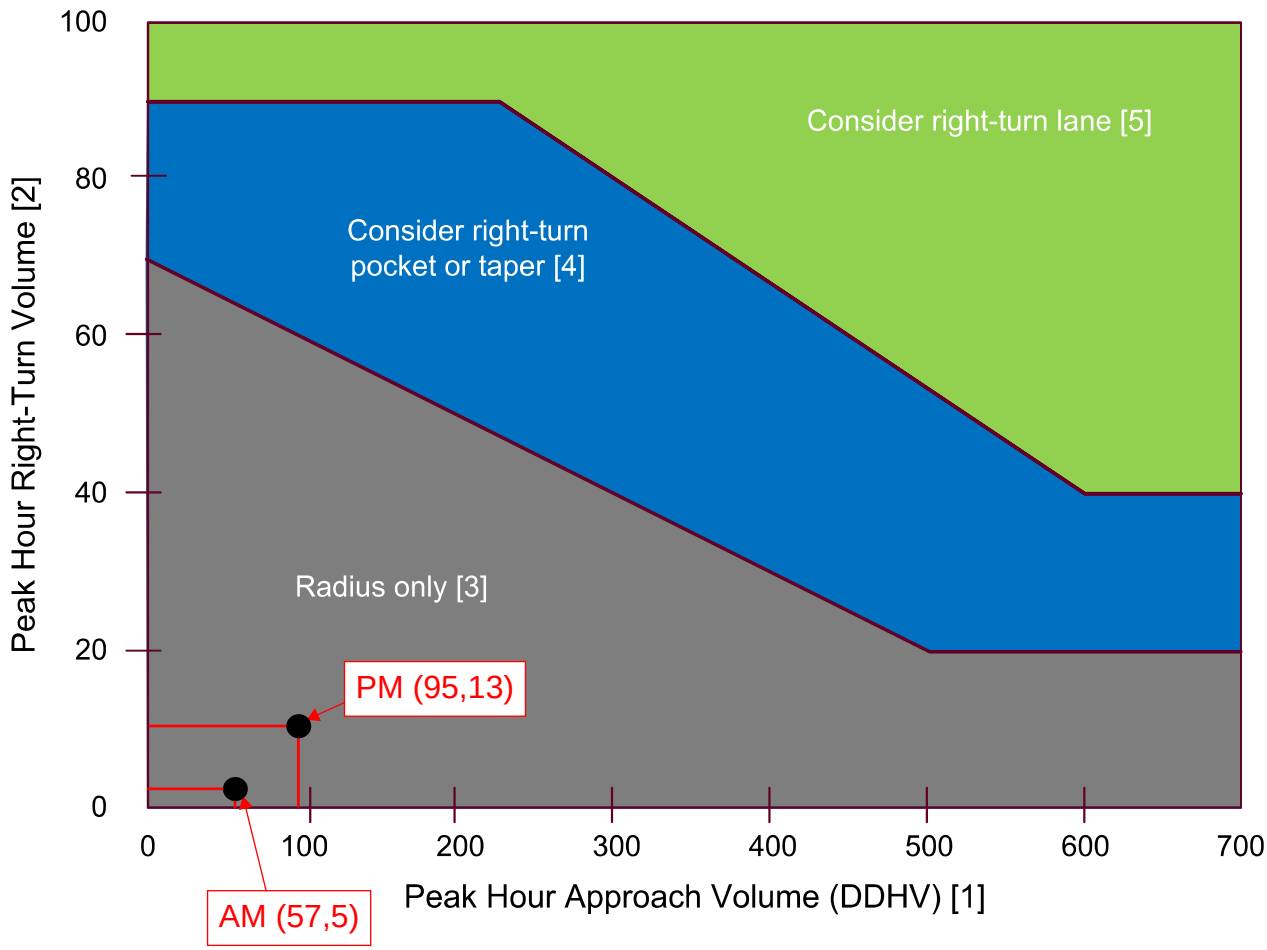
[5] For right-turn lane design, see Exhibit 1310-13.

Exhibit 1310-11 Right-Turn Lane Guidelines



Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-12.

[5] For right-turn lane design, see Exhibit 1310-13.

Intersection	
Int Delay, s/veh	12.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	31	340	569	279	193	22
Future Vol, veh/h	31	340	569	279	193	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	370	618	303	210	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	921	0	-	0	1056	618
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	438	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	741	-	-	-	250	489
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	741	-	-	-	239	489
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	651	-

Approach	SE	NW	SW
HCM Control Delay, s	0.8	0	81.9
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	741	-	252
HCM Lane V/C Ratio	-	-	0.045	-	0.927
HCM Control Delay (s)	-	-	10.1	-	81.9
HCM Lane LOS	-	-	B	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	8.3

Intersection	
Int Delay, s/veh	1678.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	117	416	750	1055	886	98
Future Vol, veh/h	117	416	750	1055	886	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	452	815	1147	963	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1962	0	-	0	1521	815
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	296	-	-	-	~ 130	377
Stage 1	-	-	-	-	~ 435	-
Stage 2	-	-	-	-	~ 489	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	296	-	-	-	~ 74	377
Mov Cap-2 Maneuver	-	-	-	-	~ 74	-
Stage 1	-	-	-	-	~ 248	-
Stage 2	-	-	-	-	~ 489	-

Approach	SE	NW	SW
HCM Control Delay, s	5.7	0	$ 5664.5
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	296	-	80
HCM Lane V/C Ratio	-	-	0.43	-	13.37
HCM Control Delay (s)	-	-	26		$ 5664.5
HCM Lane LOS	-	-	D	-	F
HCM 95th %tile Q(veh)	-	-	2.1	-	126.9

Notes

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

Intersection	
Int Delay, s/veh	5.2

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	103	0	407	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1489	-	600	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1489	-	547	960
Mov Cap-2 Maneuver	-	-	-	-	547	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	678	-

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

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

Appendix F

Mitigated Level of Service Calculations

HCM 6th Signalized Intersection Summary
1: SR 240 & New Site Access

02/21/2020

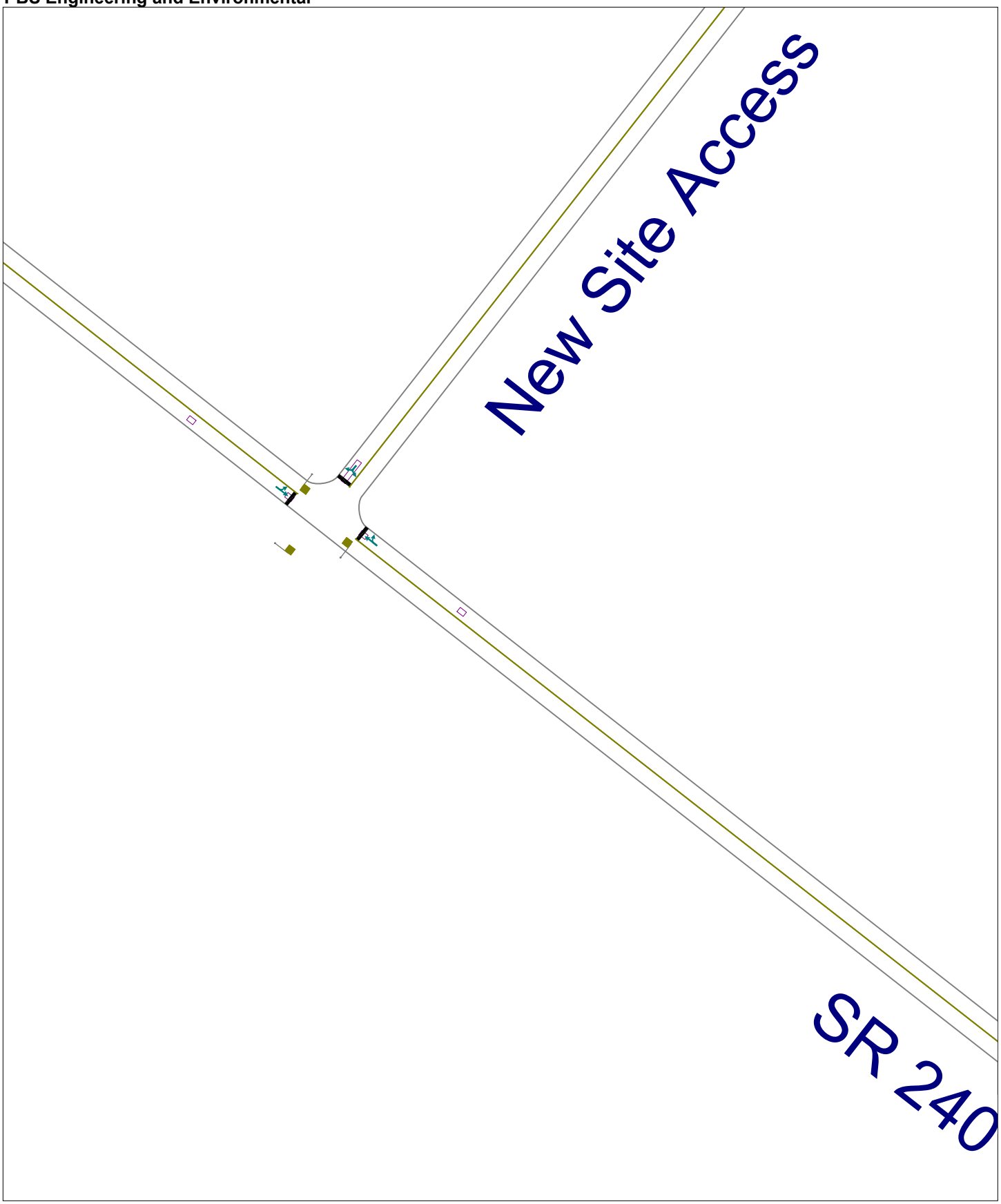
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	13	514	286	118	359	40
Future Volume (veh/h)	13	514	286	118	359	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No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

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		18.6				18.6	14.9
Change Period (Y+Rc), s		4.5				4.5	4.5
Max Green Setting (Gmax), s		26.5				26.5	19.5
Max Q Clear Time (g_c+I1), s		8.4				10.6	9.5
Green Ext Time (p_c), s		2.7				3.5	1.1

Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Map - Vantage Way Properties 71517.000
PBS Engineering and Environmental

New Site Access / SR240



Vantage Way Properties 71517.000
Weekday PM Peak Hour - 2040 With Project Conditions (Mitigated)

02/21/2020

LANE SUMMARY

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

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

Lane Use and Performance

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

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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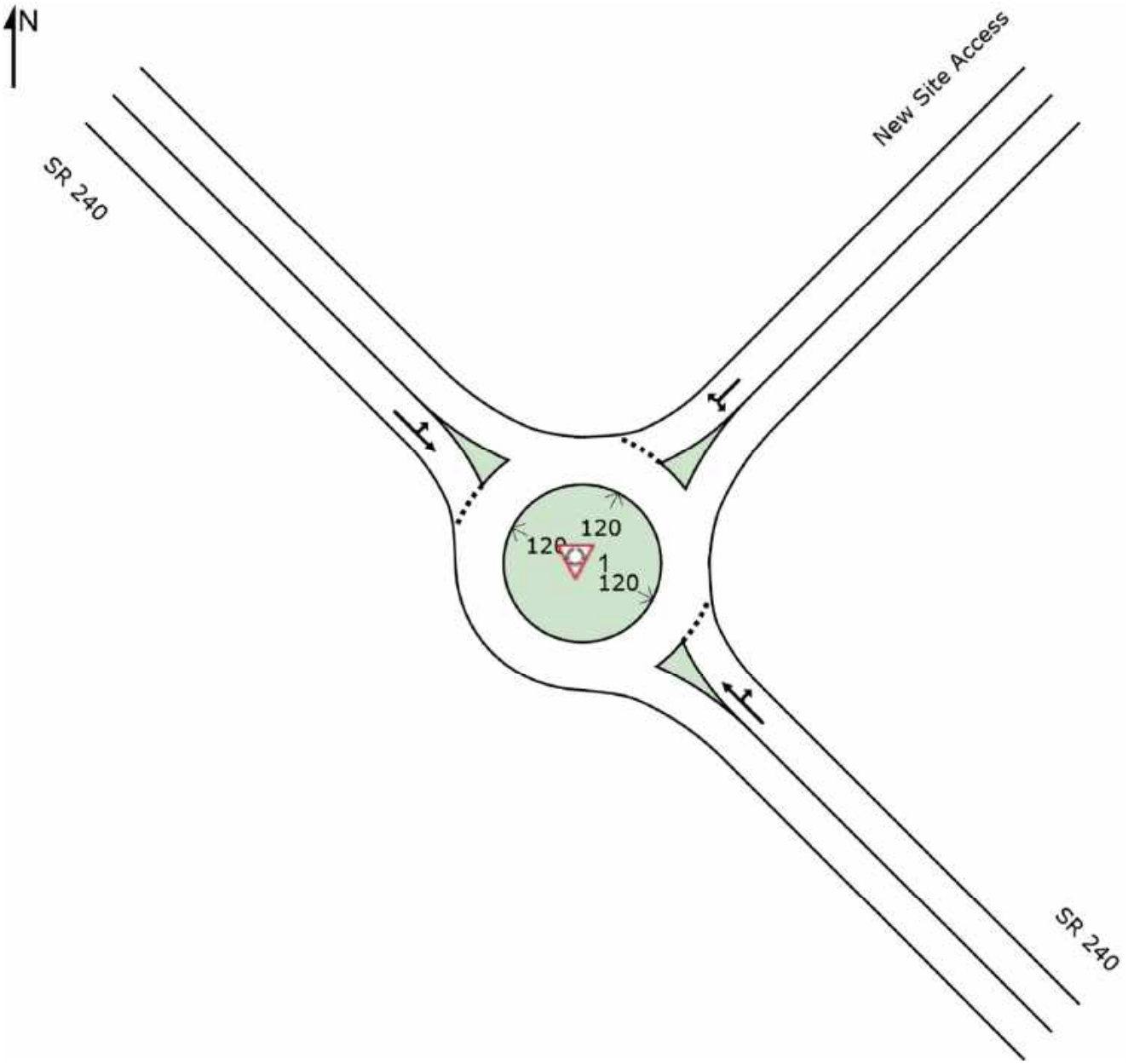
SITE LAYOUT

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

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



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

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	31.7			31.7	16.7
Change Period (Y+Rc), s	4.5			4.5	4.5
Max Green Setting (Gmax), s	33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	7.2			21.8	10.5
Green Ext Time (p_c), s	4.1			5.4	1.7

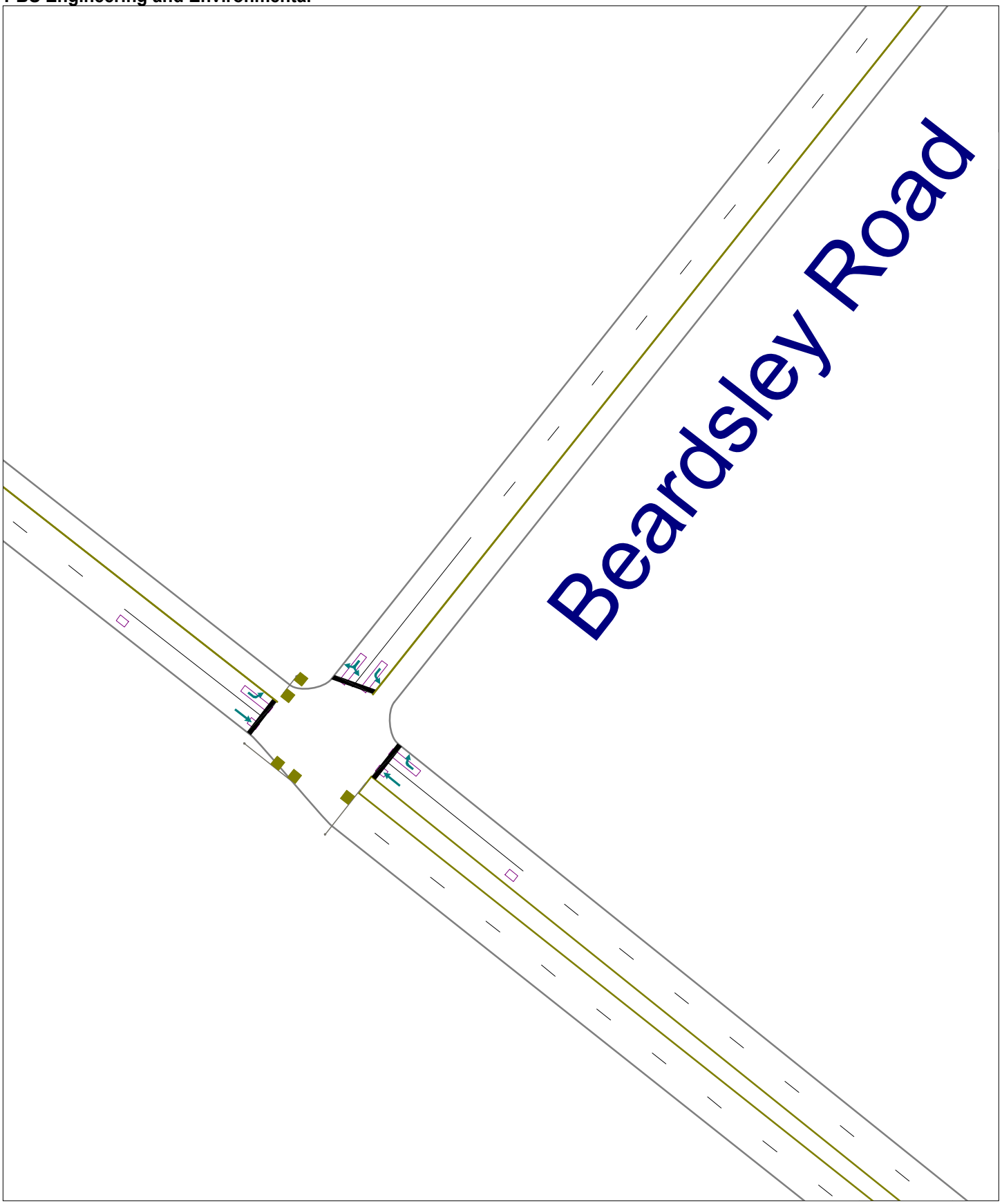
Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Map - Vantage Way Properties 71517.000
PBS Engineering and Environmental

Beardsley Road / SR240



Vantage Way Properties 71517.000
Weekday PM Peak Hour - 2040 With Project Conditions (Mitigated)

02/21/2020

LANE SUMMARY

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

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

Lane Use and Performance

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

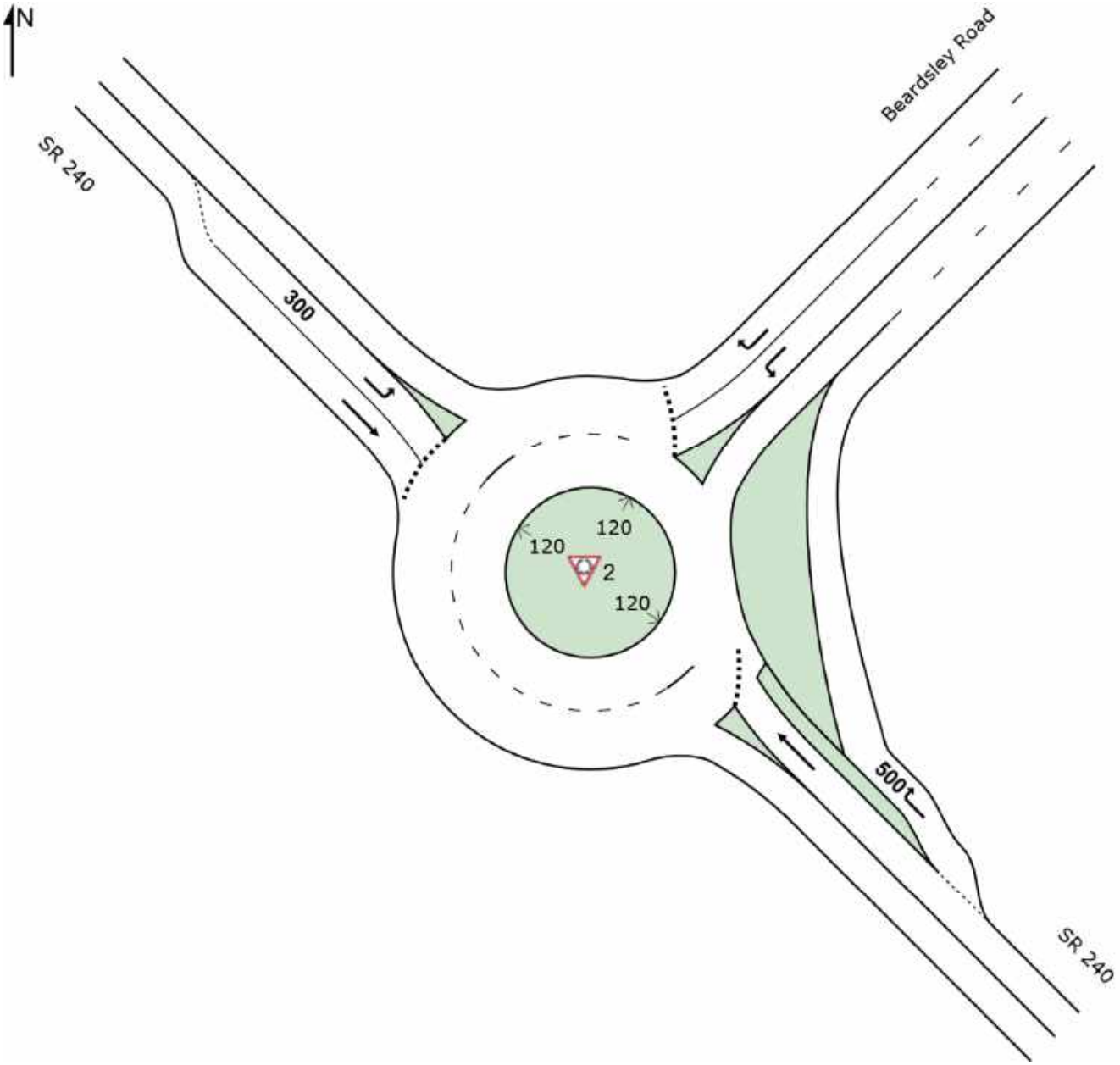
Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

SITE LAYOUT

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

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



HCM 6th Signalized Intersection Summary
1: SR 240 & New Site Access

02/21/2020

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

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	31.9	31.9	12.1
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	38.0	38.0	18.0
Max Q Clear Time (g_c+I1), s	20.1	21.3	7.6
Green Ext Time (p_c), s	7.2	2.5	0.5

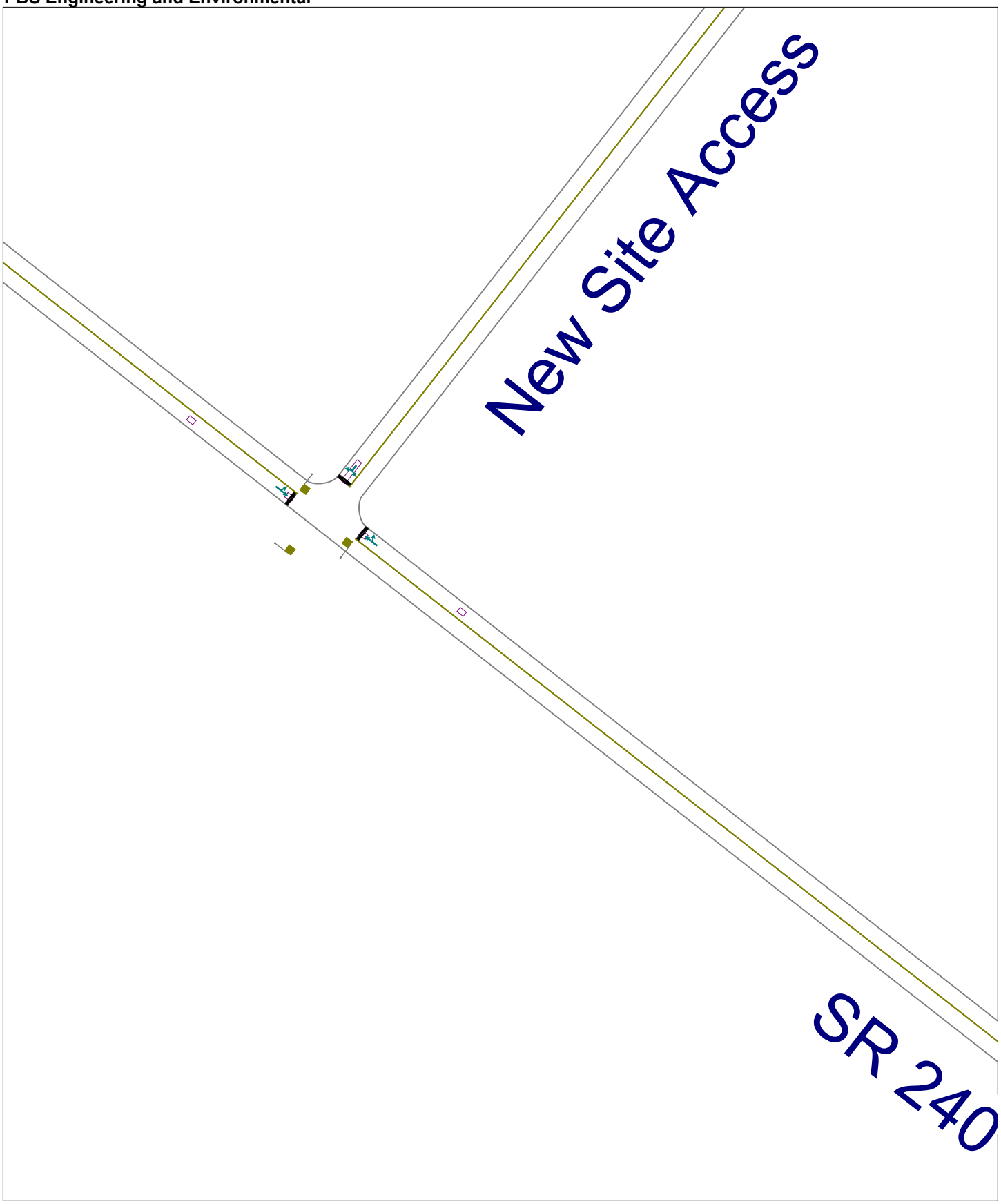
Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Map - Vantage Way Properties 71517.000
PBS Engineering and Environmental

New Site Access / SR240



Vantage Way Properties 71517.000
Weekday PM Peak Hour - 2040 With Project Conditions (Mitigated)

02/21/2020

LANE SUMMARY

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

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

Lane Use and Performance

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

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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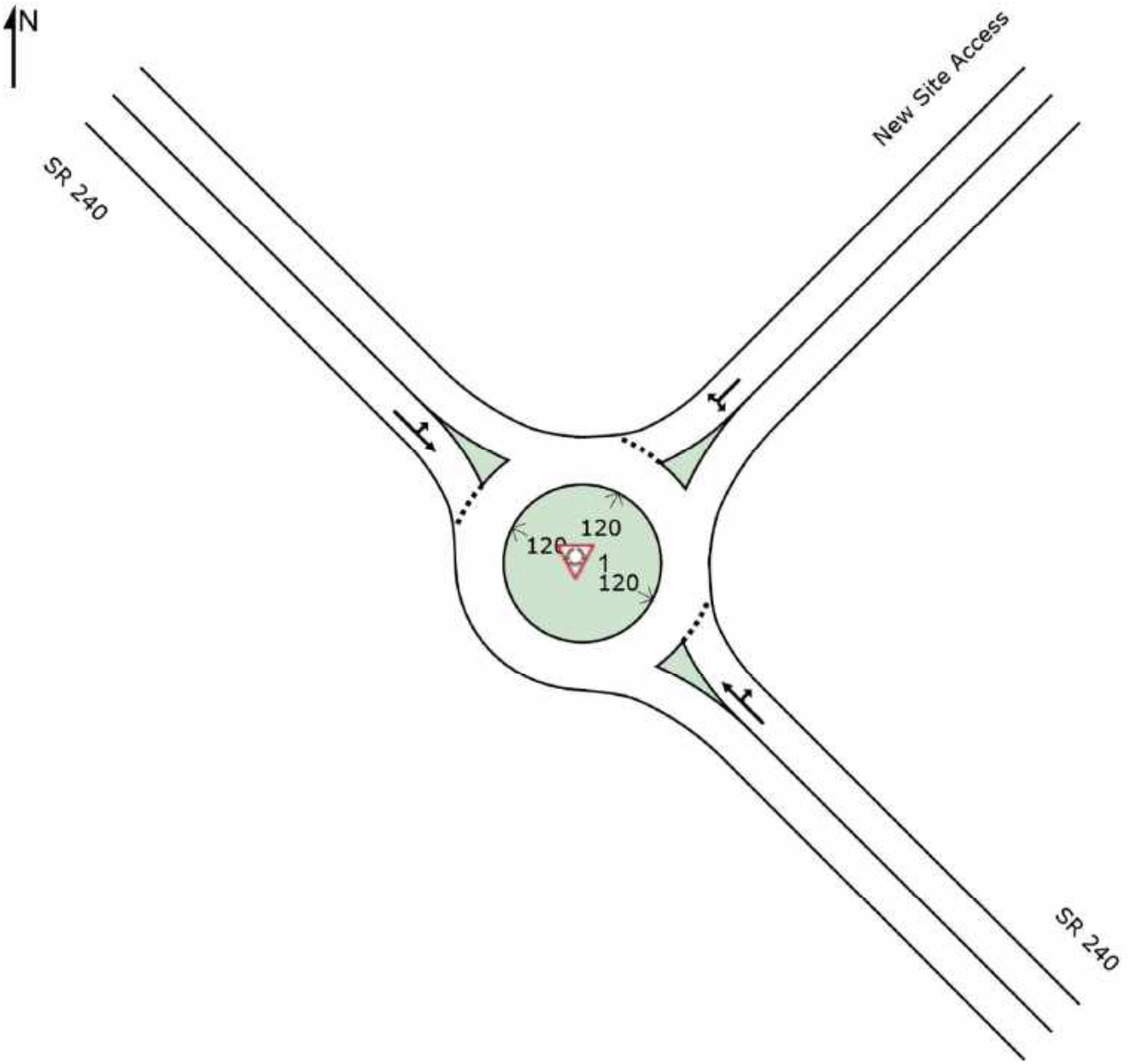
SITE LAYOUT

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

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



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

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	28.9			28.9	20.9
Change Period (Y+Rc), s	4.5			4.5	4.5
Max Green Setting (Gmax), s	24.4			24.4	16.6
Max Q Clear Time (g_c+I1), s	25.6			26.4	16.2
Green Ext Time (p_c), s	0.0			0.0	0.2

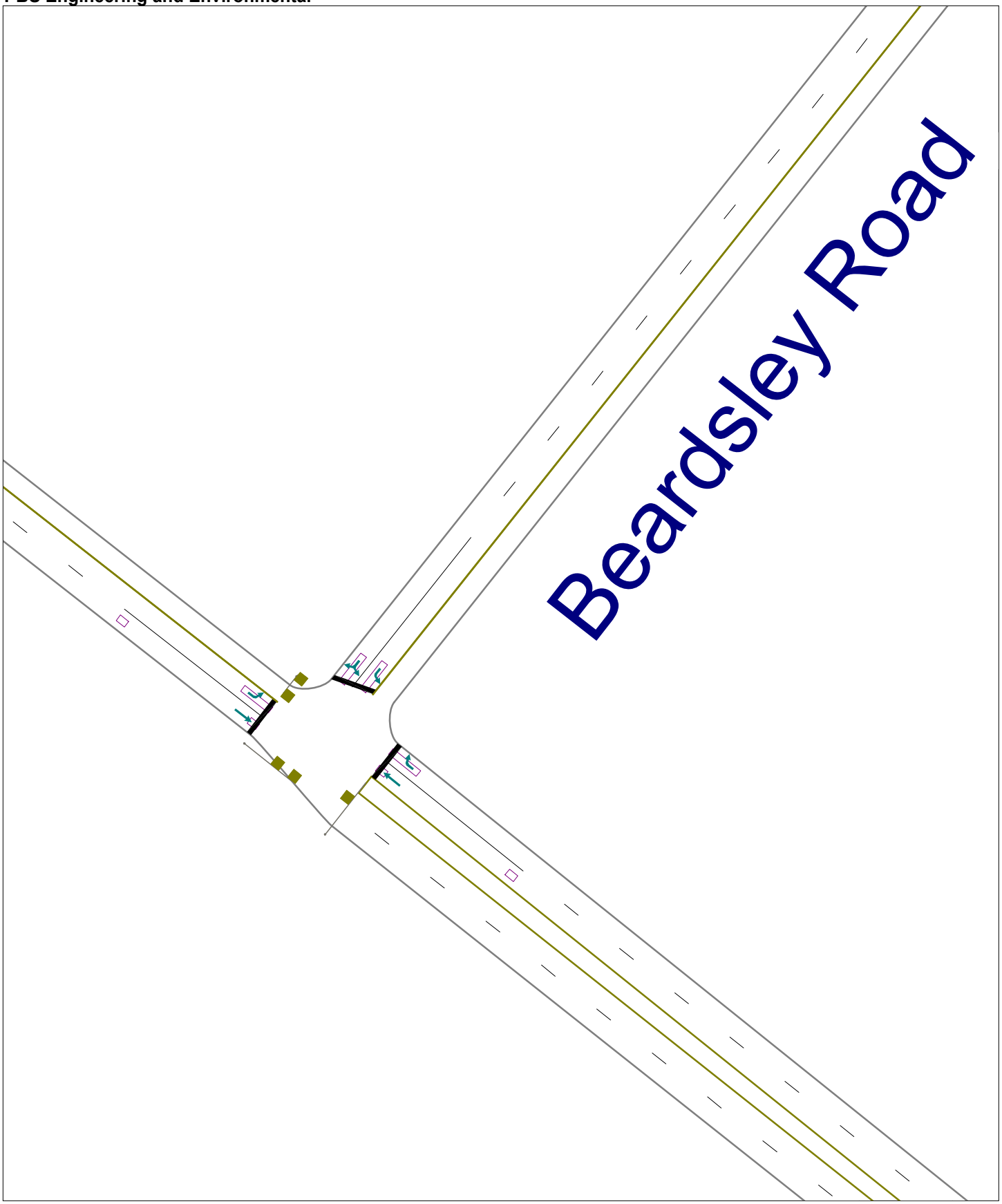
Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Map - Vantage Way Properties 71517.000
PBS Engineering and Environmental

Beardsley Road / SR240



Vantage Way Properties 71517.000
Weekday PM Peak Hour - 2040 With Project Conditions (Mitigated)

02/21/2020

LANE SUMMARY

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

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

Lane Use and Performance

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

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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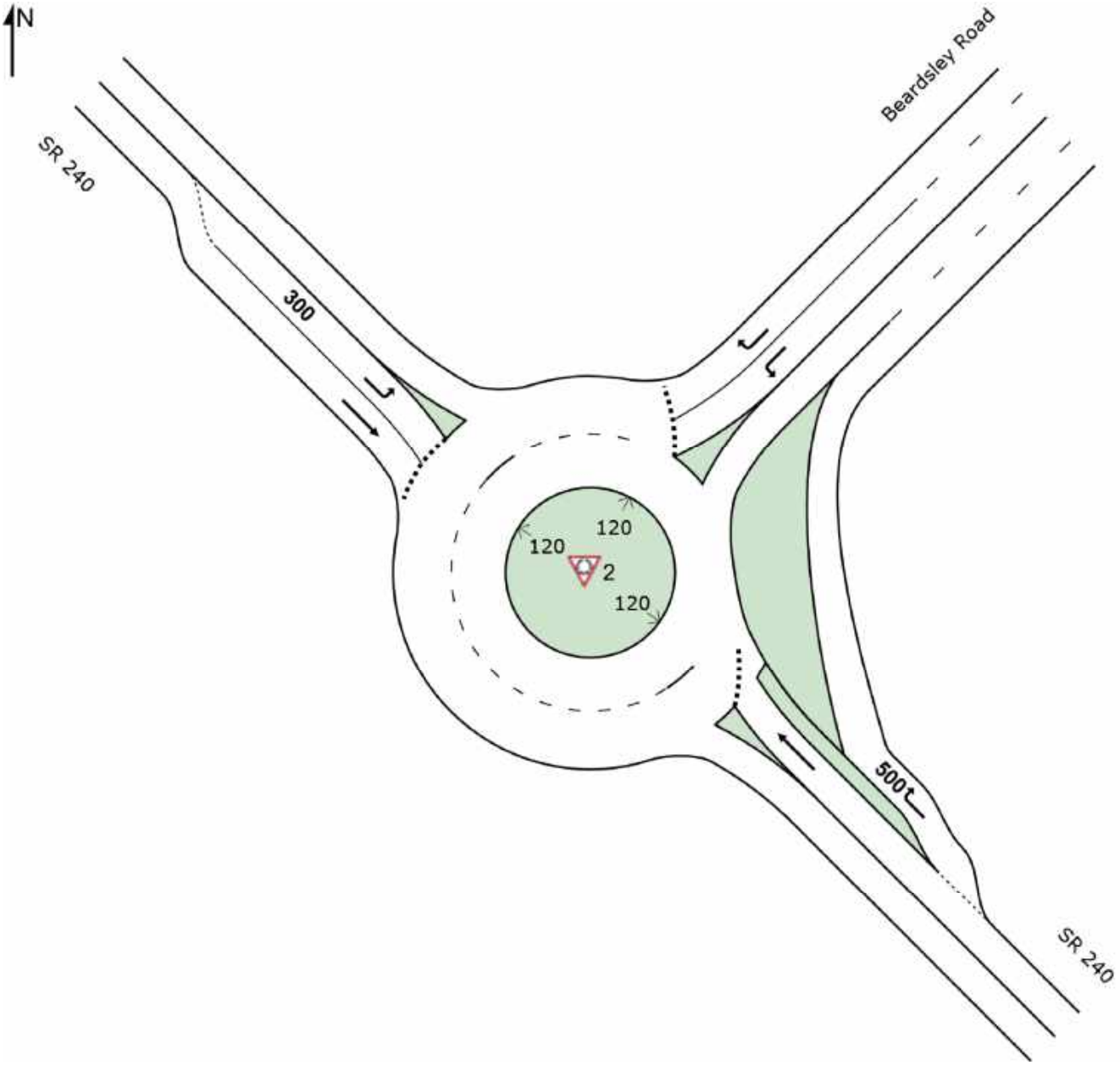
SITE LAYOUT

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

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



City of Richland
Development Services

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

Comprehensive Plan Amendment Application

☒ Comprehensive Plan Land Use Map ☐ Text of Comprehensive Plan

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

PROPERTY OWNER INFORMATION	☒ Contact Person
Owner: City of Richland - Economic Development	
Address: 625 Swift Blvd. MS 19, Richland, WA 99354	
Phone: 509.942.7595	Email: awallner@ci.richland.wa.us

APPLICANT/CONTRACTOR INFORMATION (if different)	☒ Contact Person
Company:	UBI# n/a
Contact: Mandy Wallner	
Address:	
Phone:	Email:

PROPERTY INFORMATION	
Legal Description: See Attached	
Parcel #	
Current Zoning: IM - Medium Industrial	Current Land Use Designation: IND

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

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

v. The location of existing utilities serving the subject parcels including electrical, water and sewer;
vi. The location and uses of existing structures located on the subject parcel(s);

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

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.
I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.
I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

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

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

Applicant Printed Name: Amanda Wallner

Applicant Signature: _____ Date 2/21/20

ATTACHMENT 1

PURPOSE OF PROPOSED COMPREHENSIVE PLAN MAP AMENDMENT

The purpose of the proposed Comprehensive Plan Map Amendment is to change the current land use designation for approximately 30 acres of Horn Rapids Industrial Park Property from Industrial to Commercial, and the underlying zoning district from Industrial I-M to Commercial C-3.

The 30-acre property is located adjacent to existing commercial property that overlays the expansion area of the City's Legacy Park. The commercial designation is inconsistent with the intended use and future development of this park property.

It was always the City's intention to have commercial development and amenities be located adjacent to the play fields in Horn Rapids. Due to the popularity of Legacy Park and the activities available for the City's residents, there is a need to expand these fields in the future. The existing property currently designated as Commercial is needed for this expansion, causing the need to amend the Comprehensive Plan to allow for future commercial and light industrial development of the Horn Rapids Industrial Park outside of the Legacy Park expansion area.

ATTACHMENT 3

CONSISTENCY WITH ADOPTED BENTON COUNTY-WIDE PLANNING POLICIES

POLICY 1: *The Comprehensive Plans of Benton County and each of the cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following: Urban Growth, Reduce Sprawl, Transportation, Property Rights, Permits, Natural Resource Industries, Open Space and Recreation, Environment, Citizen Participation, Public Facilities and Services, and Historic Preservation.*

Response: *Attachment 2* provides a specific response on the consistency of the proposed comprehensive plan map amendment with the Growth Management Act goals.

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

Response: The proposed comprehensive plan map amendment will not impact County or City population projections, nor will it impact population allocations.

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

Response: The proposed comprehensive plan map amendment is located within the City's Horn Rapids Industrial Park where existing streets and utilities will accommodate the development. The commercial development will serve the City's expected population increase within its Urban Growth Area.

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

Response: The proposed comprehensive plan map amendment is located within the City's Horn Rapids Industrial Park, which provides the City's land needs for commercial and industrial activities.

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

Response: The proposed comprehensive plan map amendment occurs in an area where urban services already exist and can be readily extended to the property.

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

Response: The proposed comprehensive plan map amendment does not involve the extension of service district boundaries and occurs in an area where existing utility infrastructure is already in place.

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

Response: The proposed comprehensive plan map amendment would not result in an increase in commercial and light industrial developments within the 30 acre property, and it would occur in an area where opportunities for greenbelts or critical areas do not exist.

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

Response: The proposed comprehensive plan map amendment does not involve either the movement of an urban growth line or the conversion of commercial agricultural lands.

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

Response: The proposed comprehensive plan map amendment does not involve an expansion of an urban growth area boundary. The site is located within the City's Horn Rapids Industrial Park, which is presently located within city limits and its existing urban growth area.

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

Response: The proposed comprehensive plan map amendment will not require an amendment to any of the Comprehensive Land Use Plan's policies.

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

Response: The proposed comprehensive plan map amendment does not involve the siting of essential public facilities.

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

Response: The proposed comprehensive plan map amendment would not impact existing solid waste programs.

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

Response: The proposed comprehensive plan map amendment would not impact existing solid waste programs.

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

Response: The proposed comprehensive plan map amendment would not impact existing City, County or regional transportation plans. Nor will it involve a need to re-classify existing collector or arterial street segments.

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

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

Response: The proposed comprehensive plan map amendment does not involve residential designated property and will not affect or impact conditions for the construction of affordable housing.

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

Response: The proposed comprehensive plan map amendment is located in an area that is incorporated within the City of Richland and is already part of Richland's Urban Growth Area. Therefore, the proposed amendment would not impact urban growth area boundaries.

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

Response: The proposed comprehensive plan map amendment is located within the City, and does not impact City/County efforts to establish joint development standards.

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

Response: The proposed comprehensive plan map amendment is located within an area not currently nor historically used for the harvesting of natural resources or the production of agricultural products. Therefore, the proposal does not impact the protection of public health or the use of natural resources.

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

Response: The proposed comprehensive plan map amendment relates to commercial and light industrial development, and is being proposed to increase opportunities for business formation, expansion and retention and creating jobs and financial investment to improve the economics of our communities.

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

Response: The proposed comprehensive plan map amendment would have minimal impacts to public services and infrastructure, and will not require amending the City's capital facilities plan.

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

Response: The proposed comprehensive plan map amendment involves a 30 acre property located within the City's Horn Rapids Industrial Park where public schools are not planned to be located.

POLICY 22: *The Growth Management Act requires counties planning under the Act to adopt a countywide planning policy in cooperation with the cities located in the county. The countywide planning policy is to be a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this (GMA) chapter. The purpose for the Benton County Wide Planning Policies is to meet this requirement of the Act. This document is a tool that will provide the necessary guidance to achieve consistency during the updating of comprehensive plans for the county and the cities.*

Response: The proposed comprehensive plan map amendment will not have a direct impact on County Wide Planning Policies.

ATTACHMENT 4

HOW THE AMENDMENT FURTHERS THE COMPREHENSIVE PLAN AND IS INTERNALLY CONSISTENT WITH THE CITY'S COMPREHENSIVE PLAN

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

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

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

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

Response: The property is located in an area where existing utility infrastructure and street network are already in place, or are planned to be extended in the future. Public services are already provided to other areas throughout the Horn Rapids Industrial Park.

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

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

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

Policy 3: Locate neighborhood-oriented commercial land uses in Neighborhood Retail Business areas. Policy 4: Encourage the use of buffers or transition zones between non- compatible land uses.

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

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

Response: The proposed comprehensive plan map amendment involves commercial and light industrial lands, and it would have a direct impact in promoting and accommodating a variety of commercial and light industrial developments.

ATTACHMENT 5

SEPA CHECKLIST

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable: Horn Rapids Comp. Plan Map Amendment

2. Name of applicant: City of Richland, Economic Development Dept.

3. Address and phone number of applicant and contact person: 625 Swift Blvd., Richland, WA 942-7583

4. Date checklist prepared: February 19, 2020

5. Agency requesting checklist: City of Richland, Development Services Dept.

6. Proposed timing or schedule (including phasing, if applicable): None. Non-Project Item

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. Horn Rapids Triangle Development Program, Final EIS, December 1981

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. None

10. List any government approvals or permits that will be needed for your proposal, if known. None

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) Change of Comprehensive Plan Land Use Designation and Zoning District from Industrial to Commercial.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. 30-acre site in the Horn Rapids Industrial Park along the north side of SR 240, northwest of the City of Richland's Legacy Park baseball fields.

B. Environmental Elements

1. *Earth*

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)?

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. Sand

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. No.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. None.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. No.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? Map amendment. No construction involved.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: Map Amendment; none needed at this time.

2. *Air*

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. None.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: None needed for this project.

3. *Water*

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. No.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. No.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. None.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. NoDoes the proposal lie within a 100-year floodplain? If so, note location on the site plan. No.

5) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. No.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. No.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. None.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. None.

2) Could waste materials enter ground or surface waters? If so, generally describe. No.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. No.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: None needed for this map amendment.

4. *Plants*

a. Check the types of vegetation found on the site:

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
_X_shrubs
_X_grass
____pasture
____crop or grain
_____Orchards, vineyards or other permanent crops.
_____wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered? None.

c. List threatened and endangered species known to be on or near the site. None.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: None needed for this map amendment.

e. List all noxious weeds and invasive species known to be on or near the site. None.

5. *Animals*

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: **hawk**, **heron**, eagle, **songbirds**, other: **burrowing owls**
mammals: deer, bear, elk, beaver, other: **rabbits**, **mice**
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site. None.

c. Is the site part of a migration route? If so, explain. Yes, Richland is within the Pacific Flyway, and the entire Columbia Basin is part of a migration route.

d. Proposed measures to preserve or enhance wildlife, if any: None for this map amendment.

e. List any invasive animal species known to be on or near the site. None.

6. *Energy and Natural Resources*

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. None for this map amendment.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: None.

7. *Environmental Health*

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. None.

1) Describe any known or possible contamination at the site from present or past uses. None.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. None.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. None.

4) Describe special emergency services that might be required. None.

5) Proposed measures to reduce or control environmental health hazards, if any: None required.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? None.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. None.

3) Proposed measures to reduce or control noise impacts, if any: None.

8. *Land and Shoreline Use*

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. The property is currently undeveloped/vacant land, surrounded by the Horn Rapids Industrial Park and near the City's Legacy Park.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? No.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: No.

c. Describe any structures on the site. None.

d. Will any structures be demolished? If so, what? No.

e. What is the current zoning classification of the site? Industrial I-M.

f. What is the current comprehensive plan designation of the site? Industrial.

g. If applicable, what is the current shoreline master program designation of the site? n/a

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. No.

i. Approximately how many people would reside or work in the completed project? None.

j. Approximately how many people would the completed project displace? None.

k. Proposed measures to avoid or reduce displacement impacts, if any: n/aL. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: Map amendment will ensure consistency between Comprehensive Land Use Plan Map and the Zoning Map.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: n/a.

9. *Housing*

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. None.

c. Proposed measures to reduce or control housing impacts, if any: n/a.

10. *Aesthetics*

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? No structures proposed for map amendment. Height of future development of the property will comply with the Zoning Ordinance for Industrial Uses.

b. What views in the immediate vicinity would be altered or obstructed? None.

c. Proposed measures to reduce or control aesthetic impacts, if any: n/a.

11. *Light and Glare*

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? None.

b. Could light or glare from the finished project be a safety hazard or interfere with views? No.

c. What existing off-site sources of light or glare may affect your proposal? No.

d. Proposed measures to reduce or control light and glare impacts, if any: n/a.

12. *Recreation*

a. What designated and informal recreational opportunities are in the immediate vicinity? The City's Horn Rapids Legacy Park to the southwest, and the Horn Rapids Golf Course to the south across SR 240.

b. Would the proposed project displace any existing recreational uses? If so, describe. No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: None.

13. *Historic and cultural preservation*

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe. None.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. None.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. None.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. n/a.

14. *Transportation*

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. Property fronts SR 240; however roads within the interior of the Horn Rapids Industrial Park will be extended to the property in the future.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? No. 4 miles to Stevens Center.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? None.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). No.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. No.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? None.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. No.

h. Proposed measures to reduce or control transportation impacts, if any: n/a.

15. *Public Services*

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. Future development of the property will require public services. But not for this map amendment.

b. Proposed measures to reduce or control direct impacts on public services, if any. None.

16. *Utilities*

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: None Currently.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. Future development will require utilities and infrastructure at time of construction; but not for this map amendment.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: AWallner

Name of signee Amanda Wallner

Position and Agency/Organization Marketing Specialist Economic Development

Date Submitted: 2/21/20

D. Supplemental sheet for nonproject actions

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? Future development of the property may involve uses that could result in increased discharges to water and involve emissions to air.

   Proposed measures to avoid or reduce such increases are: Future development of the property will be subject to clean air regulations implemented by the Benton Clean Air Authority.

2. How would the proposal be likely to affect plants, animals, fish, or marine life? None.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are: None.

3. How would the proposal be likely to deplete energy or natural resources? None for this map amendment. Future development of the property will result in the use of energy and natural resources.

Proposed measures to protect or conserve energy and natural resources are: Future development of the property will be required to comply with Washington State Energy Conservation Standards.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands? No environmentally sensitive areas are located on or within the subject property.

   Proposed measures to protect such resources or to avoid or reduce impacts are: None needed.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? No shorelines located within or along property.

   Proposed measures to avoid or reduce shoreline and land use impacts are: n/a.

6. How would the proposal be likely to increase demands on transportation or public services and utilities? Future Development could increase traffic on interior industrial park roads and increase demand for public services and utility services.

   Proposed measures to reduce or respond to such demand(s) are: Future development projects will be required to mitigate or compensate for any impacts to public services.

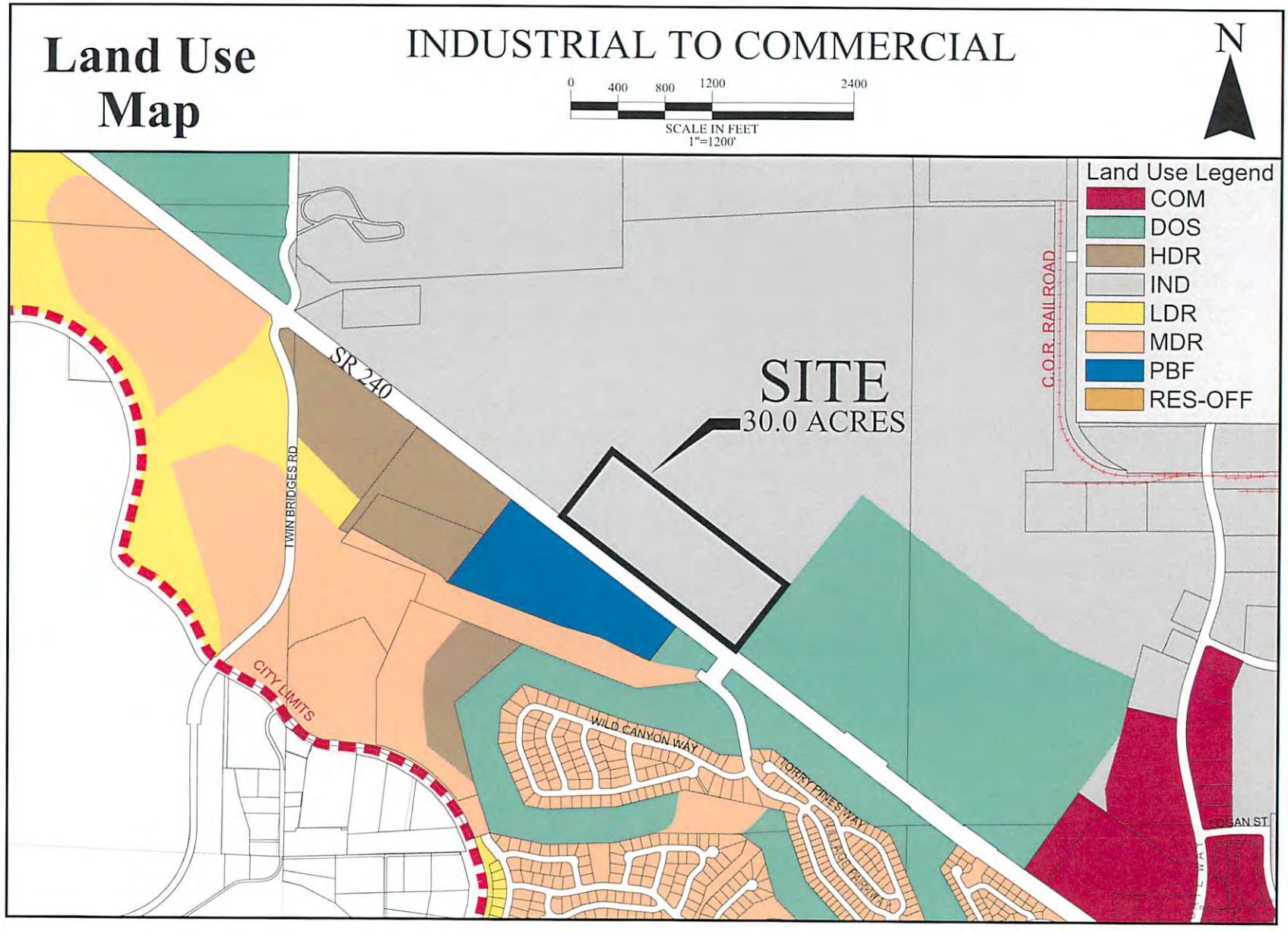
7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. The map amendment will be in compliance with local, state and federal laws and requirements, as well as any future development of the property.

ATTACHMENT 6

CURRENT COMPREHENSIVE LAND USE DESIGNATION MAP

Land Use Map

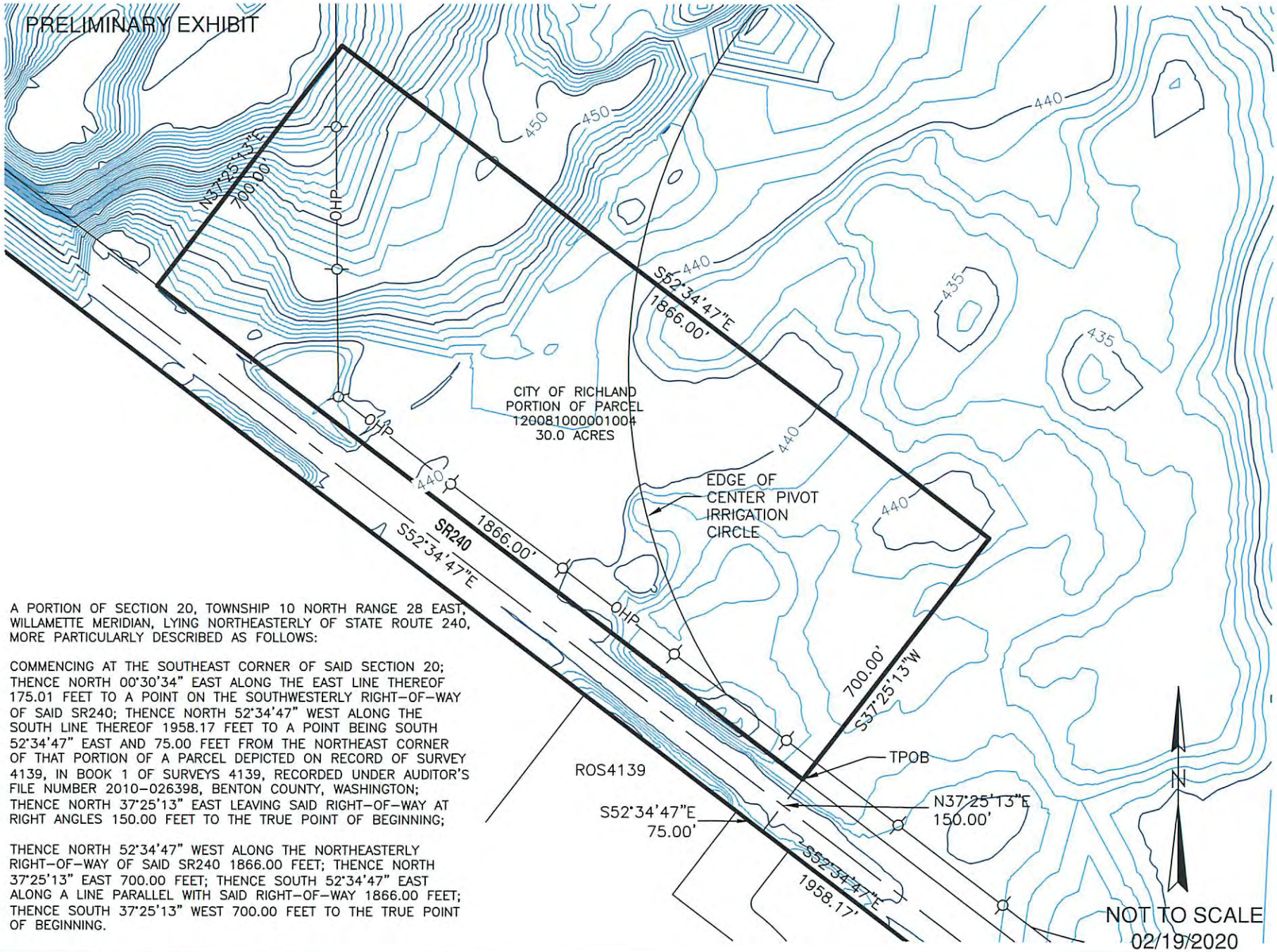
INDUSTRIAL TO COMMERCIAL



ATTACHMENT 7

TOPO MAP

PRELIMINARY EXHIBIT



A PORTION OF SECTION 20, TOWNSHIP 10 NORTH RANGE 28 EAST, WILLAMETTE MERIDIAN, LYING NORTHEASTERLY OF STATE ROUTE 240, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 20; THENCE NORTH 00°30'34" EAST ALONG THE EAST LINE THEREOF 175.01 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY OF SAID SR240; THENCE NORTH 52°34'47" WEST ALONG THE SOUTH LINE THEREOF 1958.17 FEET TO A POINT BEING SOUTH 52°34'47" EAST AND 75.00 FEET FROM THE NORTHEAST CORNER OF THAT PORTION OF A PARCEL DEPICTED ON RECORD OF SURVEY 4139, IN BOOK 1 OF SURVEYS 4139, RECORDED UNDER AUDITOR'S FILE NUMBER 2010-026398, BENTON COUNTY, WASHINGTON; THENCE NORTH 37°25'13" EAST LEAVING SAID RIGHT-OF-WAY AT RIGHT ANGLES 150.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 52°34'47" WEST ALONG THE NORTHEASTERLY RIGHT-OF-WAY OF SAID SR240 1866.00 FEET; THENCE NORTH 37°25'13" EAST 700.00 FEET; THENCE SOUTH 52°34'47" EAST ALONG A LINE PARALLEL WITH SAID RIGHT-OF-WAY 1866.00 FEET; THENCE SOUTH 37°25'13" WEST 700.00 FEET TO THE TRUE POINT OF BEGINNING.

ATTACHMENT 8

LEGAL DESCRIPTION

PRELIMINARY EXHIBIT

A PORTION OF SECTION 20, TOWNSHIP 10 NORTH RANGE 28 EAST, WILLAMETTE MERIDIAN, LYING NORTHEASTERLY OF STATE ROUTE 240, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 20; THENCE NORTH 00°30'34" EAST ALONG THE EAST LINE THEREOF 175.01 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY OF SAID SR240; THENCE NORTH 52°34'47" WEST ALONG THE SOUTH LINE THEREOF 1958.17 FEET TO A POINT BEING SOUTH 52°34'47" EAST AND 75.00 FEET FROM THE NORTHEAST CORNER OF THAT PORTION OF A PARCEL DEPICTED ON RECORD OF SURVEY 4139, IN BOOK 1 OF SURVEYS 4139, RECORDED UNDER AUDITOR'S FILE NUMBER 2010-026398, BENTON COUNTY, WASHINGTON; THENCE NORTH 37°25'13" EAST LEAVING SAID RIGHT-OF-WAY AT RIGHT ANGLES 150.00 FEET TO THE TRUE POINT OF BEGINNING;

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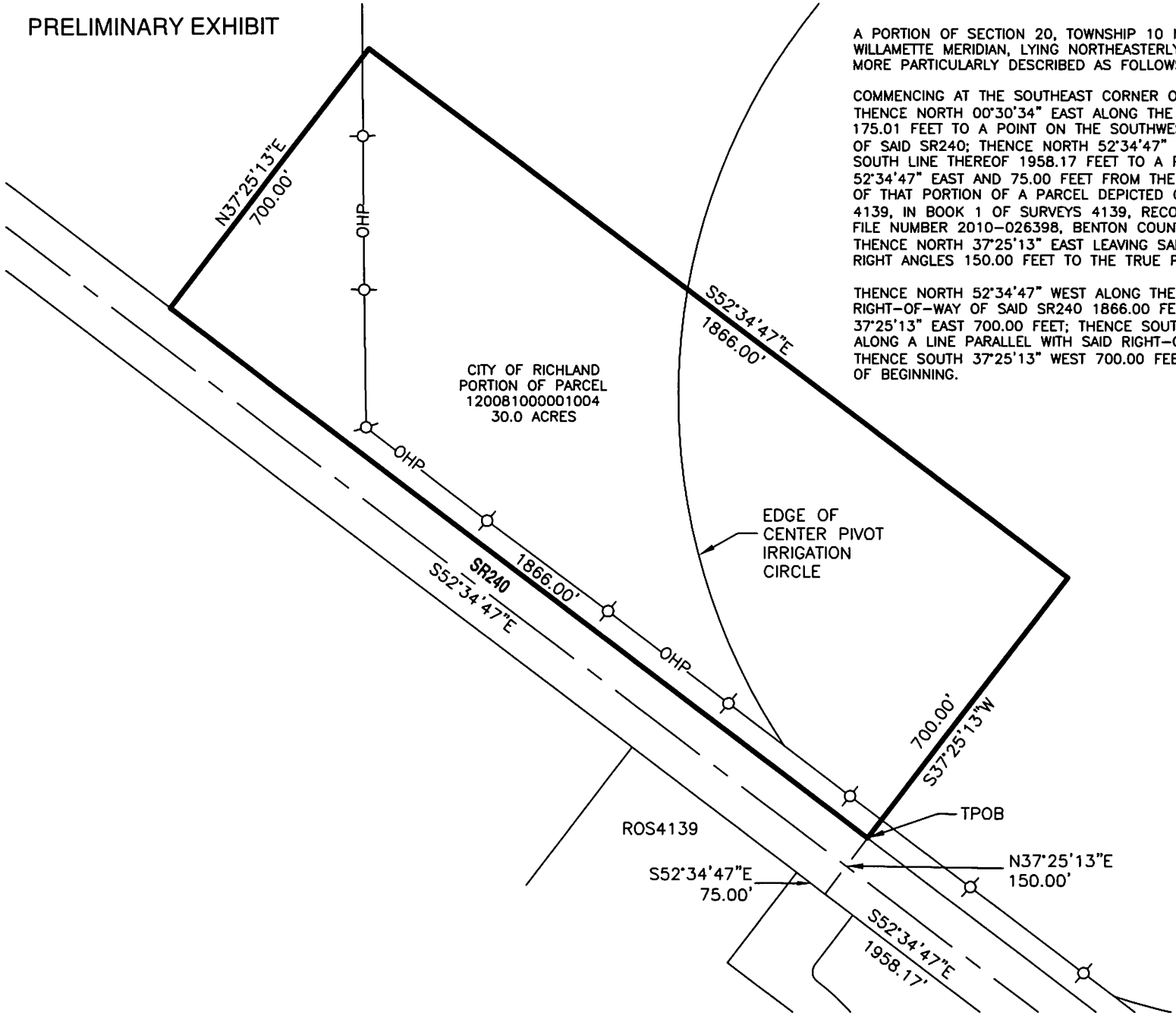
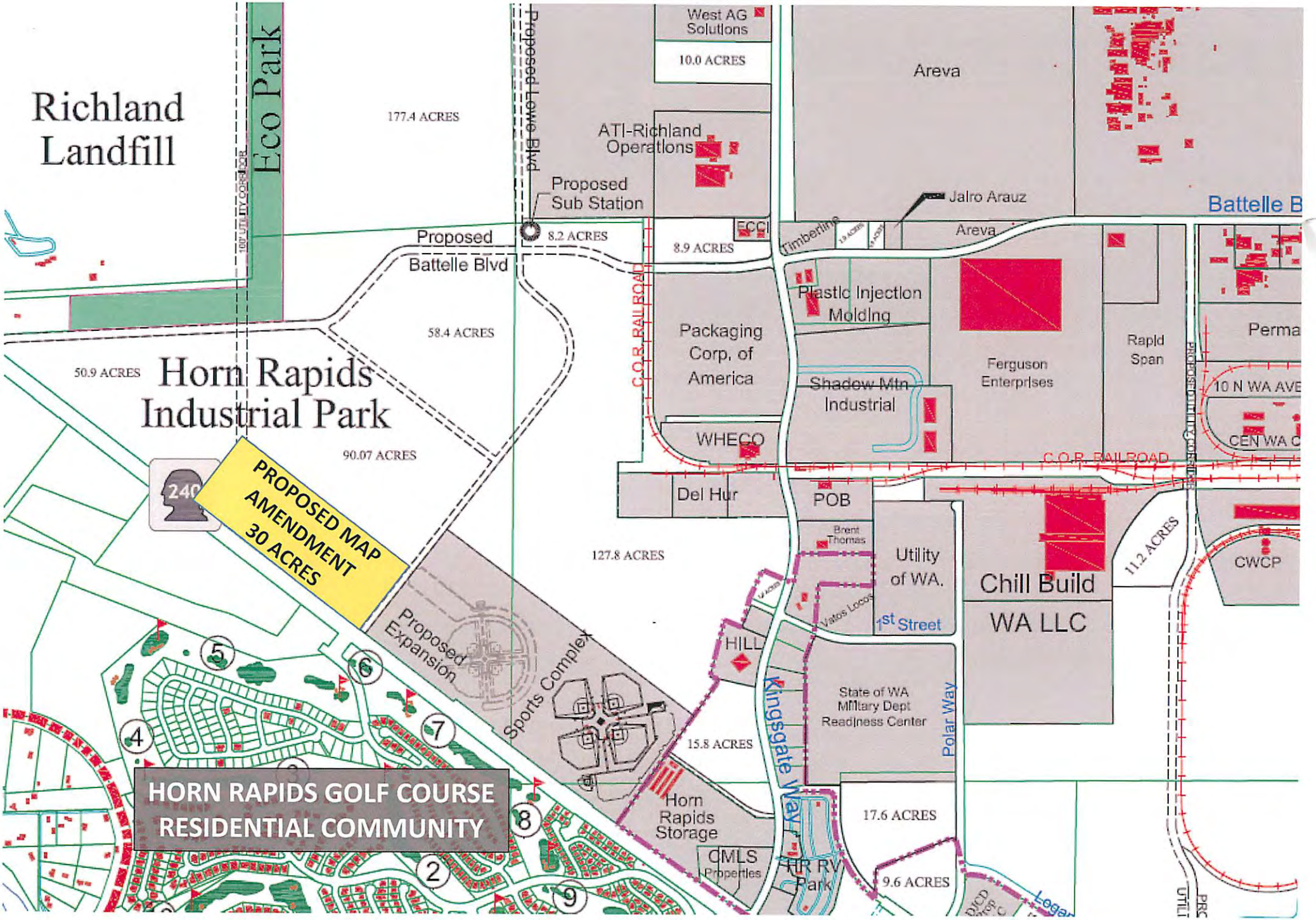


NOT TO SCALE
02/16/2020

ATTACHMENT 9

VICINITY MAP


Richland Landfill
Eco Park
177.4 ACRES
Proposed Lewis Blvd
West AG Solutions
10.0 ACRES
ATI-Richland Operations
Areva
Jalro Arauz
Battelle B
Proposed Sub Station
Proposed Battelle Blvd
8.2 ACRES
8.9 ACRES
ECCI
Timberline
Areva
C.O.R. RAILROAD
Plastic Injection Molding
Packaging Corp. of America
Ferguson Enterprises
Rapid Span
Perma
58.4 ACRES
50.9 ACRES
Horn Rapids Industrial Park
Shadow Mtn Industrial
10 N WA AVE
CEN WA C
WHECO
90.07 ACRES
PROPOSED MAP AMENDMENT 30 ACRES
Del Hur
POB
Brent Thomas
127.8 ACRES
Utility of WA.
Chill Build WA LLC
11.2 ACRES
CWCP
Vatos Locos
1st Street
HILL
Proposed Expansion
Sports Complex
Kingsgate Way
State of WA Military Dept Readiness Center
Polar Way
15.8 ACRES
HORN RAPIDS GOLF COURSE RESIDENTIAL COMMUNITY
Horn Rapids Storage
17.6 ACRES
CMLS Properties
HR RV Park
9.6 ACRES
Logan
240